

# RESOURCES

## OF *British North America* AND NEWFOUNDLAND

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V.3  
No. 8



An ILLUSTRATED MONTHLY REVIEW showing  
the PROGRESS AND POSSIBILITIES of the  
DOMINION OF CANADA and of NEWFOUNDLAND.

Board of Trade Building,  
MONTREAL, CANADA.

TEN CENTS A COPY  
ONE DOLLAR A YEAR



# RESOURCES

## Grand Trunk Ry. System

### "INTERNATIONAL LIMITED"

One of the Fastest Long Distance Trains in the World, running through the largest and most prosperous towns and cities of Canada and the States of Michigan, Indiana and Illinois

Runs Every Day

— LEAVES —  
**Montreal 9.00 a.m.**

— ARRIVES —  
**Chicago 7.42 a.m.**

NEXT MORNING

Lve. MONTREAL (Bonaventure)	- 9.00 a.m.
Arr. Cornwall	10.20 "
" Prescott	11.14 "
" Brockville	11.30 "
" Thousands Islands Jct	12.08 p.m.
" Kingston	12.46 "
" Napanee	1.08 "
" Belleville	1.37 "
" Cobourg	2.35 "
" Port Hope	2.45 "
" TORONTO	4.30 "
" HAMILTON	5.30 "
Arr. St. Catharines	9.30 p.m.
" Niagara Falls, N.Y.	9.55 "
" BUFFALO, N.Y.	11.15 "
Arr. Woodstock	7.00 p.m.
" London	7.43 "
" Chatham	9.19 "
" Windsor (East. Time)	10.20 "
" DETROIT (Cent. Time)	9.45 "
" Durand	11.55 "
" Lansing	12.50 a.m.
" CHICAGO	7.42 "

Solid wide Vestibule Train with elegant First-class Coaches, Pullman Sleeping Cars MONTREAL to CHICAGO.

Grand Trunk Standard Cafe-Parlor Car, serving meals and refreshments a la Carte MONTREAL to DETROIT, NIAGARA FALLS and BUFFALO.

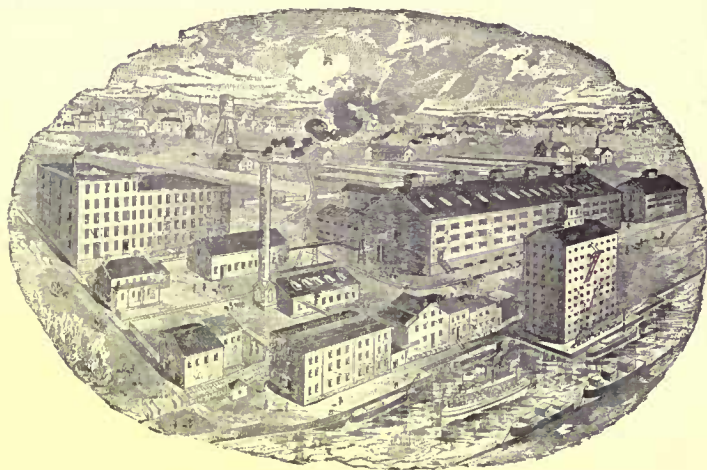
Lake Ontario in view for more than 100 miles of the journey. Fast time. Polite employees. Grand Scenery and unexcelled equipment.

CHAS. M. HAYS, Second Vice-Pres. & Gen. Mgr, MONTREAL.	W. E. DAVIS, Pass. Traffic Mgr, MONTREAL.	G. T. BELL, Gen. Pass. & Ticket Agent, MONTREAL.
GEO. W. VAUX, Asst. Gen. Pass. & Ticket Agent, CHICAGO.	H. G. ELLIOTT, Asst. Gen. Pass. & Ticket Agent, MONTREAL.	

EST. 1858

## Edwardsburg Starch Co.

LIMITED



CARDINAL, ONTARIO

— MANUFACTURERS OF —

**Benson's Prepared Corn Starch**  
**Edwardsburgh Silver Gloss Starch**  
**Crown Brand Sryup**

GLUCOSE—GRAPE SUGAR—GLUTEN MEAL, and  
FEED—CORN OIL

**CHICAGO GREAT WESTERN RAILWAY**

MAPLE LEAF ROUTE

**THE RIGHT ROAD**

Between, Chicago, St. Paul, Minneapolis Kansas City - and Omaha.

**J. P. Elmer,**  
GENERAL PASSENGER AGENT,  
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## Intercolonial Railway

COMMENCING JUNE 4th, 1905.

— The —  
**Ocean Limited**

WILL LEAVE DAILY EXCEPT SATURDAY

MONTREAL - 19.30  
ARRIVE DAILY EXCEPT SUNDAY  
ST. JOHN - - 17.15  
HALIFAX - - 20.15

Only One Night on the Road between  
**WESTERN ONTARIO**

and  
**St. John, Halifax, Etc.**

Saving Hours of Time

Through Sleeping Cars between Montreal, St. John and Halifax. Dining Car Service Unexcelled.

DAYLIGHT VIEWS OF THE MATAPEDIA AND WENTWORTH VALLEYS	DIRECT CONNECTION WITH PRINCE EDWARD ISLAND
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GENERAL PASSENGER DEPARTMENT,  
MONCTON, NEW BRUNSWICK, CANADA



## RESOURCES

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MANAGING AGENTS OF  
THE PROFITS & INCOME INSURANCE CO.  
LIMITED, LONDON  
The only Company specially devoted to the in-  
surance of consequential loss

## DALE & COMPANY

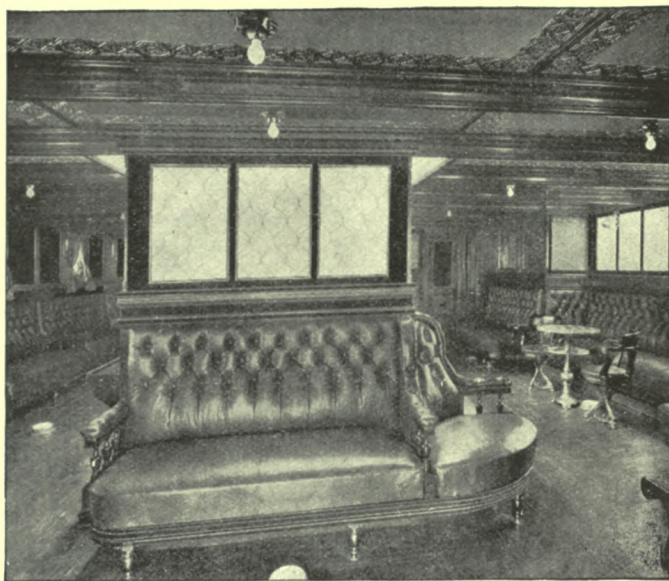
Marine and Fire Underwriters  
Underwriting Members of Lloyds

Unlimited facilities for insuring Inland and Ocean Marine Hulls,  
Freights, Cargoes and Registered Mail

Certificates payable in any part of the world

Coristine Building

Montreal



A CORNER IN SMOKING ROOM OF SS. "TUNISIAN."

## Allan Line

ROYAL MAIL STEAMERS

### Montreal to Liverpool

NEW FAST TRIPLE SCREW TURBINE STEAMERS

"VICTORIAN" AND "VIRGINIAN" 12,000 Tons

TWIN-SCREW STEAMERS

"TUNISIAN," 10,375 Tons "BAVARIAN," 10,250 Tons

"IONIAN," 9,000 Tons "PARISIAN," 5,385 Tons

REGULAR WEEKLY SAILINGS

Unsurpassed Accommodation Moderate Rates.

Apply to H. & A. ALLAN,

MONTREAL

## Canada Atlantic Ry.

THE numerous Mill Sites, Water Powers, vast Timber and Mineral Lands adjacent to this Railroad, afford desirable locations for Wood Working Factories, Flour Mills and manufacturing enterprises of every description. Liberal encouragement will be given manufacturers, and correspondence is invited.

E. R. BREMNER,  
Asst. Gen. Freight Agent

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OTTAWA, ONT.

## Quebec & Lake St. John Railway

Excellent Land  
for Sale by Gov-  
ernment in Lake  
St. John Valley at  
nominal prices

New settlers, their families and a limited quantity of effects will be transported by the Railway free. Special advantages offered to parties establishing mills and other industries.

This Railway runs through 200 miles of the finest spruce forests in America, through a country abounding in water-powers, and of easy access to steamship docks at Quebec. *An ideal location for the pulp industry.*


For information address the Offices of the Company, Quebec, Que.



# RESOURCES



**10,000 Acres** of specially selected land for sale in the famous **QUILL PLAINS**, at an exceptionally low price and on easy terms. This land was picked out over three years ago by Manitoba farmers, who had the choice of 250,000 acres, and is guaranteed to be absolutely first-class. For price and terms apply at once to **J. A. MAGEE, - - - YORKTON, Assa.**



THIS IS A FARM SCENE AT REGINA ADJACENT TO OUR LAND

## Farmers, Attention

**Regina District**—4 ½-sections, in parcels to suit, 7 miles from Regina. All within three miles of siding and settled district. A1 land. Price, \$15 per acre.

**Moosejaw District**—3 Sections 15 miles from the railway, in settled district. Railway to be built through this district. Price, \$8.50 per acre.

**Craik**—6 Sections, 12 miles from railway, \$7.00 per acre. Also land for sale in 10,000 acre selected tracts. Prices from \$5.50 per acre up.

We have also numerous parcels for sale all through the West. Improved farms and homes to suit the most exacting.

We are the headquarters for Winnipeg City property. Correspondence invited. Make our office your headquarters when in the city. Reference—Union Bank of Canada.

### MacMillan & Vollans

REAL ESTATE AND FINANCIAL AGENTS  
46 MERCHANTS BANK BUILDING

**Winnipeg, Canada**

## Improved Farms and Ranching Lands

**125,000 Acres** This land is in the famous **Quill Plains**. A rich black loam of a depth of two feet, with a clay sub-soil. Water is found at a depth of from ten to twenty feet. The luxuriant grass and pea vine growing on these prairies makes this district a paradise for stock. The Canadian Northern Railway, now in operation, passes through these lands. Within the past year no fewer than fourteen towns have sprung up in this district of Saskatchewan.

**10,000 Acres** In the District of **CARMAN**, the garden of Manitoba. This comprises some of the choicest agricultural lands in this famous farming district. Moderate prices. Easy terms. Low interest.

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

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

**C. W. N. KENNEDY**  
Financial and Real Estate Broker

361 MAIN STREET      **WINNIPEG, MAN., CANADA**



**I buy and sell lands all over Western Canada.**  
Reference—Imperial Bank of Canada, Winnipeg.

## Manitoba Wheat Lands

**W**E have a number of improved farms for sale at from \$15.00 to \$25.00 per acre.

ALSO  
Wild Lands at from \$7.50 upwards in good districts. Write

**Nares, Robinson & Black**  
381 Main Street      **WINNIPEG, MAN.**

**G. T. MARSH**  
*LAND, LOAN, INSURANCE*  
and  
*GENERAL AGENT*

REGINA, N.W.T.      CANADA



## RESOURCES

# Natural Gas

—AT—

# Medicine Hat

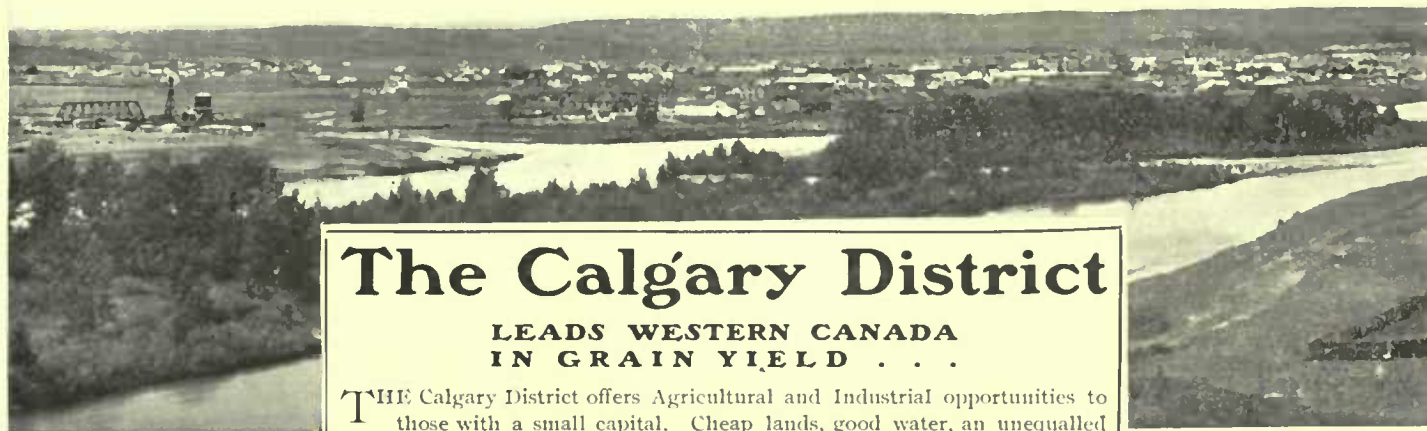
North-West Territories



**MEDICINE HAT**, in the centre of the Canadian North-West, is a natural gas city. Gas can be found at depths varying from 600 to 1,000 feet. The town owns the gas system and sells gas to over 400 customers at seventeen and one-half cents per thousand. On January 24th the Canadian Pacific Railway struck an immense gas flow at Medicine Hat. The pressure on the main town well has shown over 625 pounds, and in the C. P. R. well a similar pressure. The field from which the gas is drawn has been proved for 90 miles east and west, and 30 miles north and south.

