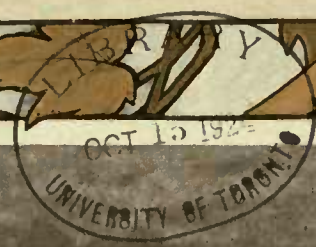


Canadian Life *and* Resources

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AUGUST 1907
Vol. V. New Series No. 8

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

Ten Cents a Copy
\$1.00 a Year

Our Alpine Club in Camp

RESOURCES PUBLISHING CO., Limited,

Publishers

MONTREAL, CANADA

1907

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The Canadian West is the farmer's paradise.

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

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

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

IN the year 1906 more than 150,000 people flocked to the fertile plains of the Canadian West—about 50,000 of them from the agricultural areas of the United States—and thus demonstrated that the Western portion of the Dominion of Canada is the farmer's paradise.

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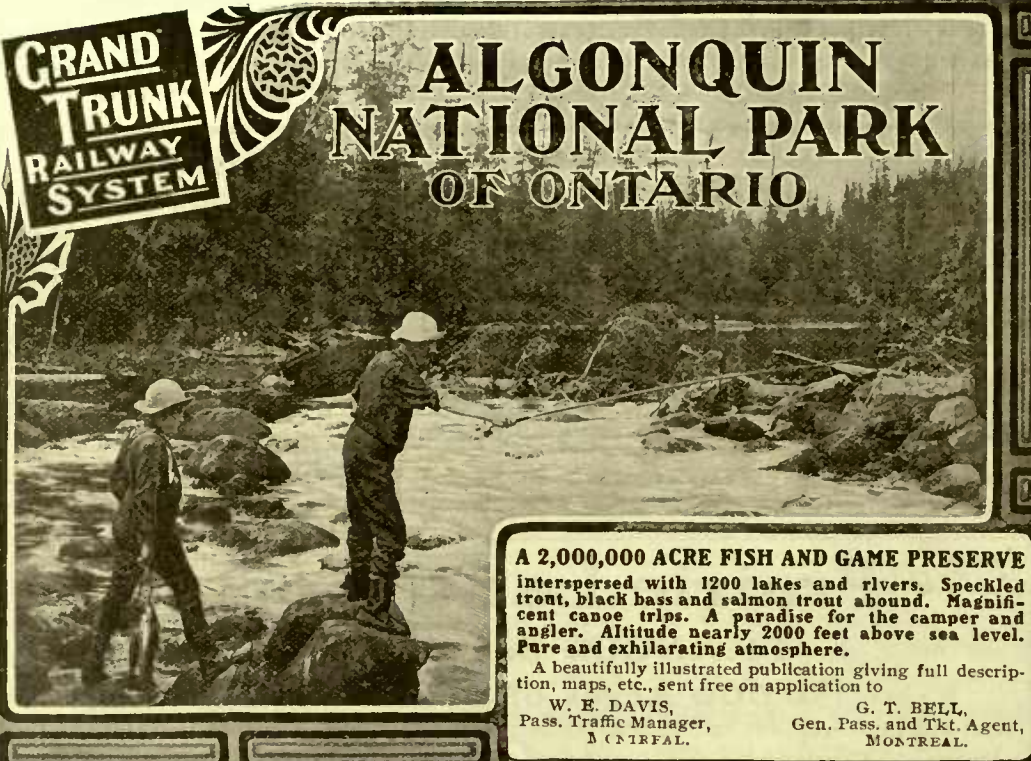
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LETHBRIDGE, ALBERTA

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

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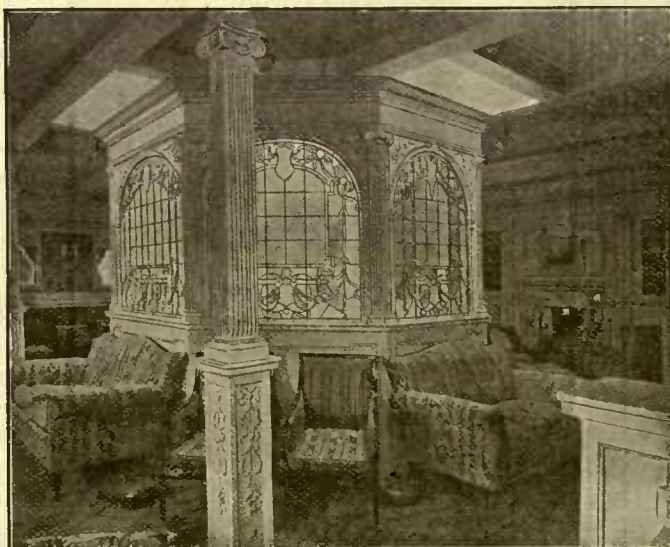
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Canadian Life and Resources

PUBLISHED MONTHLY

VOL. V. (New Series)

No. 8

AUGUST, 1907

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Beaver Hall Hill,
MONTREAL, CANADA

English Office, 5 Henrietta Street,
Covent Garden, Strand, London, W.C.

We Want Photographs

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

We will pay good prices for any photos which we accept and we will return any photos not used. A short description should be written upon the back of each photograph, telling what it represents.

As "Solio" prints give the best results for half-tones, pictures on this paper will be preferred.

Resources Publishing Co., Ltd.
Beaver Hall Hill,
MONTREAL, CANADA

About Ourselves

SINCE the July number of CANADIAN LIFE AND RESOURCES came off the press our citizen-soldiers have returned home from their annual field-training carrying to almost every village and concession-road some of the atmosphere and spirit of military life. One effect of this is to direct public attention to the means of defence at the command of the Government of the Dominion. The right arm of our defence, so far as it depends upon our own effort, is the Active Militia and our small Permanent Force. These constitute the armed and trained army of defence of Canada, and in this number appears an article describing that force, giving its strength, the nature of its organization, its equipment and the available supply of arms, munitions and stores. The purpose of the article is to place before our readers the plain facts of the case, to point out fairly the extent of our means of defence and to indicate where deficiencies exist and where improvements are needed. This plain tale of our military establishment and of its cost will, we hope, give our readers a clearer view than they have hitherto had of the position Canada is in respecting the protection of her own soil.

The Alpine Club of Canada has again had its annual outing and conquered other peaks of the Canadian Rockies. A description of their latest camp and of the exploits of the mountain-climbers will be found in this issue. The illustrations are from photographs taken during the holding of the camp, especially for CANADIAN LIFE AND RESOURCES. They give not only an idea of the exploits of these Canadian Alpiners, but present views of the beauty and grandeur of Canada's mountain scenery.

In contrast to this, another article depicts the quiet beauties of the Muskoka country, where gentle rivers wind through pleasant woodlands and sunlit lakes reflect the shadows of pine-clad hills. Muskoka is one of the favorite summer play-grounds of Eastern Canada and it never fails to charm its visitors.

The Yellowhead Pass, through which the lines of the Grand Trunk Pacific and the Canadian Northern Railways will be built on their way to the Coast, will be described in our coming issues; also the sporting aspect of the Peace River country. We will also give our readers a review of the latest addition to the Makers of Canada series, which deals with the fight for responsible Government in Canada under Baldwin, Lafontaine and Hincks. We have also in course of preparation an article on big game in Western Canada which will interest many now that the hunting season is again near at hand. Our September number will please you.

SWORN average monthly circulation for year ending
April, 1907

12,876

FOUR UNSOUGHT OPINIONS OF OUR MAGAZINE

"The more I see of it, the more highly I think of it"

SIR WILFRID LAURIER.

"An admirable and beautifully illustrated monthly magazine."

"LITERARY DIGEST" (U.S.A.)

"CANADIAN LIFE AND RESOURCES is, I think, a most excellently gotten-up publication."

C. ARTHUR PEARSON,

Founder London "Daily Express," "Pearson's Magazine," etc.

"It is a very interesting paper."

LORD ASHTON, Lancaster, England.

Our Bureau of Information

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

(1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;

(2) Information about the mineral, agricultural, timber, fishing, water-power and other resources of the country;

(3) Information upon the best districts for settlement and homesteading in Western Canada, Quebec and Ontario;

(4) Desirable locations and sites for manufactories and business enterprises in Eastern and Western Canada.

Enquiries for information upon any of the above subjects should be accompanied by the nominal fee of twenty-five cents to cover postage, etc.; the Government reports will be supplied free or at actual cost.

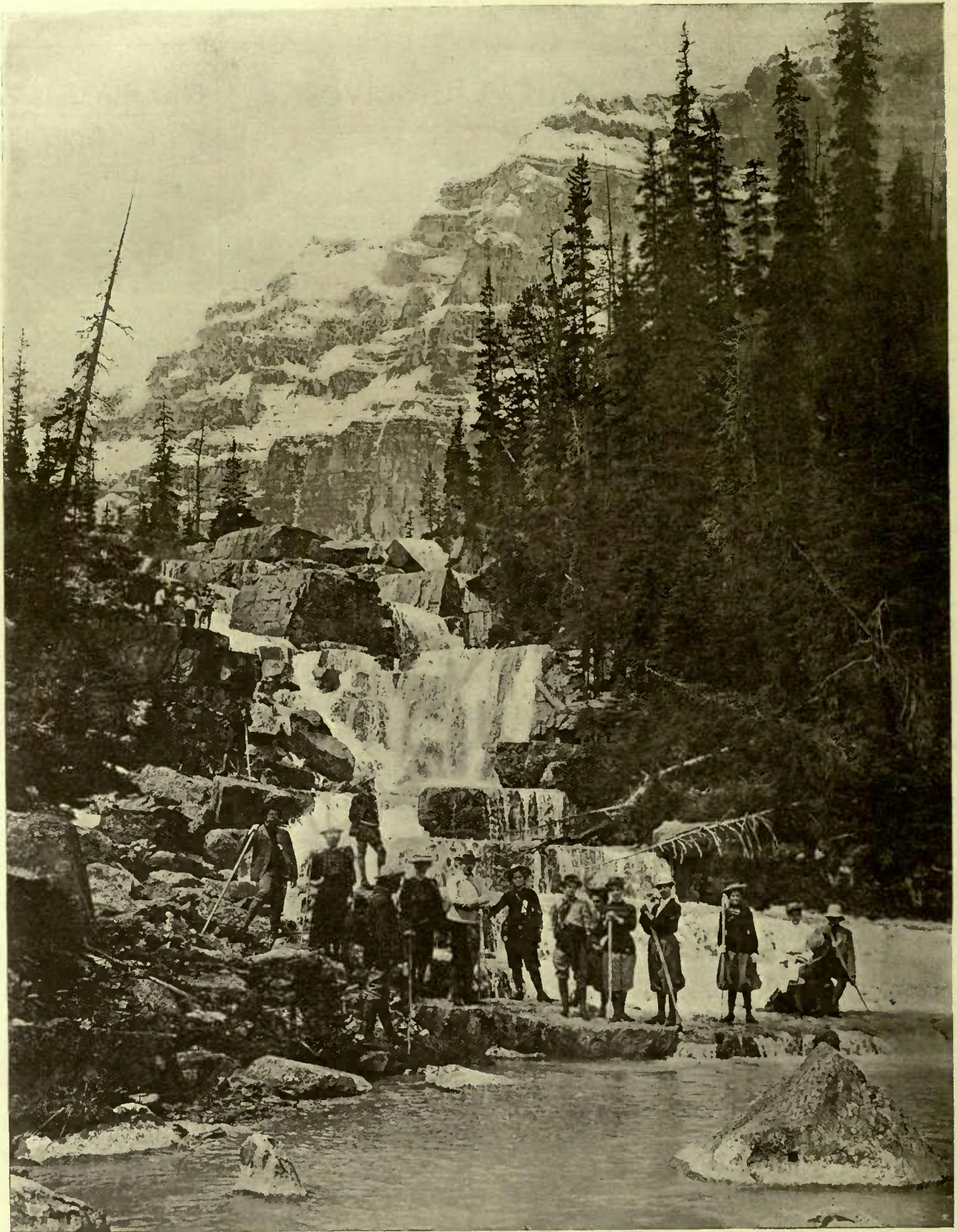
Personal enquirers can often be given more explicit information, as they can state their requirements more clearly in an interview than by letter. In either case CANADIAN LIFE AND RESOURCES can usually give, at all events, the preliminary facts required.

Resources Publishing Co., Ltd.

Beaver Hall Hill
MONTREAL, CANADA

To Contributors

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



A GROUP OF ALPINE CLIMBERS AT THE GIANT'S STAIRWAY NEAR THE CLUB'S CAMP IN PARADISE VALLEY, B.C.
(Photo by Byron Harmon, Banff, Alberta.)

BY far the greater part of the Canadian Rockies is an unknown land, for our knowledge respecting this Alpine Canada is practically confined to a strip of territory not more than twenty miles wide stretching along both sides of the Canadian Pacific Railway. The region lying between the Columbia River on the west, the Blaeherry on the south and the Saskatchewan on the east has been visited only by explorers and a few adventurous pioneers. But the conquest of this great national wonderland has been begun by the Alpine Club of Canada, an organization young in years, for it was organized in 1905, but strong already in enthusiasm, skill and courage and of increasing strength in numbers. Year by year it is adding to the stock of knowledge possessed by the Canadian people respecting one of the most interesting portions of the Dominion. The Club has taken up with enthusiasm the work of promoting an increased public appreciation of the Rockies, and its first annual publication, "The Canadian Alpine Journal," has just made its appearance. It is a volume of two hundred pages, handsomely illustrated, with due equipment of maps and a great variety of interest and value in its contents, which range from descriptive narratives of climbs to scientific papers on the action of the glaciers and on mountain wild-flowers. In the matter of altitude the Canadian Rockies are exceeded by many other mountains, for among their highest peaks are Mount Logan, 19,500 feet; Mount Hubbard, 16,400; Mount Vancouver, 15,600; Mount Augusta, 14,900, and others in the Yukon Territory, with Mount Robson, 13,700, and Mount Columbia, 12,700, in British Columbia—the general altitude of the range being about 12,000 feet. However, for primeval forests rising grandly to the snows, beauty of glaciers, mountain torrents and cascades and endless variety of wild beauty the Canadian Rockies are, according to the verdict of all competent judges, unsurpassed. (*See page 12.*)



Vol. V. NEW SERIES No. 8

Montreal, August, 1907

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

THE chief event of the month in Canada has been the return of the Premier, Sir Wilfrid Laurier, from Europe, whither he went in April to attend the Imperial Conference. Bronzed by sea breezes and looking in better health than for many years past, despite his many activities across the ocean, the head of the Government landed on July 18th at Quebec from the "Empress of Britain," and received a great ovation. We think it is not an exaggeration to say that the whole country welcomes his return. However men may differ in politics, there is a general agreement that individually Sir Wilfrid is the greatest man in Canada today. And we find the Liberal press itself agreeing that there is pressing need for Sir Wilfrid's hand once more to guide the Ship of State. Whilst he has been away the prestige of his party has suffered through private scandals. The honesty of the Premier's intentions and acts no one questions and for the general public good we welcome Sir Wilfrid back to the active guidance of the affairs of our country which he has served so long and so disinterestedly.

ON July 1st the 40th anniversary of the federation of Canada—Dominion Day—was celebrated throughout the country.

THAT our Government officials are alive to the importance of closely inspecting the immigrants entering Canada, so often advocated by us, is clear from figures given out at Brantford, Ont., the other day by Mr. T. Bruce Walker, Assistant Superintendent of Emigration for Canada in London, England, now on a visit here.

Speaking of the new immigration act, Mr. Walker said this was having the effect aimed at of keeping out undesirables. During the last fiscal period, which ended in March of this year, 3,543 immigrants were detained at ocean ports for closer scrutiny, which resulted in the rejection of 440. During the same period 201 persons who had come into the country and who afterwards became public charges, were deported at the expense of the steamship company bringing them to Canada.

Asked as to the condition of emigration matters in the old country, Mr. Walker said that the favorable feeling towards Canada was still growing. The number of British immigrants arriving in Canada up to June 1st of this year was 64,911, as compared with 48,227 during the same period of last year, an

increase of 35 per cent. This large increase in numbers was accompanied by a corresponding improvement in the class and condition of the emigrants being sent out.

ON July 15th Mr. Marconi, the famous inventor, received the following wireless message at his station in Glace Bay direct from Poldhu, Cornwall, England: "One hundred strikers cycled into Pretoria to demand the passing of the Arbitration Bill. The Premier refused. The delegation withdrew, repudiating all responsibility of possible bloodshed." "The great ambition of my life," he said in Montreal on July 19th, "is to give wireless communication between Canada and the Mother Country, and this I am hopeful of accomplishing within the next few months."