**Important to Manufacturers.**—The Town Council of Medicine Hat has adopted the following manufacturers' rate for gas: "On a gas consumption exceeding 100,000 feet per month—first 100,000 feet at present schedule rates; second 100,000 feet at 12½c per 1,000 feet; third 100,000 feet at 10c per 1,000. To manufacturers investing \$20,000 or more in Medicine Hat, and employing ten or more men, and using beyond 300,000 feet per month, a manufacturers' rate of five cents per thousand." The object of this rate is to encourage the location of manufacturing industries at Medicine Hat. A gas well 1,000 feet deep, with a daily flow of over one million feet of natural gas, piped with 4¾ inch casing, can be put down for between \$4,500 and \$5,000. There are openings at Medicine Hat for a meat canning factory, an abattoir and cold storage plant, woollen mills, knitting factories, common brick and red pressed brick plants, sandstone quarries, developing cement and clay deposits. The rapid development of the Canadian North-West makes a good market for many lines of manufactured products. Medicine Hat is the proper location for manufacturers.

**Information.**—Anyone desiring further information about Medicine Hat can get it by addressing **FRED. G. FORSTER**, Mayor.



## The Calgary District

LEADS WESTERN CANADA  
IN GRAIN YIELD . . .

THE Calgary District offers Agricultural and Industrial opportunities to those with a small capital. Cheap lands, good water, an unequalled climate and the best educational and social facilities.

Official Crop Statistics in bushels, compiled by the Territorial Department of Agriculture. Period, 1898 to 1903.

	Wheat.	Oats.	Barley.
Whole Territories (Alberta, Assiniboia and Saskatchewan) yield per acre for past six years	19.42	34.32	25.36
Central Alberta—Yield per acre for same period	21.60	38.93	28.04

Home of the Greatest Annual  
Pure-bred Cattle Sale in  
the World.

Detailed information may be obtained  
by applying to

THE CITY CLERK,  
Or to THE SECRETARY,  
BOARD OF TRADE,  
CALGARY  
ALBERTA

IMPROVED AND UNIMPROVED  
FARM LANDS AND RANCHES  
in Calgary district and all parts of Alberta.

3,000 ACRE RANCH, with 700 head  
of stock. Fully equipped. Cal-  
gary district. Price, \$30,000 for quick sale.  
Terms upon application.

# LANDS

—IN—

## Sunny Alberta

**The Alberta Investment Co.**  
Limited

T. J. S. SKINNER, MANAGER

Armstrong Block, Calgary, Alberta

PRIVATE BANKERS

LOANS  
INSURANCE

REAL  
ESTATE

# PRAIRIE LAND

with some timber. Where can you get it except in  
Canada! Best for grain and cattle. Good climate.  
Five families in 1902; 600 families in 1903. Write  
us for map and description. Some homesteads left.  
Join Spring Extension. Cheap land on ten years time.  
Scandinavian Canadian Land Co.,  
172 Washington Street, CHICAGO, ILL.

FOR SALE—ONE AND ONE-QUARTER  
sections of land, fenced, 12 miles from Cal-  
gary; seven-room house, good ranch buildings,  
running water, convenient to church, school and  
P.O. Apply G.O.K., "RESOURCES," Montreal.

## RESOURCES

# Western Canada

Offers Great Advantages

CANADA'S  
OPEN DOOR

LANDS  
OPENING UP

WESTERN CANADA'S  
WHEAT  
SPEAKS

Free Homesteads  
Bountiful Harvests  
Stream of Settlers  
Good Railway Facilities  
Vast Herds

**Are You Looking for a Home ?**

Canada offers 160 Acres free

Western Canada possesses the  
last Free Grant Land to be had  
on the North American Continent

CANADA will have  
in the summer of  
1905 nearly four times as  
many acres under wheat  
as there will be in the  
whole of Great Britain.  
—Commissioner of Immig-  
ration, Winnipeg.

THERE is room in  
Western Canada  
for all the people that  
can be sent from the  
British Isles to grow  
wheat to feed the British  
people.

**Prosperity Follows Settlement in Western Canada !**

**More Than Half a Million Have Started their Homes There !**

**There are Vast Areas Still Waiting to be Tilled !**

LETTERS pour in from contented settlers, from some of which the following extracts are made:—"From the first we had faith in the country and in eventual success, and we have not been disappointed. Two members of our family are farming on their own account, and both doing well. Two younger sons are farming together. We own sixty head of horses, seventy-five head of cattle and sixty-eight pigs. We had two hundred acres under crop last year, and hope this year to have nearly two hundred more. We are well equipped with all necessary farming implements. We have good railway accommodation, and elevators and markets for our produce. We have an excellent school situated in the centre of the township, also a post office within a mile and a half. We have been able to bring out and settle six English families all within a few miles of us, and we may say 'Still there is room to follow.' We can safely recommend Western Canada to any man with 'Push, Tact and Principle.' Such can soon surround themselves with not only the comforts of life but more."

Again, "The quality of the soil leaves nothing to be desired—the luxuriant growth is a proof of this. We have grown vegetables this year that I have not seen equalled in England."

Still another says, "It has not cost me a cent for fuel of any kind. I have plenty of firewood on my place, plenty of fencing and building material, and coal a few miles away by paying a few cents for a permit to mine it myself."

**RICH REWARDS for INDUSTRIOUS FARMERS  
PLENTY OF ROOM**

*"To breathe the wind on the ranges, the scent of the upturned sod."*

**Manitoba alone has an area of 47,188,480 acres.  
For farming purposes 25,000,000 are available.**

EVEN this is but a fraction—600 miles from north to south and twice that distance from east to west within the limits of Manitoba, and in the adjoining Western Provinces is an area of 372,112 square miles, of which 135,000,000 acres are good farm land, and of this less than 3,500,000 is as yet under cultivation. A tract of fertile country more than three times greater than the total area of the British Isles.

Information and advice can be freely obtained from the following: W. W. CORY, Deputy Minister of the Interior, Ottawa, Canada; W. D. SCOTT, Superintendent of Immigration, Ottawa, Canada; W. T. R. PRESTON, Commissioner of Immigration, 11 and 12 Charing Cross, London, England.



# RESOURCES



A FOREST AND RIVER SCENE IN QUEBEC

## Province of Quebec



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



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

### Timber Lands

OF THE PROVINCE  
COVER OVER

225,000 Square  
Miles

Limits to be offered at auction in 1906. Location and areas to be had on application. The attention of Paper Manufacturers and Wood Workers is called to the facilities for manufacturing to be had in the province.

### Water Powers

FOR SALE

Forty-three powers have been surveyed during the last two years. Power available ranges from 500 to 100,000 horse-power. Send for maps and other particulars.

### Fish and Game

SALMON	MOOSE
TROUT	CARIBOU
OUANANICHE	DEER
MASKINONGE	ETC.

Hunting territories (not over 400 square miles to one person) can be secured at from \$1.00 per square mile a year.

For location of hunting and fishing districts apply to this department.

### Crown Lands

FOR SETTLEMENT

OVER 7,000,000 ACRES HAVE  
BEEN SURVEYED AND  
DIVIDED INTO

### FARMS

PRICE FROM 20 CENTS TO 40  
CENTS PER ACRE

ACCORDING TO DISTRICT

For further information apply to  
this Department.

### Minerals

The attention of Miners and Capitalists in the United States and Europe is invited to the mineral territory open for investment in the province.

GOLD  
SILVER  
COPPER  
IRON  
ASBESTOS  
MICA  
PLUMBAGO  
CHROMIC IRON  
GALENA, Etc.

Ornamental and structural materials in abundant variety. The Mining Law gives absolute security of title, and has been specially framed for the encouragement of mining.

FOR FURTHER INFORMATION APPLY TO

**HON. A. TURGEON,**

Minister of Lands, Mines and Fisheries

Parliament Buildings, Quebec, Can.



KARABEKETCHEWAN FALLS, ON THE WINNIPEG RIVER, AT KENORA, ONTARIO  
WHERE THE MUNICIPALITY HAS ALREADY DEVELOPED BETWEEN 5,000 AND 6,000 HORSE-POWER

ONTARIO HAS A LAND AREA OF OVER TWO HUNDRED AND TWENTY THOUSAND SQUARE MILES, WITH AN EXTREME LENGTH FROM NORTH TO SOUTH OF 750 MILES, AND A BREADTH OF 1,000 MILES. IT IS LARGER THAN MAINE, NEW HAMPSHIRE, VERMONT, NEW YORK, PENNSYLVANIA, SOUTH CAROLINA AND OHIO COMBINED ; LARGER THAN GREAT BRITAIN AND IRELAND BY ONE HUNDRED THOUSAND SQUARE MILES. IT HAS SIXTEEN THOUSAND SQUARE MILES MORE THAN THE FRENCH REPUBLIC, AND TWELVE THOUSAND GREATER THAN THE GERMAN EMPIRE. ITS EXTENT CANNOT BE FULLY REALIZED UNTIL ONE HAS TRAVELLED FROM END TO END OVER ITS TERRITORY. ABOUT TWENTY PER CENT. OF THE PROVINCE HAS BEEN SETTLED, OVER EIGHTY PER CENT. STILL BEING IN THE HANDS OF THE CROWN. IN ROUND FIGURES THERE IS AN AREA OF 100,000 MILES UNSURVEYED. A CONSIDERABLE PORTION OF WHICH IS ALMOST UNEXPLORED. IN AREA ONTARIO ALONE IS VAST ENOUGH TO BECOME THE SEAT OF A MIGHTY EMPIRE, AND ITS GREAT RESOURCES WARRANT IT IN ASPIRING TO A POSITION OF GREAT COMMERCIAL IMPORTANCE.



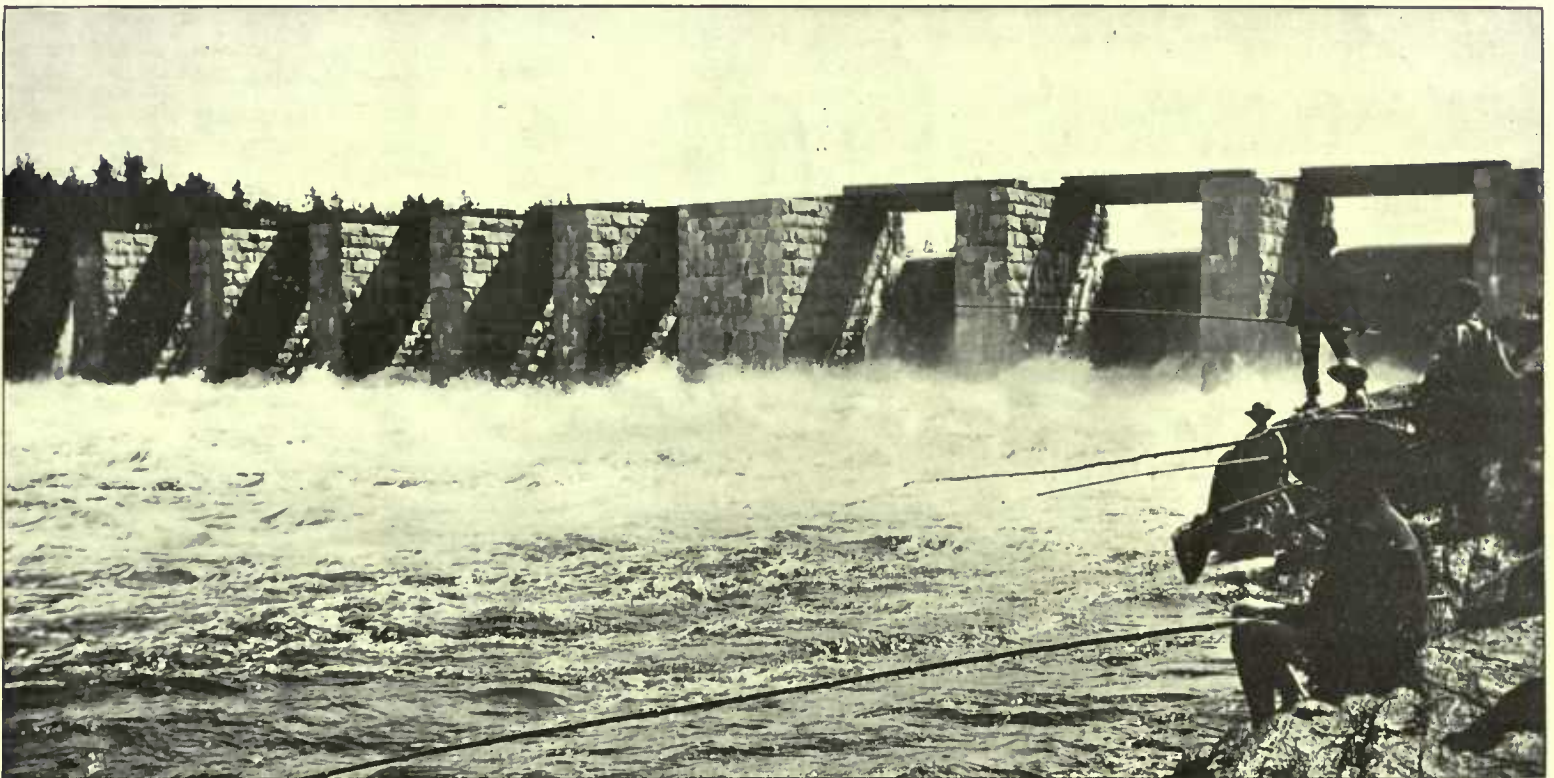
# RESOURCES

DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

Vol. III.