WITH the dog days here and the thermometer mounting to ninety in the shade, the holiday mood has seized the public and, in the language of the street, there has been "nothing doing" except holidays.

Eastern Canada is at present filled with holiday makers. The big hotels in Montreal and Toronto are full to the doors with them and the railway stations are flooded with them. These cities are becoming increasingly popular with American tourists, who find them not only extremely interesting in themselves but convenient starting points for trips to other parts of the Dominion.

At both the Grand Trunk and Canadian Pacific railway stations the business with sportsmen and camping parties is particularly good, the C. P. R. officials stating that never in the history of the company have so many wealthy Americans started off on canoe trips in various parts of Canada. Some of them are going to the most remote places—really on exploring expeditions, one of the popular pastimes with Americans.

Tourists from the Middle and Western States seem surprised to find evidences of a fair crop in Eastern Canada. They say that in the United States cereals and grass appear to be badly blighted and there will be nothing like half a crop this year. The tendency seems this year to be the further north the land is the better is the crop.

THE Salvation Army, according to report, is about to launch out upon an extensive colonization project, by which it is expected that 230,000 acres in the clay belt of Northern Ontario will at once be made available to settlers. That land located in the Districts of Algoma and Nipissing is to be purchased from the Ontario Government at twenty-five cents an acre. The Army is to locate 144 settlers on every township, each having the usual-sized homesteads, 160 acres. These settlers are to be under the supervision of Canadians experienced in clearing land for agricultural purposes as well as of officials of the Army trained in settlement work. The land is to be sold to the settlers on the easiest terms possible.

BY securing the services of Mr. R. C. H. Davidson of London, Eng., as consulting engineer, the Harbor Commissioners of Montreal have taken an important step in the direction of carrying out their plan of making that harbor the great Canadian national port. Mr. Davidson is one of the greatest living authorities on harbor works, and according to his plans or under his supervision have been constructed some of the largest and best works of the kind in the world, such as the docks at Cardiff, Wales; the Admiralty docks at Gibraltar and Simon's Town, Cape Colony, and the new docks at Buenos Ayres, Argentine. Mr. Davidson came to Canada by the St. Lawrence route. He says that in all his experience he has not yet seen a river channel into the heart of a great continent such as the ship channel between Montreal and the sea, and is quite confident that there exists no reason to prevent the port of Montreal becoming for quick-



THE ARCH OF WELCOME TO SIR WILFRID LAURIER ON THE HARBOR FRONT, MONTREAL. (Photo by Lapres & Laverigne.)

ness and economy of despatch second to none in America or Europe.

A FELLOWSHIP at Exeter College, Oxford, is the latest honor won by that brilliant young Canadian, Herbert J. Rose, one of the Rhodes



HON. EDWARD BLAKE

scholars from McGill University. Mr. Rose has achieved the very unusual distinction of winning in the one year the Ireland and Craven scholarships, the premier honors in the classical course of a university which sets more store by proficiency in the language and literature of the ancient Greeks and Romans than any other institution in the English-speaking world. Among other and later honors won by the Canadian student was the Chancellor's Latin Essay prize.

By the collapse of a building in London, Ont., occupied by W. J. Reid & Co., in which structural alterations were being made, eight lives were lost and fifteen persons seriously injured.

TOM Longboat, the wonderful Canadian Indian long-distance runner who achieved fame by winning the Boston Marathon race, easily defeated J. J. Daly in a four-mile race at Toronto on July 22nd. Daly came to Canada with a great reputation, for he had won many races both in the Old Country and in the United States. He proved, however, to be no match for Longboat.

AN extensive holiday trip that is bound to make Canada better known in Great Britain, is that now being enjoyed by a large and representative company of Old Country journalists, who arrived in Montreal on July 20th and from here proceeded across the continent by the Canadian Pacific Railway, stopping at the principal places *en route*. With their own eyes they will spy out the land and by means of their newspapers they will tell the British public what kind of a country Canada is.

ONE of the principal speakers at the convention of the American Institute of Instruction, held in Montreal during the first week of July, was the Rev. R. F. Johannot of Chicago. "In the interests of peace," was his subject. He first spoke of the tremendous waste of war, which resulted in increased taxation. "No two other nations," said Mr. Johannot, "have so much to interest them mutually in peace as the United States and Canada. Peace was requisite for the development of their resources. Hon. Jas. Bryce, British Ambassador

at Washington, had laid stress on the need for mitigating the spirit of war fever. First among the factors that would conduce to this end was to abandon the spirit that took pride in national armaments. The arbitration ideal must be fostered and public sentiment be turned in a peaceful direction, so that every man and woman might wish to abolish warfare."

THE grievances of the people of Northern Ontario, which early in the spring gave rise to an agitation in favor of secession and the creation of a new Province, are being investigated in a most practical manner. The Hon. Frank Cochrane, Minister of Lands and Mines, and the Hon. Dr. Reaume, Minister of Public Works, are making a tour of the northern districts, meeting the people at central points, hearing their views and discussing with them the questions raised by the agitation. The Legislature at its next session will take action on the report to be presented by the two Ministers, and such action, it is expected, will put at rest the secession movement.

ABROAD

THE 24th celebration of Dominion Day in London was this year the occasion of a record banquet. Amongst the four hundred and twenty-seven diners who sat down at the Hotel Cecil were many men of mark in the Imperial world. Lord Strathcona presided, with Sir Wilfrid Laurier on his right and the Duke of Argyll on his left. Four British Ministers were present, Mr. Birrell, Mr. Buxton, Postmaster-General (warmly congratulated on the success of his new cheap periodical postage rate to Canada), Lord Tweedmouth and Dr. Macnamara (born in Montreal). Sir Charles Rivers-Wilson was present also, as well as the Greek Minister. Sir Wilfrid's chief point was in reference to the All-Red route.

"It is for the people of the British Isles to determine for themselves what they will do. But would it be out of place were I to remind the British people that only five years ago the British Parliament undertook heavy financial responsibilities to assist a line plying between Great Britain and to not a British country—but to a foreign country—between Liverpool and New York? I am not here to blame that policy. On the contrary, I say without hesitation that, were I an Englishman, I would approve any policy which would make the present relations with the United States closer than they are. But may I not ask the British people and the British Parliament that what has been done for foreigners can be done also for British people? For my part I have nothing but feelings of admiration for the American country and people. They are the kith and kin of Great Britain, but they do not fly the British flag, and if the British people put their hands in their pockets to assist a line of steamers plying between Great Britain and a country which does not fly the British flag, then I ask, why should they hesitate to give better communication between England and a country which boasts the British flag? Perhaps I am going into politics, but I am simply stating what is common history and I want common history to be applied to the politics of our country."

IN the great Empire shoot at Bisley for the Kolar Cup, the Motherland won in a tie on total points with Australia.

Both eights made total scores of 778 points "dropping" only 62 out of a highest possible score of 840.

This is the highest score that has ever been made

during the thirty-six years since the late Rajah of Kolapore gave the cup for competition among teams of the Empire, and it was made not with the new pointed bullets, but with "service" ammunition.

There is no time to "shoot off" ties, so, according to rules, the Cup went to the Mother Country eight, who scored higher than Australia in the



MR. MARCONI

Who communicated without wires across the Atlantic from Glace Bay, C.B.

longest of the three ranges over which they fired. The scores were:

	200 Yds.	500 Yds.	600 Yds.	Total
Mother Country.....	252	269	257	778
Australia.....	260	263	255	778
Canada.....	257	267	243	767
Guernsey.....	257	249	234	740
India.....	249	252	227	728
African Protectorate...	243	242	233	718
Rhodesia.....	240	238	201	679

THE long and honorable public career of the Hon. Edward Blake practically came to a close on July 20th, when he resigned the seat in the British House of Commons for South Longford, Ireland, which he had held for the past fifteen years. Advancing age and failing health compel him to retire from Parliament. In Canada Mr. Blake is remembered as an ex-Premier of Ontario and as a former leader of the Federal Liberal Party when in Opposition.

ON July 4th there was unveiled in the New York village of Champlain, on the Canadian border, a handsome monument to Samuel de Champlain. It was subscribed for by French-Americans

in all parts of the United States and is of white bronze. One of the panels on the pedestal represents the explorer in an Indian canoe, his eyes fixed upon the distant shore towards which his two companions are paddling. Another shows a landscape with a short point of wooded land projecting into the lake he discovered, and a third a representation of an old print showing the great battle fought by the explorer against the Iroquois. On the cap are the coats of arms of the United States, the State of New York and the Clinton family after which the county is named in which the village is situated, also the seal of the village itself.



THE UNVEILING OF THE STATUE TO CHAMPLAIN IN CHAMPLAIN, CLINTON COUNTY NEW YORK STATE, U.S.A.



A FIELD BATTERY RETURNING TO QUARTERS AFTER FIRING THE DOMINION DAY SALUTE.

OUR MILITARY SYSTEM

A BRIEF CONSIDERATION OF THE MILITIA SYSTEM OF CANADA, ITS RECENT GROWTH, PRESENT POSITION AND ITS NEEDS FOR THE FUTURE

WHAT is the military system of Canada? The question is one which the intelligent visitor to the Dominion and the foreign student of our affairs often asks. The answer is not easily obtained, nor indeed is it an easy one to supply in small compass. The ordinary citizen, busy with his affairs, has not, we fear, a very clear idea either of what the Canadian militia system is or aims to be. As long as Canada remains within the British Empire he knows full well that the main burden of our defence will fall upon the Imperial forces and, therefore, the composition, strength and equipment of the home forces have not a very 'live' interest for him. But now that the last Imperial soldier has left Canadian soil, the question takes on a more serious aspect.

The taking over of Halifax and Esquimalt by the Canadian forces—a step which the whole people of Canada approved—and the departure of the British garrison has made it necessary to organize more thoroughly and completely our own staffs. As Sir Frederick Borden said in April this year, in the House, "whilst the British soldiers were here an Imperial officer was always stationed at Halifax, and it was one of the most important garrisons of Great Britain. There were always at Halifax the heads of the different departments which would be necessary in the event of war and which would be able to take the field and organize throughout the Dominion all the departments of a complete army. When the British soldiers withdrew it became necessary in the militia of Canada to organize all the departments of an army. This has now been done. The different departments which have been established are as follows: chief of the general staff, and under him an intelligence branch, the ordnance corps branch, the medical service, the engineers, the signalling service, the army service corps, the pay corps, the school of musketry and the inspector-general's department."

These additions to our military establishment have caused a great increase in expenditure. The militia expenditure for 1895-6 amounted to \$1,500,000, whereas the expenditure in 1905-6 was about \$4,000,000. "The first and chief cause for this increase," said Sir Frederick, "is, of course, the taking over by Canada of all responsibility for expenditure in connection with the maintenance of the fortresses at Halifax and Esquimalt, thereby relieving the British exchequer entirely from all expenditure of any kind for military purposes in Canada," but during the past ten years there has been steady improvement in our militia system.

Sir Frederick Borden enumerated these changes in the House of Commons on the day aforementioned, as follows:

"I have referred to the fact that we have relieved the Mother Country of all expenditures for the purposes of defence in Canada. We have made a thorough reorganization of the department and large commands. We have passed a pension law and a militia law. We have established a Militia Council. We have greatly improved the facilities for the education of officers, particularly by arrangements made with the War Office by which we have the right to send and are sending two officers each year to the Staff College in England. We have established a school of musketry. We have established rifle associations, which are rapidly increasing. We have constructed rifle ranges, on which we have spent over \$1,000,000 in the last ten years. We have established a central camp with an area of over 100 square miles. We are establishing a reserve of equipment and of stores. We have developed the Dominion arsenal enormously; the output a few years ago was less than 2,000,000 rounds per year, whereas to-day it is between 12,000,000 and 13,000,000 rounds. We have greatly added to material, including artillery, and we hope that in the not very distant future we may have established in this country a factory which will manufacture our own artillery. Last, we have established in Canada a rifle factory about which there might be some difference of opinion. However, I believe that will prove to be one of the most important things that has been done for the militia of the country and for the country itself. The Royal Military College has grown so that to-day the number of students is 90, as against less than 60 ten years ago. While ten or twelve years ago there were not more than three or four graduates of that college in the permanent force of Canada or on the staff, there are to-day sixty graduates of that college occupying important positions on the staff and in our permanent force."

What is the *aim* of our authorities in the organization of our military system? Briefly it is this—to have 100,000 men on the militia war footing, of whom the *front rank*, as it were, shall be the present force of 50,000 men, and the *rear rank* the first 50,000 men who offer themselves as recruits. How near is the present militia force and its equipment to this desired end? The militia force of Canada, as legally constituted, consists of three portions, the Permanent Corps, the Active Militia and the Reserve Militia. Of these the last mentioned has never been organized.

Although authority was obtained from Parliament in 1905 to raise the establishment of the permanent force to a maximum not exceeding 5,000 men, in order to provide for the garrisons of Halifax and Esquimalt and other requirements, it was decided that the increase should only proceed gradually and as funds were available.

On June 30th, 1906, whilst the authorized establishment of the Permanent Force was 3,824, the actual strength was only 2,448. The discrepancy between the two figures is caused by the difficulty of obtaining recruits. Owing mainly to the



A COMPANY OF ENGINEERS PREPARING FLOATS FOR BUILDING A PONTOON BRIDGE

condition of the labor market the native-born Canadian does not enlist in great numbers. Although the Canadian soldier is more highly paid than any other regular soldier in the world (receiving on enlistment two dollars a month more than the United States recruit) during 1906 only 348 recruits were received. The strength of this Permanent Force is to-day about 2,800. Both the numbers and the efficiency of this Permanent Force ought to be at once increased, as it is upon the standard of efficiency maintained therein, that the efficiency of the militia in general ultimately depends. The officials themselves admit the unsatisfactory condition, for instance, of the Horse Artillery. (See Annual Report for year ending Dec., 1906.)

It is not easy to get at the exact numbers of the Active Militia. In 1905 this force consisted of about 47,000 all told, of those who drilled in camps of instruction or at regimental headquarters in the case of city regiments. (It was then intended to raise the strength of the Active Militia to 55,000, which would be the peace establishment, easily expanded into 100,000 men as the war strength of the Active Militia). On April 2nd, in the House of Commons, Sir Frederick Borden said: "The Permanent Force is something less than 3,000 and the Active Militia something less than 49,000. The total militia estimates this year are something like \$4,000,000."

We find on page 15, in the "Memorandum respecting the estimates for 1907-08," that the total of the Active Militia is put down as 49,774, as in the following table:

	For training.	Corps reserve.	Total
Cavalry.....	6,374	451	6,825
Field Artillery	2,600	174	2,774
Heavy Artillery.....	461	27	488
Garrison Artillery.....	2,469	138	2,607
Engineers.....	762	122	884
Corps of Guides.....	185	422	607
Infantry.....	34,047	5,614	39,661
Signalling Corps.....	90	....	90
Army Service Corps.....	1,166	....	1,166
Army Medical Corps.....	1,620	....	1,620
Total Active Militia.....	49,774	6,948	56,722
Permanent Force.....	3,000	....	3,000
Grand total.....	52,774	6,948	59,722
Horses.....	....	....	9,760

We hope that the intention to raise the strength of the Active Militia to 55,000 will be speedily carried out. With a force of this number on a peace footing, the war strength of the Active Militia could be easily brought up to 100,000.

What guns and ammunition do these forces possess to arm

them? This is a vital point in any military establishment. On December 31st, 1906, there were in the possession of the troops, apart from the garrisons at Halifax and Esquimalt, 16 machine guns. The field batteries were all armed with 12-pr. B.L. guns. Disregarding the old 9-pr. R.M.L. guns now obsolete, and excepting those mounted in the fortresses of Halifax and Esquimalt, the modern ordnance consists of 7.5-inch and 6-inch B.L., and 4 7-inch and 12-pr., and 6-pr. Hotchkiss quick-firing guns. It is expected that emplacements, where necessary, for these

guns will be completed by the autumn of 1908. In addition to these, there had been received up to the end of December, 1906, from Messrs. Vickers Sons & Maxim the following new pattern guns and equipment, part of an order given three years ago:

- 4 4.7 guns and ammunition (full order);
- 6 Q.F. 1-pr. guns, etc., complete, with ammunition (full order);
- 2 6-in. guns, with mountings and ammunition (full order);
- 2 7.5-in guns, with mountings and ammunition (full order);
- 20 Q.F. 18-pr. guns, with carriages (6 complete batteries of 6 guns each were on order);
- 1 sample 18-pr. ammunition waggon and limbers, with sample spokes;
- 8,000 rounds ammunition for 18-pr.;
- 12 B.L. 5-in field guns, with carriages and 6,000 rounds ammunition complete this order.

SIR FREDERICK BORDEN
Minister of Militia and Defence

The six batteries of 18½-pounders ordered have six guns each, which will equip nine batteries, as only four guns are now allotted to a battery. There will be still fifteen batteries to equip with 18½-pounder guns after all the present contracts are completed.

To the permanent force have been issued Ross rifles, mark II. The order for rifles given to date totals 52,000, of which 35,000 have been delivered. Of the 52,000 ordered 12,000 are Mark I. and the rest Mark II.

Some complaints have been received about this rifle and changes were deemed advisable.

The reserve of ammunition has been steadily increased, but it is not to-day anything like sufficient to give 1,000 rounds to 100,000 men, which is the end to which our authorities have to look.

In the unhappy event of war, the branch of our military service which would feel the greatest strain would be the stores department. There is not at present clothing and equipment for the 100,000 men who would be the country's war force. This deficiency can only be supplied by a more liberal national expenditure. The following remarks of Lord Aylmer, the late

Inspector-General, are of interest: "From what has come under my personal observation, and from what I can glean, on perusal of the reports of other inspecting officers, I may safely report that a certain amount of progress towards completing the organization and improving the efficiency of the militia has been effected during the past twelve months; but the progress was hardly in proportion to that made during 1905.

"This fact, however, need not discourage any one, as it must be recognized that but two years ago the system of conducting military affairs in Canada was greatly changed, and that many of the departures inaugurated to take effect during 1905 were practically only tentative, the details necessary for carrying them out having to undergo a certain amount of revision, etc.; but by this time, no doubt, the experience of the past two years' administration and training of the forces will have simplified the task of the Militia Council, and they will now be prepared to find their work made less onerous and easier for the future, although it cannot but be noticed that many of their burdens are rather too generously self-imposed, simply because the decentralization, so desirable in many instances, is not carried out by an outside and responsible staff."

Upon the important point of the firing of the troops, Lord Aylmer said: "There is an evident improvement in this most important branch of training since last year, but there is much left to be desired. It is difficult, of course, if not impossible, to ensure an absolutely uniform system being adhered to 'all along the line,' conditions being so varied throughout the enormous territory occupied by our troops, one great drawback being the want of safe and convenient rifle ranges, although, if an effort were made by those responsible for their construction, enlargement or expansion and maintenance, a part of the difficulty, at all events, might be overcome."

He had the following remarks to make about the infantry: "Some few regiments are improving, the men continuing to serve for a longer period, while, on the other hand, others are losing ground, and I fear that this state of things cannot be very much improved, in the abstract, so long as we can have but twelve days' training; but, after all it is not so much the men, many or few days' training, as the man at the head, to whom, it seems, we must first look to keep up a high standard of regimental efficiency. If, no matter what the reason, a corps loses a zealous and capable commanding officer, it gets a set-back for a time at least; but should the efficient commanding officer be succeeded, under the usual provisions of the regulations governing promotion, by one less capable, perhaps less zealous, the corps retrogrades. The enforcement of the strict age-limit rule

has had good results, many vacancies being created, giving the juniors a chance of promotion and opening the way for an influx of new blood."

Nobody knows better than Sir Frederick Borden that the Canadian Militia is far from the force it ought to be. In the *United Service Review* for October, 1905, he wrote that "to maintain an efficient and effective militia force in Canada will cost annually something like eight million dollars, an amount, however, which need not be approached until the revenue has

reached the hundred million mark." "Undoubtedly the most serious problem in connection with the Canadian Militia," he therein wrote, "is the military education and training of its officers. To this end chiefly the Permanent Force, distributed in depots at convenient points, was established many years ago, and has done fairly good work. The officers of the Militia are as a rule, men of affairs and dependent upon their daily income for a living. It is impossible for such men to remain very long at a time away from their homes and business, and efforts have been made whenever possible, to bring the schools to the officers at central points and at convenient dates." We are in complete agreement with what he wrote in the conclusion of the article aforementioned: "The best way to serve the common interest of the defence of the Empire would seem to be to make each part of it self-reliant and strong enough to defend itself, at least, against any ordinary attack.

At any rate, to be sufficiently strong to take the initiative in repelling such attack. To do this it would seem to be desirable that everything required to place an army on a war footing in the field should be procurable within the country itself." Here is a great principle clearly announced. A good deal has been accomplished towards its realization. A Dominion arsenal has been established and is able to supply small-arm ammunition as well as that for artillery. A rifle factory is in operation and is now turning out the rifle which has been adopted as the Service rifle of Canada, known as the Ross rifle. It is desirable that artillery and machine guns should also be manufactured in Canada, and it is gratifying to know that several manufacturers are making inquiry of the Canadian Government with a view to establishing works in Canada. Thus it is hoped that the Militia of Canada may ere long become not only a self-reliant but self-contained military force.

Sir Frederick Borden knows the needs of our military system as well as any man living. He has been at the head of it for more than ten years and it is his great political ambition to make it a first-class miniature army. If he will use all his efforts towards this accomplishment he will have the support not only of this magazine but of every patriotic Canadian.



COLONEL VIDAL
The new Inspector-General.



THE INSPECTING OFFICER CONGRATULATING THE MEN ON THE SUCCESSFUL COMPLETION OF THE BRIDGE



A GROUP OF ALPINERS IN CAMP AT PARADISE VALLEY, B.C., JULY 4TH TO 11TH, 1907

(Photo by Byron Harmon, Banff, Alberta)

OUR ALPINE CLUB IN CAMP

THE second annual camp of the Alpine Club of Canada opened July 4th and closed on the 11th. And although ascents were made by members before and after these dates, officially the summer mountaineering school marks time as one week. Over one hundred and fifty members and guests were in attendance, of whom one hundred and twenty made one or more ascents. Of these, sixty-seven were graduates; that is to say, they qualified for active membership in the club. Besides climbing on six mountains—Aberdeen, Temple, Pinnacle, Eiffel Tower, Fay and Victoria—there was provided a stiff two days' excursion to Lake O'Hara, lying on the south side of Mount Victoria. The round trip, including a traverse of Abbott's Pass (a snow column 9,000 feet above the sea) and five other high snow passes. In addition there were easier excursions: to Lake Annette, a green tarn sleeping in the forest above the base of Mount Temple; to Moraine Lake by way of Sentiuel Pass and Larch Valley, one of the loveliest hanging valleys of the Rockies, with Alpine turfs, groves of larch, two lakelets ("Ministima," Sleeping Waters) and a streamlet fed by snows only; to Moraine Lake by Wastach Pass, or again by the ten-mile trail; to Horseshoe Glacier on Mount Hungabee, standing square across the end of Paradise Valley, taking *en route* the Giant's Stairway, over which one branch of Paradise River falls after it leaves its source in glacier and snows.

President Wheeler was greatly pleased with the climbing done last year from Yoho Camp. The progress this year pleased him better still. Without any attempt at record-breaking the ascents increased in speed, climbers manifested less fatigue than last year and the work done was more continuous and, on the whole, more strenuous. Mt. Temple, 11,626 feet above sea, and Mt. Aberdeen, 10,300 feet above sea, were the official mountains. If a blizzard of the prairie type struck a party three hours from the summit of Mt. Temple, nobody, not even a girl, proposed to turn back. They stuck to it and made the summit albeit they missed the view commanding a radii of from 80 to 100 miles, including such monarchs among a thousand peaks as Assiniboine, Forbes and Sir Donald. The point is:

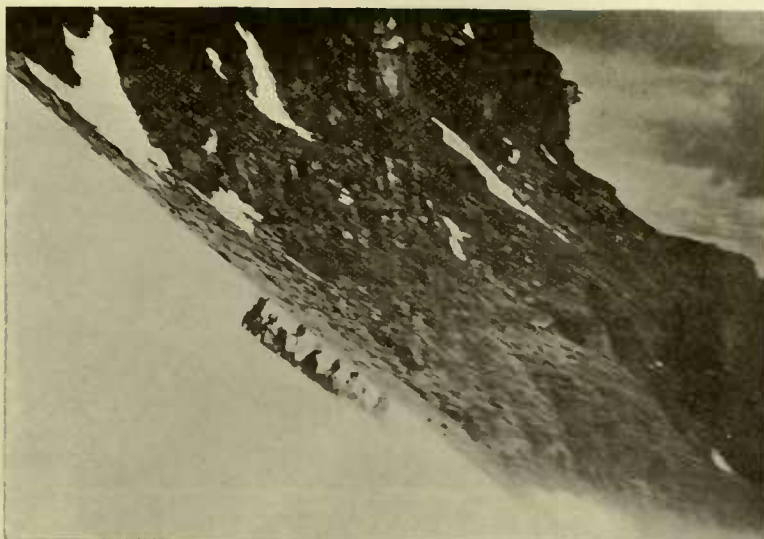
organized mountaineering fosters if it does not engender dauntless and dogged perseverance. The guides were Edouard and Gottfried Fenz, two young Swiss, and M. P. Bridgland, H. G. Wheeler and E. O. Wheeler of the President's topographical staff. The quickest ascent was made on Saturday after camp by E. O. Wheeler and C. B. Sissons, who carried to the summit of Aberdeen a jar containing the names of all new members who had qualified on that mountain. They climbed in 2 hours and 29 minutes, stayed on summit 20 minutes and descended in 36 minutes. Of course, some 2,000 feet of the descent was by glissading, a fashion of coasting which all climbers enjoyed. One day, and one day only, the President took an hour or two off from his confining duties as Master of the Camp to make investigations on Horseshoe Glacier. I went along, too, with others. We saw some twenty avalanches from the back of Mt. Lefroy; but of greater interest was the sight of twenty or thirty climbers glissading down the snow-slope on Mt. Aberdeen. We watched them from start to finish about five minutes—small black flies crawling down a white inclined plane.

With the names of the graduates in the stone jars were placed a number of blank application-forms for membership, so that any man securing and presenting one of these to the Secretary of the Club proves his qualification for active membership. An American student who climbed Lefroy three years ago and is, therefore, already qualified, has decided to get his application-form in that way and will climb either Temple or Aberdeen to that end.

Owing to the very late season it was impossible to erect the tents on the larch-studded meadow at the end of the valley at the foot of Mt. Hungabee. Snowbanks remained and the ground was still sodden, and it was necessary to cut into the virgin forest a mile or more farther down on either side the wide and rapid brook which noisily hurries down the valley to join the Bow. By July 4th the climbing lodge of the Canadian mountaineers had appeared as swiftly if not as silently as an Indian hunting-lodge, ready for pilgrims of a week. And, in spite of thin rain mingled with snow, and eight miles of forest trail



HOW THEY WENT UP MT. ABERDEEN



HOW THEY CAME DOWN MT. ABERDEEN (A SLIDE OF 3,000 FT. IN 5 MINUTES)

liberally punctuated with miry places perilously like muskeg, about a hundred members of the club arrived in camp the first day. The weather was bad—Mark Tapley himself would have admitted it—there was no sunshine or promise of it anywhere but in the faces of old and young who had tramped from Lake Louise. It was a jolly dinner-party in the dining pavilion at six-thirty. Scores who had climbed and tramped together and sung songs around the camp-fire on Yoho Pass a year ago, now foregathered heartily, with appetites that never appalled Mok Hen, the Chinese chef, who good-humoredly supplied “heap muchee” delicious bacon, potatoes, peas, corn, plum pudding and the various concomitants of a long dinner.

Next morning the work began. After the second day it was climber's weather—sunny, but not too sunny. Under the President's generalship confusion was impossible. Entries for excursion or climb were made the night before and guides allocated. All that remained was to be ready on time in the morning. Breakfast—porridge, cereals, hot bacon, toast, marmalade, etc., hot coffee—was always ready. After the latest party had filed away through the dark, close fir-forest, quiet settled on the camp and the little river rushed down over the stones less noisily as if fain to sing a lullaby to us who remained behind. In soft sunshine over 6,000 feet above sea, falling water and rare air weigh down the eyelids. How drowsy we were, but we shook off sleep and stuck to business as strenuously as those who were making their way by rock and snow to the mountain-summits. The quiet day over, evening brought all back to camp-fire and the lodge was vocal with laughter and song and reports of the day. The evening closed with the Marquis of Lorne's fine version of the 121st psalm, “Unto the hills around do I lift up my longing eyes,” and soon the white encampment was asleep, its gay flags drooping under the climbing stars and overshadowing, white-crested mountains. On Sunday there was service and addresses by Dr. Herdman and Rev. J. A. Rob-

ertson. Mr. Robertson aroused the inaudible risibilities of his congregation by explaining, as he recited from memory a text in Deuteronomy, that he had tried to borrow a Bible from the other two parsons present, but neither of them had one in camp. However, New Testament Scriptures were read.

One evening, after dinner, we saw easily and distinctly with the naked eye two mountain goats feeding on the herbage that borders the radiant-green Alplands on the slopes of Mt. Aberdeen. A small herd was seen several times in the vicinity of the Mitre col by climbers and their marks were visible in many places on the Horseshoe delta near the Paradise meadow. Everywhere the late spring flowers were bursting into bloom, perhaps the loveliest of them all being the blue forget-me-nots that grow in myriads on tall stems and the pale yellow columbine. Only one porcupine appeared in camp and not a single whiskey jack. The last-named is a carnivorous bird of innocent appearance about the size of a sparrow, the English appellation being a corruption of two Indian words meaning bird that will eat flesh. An occasional wren shook from its little throat sweet notes that contrasted strangely with the wild grandeur of towering rock and glacier.

The camp was partly on the base of Mt. Aberdeen. Across the narrow valley rose splendid Mt. Temple, its snowy, serrated glacier showing white and glistening on its summit, the dark-boughed pines and firs of the valley sweeping up its sides to where the bright green larches of the upper tree-line grow. During the warm days magnificent avalanches fell from the overhanging part of its glacier. Indeed, all day, avalanches resounded through the whole wild region.

The annual meeting was held around the camp fire, when reports were presented and the President's address delivered. A significant transaction was an unanimous resolution to build a \$3,000 club house at Banff, where a curator will be put in charge.

(Continued on page 26.)



A VIEW IN THE CAMP

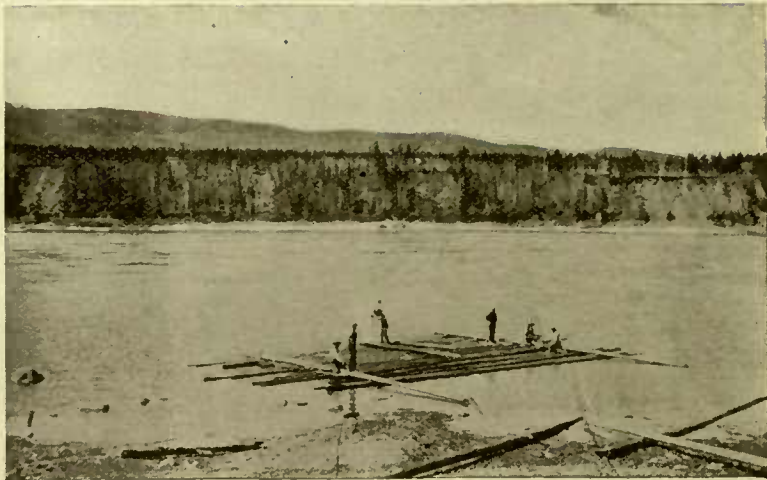


A REST IN THE ASCENT OF MT. ABERDEEN

(Photos by Byron Harmon, Banff, Alberta.)



AN OUTPOST OF THE NEW NORTH
The Roman Catholic Mission on the Peace River, with Fort Vermilion in the distance.



CHEAP TRANSPORTATION FACILITIES
Building a raft to be used as a freight-carrier at Peace River Crossing.

IN THE NEW NORTH-LAND

THE PEACE AND THE ATHABASCA RIVER COUNTRY WHOSE FERTILE SOIL, VAST FORESTS AND RICH MINERALS AWAIT DEVELOPMENT AND PROMISE REWARDS

By AUBREY FULLERTON

THERE are at least three reasons why the Peace and the Athabasca River country is destined to be one of the best parts of Canada. It is an admirable farming country; it is rich in mineral deposits, and it is a region of rare natural beauty. For ages it has slept, unknown and untracked, but it is waking now. People are finding it out, moving in and settling down. The white man's noise is going into the silent places of the New North and the white man's doings will be seen there presently. The development of the far-flung North country will be one of the industrial masterpieces of the next two decades.