MONTREAL, CANADA, AUGUST, 1905

No. 8



NORMAN DAM, ON THE WINNIPEG RIVER, AT KENORA, ONTARIO  
WHERE THE KEEWATIN POWER CO. HAS DEVELOPED 30,000 HORSE-POWER

## New Ontario's Awakening



WITHIN a comparatively few years the attention of the people of Ontario has been turned to that great hinterland to the North, which constitutes a heritage little appreciated in the past because its greatness was not understood. Ontario was known as that portion of the province South of the Ottawa River and Georgian Bay. The immense region to the North, stretching away to James' Bay, was a sealed book, and its great possibilities as an agricultural and mining area were undreamed of. But with the development of the Canadian West, the general movement from Europe and the United States to the vast unpeopled spaces of Canada, and, perhaps, more directly still, the discovery of the great mineral and timber wealth of New Ontario, a realization of the worth of that heritage has resulted, and with it an awakening to the necessity of developing it. To-day, in common with the other older provinces, Ontario is taking stock of its possessions, urged to do so by the phenomenal progress of the West. The growth of Western Canada calls

for a corresponding increase in population in the other provinces if they are not to be relegated to a secondary position. Moreover, it is a challenge to the Eastern Provinces to contribute their share toward the widening of the populated strip. That Canadians hug the border of the United States as closely as possible is a taunt no longer applicable.

The Province of Ontario may be roughly subdivided into two parts, Old, or Southern Ontario, and New Ontario, the dividing line being formed by the French River, Lake Nipissing and Mattawa River. New Ontario consists of the districts of Nipissing, Algoma, Thunder Bay and Rainy River, and it extends from the Manitoba boundary on the West to the Quebec boundary on the East, and North to James' Bay. It is about six times as extensive as Southern Ontario, though the latter contains all the thickly-populated part of the province. What settlement there is North of the dividing line is well scattered, and is chiefly along the line of the Canadian Pacific Railway and the larger lakes and rivers with which the whole area abounds. Recently, however, the Provincial government instituted a more vigorous coloniza-



## RESOURCES

tion policy, and new settlers are going in rapidly, especially into the Nipissing district. During the last decade the population of this portion of the province increased from about 15,000 to over 150,000. Last year upwards of 15,000 new settlers entered to make their homes there. The development of mining and other industries North of Lake Superior encouraged settlement. It is satisfactory to note that the recent change of Government has not interfered with the policy of New Ontario development, and, in fact, the present Cabinet have already indicated their intention of going much farther in this direction than their predecessors in office. It is not long since the new portfolio of mines was created, and the first holder is Hon. Frank Cochrane, of New Ontario. With him in the Cabinet the interests of the newer districts, it may be expected, will be given more attention than heretofore.

This is the growing time of Canada, and Ontario, one of the oldest provinces, is bound to share in the general wave of development and progress of the Dominion. New Ontario is the outlet for the surplus population and surplus energy and brains of Old Ontario, and offers these ample opportunities. It will continue to do so for many years to come. It is richly endowed in natural resources, having a large fertile area, minerals of many kinds, the primeval forests, and the wealth of abundant lakes and streams. In time it will become as thickly populated and as wealthy as older Ontario. A most important feature, and the basis of enduring prosperity, is the recently discovered "clay belt," which stretches continuously from the Quebec boundary westward into the Thunder Bay district, and forms part of the Hudson's Bay slope. This clay belt contains about 16,000,000 acres in an almost unbroken stretch of good farming land, similar to that already tested by several years of settlement in the Temiskaming district. When the whole is under cultivation it will provide farms and homes for thousands of families and produce enough to support a small empire. Allowing 200 acres to the head of each family, which is somewhat larger than the federal homestead in the North-West, the belt will provide for 80,000 families. This is the position of affairs there to-day. As a field for settlement New Ontario is in the running with districts farther West.

New Ontario has suffered in the past from misconceptions in regard to its climate. The pioneers who have gone in there, whether as surveyors, lumbermen or tillers of the soil, unite in saying that the climate is extremely favorable. The testimony appears to be unanimous that north of the height of

land the climate is more moderate than it is immediately South of it, though that is by no means severe. Northern Ontario, east of Lake Superior, is as warm as Central Iowa, four hundred miles nearer the Equator. This is due, of course, to the modifying influence of great bodies of water. The climate there presents no obstacle to successful farming, being very similar to that of Manitoba. For the settler of limited capital New Ontario offers advantages quite surpassing those of the Western States or of the Canadian North-West. Most of the lands now open for settlement are wooded, and during the last few years there has been a noticeable increase in the value of timber other than pine. Spruce, poplar, and other trees furnishing the raw material for paper, are now in great demand, and the settler having such timber upon his lot is assured of remunerative employment, whilst at the same time he is clearing his farm.

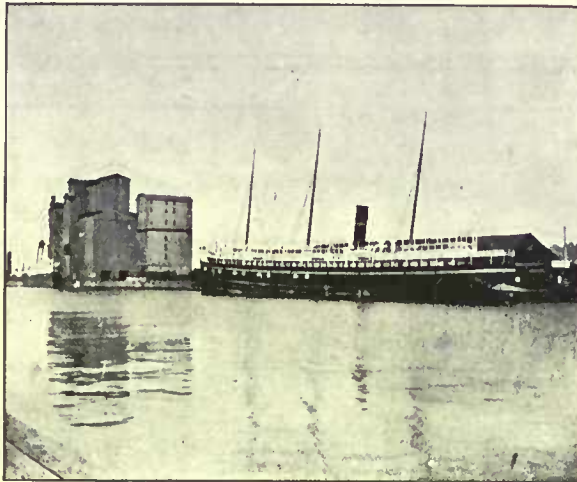
One of the greatest sources of wealth in New Ontario is the forests. The forest area of the province is estimated at

102,118 square miles, of which nearly all is in the northern districts. South of the height of land and east of the Thunder Bay district there are about 65,000 square miles of forest; 25,000 in the Thunder Bay district and 12,000 north of the height of land. The plateau of the height and its northern slope are well wooded. Spruce is abundant. North from the plateau to James Bay, and west from the Albany River to the interprovincial boundary there stretches a large peat bog which may yet be utilized commercially, with some good timber—poplar, spruce and tamarac—along the banks of the rivers. The districts of Nipissing and Algoma are well timbered with pine, birch, cedar, maple, spruce, poplar, etc. The portions of these districts lying about Thunder Bay, Rainy River, Spanish River and Lake Temiskaming are

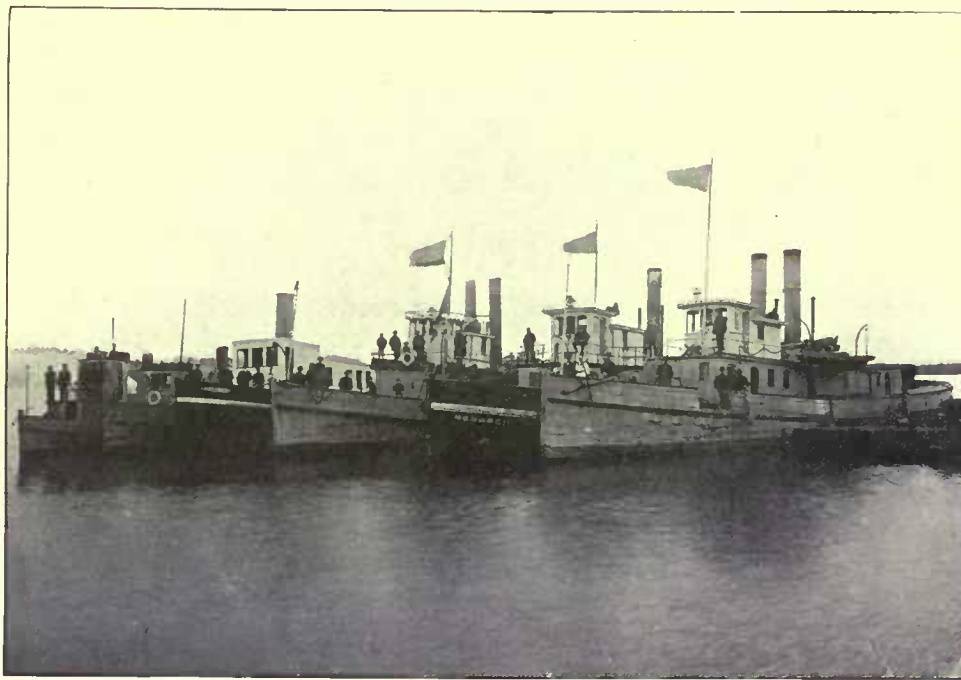
now very extensively operated by lumbermen. Owing to the erection of several large pulp mills, the utilization of pulp wood, of which New Ontario has an extensive supply, is bound to increase rapidly in the near future. One of the largest flour mills in Canada is at Kenora, on the Lake of the Woods.

The extent of the mineral deposits is not known, but from north of Georgian Bay to the Manitoba boundary it is believed that minerals abound in large quantities. Gold, copper, silver, iron ore, nickel, zinc ore are all mined, but nickel mining occupies the chief place. The

finest nickel deposits in the world are in the districts of Nipissing and Algoma, the principal development having taken place at and near the town of Sudbury. In 1901 the value of nickel mined in that district was \$1,859,970, and in the present year



HARBOR OF OWEN SOUND  
ON GEORGIAN BAY, ONTARIO



RAT PORTAGE COMPANY'S FLEET AT KENORA, LAKE OF THE WOODS, ONTARIO



it will be much greater. Iron ores are found in large quantities in the Michipicoten division. Copper is mined along the north shore of Lake Huron, and gold and coal exist in the Lake of the Woods district in paying quantities.

Within the last few months important discoveries have been made of silver-cobalt in the Temiskaming mining district. The station of Cobalt, around which the chief deposits have been found, is 103 miles north of North Bay Junction on the Canadian Pacific Railway main line. The ore is found close to the surface and in many cases actually juts out of it. A great number of prospectors and miners have already been attracted there, and land in what has been called "the poor man's mining area," has reached a high level. Prof. W. G. Miller, geologist in the Provincial Crown Lands Department, who lately spent three weeks in the district, is reported as saying that the deposits are unique on this continent.

As Northern Ontario is still in its infancy, it is reasonable to expect a rapid increase in the products of the farm during the next decade. With the clearing away of the forest agriculture will increase. Practically everything grown in Southern Ontario may be grown there, including fruit. The natural conditions abound for successful husbandry all along the fertile clay belt. There remains only the need of placing this area within reasonable access of the home and foreign markets. The Canadian Pacific runs north from Mattawa and Temiskaming, and along the southern fringe, while the Ontario Government has built a line from North Bay to Liskeard. The Grand Trunk Pacific transcontinental line will run practically across New Ontario from east to west, and open up an immense district. This new road will place the Ontario hinterland in a position to market its resources and so compete with localities enjoying rail facilities. A

spur from the Grand Trunk Pacific will run south to Fort William, making a short haul to the head of navigation. It may be confidently predicted that the building of this road will lead to large influx of new settlers, for it assures them of an easy market. If the Hudson's Bay ocean route to Liverpool becomes feasible, New Ontario will benefit, as a large portion of its fertile belt lies as far north as James Bay and around the Albany River.



OJIBBEWAY INDIANS AT MISSANABIE LAKE, NEW ONTARIO

Port Arthur and Fort William are rapidly developing into considerable towns, the former being the headquarters of the Canadian Northern system, and the latter of Lake section of the Canadian Pacific. Fort William is destined to become an important point on the Grand Trunk Pacific system. These two towns at the head of navigation are the outlets for western wheat. Some of the largest grain elevators in the world are to be seen there. Western grain is shipped via the Great Lakes and the St. Lawrence to tide water. Both places are growing rapidly. Further West is Keenora, in the Rainy

River district. This town is destined to be the centre for a great manufacturing and mining industry.

The future of New Ontario is bright. It has room for thousands of new settlers. Transportation facilities are being provided in advance of the demand. The land has been surveyed and can be secured by *bona-fide* settlers at a nominal fee. The climate is temperate, and both soil and climate are adapted for mixed farming, similar to Southern Ontario. There is no reason why fruit should not be grown in abundance. Fish and game abound, in fact, New Ontario is a paradise for sportsmen. The country is well-watered by numerous lakes and rivers. These are a few of the conditions which make settlement there attractive, and which more and more will continue to attract population.

IN "Our Point of View" for June this year will be found the following: "It has always seemed to us that there are two great industries which ought to be developed here out of our immense forest wealth. The first is the manufacture for the United States and Europe of 'news' paper from our illimitable spruce trees, and the second is the making of furniture. If capital and skill were sanely invested here by some of the great furniture firms in London, they could stand to undercut any sellers of low-priced furniture in the world. We have the wood—they have the capital and skill. A combination of the two is going some day to revolutionize the furniture business." In the *Times* financial supplement of a few days ago there was an article calling attention to this very point. Commenting upon the fact that \$20,904 represented the furniture imports from Canada into Great Britain, the *Times* said that the facilities enjoyed by Canada give her a high place as a potential exporter to the United Kingdom. It must be remembered in considering the above figures that winter shipments of Canadian furniture come through United States ports, so that \$20,000 a year probably does not by any means represent the whole of Canadian exports to Great Britain. The

trade is of the same class as that done by the United States, consisting mainly of chairs, and what success has been attained is due to the same advantages as those which Americans possess. Canadians, however, have not as plentiful a supply of good woods and actually have to go to the United States for their quartered oak and walnut. They are fairly successful with their rolltop desks and secure a good portion of the ever-enlarging trade in this department. In the matter of style they are considered to be rather behind. Most of their goods are machine-made, and in consequence the possibility of fine distinctions in style is reduced. There is a consensus of opinion that as a furniture manufacturing country Canada has a great future.

THE immigration from Great Britain to Canada is increasing, while it is decreasing from the United States. The official returns for the year ending June 30 last showed a total immigration of 146,266, an increase of 16,000 over the previous year. There was a decrease in the returns from the United States of 1,628.