Already this settlement of the Western North is one of the wonders of our expanding Canada. The older East has not seized the meaning of it yet, it is not yet accustomed to the idea of a great "Top Country" as good as the Best West, and even to people of the West the addition of this great new region is like a dream unfolding before them. But the northern land of great things and rich things is a fact and Peace River spells both opportunity and wonder.

Take a map of Western Canada, find Edmonton on it, and from there—a point that not long ago was looked upon as the Far North—go straight north across two waterways—the winding, beautiful and wealthy Athabasca and Peace Rivers. Find Fort Vermilion, and remember that that point is from Edmonton six hundred miles distant, or one thousand miles north of the International Boundary, but note also that wheat-farming is being carried on there extensively and successfully. You have in that length of map passed over the Peace River country proper, a tract six hundred miles in length and varying in width from twenty-five to two hundred miles. There is in Canada no better or richer farming land than this north country. But go still farther north, three hundred miles beyond Fort Vermilion, and note that in this additional area, for a distance of seventy miles back from the river, seventy-five per cent of the

land, though as yet untouched, is suitable for farming and stock-raising. With these distances and areas as a basis, you will have gained some idea of the vastness of the Peace River country, where there is room for thousands and into which the pioneers are already going.

The thing that most impressed the discoverers of this northern country's riches was the traces of coal and natural gas along the river banks. The whole north-land above the present line of railway is a region of mineral wealth which, in its nearer limits, takes the form of the largest gas and oil reserves in the world and, farther north, of coal beds no one knows how large. There is every evidence of great subterranean lakes of petroleum,

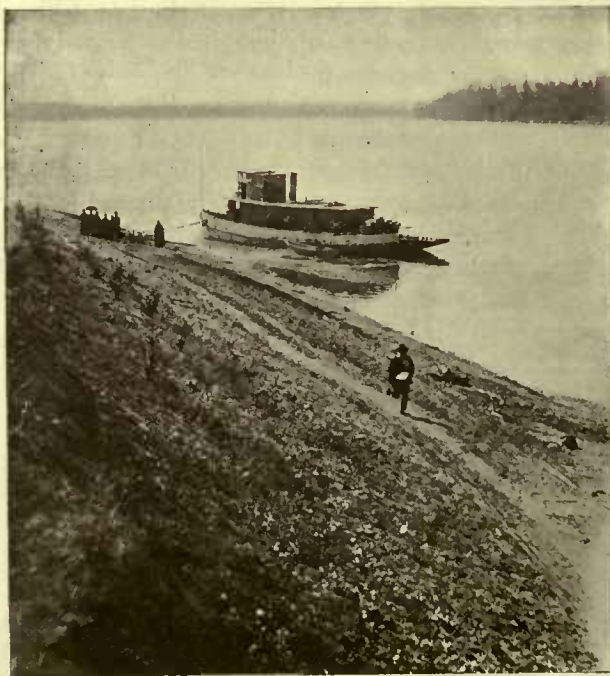
for oil oozes out along the shores of the Great Slave Lake and the Mackenzie River, and tar drips all summer long from the banks of the Lower Athabasca and the Great Slave rivers. It is told of a party of campers on the Peace River that they noticed a strong smell of gas which seemed to come from one of the sand bars. A match was struck and dropped on the beach and the result was a fire over the gravel large enough to cook the camp dinner.

At Pelican Portage in the Athabasca country is the greatest gas well in the world. The Dominion Government bored there for oil and at a depth of 860 feet struck a heavy flow of gas which shortly afterwards caught fire. That was eleven years ago, but the gas has been burning ever since and its flow is apparently undiminished.

The coal in these northern districts is a lignite, varying somewhat in fuel value, but every pound of it is good for some industrial or domestic

purpose. The southern limits of the coal-bearing area are now being extensively mined at Edmonton and the fact that northern-mined coal was in demand throughout the West during the fuel shortage of the past winter suggests the commercial possibilities of the whole "Top Country" when the railways reach there.

There is hematite iron on the Great Slave River; gypsum



STEAM-POWER IN THE FAR NORTH
The tug of the Hudson's Bay Company in commission at Fort Vermilion.

near the mouth of the Peace River; and on the lower part of the Athabasca stone suitable for building, clay that will make good brick and sand that can be turned into glass. There is gold in the gravel-bars of the Peace River in such quantities that miners have been panning out from ten to fifteen dollars a day and it may be that the mineral resources of the yet farther North are equally varied and rich though as yet unknown.

None of the mineral resources of the Peace and Athabasca country have been developed, but considerable prospecting and other preliminary work have been done and enough has been accomplished to show that the exploitation of these mineral fields is worth while. For some years past more or less regular experimentation has been carried on at Tarr Island in the Athabasca River, where a boring plant was installed and where the

indications of oil were known to be good. Oil has indeed been struck, but the men behind the project are looking for quantities large enough to warrant the building of a pipe line to Edmonton, but such production has not yet been reached.

At Morinville, twenty-five miles north of Edmonton and the threshold of the rich regions beyond, operations were begun this summer that bid fair to lead to a northern oil industry of considerable proportions. The largest oil-boring equipment ever brought into Western Canada has been installed, with a capacity equal to drilling 3,000 feet. Oil is expected, however, at 1,000 feet and the promoters are confident from their preliminary tests that the country roundabout is full enough of it to guarantee a profitable industry. It is a strictly fuel oil, with an asphalt base and a high specific gravity.

But the greatest of the North's surprises are those afforded by the soil. Instead of a vast stretch of monotonous barrenness there are tracts of rich prairie identical in character and possibilities with those to the south. The Peace River country is a rolling, flower-strewn prairie where wheat yields thirty and oats a hundred bushels to the acre. At Fort Vermilion, the most northern agricultural settlement on the continent, a crop of 20,000 bushels of wheat was raised last year from something less

than a thousand acres. The middle of July in a normal year finds potatoes in flower, pease fit to use, strawberries ripe and nearly every variety of garden vegetables and fruits in healthy growth.

Through the efforts of the pioneer farmer of Vermilion district, F. S. Lawrence, who has been a quarter of a century in the Peace River country, the Dominion Government has established an experimental station at Fort Vermilion and from there a scientific examination of the agricultural possibilities of the north country will be carried on. A complete survey of the district is also promised.

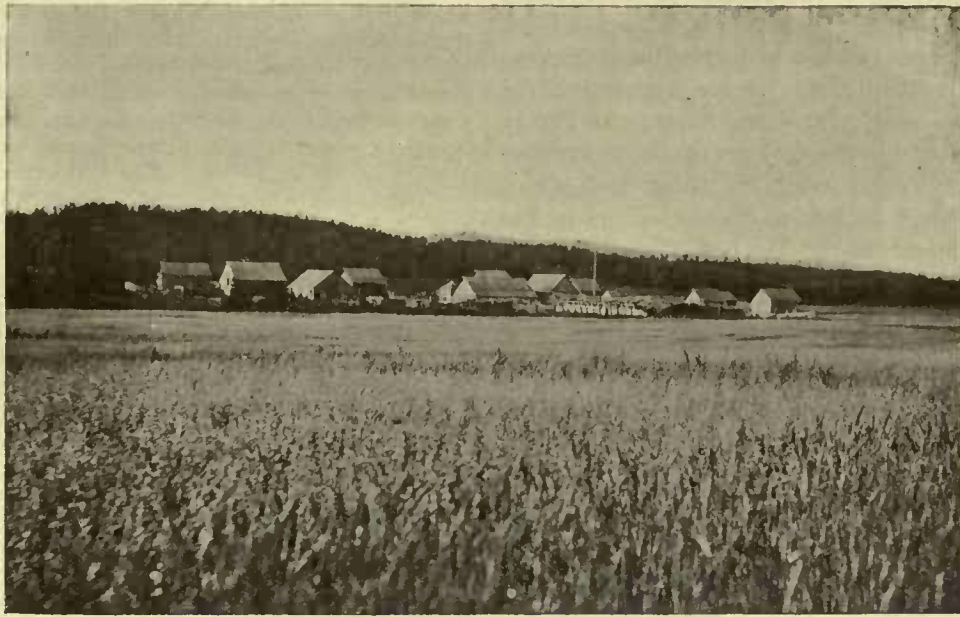
This northern soil grows spruce, aspen, poplar and birch all along the rivers and well into the inland. At the juncture of the Peace and the Slave rivers timber grows to fourteen inches in diameter and in the

Peace River country proper it is to be found twice that size and from 100 to 140 feet in height. Both timber and wheat are milled at Fort Vermilion, where a well-equipped roller process flour-mill grinds all the grain grown in the district and a saw-mill produces merchantable lumber from native-grown spruce and tamarac.

That all this is possible points to another surprise of the North—its climate. Vegetation grows freely and fast because the season is short and the summer heat very often intense. In the country around Lake Athabasca the thermometer sometimes stands at 100 degrees in the shade. At the height of summer there are twenty hours' daylight out of the twenty-four and this length of day, with the intense brightness of the sunny North, explains the quick maturing of the crops.

The Peace River which, with its tributaries, forms the life-veins of the country, is one of the natural waterways of Canada—not so great or so grand as the Mackenzie, but of more immediate importance as a highway for the purposes of colonization. Rising in the Rocky Mountains it winds through millions of acres of forests and fertile farm land till it empties into Lake Athabasca, distant about eight hundred miles from its source.

(Continued on page 26)



GRAIN GROWING UNDER NORTHERN SKIES

The farm buildings and wheat fields of Mr. Sheridan Lawrence near Fort Vermilion in the Peace River country.



WHERE NAVIGATION IS INTERRUPTED

Letting a boat over Vermilion Falls in the Peace River by means of a rope.



INDUSTRY'S NORTHWARD MARCH

The flour-mill of the Hudson's Bay Company at Fort Vermilion and their passenger steamer.

OUR POINT OF VIEW

“WELCOME Sir Wilfrid!” The general feeling throughout the country upon the return of the Premier has been expressed in these words, blazoned forth by electric signs from triumphal arches and flying in the breeze from flags and streamers. We believe we are expressing the almost unanimous Canadian sentiment from Atlantic to Pacific when we say that the nation rejoices to have back its Premier in robust health and high spirits after his three and a-half months visit to Europe. Since he left us in the spring he has been one of the world’s busiest men. He has officially visited Great Britain, the land that gave his country freedom; France, the land that gave it birth, and the Pope, the head of the ecclesiastical State which gives religion to one and three-quarter millions of his fellow-countrymen. In the Imperial Conference he took a leading—almost the leading—part. He was the *doyen* of that historic assembly and his opinion carried greater weight than that of any other Colonial member. For ourselves we must confess to a severe disappointment that greater practical results were not obtained thereat. But the difficulties to be overcome were, as it proved, unsurmountable. With a British Government pledged to free trade, the question of an Imperial scheme of preference was not within the range of possible achievement. Sir Wilfrid saw this from the start. Upon this point he said at Quebec on his landing:

“The second question before the Conference was that of the preference between the different States of the Empire and the United Kingdom. Ten years ago the Government of which I am the chief, introduced this new policy. It was often criticised but never seriously attacked. Our opponents in Parliament spoke against it, but they never challenged a vote, and you see the fruits of that policy in an era of prosperity without precedent in Canada. But England does not want to give us any preference. There was a school which wanted preference for preference, and some at the conference wanted to force the hand of the British people on this question, but I took the ground that this was a matter for the British people themselves. We would not allow them to interfere with our policy nor do we wish to impose our opinions upon them, and in this I am sure that I have the approbation of the people of Canada.”

The representatives of the British Government at the Conference scarcely seemed to listen to the arguments in favor of a preference and, as we know, no advance was made towards this policy. But Sir Wilfrid, with a practical sense, which we have often heard denied to him, made a proposal to the Conference which, if accepted by the British Government, will give us many of the advantages of the preference without its difficulties.

“During the last days of the Conference,” he said at Quebec, “I announced a new idea which has become almost history—the All-Red Line. This means that the different parts of the Empire wish to share the advantages Providence has given them, in which Canada plays no small part. We occupy a position as the gateway between Europe and the Orient. My proposition, which was adopted by the Conference, was the establishment at once of fast boats on the Atlantic and Pacific, which would bring the East and West of the Empire into close connection through Canada. This project is a vast one, which demands much thought.”

This proposal won favor with Mr. Lloyd George and other British Ministers and is now under discussion by a committee of the British Government. It is said to have almost caused a division in their Cabinet. Should it be accepted by them it will be a great triumph for Sir Wilfrid and an immense boon to Canada.

MR. ROBERT REFORD, Chairman of the Transportation Commission, has recently well expressed the advantages of a fast Atlantic service to the Dominion:—

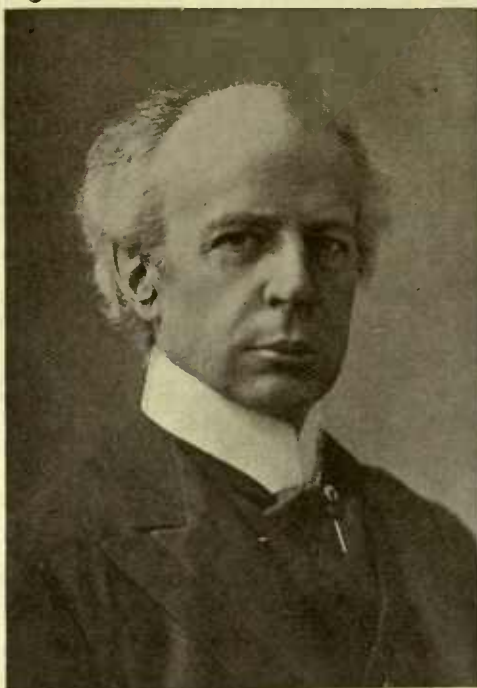
“It would mean,” he said, “lifting Canada out of the shadow of the United States and it would, I believe, do great things for the development of the Maritime Provinces and the cities of Montreal and Quebec by bringing an immense amount of travel through them now lost to New York. It would also help Canadian railways which now lose a large proportion of the money spent by travellers going to and coming from Europe. And the merchants of Canada would have their mails much more quickly than their American competitors with, I believe, most beneficial results not only to the trade of Canada but to the prestige of the Dominion.”

In addition to this, the great Western cities, such as Winnipeg, Calgary and Edmonton, would, by the connecting railways from Quebec and Montreal, be brought as near to the great markets of Europe, indeed nearer, than are the great competing markets of the United States, including those on the seaboard. Such an Atlantic service should only be regarded as a beginning of the work, such a line on the Atlantic to be later on supplemented and strengthened by a similar line on the Pacific between Canada and Japan, the saving in distance in Canada’s favor being even greater across the Pacific than it is across the Atlantic. And the result which should be aimed at is the acquiring for Canada of the great trade which is sure to arise between the workshops of Europe on the east and the markets of Asia and the Orient on the west. Our Government should use every effort to have this trade pass through Canada so making our country the highway of travel between the East and the West.

In other words, as I see things, the development of Canada into a great British power on this continent should be one of the ambitions of British statesmen if they hope and expect the British Empire to retain its place as the leading nation of the world, a position which I think is now threatened by the enormous development of the United States.

Consequently the inauguration of a fast line on the Atlantic, with first-class railways between the Atlantic and Pacific ports—and another line on the Pacific—both being superior to anything which the United States have as regards speed, safety, shortness of passage and ultimate financial success not only for the line but also for the country—should favorably appeal to the British Government and people if properly placed before them.”

In eloquent periods—quoted under the *Story of the Month—Abroad*—Sir Wilfrid has put this idea before the British people and we do not despair of some decision along the lines of an “All Red” route.



SIR WILFRID LAURIER

MEANTIME in our domestic affairs there is need for the firm hand of a courageous and honest man. One of the ablest and staunchest supporters of the Liberal party—the *Daily Witness* of Montreal—frankly admits the necessity for reform in the party in power.

“Sir Wilfrid Laurier upon his return finds himself confronted with a task heavy enough to frighten a man less brave and less noble. No one can deny that the Canadian Liberal party has fallen upon evil days. No doubt, it is largely responsible for our present condition of prosperity, but nations and parties as well as men sometimes in gaining the whole world lose their own souls. Once the Liberal party was the foe of privilege, the enemy of corruption, the friend of all the sturdy virtues that go to the up-building of a nation’s character. It came into power in support of these ideals. He is a bold man who would deny that of late there have been many departures from them and a general lowering of tone which acts as dry rot. Once before, when Sir Wilfrid returned from a European triumph, he found a distinguished member of his cabinet endeavoring to lead the party in ways outside the path of its true political faith. When he came he did not shrink from risking a personal friendship and the loss of a lieutenant who had aided him again and again in victory. There are those who believe that he will be no less brave to-day.”