# Our Point of View

SOME months ago we referred to several British schemes for sending out immigrants to this country. Foremost amongst them was that of Mrs. Close, who proposed to transfer to the invigorating climate and stimulating moral influences of our rural districts some thousands of the state-reared children from the congested districts of the Old Country. Despite the encouragement given to this lady by Canadian authorities and the powerful support of the *Times* and other leading London newspapers, her plan appears to have been dropped. During last month we have read details of another great scheme to send to this country some of the surplus population of Great Britain. This latest scheme is the outcome of a visit to the United States and Canada of Mr. Rider Haggard, who, at the invitation of Mr. Alfred Lyttleton, the Colonial Secretary, came over here to enquire into the working of the Salvation Army colonies. The result of Mr. Haggard's visit is said to be that the Dominion Government is prepared to give ten townships—240,000 acres—for a great scheme of British land settlement if their conditions are complied with. The Imperial Government is to guarantee the financing of the scheme and to appoint a permanent superintendent of land settlement, in whom the capital raised would be invested, and who would administer the funds. The Salvation Army is to execute the scheme and be responsible for its management. Mr. Haggard proposes that each settlement should consist of 100 families, "since," as the report says, "it is important that the people brought from the cities should have neighbors and associates." He reckons that \$1,000 would be sufficient to establish a family of five persons upon 160 acres (exclusive of the land), and the following appropriations of the sum is given: \$350 for cottage and barn; \$150 for live stock; \$100 for implements and fencing; \$100 for five months food; \$100 for seed and fodder, and \$200 for transport. In the light of what some immigrants have accomplished on a quarter or less of this sum, \$1,000 would seem an adequate amount upon which to start here, although some of the figures enumerated, such as \$150 for live stock, might well be increased.

IN the main the scheme commends itself to us. Our country's first want is still men to get from the virgin soil the riches stored there by nature, and in seeking for new citizens our preference should be given to those of British stock. Moreover, the Salvation Army has great practical experience in handling men. They study human nature in the raw, and they have won the confidence of the masses to a rare degree. There are two points in the scheme, however, which seem to us to need careful watching. The experience of the Barr colony proves conclusively, we think, that it is a mistake to form isolated colonies of British settlers. The conditions of farming and of life generally are so different here from those of the Old Country that unless unnecessary mistakes are to be made and suffering endured, Canadians must be mixed up amongst these newcomers to give them by precept and example the results of generations of local experience. The second point is the absolute necessity that the position of head of this scheme be given to some man of wide experience and undoubted integrity. To put a political jobber in control of the scheme would be to maim it at birth.

WE have several times in these columns expressed our opinion that a higher class of British settlers might be sought for with advantage, not only to the agricultural but to the social and domestic life of the country. There are thousands of men

and women of the middle class in Great Britain who, if they knew the conditions to-day in the settled parts of Canada, would welcome the chances offered for a freer life and a wider opportunity. These people could afford to pay \$15 or \$20 for land near a town. They would bring with them a domesticity and culture allied to British traditions, which would be invaluable to a new country. In a future issue we intend to outline some of the possibilities offering in Canada for men and women from Great Britain of this class, who possess fair means and who have been brought up in that love of hearth and home and manly culture which is still the richest heritage of the British race.

THE budget speeches of finance ministers the world over have a well recognized value as indicators of the commercial position and prospects of the nation under review, and Mr. Fielding's speech, on July 6th, has attracted much attention abroad as affording substantial evidence of the continued prosperity of Canada. There were two passages in it not so widely quoted, which were of special interest to us, because they supplied powerful support to opinions we have often expressed in these columns. The first gave eloquent expression to Mr. Fielding's belief in the future of the country. "The outlook here," he said, "is in every respect hopeful. From all parts of the country the crop reports are even more than usually favorable, and I think our industrial conditions are in the main good. With every prospect of an abundant harvest on land and sea, with our industrial establishments fairly well occupied, with immigration flowing into the country as it is, with the eyes of the world centred upon Canada as never before, with the record of the past, with the outlook for the future, there is no reason why every Canadian should not feel the utmost confidence in the future of the Dominion." The second passage is noteworthy, as the clear and emphatic call of the most powerful minister under Sir Wilfrid for the enforcement of those stricter immigration laws for which we have time after time insisted in these columns, even as lately as in our June issue. We quote the passage in full: "With regard to immigration in the North-West, to that country to which so much attention is now given, I am sure it must be a source of gratification that the flow of immigration is large and continuous. I am aware that there is some discussion, perhaps a legitimate criticism, as to whether indeed we are not getting too many people into that country, as to whether or not there should not be greater discrimination. However that may be, I will say that I believe—and I am sure on reflection hon. gentlemen on both sides of the House will have that feeling—I have an abiding faith in the great powers of Canada and its institutions to receive and to absorb and to assimilate these people of all nationalities and make them instruments for the working out of a great future for the country. Nevertheless, I appreciate the view which prevails, I believe, on both sides of the House, that we should be particularly anxious to bring into our country a large percentage of British immigrants. We are hopeful. It is all right to have hope and faith in the ability of our country to absorb the foreigner, but strong as our faith of that kind is, it should not prevent our putting forth special efforts to bring into the country immigrants who are from our motherland. I am sure that in expressing that opinion I am but echoing the view of my hon. friend, the Minister of the Interior (Mr. Oliver), who is entering upon his new office full of promise for a great future of usefulness in his administration of that territory. I am sure he will take that view, and that every effort that is possible on his part will be put forth in order that we may build up that country and make it what we



all hope it will be, a mighty part of the great Dominion." We agree with Mr. Fielding that it is the quality of the immigrants more than the quantity to which we must pay attention, and that a preference ought to be given to settlers of British stock. We claim to have been leaders on these most important points, and now that they have been accepted by both parties at Ottawa, we hope to see practical measures taken at once for their enforcement.

It is curious, in these progressive days, when the national sentiment is so strong in Canada, to find some of our Provincial governments passing legislation which is at once mediæval and parochial in character. The taxes recently imposed by British Columbia and Quebec upon the commercial travellers of houses outside the province not having branches within its boundaries, is a return to the Middle Ages when every township sought by means of what we should now call protective duties to exclude the traders of other parts. Carried to its logical conclusion, the economic idea in the minds of the legislators of Quebec and British Columbia would be extended by municipal authorities to prevent the traders of one Canadian town from doing export business with another town five miles away. There must be many people in this country of ours applauding a national sentiment which they do not understand. Fortunately there is a British North America Act representing the ideas of the Fathers of Confederation, section 91 of which will in all probability be brought into force to veto this narrow-minded legislation. The fact that the Province of Prince Edward Island has in operation just such a law imposing an annual tax upon commercial travellers from the mainland of \$25, is not, as might at first sight appear, a good precedent. The reason it is in successful working is owing to the failure of the Dominion Government of the day to exercise within one year the veto of the B. N. A. Act. It is hardly necessary to insist upon the anti-national character of these two statutes. If this great country is to be adequately developed, it is essential that there should be the freest facilities for trade between all parts of it. It is of little use to bind up the outlying provinces of our nation by new railroads if we restrict the trade which they are such powerful factors in promoting. "Think nationally" might well be the motto over the entrance to each of the legislative chambers of our Provincial governments.

It is only by reading the leading London papers for the past few weeks that one can gauge the success of the visit of the Canadian Manufacturers' Association to Great Britain. Never before has so much space been given by the Press of the Old Country to the doings or sayings of any Canadians. The *Times* and other great organs have printed verbatim reports of the speeches of Mr. George and other members of the association, and countless leading articles have been written upon them. To the welcome given to the association by the King at the very outset of the tour was undoubtedly due much of the *edat* with which they were everywhere received, but the chief reason why the foremost men in the British political and commercial world contended with each other to entertain these colonial visitors is to be found in the earnest desire of the people across the water to ascertain at first hand the opinions and sentiments of Britain's greatest colony. One finds this view endorsed in nearly every article written upon the visit of the C. M. A. The feelings of Canadians have been so little understood and so often misrepresented in London that thinking men welcomed this opportunity to find out the truth from the men themselves. And the result has been splendid for Canada. For the first time a body of representative Canadian business men came into close touch with the commercial world of England. True, they were only representative of one class of our business men—the manufacturing class—but by friendly social intercourse with the members of the C. M. A., the British business men were able to find out for themselves Canadian sentiment and ideals, and also to estimate the kind of men who were building up the growing trade of the Dominion. This country has already succeeded in attracting to its shores the immigrating classes of the Old World. It remains now for us to attract also the capitalist of London, Berlin and Paris, and this visit of the C. M. A. has contributed largely to bring to the attention of the European financiers the great opportunities here for the investment of foreign capital. Once let the public of Great Britain get confidence in Canada as a field for safe and profitable investment and the flood-gates of British gold will be opened upon us. John Bull is slow to give his confidence, but once given it is not soon taken back—as witness the millions that are still being poured by him into South Africa.



VIEWS ON THE PELLY RIVER, YUKON TERRITORY

THE ABOVE PICTURES WILL GIVE SOME IDEA OF HOW GOODS ARE TRANSPORTED TO THE LESS ACCESSIBLE PARTS OF THE YUKON



# Financial Review

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

JUST now, on the eve of the harvest, the time seems to be opportune for a few general remarks on the position and outlook for the Canadian securities market, and for financial matters generally in the Dominion. To find the key to the situation it is becoming more and more the custom to scan first of all crop conditions in Manitoba and the North-West. With steady acquisition of new settlers, and its rapid extension of wheat area, that section of our country is growing in importance at a rate greater than has been shown by any of the older provinces. Last year, at this time, it will be remembered, the famous Jones rust scare originated. The American grain expert, after completing his examination of the Manitoba fields, declared that the crop was in a fair way to be destroyed by the dreaded black rust. For a time great excitement prevailed in the grain markets and in financial circles. Gloomy views were held, and predictions of an extraordinarily small yield of good wheat were circulated. When the final result came to be known, it was found that, although a great deal of damage had been done, the harvest was, nevertheless, pretty satisfactory on the whole, and 1904 was, after all, inscribed on the North-West's roll of profitable years.

This year, so far, holds the brightest promise of all. Never before have the conditions been so favorable for a record yield. The seeded acreage is considerably greater than it was last year, which was itself a "record," and the weather has been favorable for growing. Nay, more than that, Mr. Jones, the wheat expert, has been investigating the fields, and he has not this year condemned the crop for rust or for any other bad quality. There remains, of course, the harvesting. If the rainy weather continues long enough to delay threshing, so that the winter arrives before the crop is saved, as has happened on more than one occasion, then no matter how fine the crop, heavy losses will be made by some. But such an unfortunate ending need not be greatly feared. If it happened it would be unusual, and it will not likely be taken into the reckoning by financiers and business men. They have already, probably, committed themselves in preparation for a very large trade in the coming fall and winter. It is said that the movement of freight, westward, over the Canadian Pacific Railway at the present time is heavy, indicating the confidence felt by the business men as to the fall trade. The estimates of the coming wheat crop range from eighty-five to a hundred million bushels. Taking the lower estimate and figuring the average price per bushel at 75c, the result would be something like sixty million dollars for the North-West to spend and put away. It is to be expected that this will have an enormous effect on the trade of the whole Dominion. That of the West will be specially stimulated, but a very large part of the funds paid out by the farmers will be spent in the East. The United States and Europe will also, no doubt, get their share—for imports of foreign merchandise are likely to be large. In Ontario and Quebec, and in the Maritime Provinces, too, conditions are favorable. Prices for cheese are better, and many unfavorable circumstances met with in the last two years are missing. The general prosperity of the country finds reflection in the better failure record, in increased bank clearings and rail-

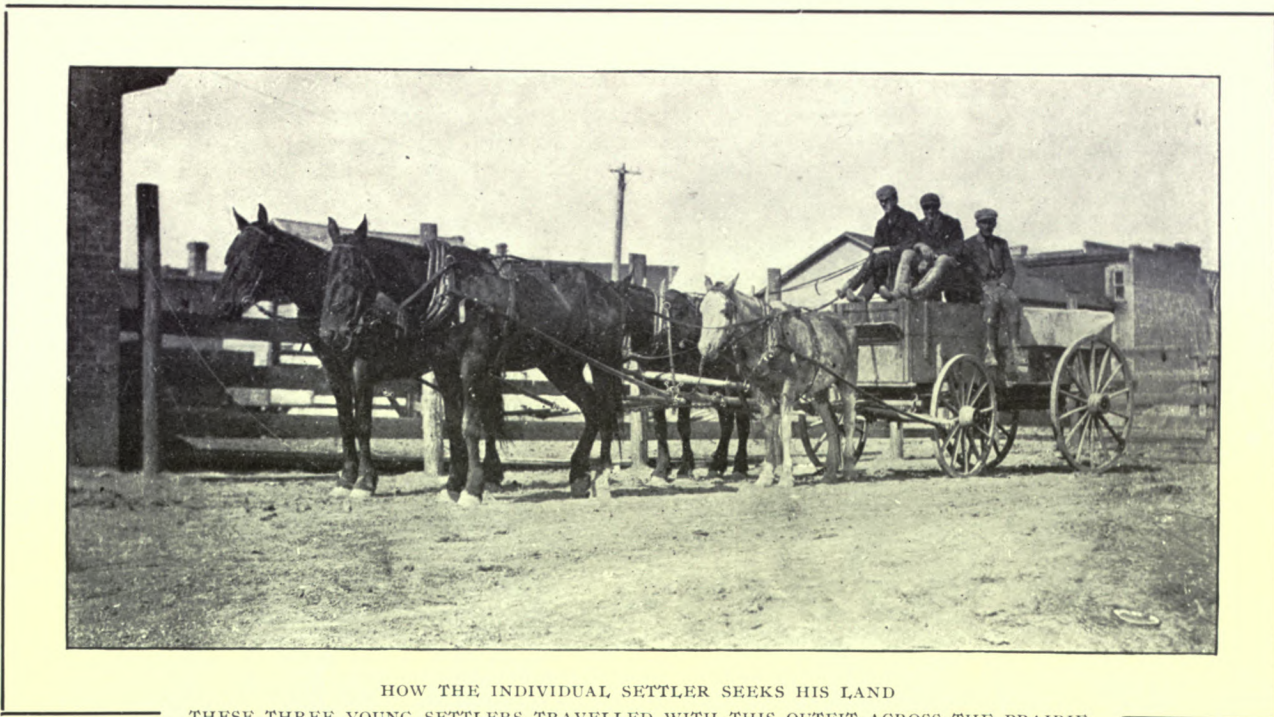
road earnings. Everybody looks forward to a busy and prosperous second half of the year. With regard to securities, it is never easy to tell when prices have and when they have not discounted a prosperous season. It may be that Canadian securities, at their present prices, sell for all they are worth, even allowing for increased earnings in the fall and winter. This applies particularly to one or two of the non-dividend payers. But that is a question which speculators and investors have to settle for themselves more or less at all times. In any case, it seems pretty sure that some securities must rise with the increase in earnings that is expected. Of course, those companies located in, and operating in the North-West itself, appear to be in the best position for profit-making. The various industries centring at Winnipeg ought to do well. The railroads, especially Canadian Pacific and Canadian Northern, seem to have a promising six months ahead of them. The former road will have to haul, not only the large quantity of merchandise going West, and its usual big proportion of the grain, but it will have much of the material required for G. T. P. construction. There is talk of an increased dividend for C. P. R. more or less all the time. The bulls base their optimistic ideas largely on the heavy receipts from land sales by the company. But as the land is pledged against bonds, it is improbable that the directors will be much influenced by anything other than the earnings when deliberating on the dividend question.

The outlook should be considered a bull point, also, on bank stocks. With business active and a strong demand for loans, the banks ought to show good profits. Their funds have increased rapidly in the last few years, but the rates at which they loaned them have not been very favorable for lenders. Shrewd observers of the world's money market express the opinion that the coming huge loan operations in connection with the closing of the Eastern war, will cause an appreciation in money rates. On the other hand, these operations may have just the contrary effect. The point is one on which nobody can speak with assurance.

THE following figures show the striking growth in the business of our Canadian banks during the last six years. There is, perhaps, no better index to the commercial progress of a nation than that afforded by the record of its banks:

	1905.	1899.
Capital paid up .....	\$82,199,900	\$62,302,282
Reserves .....	56,408,680	27,555,666
Circulation .....	61,587,560	36,261,760
Deposits, demand .....	134,804,501	80,202,115
Deposits, notice .....	333,767,147	143,200,518
Deposits, elsewhere .....	44,039,320	.....
Total .....	\$512,610,968	\$223,402,633
Current loans .....	461,263,634	223,679,314
Cash loans .....	84,814,260	18,589,581
Total .....	\$546,077,894	\$242,538,895





HOW THE INDIVIDUAL SETTLER SEEKS HIS LAND  
THESE THREE YOUNG SETTLERS TRAVELLED WITH THIS OUTFIT ACROSS THE PRAIRIE,  
FROM MOOSE JAW TO LETHBRIDGE, LOOKING OUT FOR LAND ON WHICH TO LOCATE.

# Our Two New Provinces



THE two new provinces of Alberta and Saskatchewan, which enter Confederation on September 1st, will be amongst the largest in Canada. There are only three which contain greater areas. British Columbia, the largest of all, has an area of 372,620 square miles, and Ontario with 260,862 square miles, and Quebec with 351,873 square miles are not far behind. Of the new provinces, Saskatchewan is a little the smaller, possessing an area of 251,100 square miles, whilst Alberta's extent is 253,500 square miles. The smallest of our provinces is, of course, Prince Edward Island, the area of which is only 2,184 square miles. Nova Scotia is 21,428

It is difficult to grasp the size of these new provinces, and we can only come near to doing so by comparing them with some well known states or countries. For instance, comparing them with districts in the United States, each of these provinces will be nearly six times as large as the great State of New York, with its population of seven and a quarter millions; each of them will be five times as great in point of area as the large State of Illinois, with its population of five millions; each will be six times as large as the large State of Pennsylvania, with a population of six and a half millions; each of them will be seven times as large as the State of Indiana, with its population of two and a half millions.



THE MAKING OF A FARMSTEAD ON THE PRAIRIE  
THE FIRST DAY—SHOWING TEMPORARY QUARTERS ERECTED  
IN THE SPRING



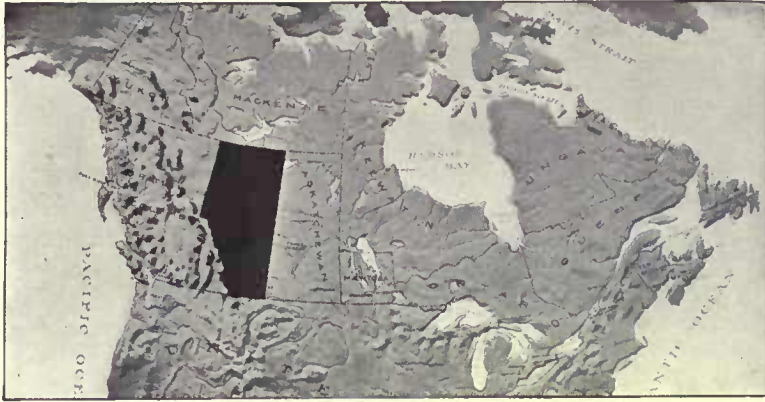
ONE MONTH LATER—WHEN A FARM HOUSE AND BARN HAVE  
BEEN BUILT

square miles, and New Brunswick 27,985 square miles in extent. Manitoba has 73,732 square miles.

To compare them with some of the world-famous States of Europe, each of them is twice as large as England, Wales, Scot-



## RESOURCES



AREA, 253,500 SQUARE MILES.

THE ABOVE MAPS SHOW THE EXTENT AND POSITION OF THE NEW PROVINCES OF ALBERTA (TO THE LEFT) AND SASKATCHEWAN (TO THE RIGHT).

THE ESTIMATED POPULATION OF THE TWO IS ABOUT 450,000

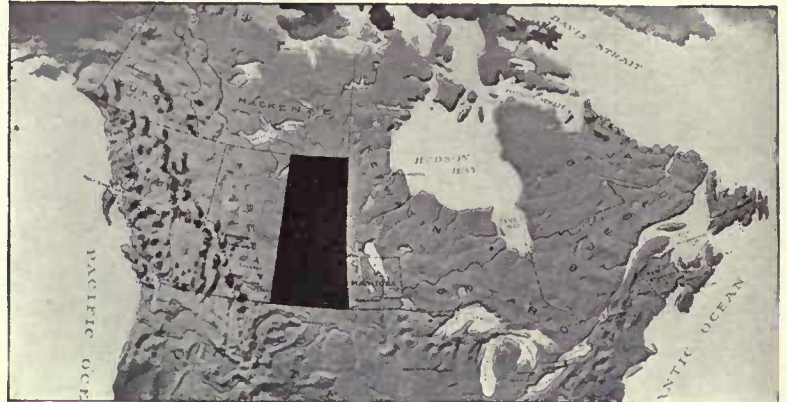
land and Ireland, with their immense population of forty-two million people; each of them is much greater than the German Empire in Europe, with its population of fifty-six and three-quarter millions; each of them is much greater than the Republic of France in Europe, with its population of thirty-nine millions.

The bills creating the provinces provide that each shall be represented in the Senate of Canada by four members, and in the House of Commons by five members, the number in the lower house being readjusted from time to time according to population. Each shall have a lieutenant-governor and a legislative assembly, to be composed at the outset of 25 members.

The Government of Canada is to pay to each province the sum of \$50,000 a year for the support of its government and legislature. The Dominion lands will continue to be vested in the Crown, but the Canadian Government will compensate the provinces for them by a series of annual payments. The present estimated value of the public lands is \$1.50 an acre.

By comparing the maps in this article with one showing the old territorial divisions of Alberta, Saskatchewan, Assiniboine and Athabaska, it will be found that the two new provinces take in all the area of the four territories excepting a little of the eastern parts of Athabaska and Saskatchewan.

Saskatchewan and Alberta are provinces of unrivalled and almost unexplored possibilities. They are calling loudly for population, for capital and brains to develop their resources.



AREA, 251,100 SQUARE MILES.

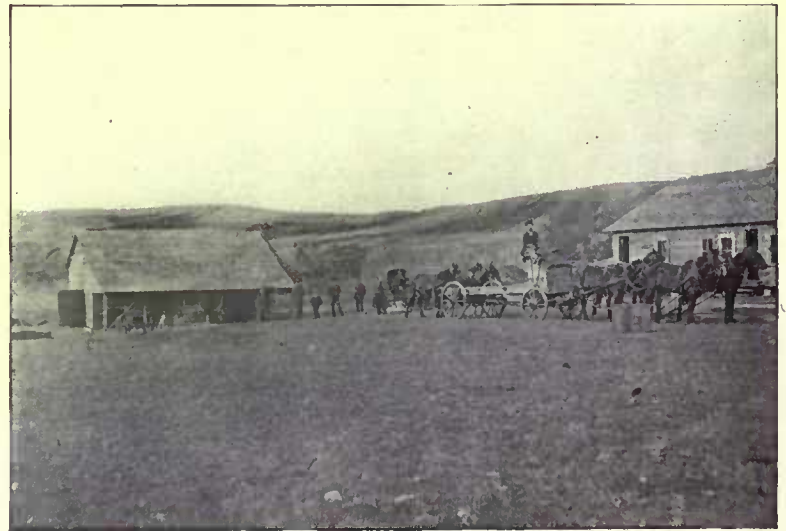
quality and greater in quantity than the older provinces of the east.

Their cities, Regina—the capital of Saskatchewan—Calgary, Edmonton—the provisional capital of Alberta—Lethbridge, Medicine Hat, Wetaskawin, Prince Albert, Moose Jaw and others, are growing rapidly, and the farmers are becoming rich. Great fertile districts are being opened up by railways, and the Grand Trunk Pacific will run diagonally through the two provinces. In a few years snug homes, splendid farms, thriving villages, towns and cities will cover the whole country. The soil will produce almost anything in abundance. Some parts are well timbered and thereby doubly profitable. The dryer sections are being irrigated and will soon be peopled. The watered sections are ready for the plough. As one visits these vast countries and sees upon every hand what illimitable resources they contain, he realizes that the most sanguine expectations of the nation's future greatness are about to be fulfilled.

A few years ago Southern Alberta was known only as a stock-raising district, and cattle and horses were ranging in this locality in large numbers. Even a year or so ago one could drive for miles and see nothing but the open prairie. Today this same country is being fenced in by the pioneer farmer, and his "shack" and stables may be seen in all directions. Not only is the individual farmer making a home in this fertile region, but combined capital has now entered upon the development of



TWO MONTHS AFTER THE START—A STEAM PLOUGHING OUTFIT ARRIVES ON THE SCENE



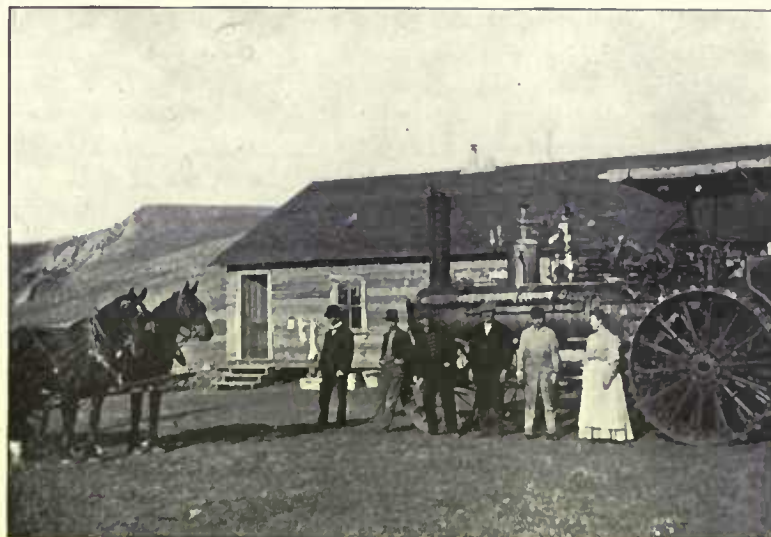
NINE WEEKS LATER—WHEN 100 ACRES HAVE BEEN BROKEN AND SEEDING

Each of them has stretches of country of surpassing richness. It is not possible in a short sketch to do them justice. They are destined to yield more wheat than Manitoba, and, in addition, will produce cattle, sheep, horses, hogs and poultry equal in

this rich wheat land.

Amongst others, capitalists from Boston, Mass., have purchased a large block of land in Southern Alberta, and contemplate extensive agricultural developments during the coming sea-





OTHER VIEWS ON THE NEW FARM—WHERE FOUR MONTHS AFTER THE FIRST ARRIVAL OF THE SETTLERS ONE THOUSAND ACRES OF THE VIRGIN SOD HAVE BEEN TURNED UNDER AND ARE BEING RAPIDLY FITTED FOR THE SEED. ABOUT THE BEGINNING OF AUGUST THIS LAND WAS SEEDED WITH TURKEY RED WHEAT

son, and last fall a Chicago company purchased a township in the Claresholm district which they are now farming *en bloc*. In this particular case the land is owned by individual members of the company, and is leased for five years to an organization called the Carmangay Farm Company.