In the national interests we sincerely hope that he will act upon the dictates of his own conscience and retrieve the fair fame not alone of his party, but of his country, by sweeping away any under him who have fallen below the standard of public probity and private morality. Now is the acceptable time. The nation looks to him for some decisive action and if we know Sir Wilfrid he will not disappoint them.

OUR HISTORY IN STATUES

VIII.

FOR the second time in our attempt to tell the history of Canada as it may be read in the statues and monuments in our midst, we find that there is nothing to record the deeds of a man who has equal claim with Frontenac and Wolfe to be considered as one of those who have shaped the destinies of our country. The soldier-statesman, Sir Guy Carleton, known in later life as Lord Dorchester, was in the latter half of the eighteenth century the central figure in the life of this country and to him more than to any other man belongs the credit of having maintained the tie that binds us to the Motherland. Wolfe's victory on the Plains of Abraham in 1759 gave Canada to Britain; Carleton's victory before the walls of Quebec in 1776 made permanent British rule over the northern half of this continent.

As Sir John Bourinot has said, Carleton was "a Governor-General who may well be compared with Frontenac as a soldier and Lord Elgin as a statesman." His first administration showed chiefly his qualities as a soldier; his second his gifts as a statesman.

In several striking respects Carleton's first period of administration here was to British rule in Canada what Frontenac's was to the French regime. Each governed during times of great danger and each was beset by similar difficulties—disorganization, attack by a superior force and want of adequate means of defence, and each triumphing in the end kept flying from the citadel of Quebec the flag of his country that it was his duty and pride to defend.

But Carleton was more than a soldier and his claim to remembrance does not wholly rest upon his defence of Canada during the War of the American Revolution. During his tenure of office the new allegiance of the great majority of the inhabitants of Canada was put to the test, a form of government had to be decided upon, a blending of two legal systems accomplished and some workable understanding arrived at between the two races whom the fortunes of war had brought together in a common citizenship. The existence to-day of the Dominion of Canada is proof of the success of his undertakings. He was indeed one of the ablest men ever sent to Canada. Sir Guy Carleton first appears in Canadian history in the Seven Years' War. When, in 1758, Wolfe was appointed brigadier under Amherst for the Louisbourg expedition, he was anxious to take Carleton with him, but King George II. would not consent to such an arrangement, and in the following year when Wolfe was selecting his staff for the army that was to attack Quebec, he again sent up Carleton's name to the King. Twice the King drew his pen through it, notwithstanding that the nomination had the hearty approval of Pitt. A third appeal was successful and Carleton went to Canada as quartermaster-general, Wolfe, as he said himself, relying on his young friend to supply the lack of ability among the engineers. Carleton's disfavor with the King was due to a disparaging remark he had made respecting the Hano-

verian troops, a mortal offence in King George's eyes. Sixteen years later it fell to the lot of that offending officer to hold Quebec for King George's grandson against his revolting American colonies.

The early years of Carleton's first term as Governor, which began in September, 1766, were marked by the coming into force of the Quebec Act which, guaranteeing to the French-Canadians full freedom of religion and the continuance of their civil laws, was calculated to hold them to their allegiance should the clouds gathering over New England burst into a storm of revolt. Within a year the storm burst and Canada at once felt its fury. For the first time since the conquest and in all human

probability for the last time, too, Canada's destiny hung in the balance and it was Carleton who by casting the weight of victory on the British side gave Canada a permanent place in the Empire.

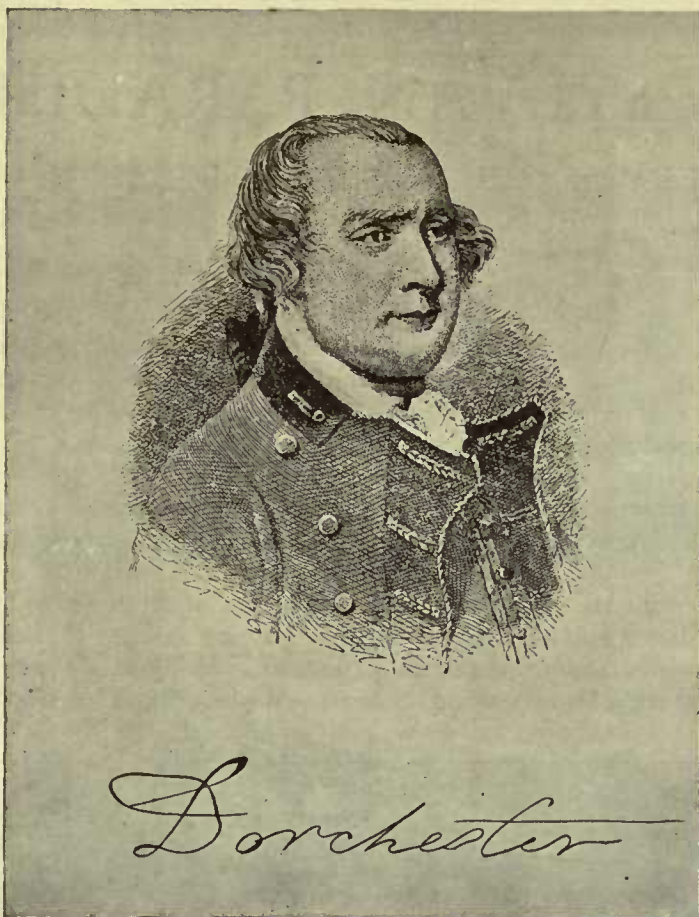
Space does not permit a recital of the story of even that part of the War of the Revolution relating directly to Canada and which here at least was a war for conquest. It was pretty well confined to two years—1775-76—and its outcome was as notable a success for British arms as many of the operations elsewhere were disgraceful failures. By the surprise and capture of Ticonderoga and Crown Point the way was opened and arms and stores obtained for the invasion of Canada. The capture of Chambly and St. Johns cleared the road to Montreal, which, owing to its defenceless condition, soon fell into the hands of the invaders. Upon one incident connected with these operations rests in part, at least, the questionable fame of Ethan Allen,

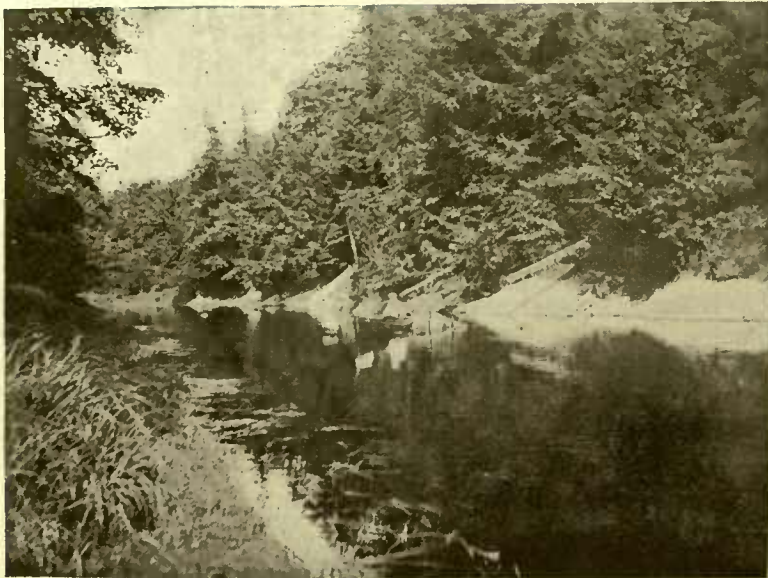
the hero of Vermont, who in advance of Montgomery sought to capture Montreal. "That foolish attempt of a handful of riflemen," writes A. G. Bradley in his admirable life of Lord Dorchester, "to take even a poorly defended city of eight thousand souls is somewhat characteristic of that heady Vermonter."

Carleton's escape from Montreal, showing the courage and resolution of the man, was one of the dramatic events of the campaign. Finding the passage of the river at Sorel barred by an American battery, he had to abandon his little flotilla and traverse Lake St. Peter by night in a canoe, paddled in silence through the narrow passage before the American force by the palms of the crew's hands. From Three Rivers a sloop conveyed him to Quebec.

The siege of Quebec was for Canada the crisis of the war. The manner in which Carleton met it has given him for all time a place in the front rank of Canada's defenders. Carleton knew that so long as Britain held Quebec Canada was not lost, and Montgomery knew it, too, for writing to his father-in-law, Robert Livingston, a member of the Continental Congress, he said, "I need not tell you that till Quebec is taken Canada is unconquered." In all Canada Quebec was the only place where a stand

(Continued on page 27.)





SUNLIGHT AND SHADOW ON THE KA-SHE-SHE-BOGAMOG



NEAR THE THIRD CHUTE ON THE KA-SHE-SHE-BOGAMOG

A SYLVAN PARADISE

THE WITCHERY OF THE KA-SHE-SHE-BOGAMOG, ONE OF THE MOST BEAUTIFUL LAKES IN THE MUSKOKA REGION

SOMETIMES a name goes a long way. It does in this case—even literally, but much more because of the quaintness and mystery which attach to it. There is something weird and romantic in the sound of those strangely associated syllables, something that calls up suggestions of the bosky recesses and sun-lit glades of the forest primeval; of wigwams pitched in sheltered nooks, the blue smoke curling from their pointed tops while Indian children play around; of Indian hunters fresh from the chase bringing food or fur from far-off hunting grounds, or Indian warriors in all the hideousness and bravery of war-paint returning scalp-laden and gory from some intertribal fray. The suggestion is correct, too, for the name is Indian, distinctly and unequivocally one of the musical and meaningful Indian place-names which, with crass and inept conceit, we whites have too often replaced with vulgar and unmeaning names of our own.

Ka-she-she-bogamog means a multitude of islands, and is the name given to a lake in the Muskoka region, and to a river flowing from it, with many a curve and many a chute and many a stretch of alternate sun and shadow, into beautiful Sparrow Lake. The Ka-she-she-bogamog River, or as it is more often locally called, the Ka-she, is a very paradise for the artist, whether he be of that rarer and higher sort that ply deftly and delightfully the pencil and the brush, or that more numerous and humbler sort that press the button of the camera and subsequently, in person or by proxy, "do the rest." At once a paradise and a perplexity to the artist is the lovely river, for every fresh turn reveals a wealth of beauty that woos one to essay another sketch or expose another plate. Happily, for

painter and photographer and for the visitor who is neither, there is a sensitive surface somewhere in the memory on which glorious pictures that cannot be painted or photographed are indelibly impressed, to afford for long years in retrospect the pleasure they give for a few bright moments in actual vision.

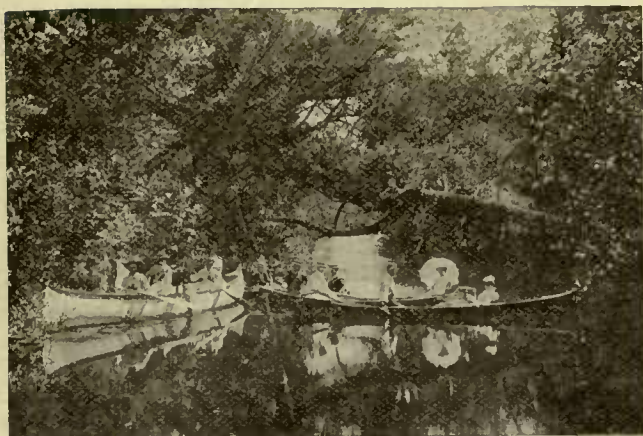
The best way to see the Ka-she is to take a light boat or a canoe from Sparrow Lake and row or paddle up it to the third chute. That is a mile and a-half or two miles from the mouth of the river, and the whole distance is a constantly changing panorama of loveliness. The entrance to the river from the lake is very beautiful. Long rushy reaches flank the embouchure, and so quietly and gradually is it made that it is not easy to say where lake and river have their meeting-place. Through

a vista of tall, shady trees one sees the stream gleaming and glooming between its banks in the short reach to the first chute, where, narrowed between rocks, it rushes swiftly and brokenly from a higher level. It is not difficult with a little care to pole to quiet water just above; and here to the left is one of the charming bits of scenery where a bare, richly-colored wall of rock rears itself sheer and steep from the water, to be mirrored splendidly in the dark current that sweeps smoothly by its base. A few yards farther on a quaint bridge crosses the river and the tinkle of cow-bells and a glimpse of a near-by farm remind one that he has not quite left behind the busy



FIVE O'CLOCK IN THE MORNING—MUSKOKA

haunts of men. Soon a second bridge is reached, and a little further on the broad pool that lies below the second chute. This is a favorite camping spot, and on the green plateau above the shelving bank on the right many a pleasant picnic party has made its fire and spread its rustic feast. A more charming spot



HOLIDAYING IN MUSKOKA



ON SHADOW RIVER—MUSKOKA

could scarce be found in which to loiter for an hour at mid-day before traversing the upper reaches of the river, or at evening when returning homewards from the outing of the day.

It is an easy matter to portage boat or canoe up the smooth sloping rock at the chute and launch it again in the densely shaded pool above. And here begins the loveliest portion of the trip. The banks are lined with fine trees, overhanging and in some places almost over-arching the river and reflected perfectly in its placid waters. Great logs half-sunken or wholly submerged and sometimes not revealed by even a ripple, interrupt every now and then the river's course and have to be watched for and avoided by the traveller or his frail craft may receive damage or upset. Here a pool, embayed in high bushy banks and brooded over by some lofty tree, glooms sombre in the shadows; there, where the stream widens and curves, the blue sky shows broadly above the tree-tops and the water laughs and sparkles in the intense sunlight. Yonder a broken trunk stretches horizontally over the shelving bank, every detail reflected with marvellous delicacy in the still water below. Lance-like shafts of sunshine pierce through the dense foliage at intervals and gleam on the sedgy slopes that lie along the margin here and there. Up and up the quiet stream the boat or canoe glides, the splash of oar or paddle the only sound to break the stillness, save the songs of birds among the trees, or possibly at

long intervals the distant whistle of a locomotive. Everywhere the alternations of sunlight and shadow, everywhere the river with its mirror-like surface and overhanging trees, everywhere the twin pictures, actual and reflected, changing with kaleidoscopic rapidity and beauty. Up till the third chute is almost in sight and there bursts upon the view an opening which is indeed the beginning of a clearing, but which sketched or photographed before any of man's crude handicraft comes into sight, forms one of the loveliest landscapes of the series. Then may the traveller turn and drift slowly

down the stream, to linger over favorite spots discovered on the upward journey and to find fresh beauties everywhere, as scenes grown familiar show themselves in new settings.

Had Sparrow Lake no beauties of its own, it were worth a sojourn on its shores to see the river alone; to study its moods, to explore its secrets, to listen to the tales it has to tell to the ear and heart of one who learns to

love it. In the freshness of the early morning, in the glory of the noontide sun, in the gloaming when the shadows lie deep over the wimpling waters, there is a compelling charm in its ever-changing loveliness.

Not twice or thrice but again and again and yet again will the traveller return to it who has once felt the witchery of the Ka-she-she-bogamog.