During the last few days the Montreal papers have had accounts of the scheme of an English capitalist who proposes to settle upon some thousands of acres which he has bought in Southern Alberta, the sons of his tenant farmers in the Old Country. It is only during the last two years that the possibilities of Southern Alberta as a wheat-growing country have been realized. The mildness of its climate, owing, as is well-known, to the Chinook wind, is still scarcely credited by those who have not lived there. The success that has already been attained in the production of winter wheat promises a great future for this country. It started first in the south, and was made a pronounced success by Mr. E. E. Thompson, of Spring Coulee. The yield on the whole of the area sown has not run below 35 bushels per acre; 50 has been thrashed in some localities, and one instance of 60 bushels per acre is authentically recorded. Mr. Thompson's interests have extended north to High River, where he has this year 2,500 acres of good grain. The first efforts at winter wheat raising were failures, owing to the varieties tried being unsuitable, and to the best kind of cultivation not being understood. The Odessa and Dawson's Golden Chaff did not succeed. The Kansas or Turkey Red is the kind that is making the business a success.

The economic and commercial importance of the finding of this new wheat area can scarcely be overestimated. It does away with the importation at high cost of flour for home consumption, and gives variety and stability to agricultural interests. Its most important effect is the opening up of new channels of export trade for Alberta products. Consignments of Alberta-made flour have been going into Japan for the past two years.

"Crist," in the *Brooklyn Eagle* of July 29, speaking of the new provinces and Western Canada in general, says:

"The wealth of Canada lies in her almost limitless areas in the Western provinces, which nature appears to have intended for the raising of wheat. Figures make dull reading, and those that must be employed in telling of Canada's resources and possibilities in this regard are so large as to make it difficult to grasp their real meaning. Westward from

the Province of Ontario there stretch the wheat fields of Canada. A person can ride for six days and still not get beyond the broad, never-ending patches of beautiful green, which will soon take on the rich golden color of ripening grain. For full 1,200 miles in the direction of the Pacific and 400 miles toward the frozen North the wheat belt extends. The wheat-growing areas comprise the Province of Manitoba and the two provinces of Alberta and Saskatchewan, in all about 385,000,000 acres of land. It is estimated that 100,000,000 acres are fit for wheat cultivation. This statement will be better understood when it is known that this area is equal to the states of Minnesota, the two Dakotas, Wisconsin, Illinois, Iowa, Indiana, Nebraska and two states the size of Ohio. This section is one great continuous prairie, devoid of trees, so that no clearing is necessary. The soil is rich black loam of the kind found in the best districts of Illinois and Iowa. Everything is in readiness for the pioneer. All he has to do is to turn a very thin sod with the plow and sow his wheat. It is necessary for the Canadian farmer to get his wheat into the ground at the first



A PRAIRIE SCHOONER—HUNDREDS OF SETTLERS HAVE TRECKED UP INTO WESTERN CANADA FROM THE UNITED STATES IN THESE PRIMITIVE VEHICLES, WITH THEIR GOODS AND CHATTELS

possible moment in order to escape the fall frost. He will sow when barely an inch of ground is sufficiently thawed to allow the seed to be covered. The hot sun forces the grain with great rapidity, so that on July 1 the plants measured as high as thirty-



## RESOURCES

five and forty inches. Some of the well authenticated stories regarding the yield of wheat an acre are so astounding as to challenge belief. The average yield during fourteen years has been twenty bushels an acre, and the highest yearly average was a trifle less than twenty-eight bushels. The average wheat yield for ten years in Manitoba, which is the banner wheat section of Canada, was, according to official figures, twenty-one bushels an acre, against 14.2 for Minnesota and 12 for Kansas. In some sections of Canada fifty-five bushels an acre have been grown, and on the government experiment farms as high as sixty bushels have been produced.

"Secretary of Agriculture Wilson and big growers of wheat in the United States are inclined to belittle Canada's pretensions in the wheat-growing line.

'Canada will never rival the United States as a grower of grain,' said Secretary Wilson recently. 'She will do very well every now and then, but the frost will kill her crops and prevent the cultivation of extensive areas. She is too far north to produce wheat in any quantity.'

"The Canadians are busy proving that the genial secretary is wrong in his estimate of weather conditions north of the forty-ninth parallel. When the Americans, who are the real pioneers

in the development of the Canadian wheat fields, first crossed the line, they settled in Southern Manitoba and Eastern Assiniboia. They found the ground admirably suited to the raising of wheat and gradually extended their farms north and westward. They have pushed ahead for 1,000 miles to the foot of the Rockies, and north to the limits of the railways. Everywhere they are raising big crops without molestation by frost. Nobody knows how

much further the wheat producing area can be extended, but some claims are being made. It is declared that some day there will be 40,000,000 acres devoted to wheat in Western Canada, which would mean a production of 890,000,000 or 1,000,000,000 bushels a year. It is hopefully asserted that in ten years Canada will have 200,000,000 bushels of wheat for sale every fall. The Canadian government is helping the wheat-grower of the West by every means in its power. It maintains six experimental farms where many scientific discoveries have

been made of great value to the men engaged in this industry."

The pictures which illustrate these pages will give some idea of the rapidity with which the prairie land can be broken and put into cultivation, as well as of other features of life in "Sunny Southern Alberta."



A PARTY OF ENGLISH CAPITALISTS WHO HAVE BOUGHT A LARGE BLOCK OF LAND IN SOUTHERN ALBERTA AND WILL COMMENCE AT ONCE TO PLACE ENGLISH SETTLERS UPON IT



MARBLE MOUNTAIN ON THE HUMBER RIVER, NEWFOUNDLAND  
THE GUIDE IN THE FOREGROUND IS POINTING OUT TO A TOURIST THE HEIGHT OF THE MOUNTAIN

THE new playground of America, the sanatorium for the weary brain workers of the Old World, is a well-founded description of Newfoundland. For picturesque beauty, parts of the island are unrivalled. A great art critic has declared that the coast scenery of Bay of Islands is unequalled in America. The river valleys with their abundant greenery and limpid waters are delightful; even the wide moors, home of the caribou and the wild grouse, with the innumerable berry-bearing plants, and their clear, health-giving air, have a wild, weird beauty of their own. In his admirable "History of Newfoundland," published a few years ago, Judge Prowse may almost be said to have rediscovered the oldest colony. In that work some myths are disposed of. Sebastian Cabot, the reputed discoverer of North America, we are told, never accompanied his father on any of his famous voyages, and the statue of the Iclander Eric, erected in Boston, commemorates an event as purely fictitious as Lucian's trip to the moon. John Cabot discovered Newfoundland in 1497, and between that time and 1548 there is little to be learned from the ordinary histories about British operations there.



# Notes of the Provinces

AND

## Newfoundland

Area, 42,734 Square Miles.

Population, 220,000

—The following letter, addressed to the editor, which appeared in the *Trade Review*, throws a new light upon the much-discussed expeditions into Labrador and the wild country of Ungava behind it. It is of interest to all who are exploiting the resources of the country. There seems to us to be a good deal of probability in the idea that the geological formation of the Klondike may be found to occur in this barren Alaskan-like district:

New York, July 5, 1905.

*Editor Trade Review, St. John's, Nfld.:*

DEAR SIR,—Though keyed to the high pressure that the strenuous life calls for in little old New York, we occasionally get a spare half-hour from business or pleasure, and I take advantage of one of these intervals to drop you word on a subject of considerable importance to the dear old colony. When I first heard the story that I impart herewith I had my doubts about its truth, but investigation convinces me that, if not absolutely correct, it is true in the main feature.

To begin: You will recall that two years ago two men, viz., Leonidas Hubbard and Dillon Wallace, left here for Labrador in search, it was alleged at the time, of some sort of aboriginal missing link—a remnant of a lost Indian tribe. I became very much interested in the expedition at the time, for I recalled that the late lamented Bishop Mullock, in one of his famous lectures, had a well substantiated theory that the aboriginal Redman of Newfoundland was not actually extinct, but, that driven across Belle Isle Straits by the Mic-Macs from Nova Scotia, the remnant of the Beothics had fled to the interior of Labrador, where they were still living. I watched the Hubbard-Wallace expedition with great interest, and was deeply grieved and disappointed when the news of poor Hubbard's death by cold and exposure was announced. That ended the matter as far as my interest was concerned, but a new phase of the business calls for deeper interest. This is nothing more nor less than that it was GOLD and not aboriginal Indians that was the Hubbard-Wallace loadstone, and what is more to the point, that a rich gold-bearing country had been found by Hubbard before his death. It appears that he was a man of considerable scientific attainment, and he became possessed of the notion that there was a chance of the gold wealth of the North Pacific being continued across the American continent to the North Atlantic. Of course, there are thousands of miles between, but about the 65th parallel, Hudson's Bay takes a considerable bite out of the territory on the Atlantic side, in fact, makes the continent narrower here than at any point north of the Isthmus of Panama.

After locating the gold-bearing country, Hubbard was returning to the United States, to exploit the property by a capitalization that would make Rockefeller wink or Pierpont Morgan "sit up;" but death stepped in and closed the deal. It is now said that Wallace thought he was in sole possession of the secret, but, being a cautious man (he

is half Irish and half Scotch), he bided a while to ascertain if it were possible, by any off chance, that the widow of his deceased friend had any inkling of the position. As, after a year, she made no sign, Mr. Wallace started the new expedition, to be followed in a few days by Mrs. Hubbard, who sailed entirely on her own account, right on the heels of Wallace. To all enquiries as to her purpose in starting so quickly after Wallace, she has returned vague answers. On one point only she is clear—she is after Wallace, and will follow the route pursued by him. In explanation of her apparently mad escapade, it is alleged that Mrs. Hub-

meeting between Mrs. Hubbard and Mr. Wallace. It is stated that the lady is going to talk straight and insist on a half interest in any scheme started by Wallace. If not, she will publish the story broadcast before Wallace can stake a claim, and then the gold seekers of the world will have a say in the situation. Meanwhile, in order to disarm suspicion from the true nature of the expedition, Mr. Wallace has taken along scientists who are supposed to be interested only in the flora and fauna of the country. That's all right as far as it goes, but the heavy end of the scientific outfit is geology and mineralogy, the men in charge of these branches being at the very top notch of their professions.

This is the story to date; its further development will be watched with interest not only in America but all over the world. It's amongst the almost immediate possibilities that Dawsons and Nomes will be founded on the hitherto inaccessible Labrador within a year, and that millions of dollars worth of the precious metal for which men barter life and home, will be extracted from the rocks of "iron-bound, stern Labrador."

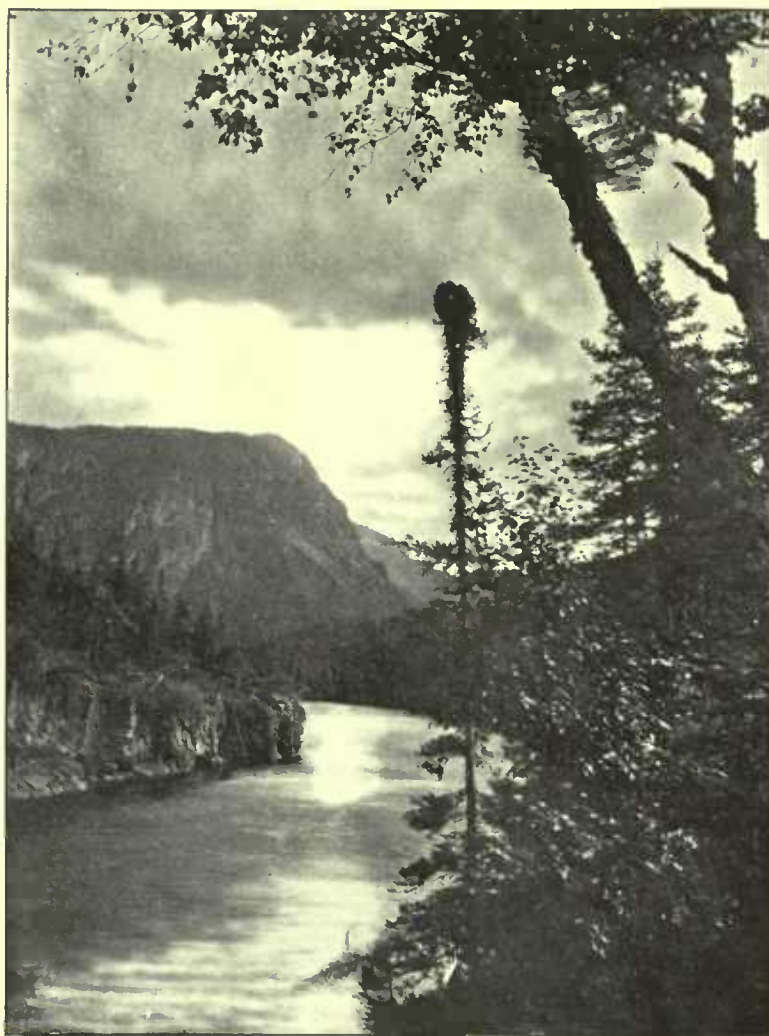
I don't know exactly where the boundary line runs, but Newfoundland will now find it more than ever important to tell Canada to "keep off the grass." Hoping that my communication will be deemed worthy of a place in your respected REVIEW, I remain, yours very sincerely,

J. M. N.

—The Anglo-Newfoundland Development Co. have obtained full legal possession of the interest of the Timber Estate Company, of Mr. W. J. Martin and of the Reid-Newfoundland Company in and about the lands on the Red Indian Lake watershed. There were present on behalf of the various interests, Mr. Mayson Becton, president of the Anglo-Newfoundland Development Company; W. P. Allan, solicitor; Mr. W. D. Reid, treasurer of the Timber Estates Co.; Mr. Pearson, solicitor; Mr. A. B. Morine, K.C., solicitor of the Reid-Nfld. Co., and Mr. W. J. Martin.