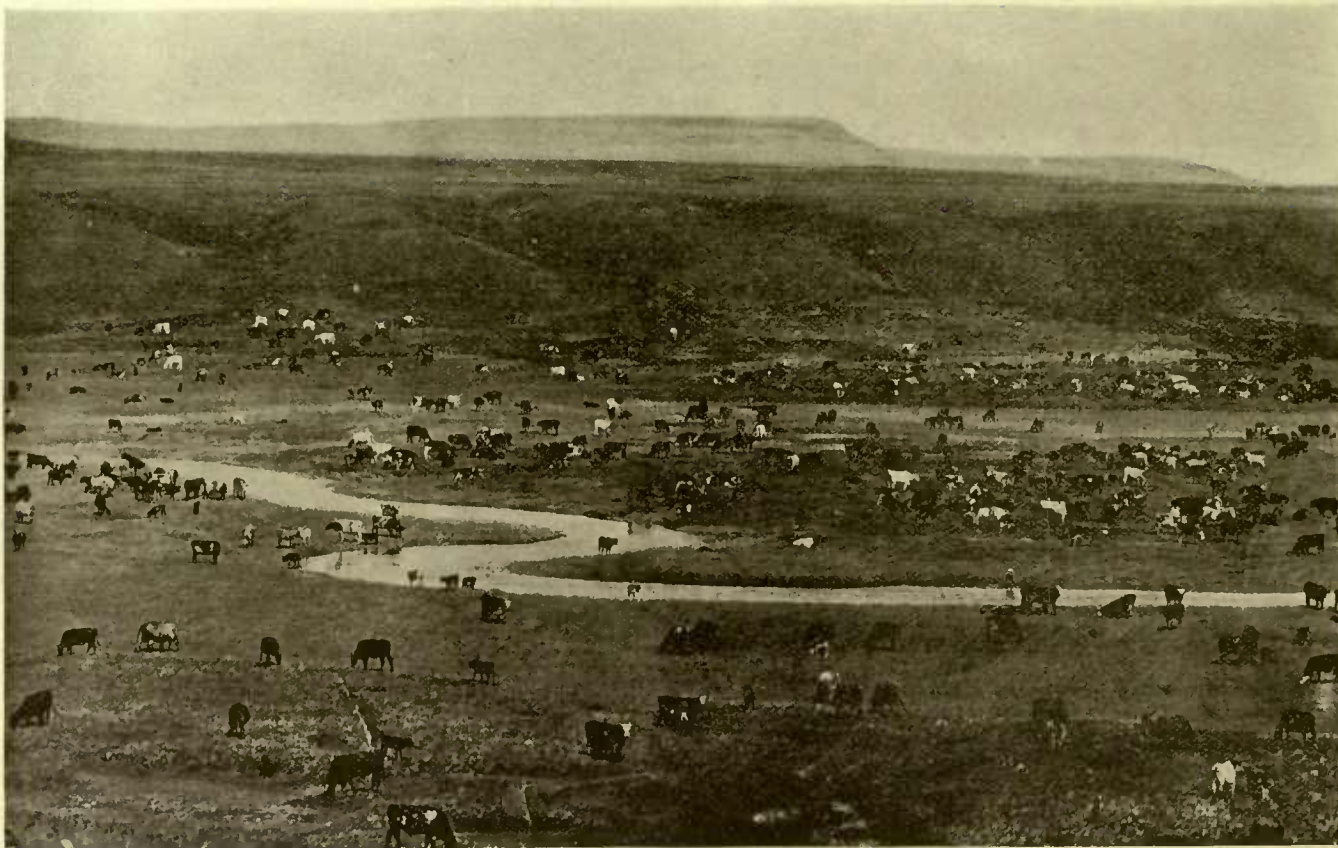


AN EVENING ON LAKE ROSSEAU



LOOKING UP LAKE ROSSEAU

(Half-tones reproduced by courtesy of the Grand Trunk Railway System.)



A BEEF-PRODUCING VALLEY IN THE CANADIAN WEST.

A typical scene on an Alberta ranch showing the diversity and extent of the rich pasture over which the cattle roam.

NOTES OF THE WEST

AT Luke Lake, a place about 30 miles west of the South Elbow and 60 miles from Saskatoon, Sask., has been located ochre of the richest quality deposited in what seems almost unlimited quantities. Mr. Agall, mining engineer of Quebec, a man thoroughly familiar with ochre mines particularly, has returned from Luke Lake after an examination. It is his candid opinion that the mine shows every appearance of having a large quantity of minerals. He takes back with him samples from the lodes. Incidentally the engineer states that there is ochre to make all colors. He found the deposit free from grit and improving the further back it goes. While at the mine over 100 tons of ochre were removed. The veins were found to widen and improve on examination. The largest lode of red ochre in English mines is six inches wide. At Luke Lake mine there is a vein at least a yard wide and it widens as it stretches. The yellow is at least 12 feet wide.

Arrangements are being made to clear all squatters off the Dominion forest reserves in Manitoba, Saskatchewan, Alberta and the railway belt of British Columbia. There can be no security from fire as long as people are living in the timber. The Mounted Police will serve notice upon all persons who have no titles to leave and go to lands which are open to settlement. There are several hundred of these squatters. A beginning is being made toward the organization of a permanent staff of rangers for all the reserves to prevent fires and timber poaching. A survey of the timber is being carried out and when completed a plan will be devised by which the annual growth will be taken off and marketed.

Mr. Anderson, Deputy Minister of Agriculture for British Columbia, who was in Nelson recently, informed the writer that over 1,000,000 fruit trees were planted in the Province last summer, the principal locations being Vancouver Island and the upper mainland, including the Okanagan and the Kootenay. The conditions being so similar to

those of the adjoining portions of the United States most of the trees were bought from the nurseries of Washington and Oregon. The importations from Ontario are declining, not more than five per cent of the stock planted having come from that Province. The reason is that the Washington and Oregon trees thrive better. The Minister calculates that within the next three years the production of fruit in British Columbia will have increased 200 per cent. "We will have the apple market in our hands entirely in a few years," he said, adding incidentally, "the Province is looking to supply the cream of the English market."

The most forward movement in the fruit industry of British Columbia is to be seen in the recent formation of an association which is called the Fruit and Produce Exchange of British Columbia. The object is to provide for the distribution of all the fruit grown in the Province. In the past each section has shipped without regard to its neighbor and there has consequently been a glut at points when the market in other places was not satisfied. For instance, there might at one time be too many strawberries at Calgary, whereas 100 miles east a scarcity might exist. The grower would not get the full value of his produce and a section of the customers would be deprived of fruit. The founders of the new organization intend to distribute the fruit of the Province so that there shall be no glutting at any one point. This end will be secured by the establishment of a central office (which is to be at Revelstoke) where information will be received each day as to how the prairie towns are being supplied and whence instructions will be issued to growers to ship according to demand. The output will thus be equalized over the area to be served.

The Department of the Interior will survey during the present summer 11,000,000 acres of land for the incoming flood of settlers to locate upon. Last summer lines were laid down on about 10,000,000 acres. At the end of this summer the total of land surveyed in the Canadian West will be 120,000,000 acres. It is estimated there is at least this

much more good available land unsurveyed but thoroughly fit for settlement. It lies chiefly to the north and east of Edmonton, where there is a great basin of land of a low altitude where the climate is moderate and the hours of summer sunlight long.

The country from the Yellowhead Pass to Prince Rupert and for miles north and south of a line drawn between those two points, writes a British Columbia correspondent, will be the scene next year of great activity. Not only will the location of agriculture and grazing lands be large, but the country will be prospected extensively for precious metals. Many immense copper, silver and gold quartz veins are known to exist, but were valueless at the time discovered on account of the danger and difficulty of getting to and from them. Now, however, that a railway is assured, sooner or later, these men may be expected to return to the finds of earlier days and in their wake will come dozens whom they have influenced. The next couple of years will witness exceptional activity along the lines above-named and it is believed the next few years will give to the Province of British Columbia the biggest and richest mines of the country.

Prospecting for petroleum in Western Canada is very general. In Manitoba surface indications have for some years been reported; especially is this true when water wells have been sunk. One of these places is at Manitou, in Southern Manitoba, while the other is at Neepawa, on the Minnedosa branch of the Canadian Pacific Railway.

Alberta is being looked over by prospectors. There are a dozen or more deep drilling rigs prospecting various areas between the International Boundary on the south and the lower part of the Athabasca River on the north.

In the south-western part of the Province oil has been struck in two wells at depths slightly exceeding 1,000 feet. These wells could be pumped and made to yield, but the lack of transportation is a drawback at present. However, prospecting is

going on very actively and should the results obtained in this section, which lies south-west of Pincher Creek, justify it, a pipe line or a railroad spur would be constructed. At Calgary and at Medicine Hat drilling rigs are in operation and at the latter place provision has been made to reach a depth of 2,000 feet. In Northern Alberta the search for petroleum is being carried on in the vicinity of Fort McMurray, on the Athabasca River, some 500 miles north of Edmonton. This far north-country may yet become quite a factor in the production of petroleum in Canada, as extensive outcrops of tar-sands in this region certainly indicate the presence of oil-bearing strata and there is little doubt that when the underground structure and other conditions are favorable, large accumulations of oil have gathered.

In British Columbia two companies were working in south east Kootenay in 1906. The depths reached in this district are not yet sufficient to be conclusive. Some work is also being carried on in the Cariboo district.

The work of constructing a trail on the west coast of Vancouver Island between Carmanah Point and Bamfield Creek is now well under way and a determined effort will be made to have the greater part of it constructed before next winter. The trail will be thirty miles long and at least six feet wide. In selecting the route the surveyors follow the beach as much as possible, but in some places this will be absolutely impossible and it will then be diverted inland. As soon as the trail is completed the telegraph line is installed and the Department of Public Works expects to be able to maintain it in much better condition than at present. The estimated cost of the trail is \$1,000 per mile or a total of \$30,000.

The Royal North-West Mounted Police are spending a summer of active work on the extreme frontier of Canada. They will be busy at the mouth of the Mackenzie River, where it empties into the Arctic Ocean; they will renew their trail-cutting work in Northern British Columbia and their exploring along the shores and to the west of Hudson's Bay. Inspector Jarvis has left Regina with 8 men to make a 2,000 mile trip to the north by way of the Athabasca and Mackenzie rivers to Herschell Island to relieve Inspector Howard, who has been there for several years with a small party of police.

The work on the Edmonton and Dawson trail will be resumed as soon as the weather will permit and it is expected that Hazelton will be reached by the autumn.

The police patrol boat "Rouville" will go to Hudson's Bay. There will be seven or eight policemen taken up in her to relieve any who have become sick during the winter or who have grown tired of the life in the north. The boat will remain in Hudson's Bay at the disposal of Major Moodie for patrol work. One of the things which the Hudson's Bay patrol is expected to do, is to establish a water connection between the Bay and the west. A canoe party will ascend Chesterfield Inlet for a couple of hundred miles and it is expected will be able to make their way by water to Great Slave Lake and south to Edmonton.

The raising of Eastern or Atlantic oysters on the coast of British Columbia is being tried on a large scale by the West Coast Oyster Company, of which Col. Markham, the well-known authority on marine matters, is president. The company have planted 1,200,000 oyster seeds, secured off the coast

of the New England States, and they appear to be doing well. When discussing the plans of the company the other day the president said that he could see no reason why eastern oysters should not do well in western waters. The temperature of the water on the Pacific coast was lower than on the Atlantic, but that should make no difference for oysters flourished in a temperature anywhere from 15 to 20 degrees below zero to 80 above. There should, therefore, be no difficulty on this score, while the conditions were the same on both coasts. If everything went well—and he could see no reason why it should not—his company would have western-grown eastern oysters on the Victoria market during the coming autumn. The advantage would be apparent to all, for the regular eastern oyster is several times larger than the native western variety.

The progress made during the past two months on the Grand Trunk Pacific roadbed between Saskatoon and Edmonton, writes a correspondent in Edmonton, gives reassuring prospects of an early completion of the work. About 1,200 men and 900 teams of horses are employed on the work. Seventy-five miles of road are graded from Saskatoon west



A LONE FISHERMAN AND HIS PRIZE

An August-caught pike weighing sixteen pounds taken in Fish Lake, Saskatchewan.

and with a large force employed now it is expected that over 100 miles west from Saskatoon will be completed by August 5. Then a large force of men at work on the Battle River crossing will be moved up between Battle River and Edmonton. This addition to the number of men already employed on this section of road will ensure that the line into Edmonton will be graded during the present year. Many large trestles and culverts have been built during the past six weeks and many more will be completed by the end of July. Work on the larger bridges of steel construction at Saskatoon, Battle River and Clover Bar is going ahead rapidly.

The Grand Trunk Pacific right of way through Clover Bar presents a scene of great activity at the present time. Peter Dukelow & Sons who have the grading contract for ten miles east of the Saskatchewan River, have about one hundred teams at work and have several miles of earthwork of the road almost completed. Work on the bridges over the Saskatchewan is going ahead and it will be ready for the rails when grade is completed. The company is carrying out its determination to make the Grand Trunk Pacific roadbed the finest on the American continent.

The discovery of coal at Eagle Lake, Sask., if the deposit proves to be extensive, will be a great boon to the settlers in that locality, for heretofore fuel has been rather scarce. The coal was discovered purely by accident. There is a spring close

to the trail on Stony Creek and last year a section of the cribbing was sunk over the spring by Fred. Dowd, who had a horse bogged and drowned in the place. Archibald Campbell, one of the new settlers, sent his boys to clean out the spring. They brought back a pailful of coal which they had found while digging. Mr. Campbell accompanied the boys on the next trip, and they dug a little deeper and found more coal. Mr. Campbell then reported the find at a meeting of settlers and on the following morning a party of twenty-eight settlers armed with picks, shovels, pails for bailing out water and mud and a testing auger made a thorough test and confirmed the boys' discovery. The Hon. Walter Scott, Premier of Saskatchewan, has promised to acquire the mining rights of the locality for the common benefit of the public.

A movement is on foot in Western Canada to bring about coöperation in the matter of higher education among the three Provinces of Saskatchewan, Alberta and British Columbia. It is proposed that the three Provincial Governments unite in establishing one great university for the Canadian West which would be strong and soon win for itself a recognized place among the educational institutions of the Dominion. It is suggested that each Province could have a College of Agriculture affiliated with the University.

Prince Albert, "the North Star Metropolis," as its admirers love to call it, is going ahead wonderfully according to Mr. F. F. Moore of Dauphin, who has recently been visiting the north country. In an interview with a western correspondent Mr. Moore says: "The 6,000 inhabitants, large lumber interests, fine government buildings and the great business activity are revelations to the visitor. Many new modern brick blocks will be erected this year." Mr. Moore says there are at least 2,500 men engaged in the lumbering industry alone and that there is timber sufficient to keep the mills in operation for many years to come. "The city," said Mr. Moore, "has an ideal site and perfect drainage

facilities, and is destined to become the great business and railroad centre of the North. An evidence of the growth of this prosperous little city is the fact that the assessed valuation of property rose from \$2,000,000 in 1905 to \$6,000,000 in 1906, giving to the property-owners a gain of \$4,000,000 in the increased value of their holdings."

Apart from farming and stock-raising, coal mining is the greatest industry in Alberta. It may be news to some people, writes a western correspondent, but it is true nevertheless that there are 132 coal mines in Alberta. Seventy of that number are in active operation and produce from 5 to 1,500 tons a day each. The industry is not confined to any one section of the Province either, for mines are to be found in the north, the centre and the south, but the largest and most productive are in Southern Alberta. Nearly every town on the Crow's Nest line from Medicine Hat to Coleman possesses a mine or more, and new mines are being opened every month or so.

The Canadian Bank of Commerce have commenced operations on their new building in Wetaskiwin, Alberta. The building will cost in the neighborhood of \$35,000 and will be built of pressed brick and stone, the dimensions being 52 by 36 feet, with a vault extension of 12½ feet. The building is to be thoroughly modern and first-class in every respect.

NOTES OF THE EMPIRE

THE British Government, on receipt of a resolution from the Parliament of New Zealand, has advised the King to raise the status of New Zealand to that of a Dominion.

"This," says the *London Spectator*, "is a piece of news which will be everywhere received with satisfaction, for none of the daughter-States is nearer to the heart of the Mother-country than the State which is furthest from her physically. Our only regret is that New Zealand could not have found another name than Dominion. Needless to say, we have no objection to the name, but the fact that it has become associated with Canada may lead to some confusion. If New Zealand could have found a new appellation, we should then have had the 'Dominion,' the 'Commonwealth,' the 'Union'—that, we presume, will be the name adopted by South Africa when unification takes place—and the —. We fully admit that we cannot fill the blank ourselves, but we do not feel sure that it passes the wit of man to do so. The 'Realm of New Zealand' is a possible suggestion, though one, we admit, open to objection. Perhaps some of our readers may be able to think of the appropriate word."

The Duke of Argyll presided over a meeting at the Mansion House, London, on July 11th, in connection with Mrs. Close's plan for providing farm homes in the Colonies for pauper children.

The objects of the scheme are to give some of the 8,000 children now in workhouses and other institutions a practical training and free open-air life, such as cannot be offered them in England except at prohibitive cost.

A well-equipped farm has been purchased in New Brunswick for £1,200 and here children are maintained at a cost of £22 per head per annum, against an average cost of £33, 9s. in England.

The chairman said the farm had been worked for eighteen months and had been a pronounced success. Mrs. Close wished to hand it over to an association entirely free of debt. He thought the same broad principles might be adopted in even more distant Colonies than New Brunswick. The same experiment ought to be tried in South Africa.

A resolution was adopted on the motion of Mrs. Close, forming an association to be called "The Children's Farm House Association."

Mr. Rhodes once said that South Africa at various times had been visited by all the

plagues of Egypt and a good many more invented in later times. This distressed country has, in the last ten years, been a prey to four native wars; a disastrous struggle between the two white races; rinderpest; locusts and the "tick" plague, to say nothing of labor troubles and market slumps. The latest phase of the strike movement has been a number of dynamite outrages at various places along the Reef. No doubt this trouble will have its day and give place to others. Mr. Lionel Phillips (of Messrs. Wernher, Beit & Co.) has returned to England and seems determined



THE LATEST PHOTO OF THE HEAD OF THE EMPIRE—
KING EDWARD VII.

to take a hopeful view of things. In the meantime we notice, in spite of the protestations and anticipations of the Boer Government, that the native labor returns for June show a loss of 1,882 boys, while the gold yield for the whole of the Transvaal shows a decline of 16,918 ounces, or £71,862 on the month.

"It is gratifying," writes Mr. Eustace Burke, our commercial agent in Jamaica, "to be able to announce that the British Government have declared for a free grant for the colony of £150,000 and a loan of £800,000 to the inhabitants of the colony in connection with the catastrophe of January 14th last, to enable Kingston to be rebuilt, on easy terms, and its poorer citizens reimbursed somewhat of their terrible

losses. His Excellency the Governor has intimated that within the next two months he hopes the organization to carry out the provisions of the grant and loan will be in working order.

In addition to the above circulation of money, the War Office authorities have made a grant of £81,000 towards the rebuilding of Up Park Camp. Again, the Jamaica Co-operative Insurance Company has entered into a compromise with its policyholders whereby a considerable sum of money is now being paid out. There are, however, no signs up to now that the

English insurance companies are likely to entertain any suggestions of compromising claims of their policyholders. Still, I venture to affirm that not within any recent history of the colony has there ever been such a circulation of money among all classes as promises to be in Kingston within the the next three or four years."

A most important legal point of general Imperial interest was recently settled by the House of Lords in connection with the reduction of capital. Hitherto it has been considered that no court could entertain any petition to give effect to resolutions reducing capital unless it could be proved that the capital which it was proposed to cancel had been lost, or was unrepresented by available assets. But this doubt has been set at rest by the important judgment delivered by Lord Macnaghten in the House of Lords on May 28th in *re* the National Bank of China. The holder of 750 founders' shares had appealed against the court's sanction being given to resolutions extinguishing such shares for which he was to be paid the par value out of profits. Lord Macnaghten said that the condition that gave jurisdiction to the court in sanctioning reduction

of capital was not proof of loss of capital, or that the capital was in excess of the wants of the company; but it arose whenever the company seeking the reduction had duly passed a special resolution to that effect, and the only questions for the court to consider were whether the scheme of reduction paid regard to the interest of those members of the public who might be induced to take shares in the company, and whether it was just and equitable as regards different groups of shareholders. On both grounds a decision was given in favor of the company.

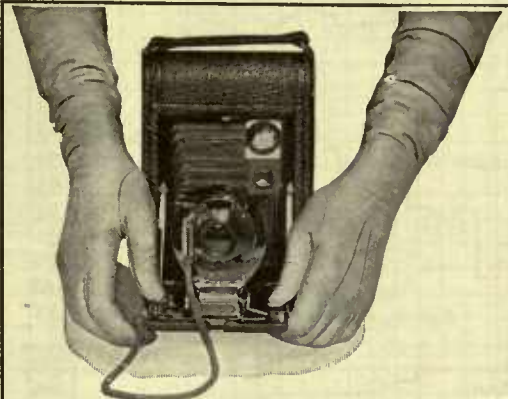
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shown during the past year remarkable development. According to Mr. J. S. Larke, our Commercial Agent in Sydney, the return of Commonwealth trade for the first three months of 1907 shows that while there was a decrease of imports for March of £116,742, in the three months there was an increase of imports of £1,436,843. There was a decrease in the imports of gold of £115,423; therefore, showing an increase of merchandise to the amount of over one and a-half millions sterling. The export of merchandise in the three months shows an increase of £3,890,181. Against that was a decrease in the exports of gold to the amount of £2,741,084. This shows, in the first place, the wonderful increase over the exports of last year, which was a record year, and also a decrease in the export of capital, and that capital is finding a greater field for use at home. The great bulk of the increase of exports was in wool, though there had been increases of butter to a very considerable extent. Wheat and flour show a decrease. There was a tendency to hold back for higher prices. The returns of the bank business of New South Wales for the March quarter are indicative of the remarkable expansion of the business of that State. As compared with the December quarter, there is a gain of £2,370,874 in deposits and a decrease in the discounts of £382,983; the deposits amounting to £41,791,367, while the advances or discounts amount to only £34,030,543. As compared with a year ago the deposits show nearly three millions of an increase and the discounts an increase of less than two and a-half millions. These figures are away above the record of previous years.

Mr. Larke reports the following curious incident: The State of New South Wales imported a number of hangman's ropes. They were shipped by the Holloway Gaol authorities of London. Prison-made goods are prohibited, under a severe penalty, from entering the country. The custom house authorities took it for granted that, having been shipped from the gaol these ropes were prison-made. There was no evidence that this was so, but a permit for landing was refused until the State authorities could show that the goods were made out of prison. It will be thus seen that the custom authorities throw the onus of proof upon the importer. There are very few lines of goods in Canada that could lie under any suspicion of being prison-made, but where there are goods coming here which may also be made in a Canadian prison, it is clearly important that the exporter should with the goods send the evidence that they were made by honest labor.

Since the above was written the custom authorities have released the ropes, upon the ground that there is no evidence to show that they were prison-made. It does not follow, as in this instance, that the onus of proof shall rest with the custom authorities and will be followed as a precedent. It will be safer for Canadian exporters to have the necessary information to accompany goods, in case they may lie under the suspicion of being prison-made.

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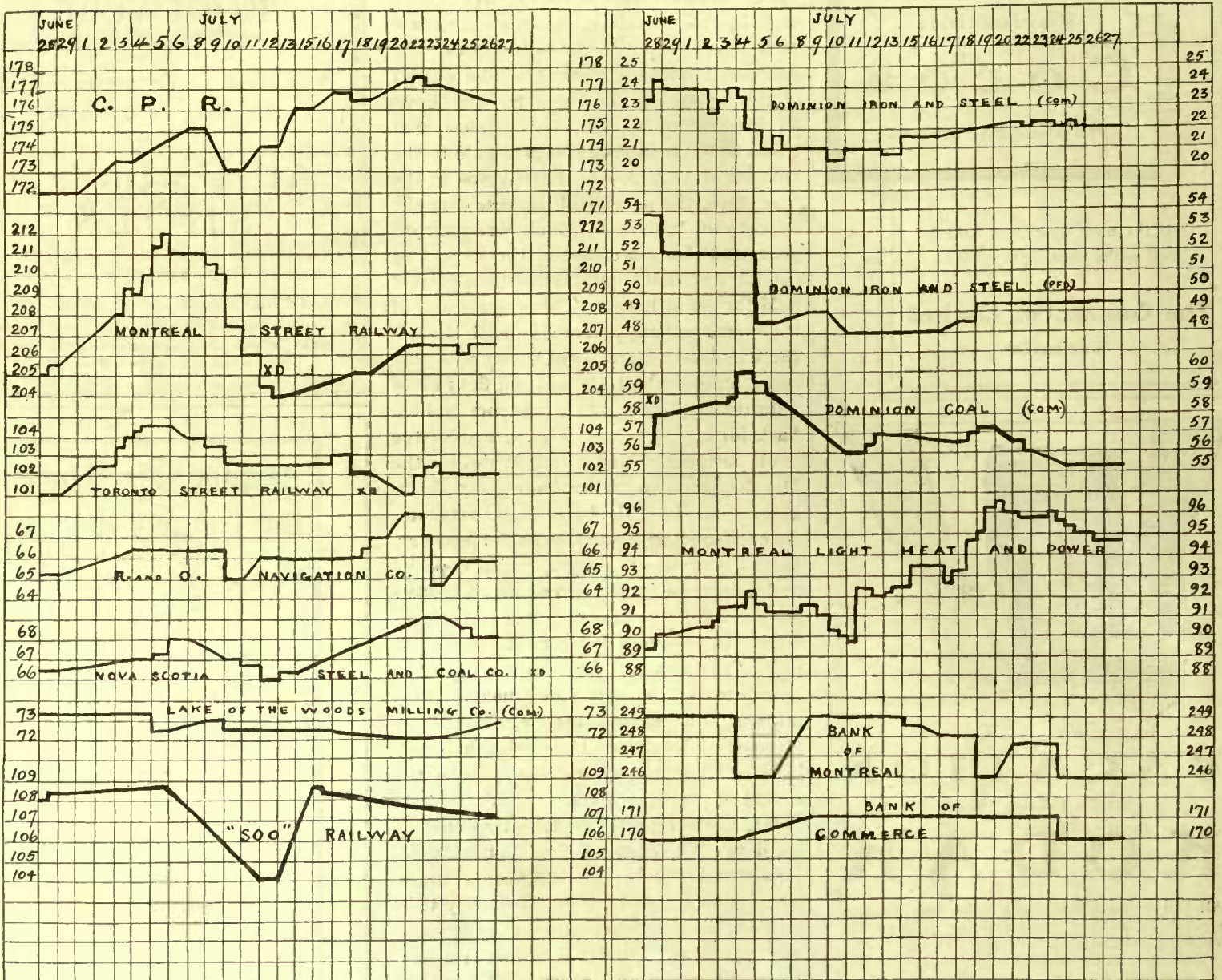
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THE TREND OF THE MARKETS

DURING JULY

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



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Glancing over the stock market list for the month of July the first thing to strike the attention is the absence of important changes in quotations. At the time of writing some seven or eight of the stocks on the above chart are quoted at the same figures, almost exactly, that prevailed at the end of June. As there had been, up to June, a steady and continuous decline in a number of issues, this certainly looks as if prices were "scraping along the bottom."

Canadian Pacific, after hanging for a couple of months in the neighborhood of 167, has taken a jump of 10 points. This improvement, however, is thought to be due chiefly to the recent recovery in the New York stock market. During July some of the leading United States railroad stocks scored an advance of from 8 to 14 points and it was quite natural that holders of Canadian Pacific should raise their asking price as the American quotations went up.

The Canadian road's traffic for the fiscal year that ended with June makes a very favorable showing. Partly overshadowing its prospects for the current year is the possibility of a decrease in the western wheat yield. The most reliable authorities now concede that there will be a moderate falling off in the wheat, offset to some extent by an increase in other grains. But it should be remembered that the C. P. R. does not now depend so much as formerly on the wheat crop for its traffic. The transportation of settlers and their effects has assumed very important dimensions, and for the next year or two the road will have a great deal of material to haul for the Grand Trunk Pacific and other new projects. The movement of general merchandise has also vastly increased since the West began to fill up. These considerations can be counted upon to make good any probable losses from the short wheat crop. So far as the farmers are concerned higher prices per bushel will partly recompense them for deficiency in yield.

Another stock scoring a substantial rise is Montreal Power. It is selling some 8 or 9 points above its last month's prices. The increase in the dividend to 6 per cent is, of course, the principal cause of the rise, though it must be said that the stock is in a better position because of the improved prospect of an agreement with the city of Montreal regarding franchise and prices to consumers.

Richelieu and Ontario seems to be steadily recovering the ground it lost in the last half of June. A favorable season of tourist-travel is apparently the influence at work in this instance.

Dominion Coal and Dominion Iron have remained practically stationary. But this was not so from lack of action by the belligerent parties. It is unfortunate that so much personal ill-feeling has been stirred up in this dispute. The issue is now before Judge Longley of the Nova Scotia Court and some decision seems imminent. It is to be hoped that the small stockholders in both companies will receive fair treatment in any settlement that is effected.

The bank stocks continue slow and in some instances weak. In a recent *Monetary Times* interview, Mr. Charles R. Hosmer, the well-known Montreal financier, explained what were some difficulties in the way of a more rapid increase of capital by the banks. Mr. Hosmer stated that it was not easy to see who was to take the new issues of stock which the banks were desirous of putting out. Stockholders have about as much as they can conveniently take care of. Though it is possible to borrow on bank shares, it is so only to a limited extent. The law prevents the banks lending upon them and the other financial institutions are only able to lend on them within certain limits.

It is not surprising that there should be, under these circumstances, a sluggish tendency in the bank share market. One or two of the most highly

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Bank stocks are sluggish. thought-of bank stocks on the list have from time to time shown marked recessions in prices. The buying power seems weak. Whenever, because of the winding-up of an estate, or of some other reason, a moderate amount of any bank's stock comes on the market for immediate sale, the probability is that the quotations will register a fall. On the other hand banking profits continue excellent, as all the latest annual reports prove. And the prospects for the latter half of 1907 are regarded as being very good.

Considerable excitement has been caused at Grand Forks, B.C., especially in mining circles, over the closing of a big mining deal heretofore unequalled in importance in the Boundary district, being the purchase of thirty copper properties owned by the Phoenix Amalgamated Copper Mines by the Consolidated Mining and Smelting Company of Canada for a sum reported to be two hundred thousand dollars—fifty thousand dollars in cash having been paid down.

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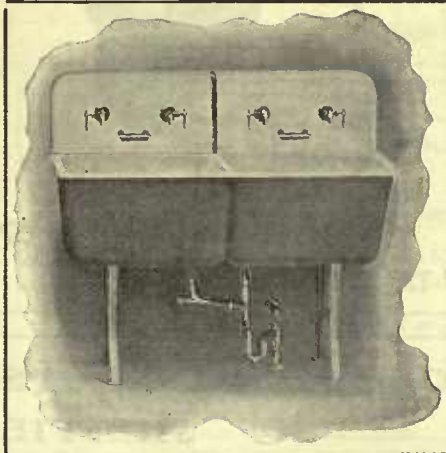
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Our Alpine Club in Camp

(Continued from page 13)

The increase in membership during the year was 124. The library numbers 17 volumes, dealing mainly with the Canadian Alps. The Club's own annual, an illustrated magazine of 200 pages, called *The Canadian Alpine Journal*, is ready for the market at the net price of 75 cents. Each member of the Club receives one copy gratis. Two thousand copies at a total expenditure of \$1,200 were issued. Of these, one thousand are offered for sale. Perhaps the distinguishing mark of this, the initial number of the Club's first magazine, is the amount of information packed between its covers. Among Canadian magazines it can lift its head unashamed and as years go on this first number will increase in value.

Among the pleasant incidents of the camp were the presentation of its "freedom" to Mrs. Wheeler, the President's clever and sympathetic coadjutor; the gift of an Albert gold chain and cuff-links to the President, and an address and album of camp scenes to the secretary. An interesting feature of the camp fire was the reading of "The Alpine Herald," edited by Mr. Frank Yeigh, Miss A. L. Laird and Mr. S. H. Mitchell. Its editorials, its jokes, its limericks and its contributed articles were worthy printer's ink and it is to be published and sold at 10 cents a copy.

Altogether the camp was an unqualified success. The Alpine Club of Canada has taken root downwards and borne fruit upwards far beyond the most optimistic expectations of eighteen months ago. It looks as if the membership would soon be a thousand. When that time comes, the summer camp will not appear and disappear as swiftly and mysteriously as in July, 1907. *E. P.*

In the New North-Land

(Continued from page 15)

With its shores clad with thrifty forest and virgin lands stretching back on either side and the river itself as beautiful in places as the St. Lawrence or the Muskoka Lakes, it can readily be understood that there is scenery in the Northland that a few years hence will be enjoyed by sightseers.

At present the Peace River country is accessible only by means of the stage route from Edmonton to Athabasca Landing and thence by boat up the Athabasca to Lesser Slave Lake and by portage to the Peace River. The railway is coming, however. Two surveys have been run north and as soon as the Canadian Northern Railway Company has completed its main line extensions a branch will be run from Edmonton to Athabasca Landing as the first step toward a line of steel into the Far North. A road from Edmonton to Fort McMurray by a more eastern route is now being financed in England.