It will be remembered that the Harnsworths held an option on the interests of the Timber Estates, and on the interests of Mr. W. J. Martin in the Red Indian Lake region. The purchase of these interests was dependent on the contract made with the Government being ratified by the legislature. These interests were timber leases held from the Crown, and covered some 1,200 square miles. The contract with the Government demised, practically perpetually, every remaining interest in this 1,200 square miles and in an additional 800 square miles, making up the 2,000 square miles demised by the Government. The lessee desired control of this 800 square miles, principally as a fire-break, for it is mostly barren and little timbered. The only interests of known value in this 2,000 square miles are the timber interests which were held by the Timber Estates Co. and Mr. W. J. Martin, and these were the interests conveyed to the Anglo-Newfoundland Development Company.

In addition to the 2,000 square miles obtained



SUNSET ON THE HUMBER RIVER, NEWFOUNDLAND  
MARBLE MOUNTAIN IN THE DISTANCE

THIS LARGE RIVER JOINS THE SEA IN BAY OF ISLANDS ON THE WEST COAST

hard told the truth of the story to some friends before leaving, and as gold, like murder, will out, the exact position with regard to the two expeditions is now known to a good many. My informant, who is pretty near the centre of things, tells me that Hubbard revealed the true object of his expedition before leaving (though Wallace was not aware of this), and one or two letters, written before the actual discovery was made, were so positive in their terms that Mrs. Hubbard feels no doubt of the great gold discovery. The recent discussion has brought out some of the people to whom Wallace confided the story, and from what they say there can be no doubt that the Nome and Klondike countries of the North Pacific are repeated in the North Atlantic.

It will be interesting to keep your eye on the



# RESOURCES

from the Government, the Timber Estate Co. and Mr. W. J. Martin, the Anglo-Nfld. Development Co., obtained some 300 square miles from the Reid-Nfld. Co. on the same terms, we understand, as those contained in the contract with the Government. All told, the Pulp Co. obtain control over some 2,300 square miles. The consideration paid to Mr. W. J. Martin for his timber lease was \$45,000. The consideration paid to the Timber Estate

Co. for their timber leases on the Red Indian Lake watershed, for the Millertown Railway, for the mills and their other property at Millertown, and for half their waterside premises, sidings, etc., at Lewisport, was \$400,000.

Now that the property has actually been transferred and the sellers have received their cheques, and the Harmsworth people are in legal possession, they will set to work immediately and survey their

property, locate the sites of their mills and prepare to make the necessary improvements in the Exploits river. This year will be occupied mostly in surveys and preliminary work. Next year the construction work will begin, and we shall then have an ocular demonstration of what this Harmsworth pulp and paper proposition means to Newfoundland.—*Evening Telegram*, St. John's, Nfld.

## Maritime Provinces

### Prince Edward Island

—The July number of the *Canadian Engineer*, under the heading "Proposal for Viaduct across Northumberland Straits," contains the following article:

"For many years past the question of winter communication with Prince Edward Island has been very serious for the inhabitants, who are often cut off from the mainland weeks at a time, as was the case last winter. When Prince Edward Island entered the Confederation it was on the understanding that constant communication should be kept up with the island, but this promise has never been fulfilled, and the demand made at the present session of the Dominion Parliament for a tunnel under the Straits of Northumberland was not complied with, as the expense was considered too great.

A suggestion for a viaduct across the straits—instead of a tunnel—has been sent to the *Canadian Engineer* by J. C. Underhay, C.E. Mr. Underhay estimates that a viaduct between Cape Traverse, P. E. I., and Cape Tormentine, N. B., can be built in six years at a cost of only \$3,000,000, as against \$10,000,000, the estimated cost of the tunnel.

The upper stratum of the bed of the strait consists of fifty to eighty feet of shale clay, with, however, frequent outcrops of rock, which would make a tunnel expensive, but the character of the bottom is not known in detail. Upon such data as Mr. Underhay has, he makes the following estimate:

For a roadway having a breadth of 66 feet on the top, six feet above high water, with a flare or batter of 45 degrees as it goes down, which would give it a breadth of 268 feet on the bottom in the deepest part would be 9,000,000 yards, made up as follows: Two miles at 27 feet in depth . . . . . 1,002,080 c. y. Two miles at 36 feet in depth . . . . . 1,436,160 c. y. Three miles at 45 feet in depth . . . . . 2,930,400 c. y. 1 1/4 miles at 96 feet in depth . . . . . 3,581,600 c. y.

Estimated time of construction, six miles, made up as follows:

100 scows, with four men to each scow, 170 days each year, 20 yards per day for each scow . . . . . 2,040,000 yds. 12 cars, 1,200 days at 300 yards per day . . . . . 4,320,000 yds. 12 cars, 960 nights, at 240 yards per car . . . . . 2,592,000 yds.

At an estimated cost of \$3,000,000, made up as follows:

Loading and unloading cars and quarrying stone: 35 men to each car, 1,200 days at \$2 per day . . . . . \$1,006,000

### New Brunswick

35 men to each car, 960 nights, at \$2 per night . . . . . 806,200  
400 men hauling with scows, 1,020 days at \$2 each . . . . . 816,000  
Superintending and train hands . . . . . 50,000  
Engines, cars, rails and track-laying . . . . . 300,000  
100 scows, \$20,000; incidentals, \$1,800. . . . . 21,800  
A total cost of \$3,000,000.  
About 700,000 yards of this work would be above

### Nova Scotia

and imported labor. Though no precedent exists for such a gigantic embankment, nor has any tunnel been bored where such conditions exist, nevertheless the history of the world teaches us how slow the public mind is to accept any new theory. As the work on the embankment progresses each year it would facilitate the communication between the capes by narrowing the gap. The first season's work would narrow it by more than a mile on each side, besides about 1,870 yards in the middle."

J. A. Macdonald, a student member of the Canadian Society of Civil Engineers, of Hermanville, P.E.I., in forwarding Mr. Underhay's sketch, says:

"The writer considers a flare of 45 deg. insufficient, and suggests a batter or flare of 22 deg., or about 2 1/2 to 1. This would increase the cost considerably. The writer also considers the estimates of cost of quarrying rock and putting it in place too low by 100 per cent., may be more, and that the cost of the embankment would be not less than \$10,000,000, instead of \$3,000,000 or \$4,000,000. The writer also thinks that with a batter of 2 1/2 to 1 the embankment scheme is more practical than a tunnel."

—A new and improved planing mill is to be erected on the Miramichi at Douglastown by Swedish capitalists, at a cost of approximately \$100,000, to supply all kinds of planed lumber for the English, Australian and American markets.

O. W. Nordin, of Douglastown, recently of Sweden, is interested in this new undertaking. About a year ago the Rosebank Lumber Company, of which Mr. Nordin is manager, completed the erection of a \$50,000 saw mill, fitted with Swedish machinery, at Douglastown. When the mill is in full operation it will employ about 50 men.

A short time ago Mr. Hedalens, of Stockholm, Sweden, representing Swedish capitalists, completed arrangements with Mr. Nordin for the erection under the latter's management of a big \$100,000 planing mill near the existing saw mill, and it will give employment to 50 more men. The machinery for the new mill will be brought from Sweden. This, it is claimed, is better suited for the purpose than any that is made in the United States or Canada. The Swedes do an extensive business in planed lumber, and the promoters believe a big business can be built up on the Miramichi. The mill will plane and match all kinds of lumber. Negotiations are now going on for a site, and it is



LAUNCHING OF THE "BLUENOSE," BUILT BY CAPT. T. W. M'KINLEY AT MOUNT DENNISON, HANTS COUNTY, NOVA SCOTIA

water, and would best have a concrete finish at an extra cost of \$1 per yard. The foregoing calculations have been made, assuming, as we are warranted in doing, that there is plenty of stone at each cape (Cape Tormentine on New Brunswick side and Cape Traverse on Prince Edward Island) and along the shores, and that cars could be so constructed and adapted to unload themselves with little help or loss of time. It would take about 350 acres at a depth of 12 feet to supply the stone to be put down by the cars.

He has full faith in the practicability and durability of an embankment, constructed of rough stone, dumped from the cars at each end of the work, and from scows in the middle, which would roll out to about the angle mentioned, with a concrete finish above water. The work would require no expensive machinery nor skilled labor, and the money spent in a rough embankment of this kind would go into the pockets of the local men on each side of the Straits, willing to do a fair day's work for a fair day's pay, while a costly masonry embankment would probably cost more than even a part of the expenditure being for costly machinery



expected the erection of the mill will be begun some time in November.

—One of New Brunswick's valuable fisheries—the shad fishing—is now nearly extinct. For several years there has been a falling off in this industry. This year it is a complete failure.

—The deputation which waited on the Dominion Premier and his Cabinet colleagues to submit considerations in favor of the St. John Valley route for the National Transcontinental Railway across New Brunswick, made an interesting presentation of their case. Whether one can accept their contentions or not, it is at least worth while to recall the fact that they are not now put forward for the first time. Those who can go back in recollection to the first years of the Dominion must be familiar with the same arguments in favor of what was then called the "short route" for the Intercolonial Railway. Its rivals for adoption were the "long route" subsequently chosen, and the "central route" which has been provisionally selected by Parliament as the line of the National Transcontinental.

The argument for the adoption of the St. John Valley route nearly forty years ago was twofold. It was contended, on the one hand, that a line connecting the Maritime Provinces with Quebec by way of Fredericton and Edmundston would be shorter and otherwise less costly to construct, and on the other, that the fertile and well-settled Valley of the St. John River would afford more abundant local traffic for the railways. Each of these contentions was so indisputably true that it became necessary to import other than economic considerations to justify the choice of the longer and less effective route. The plea was put forward that it would not do to locate a railway, which was to be built partly for strategic purposes, so close to the frontier of a foreign and possibly hostile country. Only a few months earlier British troops, sent out while diplomacy was wrestling with the "Trent" affair, had to make a winter march from Gulport to Quebec. This fact was used for all it was worth as a fulcrum, but it was subsequently revealed by the late Mr. William Macdougall that the then Colonial Secretary was "trepanned" by the Canadian Government into writing the historic despatch which won the day for the supporters of the "long route."

There need be no doubt that if the St. John Valley route had been chosen for the Intercolonial Railway there would never have been any question of another route for the Transcontinental. What is proposed now by the New Brunswick deputation is not a continuation of the latter down the river to the Bay of Fundy, but a digression from the "central" route by way of Fredericton to Chipman, which is a common point on the line fixed by statute and the one now suggested as an alternative. It is admitted that this digression would lengthen the line by a few miles, but it is contended that this is more than offset by the better grades obtainable, by the greater fertility of the country to be traversed, and by the fact that the St. John Valley is now peopled and ready to afford a paying local traffic. It may be taken for granted that the Premier's promise to look into the whole question will be fulfilled to the letter.—*Toronto Globe*.

—The Dominion Coal Company's new charter

boat, the Christian Knudsen, which arrived from England July 14th, at Sydney, on her maiden voyage, can carry about 7,000 tons.

The Christian Knudsen is a new type of single deck steamer, and specially adapted for coal, ore, grain or timber trades. She was built by Sir Raylton Dixon Co., Middlesboro-on-Tees, and cost in the vicinity of \$200,000. She will be commanded by Alfred Neilson, for many years master of the

Garrison regiment will likely be withdrawn from Halifax by September 1, when Canada will assume charge.

—A proposition which was submitted to the Sydney City Council last month by Messrs. Mayhew, Gladstone and other members of the Cape Breton Coal, Iron and Railway Company, who represent English capital, has caused many people to become optimistic regarding the prospects of another boom.

The proposition was submitted through a committee of the Council and Board of Trade, and was to the effect that if Sydney should assist in various ways a shipbuilding plant and other works, involving an expenditure of twenty millions of dollars, would be established within the limits of the city.

The company which proposes to establish the shipbuilding plant is one of the largest in England, and has also an extensive plant in India. Some of the concessions they want from the city are Victoria Park as a free site for the works, exemptions from taxation for twenty years, assistance in securing a free right of way over the I. C. R. from Coxheath to the I. C. R. terminal wharf, free water, and the pay-

ment of three per cent. for twenty years on the cost of constructing a coal shipping pier at Barrack Point.

The council agreed to grant the company exemption from taxation for twenty years, and water at the usual rates charged to such industries, but was not prepared to vote on other concessions.

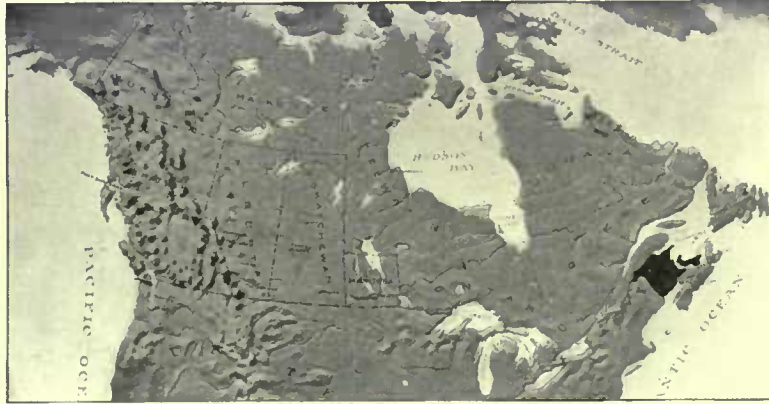
It is rumored that the Cape Breton Coal, Iron & Railway Company are negotiating for the purchase of the Cape Breton Railway, which they will extend from St. Peters to their plant at Broughton, and also to Louisburg.