An important engineering work is this year under way in the improvement of the Lesser Slave River, which connects Lesser Slave Lake and the Athabasca River and which would be an admirable waterway were it not for twenty-two miles of rapids. These are to be overcome by the building of a series of wing-dams, for which the Dominion Government has made a grant of \$35,000. When these have been built the steamers already operating on the river will be able to go to the head of Lesser Slave Lake. On Peace River small steamboats

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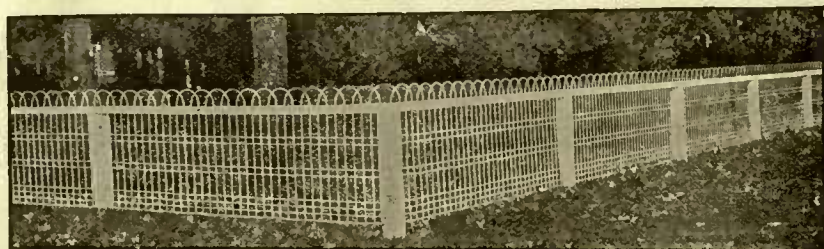
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Better communication with the outside world is sure to come. With farmers already settling on its prairies and the Government conducting experiments in agriculture and horticulture, with two fully-equipped companies now boring for oil and gas, with the coal-hunger constantly increasing in older Canada and with the old-time fur trade still as profitable as ever, the need and practicability of a railway into the Last North is one of to-day's industrial facts.

But even in advance of the railway the people are going in and making homes for themselves. There is yet a disappointed settler to be heard from. The soil is found to be the best, the climate is favorable. Nature is generous and only better means of getting in and out are needed to make the Peace and Athabasca region as popular a settlers' country as are the southern lands of Alberta. There has been a distinct movement northward this year, a number of families from North Dakota having joined their countrymen who went to the Peace River several years ago and sent home good reports of the new land of promise in the north. An advance guard of good Canadian settlers has also gone in. The start has been made and the foundations of future agricultural and manufacturing centres have been laid. The Lesser Slave Lake settlement has a population of seven hundred; Peace River Crossing and Grand Prairie, two hundred each; and Fort Vermilion about five hundred. They are all growing.

No phase of the development of the Canadian West has been more intensely interesting and more truly significant than the opening up of the Peace and Athabasca country from now on is going to be.

Our History in Statues

(Continued from page 17)

for Britain could be made with reasonable prospects of success. The force available was too small to keep the field and with the exception of the brief delay caused by the siege of St. Johns, the American invasion, up to the time that the walls of Quebec were reached, was an unchecked march. None knew better than Carleton the advantages he possessed in the citadel and walls of the Ancient Capital, and he resolved to make the best possible use of them.

In many essential features the siege by Montgomery differs from that by Wolfe sixteen years earlier. The contending forces in the earlier siege were much superior to those engaged in 1775. Montcalm up to the day of the decisive battle retained possession of all the country on the north side of the river adjacent to the city; the Americans almost from the time of their arrival held everything except the city and the zone swept by the garrison's guns. Wolfe won by means of a battle fought on the heights just outside the walls; Montgomery sustained defeat in an assault made in the streets of the lower town. In the earlier siege death claimed both the victor and the vanquished; in the latter the vanquished alone fell. Carleton lived to reap the fruits of his victory.

That victory was due in large measure to his ability and energy and the confidence his presence inspired. A journal kept by one of the besieged bears testimony to the worth of the commander. "Guy Carleton," wrote this diarist, "wore still the same countenance, his looks were watched and gave courage to many. There was no des-

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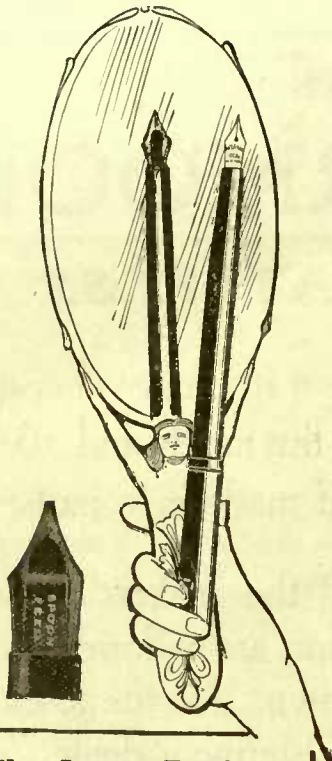
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pondency in his features. He was known and that knowledge gave courage and strength to the garrison."

The seige gave Carleton ample opportunity for the display of his qualities as a defensive fighter but in the following year we see him in the field on the offensive. Late in the autumn of 1776 he destroyed the American fleet on Lake Champlain and took possession of Crown Point, but Ticonderoga was too strong to be taken without a siege and the nearness of winter made that for the time impossible. Carleton and his force withdrew to Canada. Lord Germain, better known as Lord George Sackville, one of the most inefficient ministers Britain ever had, held this to have been an error of judgment, and in the following year the army that invaded the American colonies from the north was placed in charge of Burgoyne, while Carleton's command was limited to Canada. Disaster soon proved the folly of the change, for Burgoyne was compelled to surrender at Saratoga and the British cause was hopelessly doomed. Had Carleton commanded that invading army the war of the American Revolution might not have terminated in the Yorktown disaster. "Perhaps," writes Mr. Bradley, "Burgoyne's presence and Germain's fatuity were a wise dispensation of Providence in arranging the world's future."

Carleton at once resigned, but his successor, Haldimand, did not arrive until June, 1778, when he returned to England. "He was the only British General who recrossed the Atlantic during this episode wearing the laurels of victory and of all generals his task had been hardest."

In 1786 Carleton, now Lord Dorchester, became for the second time Governor of Canada and for almost ten years more he presided over the affairs of this country. They were years filled with hard work and when responsibilities almost as weighty as those of his first administration had to be borne. The questions that then confronted the Government of Canada have all been happily settled and are now only matters of history, but during that second term of office there was brought about one most important change in our constitution that marks an epoch in Canadian history. In 1791 Canada was divided into two Provinces—Upper and Lower Canada—and to each was given an elective Legislative Assembly. This was the birth of our parliamentary institutions which half a century later, under Lord Elgin, ripened into full responsible government.

Carleton sailed from Canada for the last time on July 9th, 1796. The frigate *Active*, which carried him and his family, was wrecked on the Island of Anticosti. Happily no lives were lost and the party were conveyed by coasting vessels to Percé, on the Gaspé shore. A ship sent from Halifax conveyed them to England where they arrived in September.

The remaining twelve years of Carleton's life were spent in rural retirement in England and he died on November 10th, 1808, at Stubbings, near Maidenhead.

"Guy Carleton," writes his able biographer Bradley, "must be judged mainly by his works. He left no private correspondence. His jealousy for the honor of the British Crown and impatience of everything mean, dishonest or unjust that would cast a slur on it, was a leading note in his career. . . . Of strong personality and extreme independence of character, he was never swayed for a moment by what men might say or think of him; but his instincts were true and his heart was sound. . . . No cases of undeserved hard-

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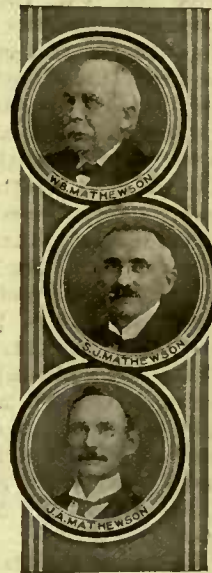
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ship or neglected merit seem to have been too insignificant for Dorchester's attention.

Against jobbery, whether in the grasping of fees, or in that odious and then too common custom of foisting incompetent deputies on the colony, while politicians at home shared in the plunder, he waged incessant war. . . . It had been Dorchester's lot to govern Canada through periods of great political stress and in some moments of extraordinary peril. That he saved her to Great Britain in those years would alone entitle him to the perpetual gratitude of Canada and of the Empire."

Yet to this man there is not a monument in Canada to-day, except the monument, "more enduring than brass," which is the existence of the institutions of our country.

"Old London"

HOW THE IMPERIAL CAPITAL STRUCK MISS MAREE B. ZWERNER, ONE OF A PARTY OF TRANS-ATLANTIC YOUNG LADIES NOW VISITING LONDON

London! What do I think of London? I had read so much about it in my home at Marysville, Ohio, that I felt I should be disappointed when I saw it. But as we came into Paddington from Warwick I seemed to feel the spirit of London's greatness stealing over me and, somehow, I appeared to myself as infinitely small and insignificant. London's mightiness, London's awful vastness had crushed me. I remember that drive from Paddington to the Royal Hotel, through the broad Bayswater-road, where the motor-buses whizzed past, and down Park-lane. Somehow Park-lane did not come up to my expectations. I thought I should find a street of palaces, but, with a few exceptions, the houses (from the outside at least) looked like ordinary villas. But Trafalgar-square at night was beautiful, and there was something noble about the Nelson Column rising blackly to the clouds. The double-decked trams on the Embankment were also new to me, and though the drive from the station had been a fairly long one, I know that we had not crossed a fiftieth part of London's immense area.

Now I have been here three days and I am more bewildered than at first. It seems that it would take years to see London in all its aspects, and I feel as if I could have

a good cry when I think that I am to leave on Tuesday without seeing so many things.

You have guessed that I love London. I do. I don't want to see Paris and die—as the saying is—I would rather, far rather, see London and live. I wish I could stop here always, the people are so friendly, so kind and so humorous. That is what strikes me most. The people themselves are humorous. I mean the people of the street. And I have heard lots of smart sayings between the barrow-pushers and cabmen. All the 'busmen seem like Sammy Weller to me, though I have not heard them pronounce "v" as "wee."

Curiously enough, though, every one hurries, there is no sign of great hurry. I am not sure whether I have made that clear. What I want to say is that there does not appear to be any of the strenuous hustle of America, any of the cruel, harsh rush of life. The men do not stampede, with a "For-heaven's-sake-don't-stop-me" kind of look on their faces. Yet London does not strike me as being a lazy city. Oh, dear no.

The buildings are fine. Not too tall to frighten you, but just tall enough to impress you and make you feel that you are in London—the grandest city on earth. I find that you have too much advertisement matter over the buildings and everywhere else. London seems to be run for the advertisers. We see announcements on the tramcars at home, but you cannot move a step here without being staggered by something in purple and yellow. Still, some of the pictures are pretty, and photographs of actresses make the boardings brighter.

The cabs standing in the middle of the road is a good idea. With us in certain thoroughfares they stand close to the sidewalk. And your traffic makes me wish I were left-handed. We keep to the right at home. I did not dare cross the road here until I found out that the policemen are so polite that you only have to smile at them and they hold up their magical hands.

I have noticed, too, how the slums and the rich streets run into one another, so that in one street you may see a magnificent carriage before a palatial house and just round the corner groups of poor, pitiful children play about the doorsteps of tumble-down houses.

Now, do you want to know why I love London so much? Because it is old and

because it is a treasure-house of history. When I went to the Tower of London and thought of it standing all these centuries, so grey and quiet, I almost understood London's greatness. It is its permanency. Everything in the City seems built to withstand the war of time. Look at the Bank of England, so solid, so beautifully ugly that only an earthquake could undermine it. I suppose centuries hence Americans will be coming to London and the Bank will still be there just where it stands today.

A JUDGE FROM WINNIPEG

The Welsh Eisteddfod Came to Canada for One of its Critics

The committee of the Royal Eisteddfod, the great musical festival and patriotic celebration held this year in Swansea, has sent to Winnipeg for one of the judges of its choral competition. Mr. Rhys Thomas, a gifted musician of rare attainments and exceedingly artistic taste, has been selected, together with Dr. Cowan, the composer, Dr. Davies and Dr. Protheroe. Mr. Thomas has resided in Winnipeg for some years and has won a reputation throughout Western Canada as an enthusiast in the cause of music. It is not surprising, therefore, to learn that he is an ardent friend of the Gourlay piano. Recently the firm of Gourlay, Winter & Leeming received the following letter from Mr. Thomas: "When I wanted a piano some time ago for my studio, I examined a number of instruments by various manufacturers and finally selected a Gourlay, solely on its merits. Its tone is remarkably rich, the touch very responsive and the mechanism perfect. After using it for several months, I am more than ever convinced that it is the finest piano made in Canada." This is testimony worthy of attention and shows that Mr. Thomas entertains no doubts on the subject. Many other musicians in Canada are just as enthusiastic over the merits of the Gourlay as the writer of this letter.

"We Seldom Lose a Reader"

WE wrote last month under the heading "About Ourselves" that one of the causes of the increase in our circulation was due to the fact that *we seldom lose a reader*. Not only is this true, but very often old readers not satisfied with renewing their subscriptions get a friend to subscribe, so well pleased are they with our magazine. Below is given the facsimile of a letter which came into our office on July 29th with a \$2 Postal Note enclosed. Mr. Whyte, who is quite unknown to us except as a subscriber, sends in his own renewal and also the subscription of a friend and neighbor. Our readers will note that Mr. Whyte complains of not receiving the May and June issues. The reason can be seen in the change of address written in at the top of the letter. He left Daysland and went to Hardisty, but did not notify us of the change. This letter is a fair sample of hundreds being received in this office. CANADIAN LIFE AND RESOURCES covers Canada from the Atlantic to the Pacific. There is not a city, town or village of any importance in the Dominion in which this magazine is not sold or subscribed for. We are growing more rapidly than any magazine in Canada and this letter shows how and why.

W. G. WHYTE
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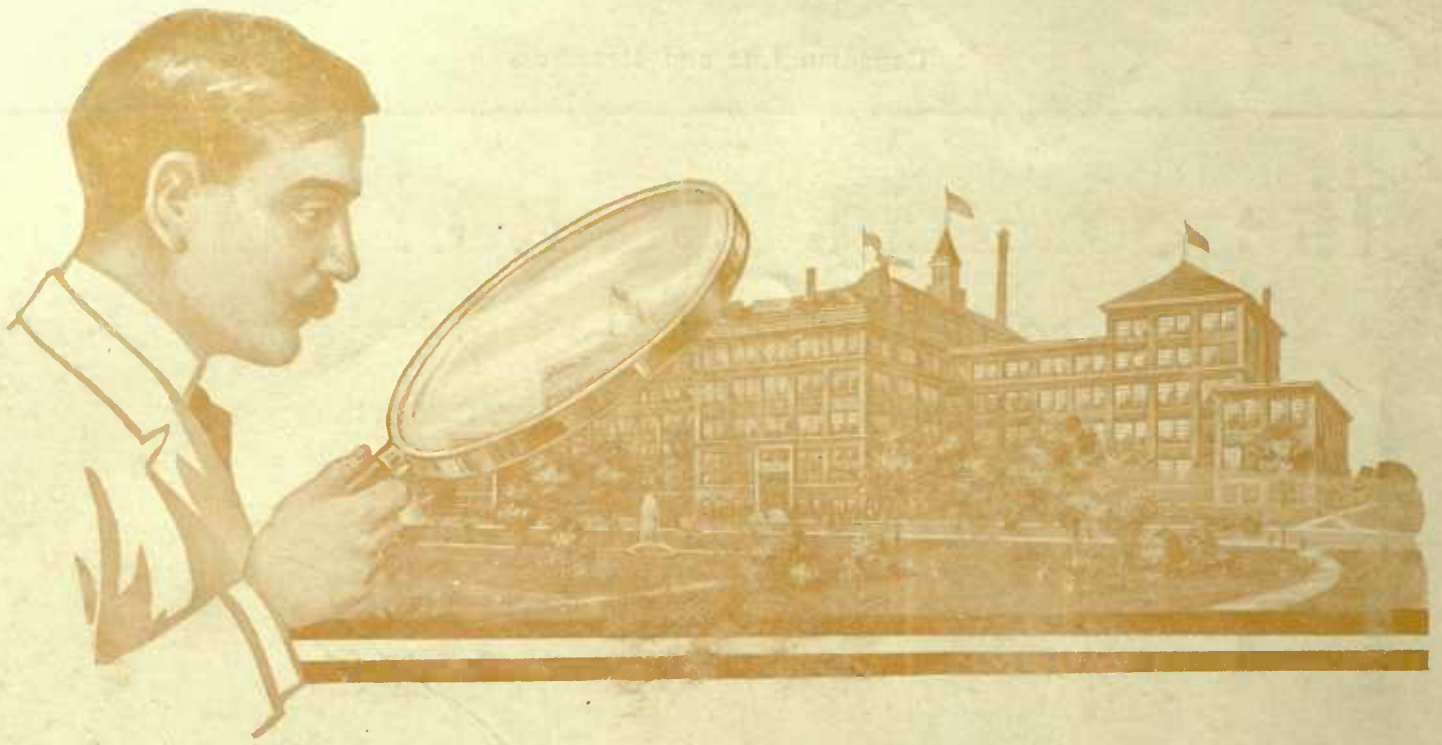
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