—The biggest coal strike ever made in Canada was made last month, when Deputy Inspector of Mines Noville uncovered a northern outcrop of the Mullins' seam, near Lingan, and about nine miles in a straight line from where the Cape Breton Coal, Iron & Railway Company are operating at Broughton, and assures numerous leaseholders of there being a profitable coal seam in their lease. The seam is known as the Mullins seam, and has been lost to prospectors for upwards of fifty years. It showed six feet of clean coal.

—Abraham White, president of the DeForest Wireless Telegraph Company, was in Sydney lately. Mr. White stated that it was the company's intention to establish one of their wireless stations in Cape Breton, probably at North Sydney. Other stations are to be at Halifax, St. John's, Nfld., and other points in the Maritime Provinces.

—The manufacture of cement by the Sydney Cement Co., at Sydney, is the first Portland cement manufactured in Canada east of Montreal. The plant, which was completed in July, has a capacity of 500 barrels per day of twenty-four hours. English capital is behind the enterprise.

—The first clean-up at Beaver Hill Gold Mining Company, Guysboro county, resulted in a brick weighing forty-one ounces of eleven pennyweights to the ounce. This is far beyond the general average for this province. The test was witnessed by G. W. Stuart, of Truro; Prof. Faribault, of the geological department, Ottawa, and G. E. Leighton, an English expert.



Area—27,685 Square Miles  
Population—331,120  
Map of Canada—with portion marked black showing position and extent of New Brunswick.

steamer Britannic, and is chartered for three years. James Ross, president of the Dominion Coal Company, and other officials of the company, inspected her. The Christian Knudsen is the only self-trimming steamer of the type built, and is provided with a system of water ballast tanks. The holds are entirely clear, without any beams, stanchions, or web frames. The mainhold alone has a capacity of three thousand tons, about the entire tonnage of an ordinary coal boat. There are four holds altogether.

—The Dominion Government has received a cable from the British war office agreeing to Canada's proposals respecting the taking over of Halifax and Esquimault. It is expected that Canada will assume control of Halifax garrison on Sept. 1. Imperial officers will be transferred to Canada if they accept. Canada will pay the War Office the



ON THE NORTH SIDE OF PARTRIDGE ISLAND  
NEAR PARRSBORO, NOVA SCOTIA

whole cost of Esquimault, instead of half, as at present, until Sept. 1, when she will entirely relieve the whole garrison, similar to that of Halifax. The Canadian Government will get the following Imperial officers temporarily: Staff, three; Royal Artillery staff and Royal Artillery, eight; Royal Engineers staff and Royal Engineers, six; infantry, two; service and departments, eight. The Royal



# RESOURCES

Area, 260,862 Square Miles.

## Ontario

Population, 2,182,947

—The letting of the contract for the erection of the mills of the Keewatin Flour Mills Co., Limited, marks a new era in the history of Keewatin. This new enterprise in flour making, coupled with the Lake of the Woods Milling Co.'s large plant that has been so successfully operated, will make Keewatin a most important centre, providing as it does, one of the best and most reliable water-powers west of Niagara.

The contract for the erection of the new mill has been secured by the Macdonald Engineering Co. of Chicago, a firm that have constructed many large and important works, and have just finished a contract in Kansas City. It will immediately transfer a large number of men and a large amount of machinery to Keewatin. In time from 300 to 400 men will be employed on the construction work, which must be completed by Jan. 1, 1906.

The new mills at Keewatin will occupy the water-power and site that have been used by the gold reduction works. The mill will have a capacity of 6,000 barrels per day, and there will be a large barrel manufactory in connection with it. The storage elevator will have a capacity of 500,000 bushels on the start, and will be built on the tank plan and be capable of indefinite enlargement. The whole of the works will be entirely fireproof, and of the most modern construction and equipment, costing in the neighborhood of \$750,000.

In addition to the plant at Keewatin, the company will acquire or erect and operate a line of elevators throughout the entire Canadian West.

—Mr. Thomas Southworth, director of Colonization and Immigration, has prepared a statement showing the number of immigrants who have arrived in Ontario for the first six months of each year since 1901. The figures are as follows: 1901, 1,289; 1902, 2,729; 1903, 6,678; 1904, 8,403; 1905, 18,089.

—Prof. C. A. Zavitz, of the Agricultural College, Guelph, made his report to the Department of Agriculture on the advance made in agriculture in this portion of New Ontario.

Prof. Zavitz reports having attended ten meetings in the district, all of which were very successful, the attendance running as high as ninety in

some cases. The men were wide awake, progressive, anxious to learn, and appeared to be in good heart. In some places it was a mystery as to where they came from, as the settlements are scattered. Most of them are Ontario men, and they have great confidence in the country. The professor again and again remarked on the immense crops of clover and peas to be found in the district. These two crops flourish there better than in any other part



ON BIG RIDEAU LAKE—ONTARIO

of Ontario, and the probability is that gradually an extensive business will grow in the production of clover seed and seed peas. Potatoes also grow well. The order for grains seem to be barley, oats and wheat. The spring was very dry, and the first good rains came about two weeks ago.

Prof. Zavitz reports having met a number of farmers who went into the country three or four years ago with little or no capital—some with only the proverbial dollar in their pockets—who are now owning good farms and good buildings, well stocked. The farmer with small capital seems to have even better chances there than in the North-West.

—The Electrical Development Company of Ontario, whose construction of a transmission line be-

tween Niagara and Toronto is nearing completion, have decided to extend their line westward to London, Ont., as quickly as possible, touching at Brantford, Paris, Ingersoll, Woodstock and intermediate points. The proposed route will be surveyed, and while it is difficult to estimate the time of completion, the company intend to have their line ready to deliver power to the western peninsula before next autumn. It is, moreover, the intention of the company to build branch lines to reach Galt, Preston, Hespeler, Guelph, Berlin, Waterloo and other towns throughout the western peninsula.

The company have the authorization to develop 125,000 horse-power, and are proceeding to take full advantage of their rights. The tail race, tunnel, reel pit, headworks, power-house and everything for the full development of 125,000 horse-power, with the exception of the water-wheels and generators, will be completed next summer, while wheels and generators sufficient for the development of 60,000 horse-power will be installed at once.

—Capt. Morrison, D.S.O., editor-in-chief of the *Ottawa Citizen*, who has gone to the Temiskaming district to study its resources, wires that paper from Hailebury the following special:

“The people of Canada have not yet awakened to the importance of the discoveries in the Temiskaming. American prospectors and capitalists are arriving by every train and boat. R. R. Gamey, M.L.A., who has large experience in mining and has been here some time, said that

it is the most wonderful silver discovery that has ever been made within any area 35½ by 8 miles. He estimates the certain output will be fifty million dollars, and it may be twice that. Only one mine is down ninety feet and it is improving. On the other claims pure silver in chunks the size of a man's hand are being mined and shipped, and nothing has ever been said of what may be discovered in future. The finds to date make this rank to the silver and cobalt mines of the world as the Yukon did to other gold discoveries. The most eloquent testimony of its enormous value is that already \$1,500,000 had been shipped out—practically picked up on the surface, and the veins run every way.”

## Manitoba

—Mr. Victor Metcalfe, Minister of Commerce in the Roosevelt Cabinet, and the chief investigator of the beef trust, who has been travelling through Western Canada with a party of friends, gave the following impressions of his trip to a Winnipeg reporter:

“I have enjoyed my trip immensely so far,” said Mr. Metcalfe. “Though my position brings me closely in touch with Canadians and our officers in Canada, this is the first time that I have had an opportunity to visit the country and see for myself what kind of a country it is which is stealing so many of our young men. I may tell you now that I am surprised that the opportunities which are so manifest here have not been recognized sooner. I have not seen much of the West yet, but what I have seen has impressed me greatly. Why it has been allowed to lie so long undeveloped is the mystery. I have heard of the grain-growing possibilities of the Canadian West, and, judging from my own observations, it will one day develop into a great cattle-raising country also. In the United States this latter industry has

become the great factor in many districts which have not nearly the natural advantages of the districts which I have seen. It is a strong country, and I should judge that from this time on it will grow with unprecedented rapidity.”

for “booming” Canada, it is evidence of the highest kind as to the boundless possibilities of our great North-West.

—North of Teulon the land is not excelled in any part of the province, though considerable labor is required to bring it into a state of cultivation, as a great part of it is timbered. Now that the railways are being extended, a further stimulus will be given to colonization. Immediately to the northwest of Teulon, where the country is more open, the farmers are making good progress, a number of them who have been located on their homesteads less than three years having from thirty to fifty acres in crop this season. The whole country as far north as township 21 has been taken up, and settlers are now prospecting beyond that. They report the land to be first class. There is, however, urgent need for drainage and highways. Two years ago \$250 was spent in draining and reclaiming 1,000 acres of fine hay land in townships 18 and 19, range 3, which have proved productive to a remarkable degree.



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

Few more enthusiastic reports than this have ever been given of the West. Coming from a practical American statesman who can have no motive



# RESOURCES

## British Columbia

—Mr. W. Fleet Robertson, provincial mineralogist, has been instructed by the British Columbia government to make an exhaustive report on the region in Northern British Columbia to be traversed by the Grand Trunk Pacific Railway, with especial reference to the Bulkley valley. He will leave the C. P. R. at Ashcroft for the three hundred mile stage ride upcountry. His first base will be at Barkerville, where the finishing touches will be added to the expedition. In point of equipment not a detail has been overlooked. Mr. Robertson will have a large pack train and the services of half a dozen men, including guides. Several canoes will be taken along, as the descent of many rapid rivers will have to be accomplished after passing the summit on the divide between the interior plateau and the coast. In order to expedite his progress, men have been engaged in the Cariboo to cut trails through the wilderness north of Barkerville. Most of the region to be traversed is a veritable *terra incognita*, respecting which the scantiest information is available. Mr. Robertson hopes to supply the deficiency.

He will report on the mineral resources along the route, and inquire into its agricultural possibilities. Scattered through Omineca are many prospectors, and unverified stories about fabulous strikes of rich ore have reached the outside world. On his return Mr. Robertson will be in a position to announce the character of the mineralization over a wide territory, as the belief has long been current that the millions of placer gold "washed" in the Cariboo in the early sixties had its origin in quartz ledges farther north. The quest is one of great public interest, as a favorable report by Mr. Robertson would probably result in a stampede into that unknown land, which has had a strange fascination for thousands of people on account of its remoteness and inaccessibility.

—The development of British Columbia is comparatively slow compared with the prairie provinces. Notwithstanding this, however, the natural resources of British Columbia probably are unequalled by those of any other portion of the Dominion. The world is so accustomed to regard British Columbia as a sea of mountains, it underestimates entirely the wonderful forest resources of that province. The forest growth is so thick that the task before the settler who seeks to make a clearing is appalling. The Island of Vancouver has been known for generations, and yet it is virtually undeveloped. Its climate rivals the best portions of England, and its area of 16,000 square miles makes it eight times as large as Prince Edward Island and only slightly less than Nova Scotia. The Canadian Pacific Railway through its purchase of the Esquimalt and Nanaimo Railway, has a land grant of 1,500,000 acres of land on that island, and is making arrangements for the settlement of the territory. The surface of Vancouver island is marvellously diversified; rich valleys and great hills constitute its features. Those who are best acquainted with it, predict for the island a great future.

—The Crow's Nest Pass Coal Company for the six months ending the 30th June, mined 417,368

tons of coal, and during the same time manufactured 201,399 tons of coke. The output would have been considerably larger but for the destruction by fire of the tippie at Coal Creek. The new steel tippie at Fernie is being rapidly erected, and the engineer in charge promises to have it ready by the 15th of August.

—To most outsiders British Columbia appears imaginatively a sea of mountains. This entirely erroneous impression has been fostered by the railway companies, who, desiring tourist travel rather than settlement, have, in all their advertising, depicted only the savage and picturesque features of the country. British Columbia is a sea of mountains, but of mountains intersected by valleys with whose

the bad laws of British Columbia. Here is a concrete instance. The government derives a large proportion of its revenue from timber, chiefly from licenses to log, which costs \$115 a year for each 640 acres held. It was discovered that pre-emptors of land and purchasers of land were taking up the land for the timber, cutting it and selling it and then abandoning their holdings. Instead of devising some means by which settlement could still be allowed and yet the government's timber revenue protected, it was enacted that land containing over 5,000 feet of milling timber to the acre was not open to sale or pre-emption. So that in the first class land mentioned, settlement upon Crown land is absolutely barred. In this way the legislation of

British Columbia has locked the door upon the tide of immigration only too willing to cross the Rockies.

Those who buy timbered land from the railways or their assigns make a better bargain than those who buy land which requires irrigation, provided the timber is marketable, as it generally is. It very largely repays the cost of clearing, whereas the cost of water is a permanent charge, equivalent to the interest on the capital required to put the water on the land, with such increase as a monopoly of irrigation may admit.

—That British Columbia is the richest province of the whole Canadian confederation is the opinion of Mr. William Whyte, second vice president of the Canadian Pacific Railway. In an interview lately, he said:

"In natural resources, British Columbia is the richest province. The catching of salmon before it went to spawn has injured the salmon business. Both countries—Canada and the United States—are responsible for this, and both are trying to make arrangements to prevent it.

"The Crow's Nest Pass Coal Company has immense resources of very fine coal, the high-class bituminous kind and also coking coal, and while bituminous coal will coke, it is not all good for smelting. It must be strong and of long texture.

"The Connellsville coke is the best in the United States, and the best British coke comes from Wales.

"I have talked with men familiar with the Connellsville and Welsh coke and they say that the Crow's Nest Pass coal is equal to the best of that in Connellsville and in Wales. Of course, not all the veins are producing that quality of coal.

"Vancouver island also produces coal which finds a large market in San Francisco. Spreckels is using this in his sugar refinery, and it is used by the Southern Pacific.

"Shippers at Vancouver use it on runs across the Pacific and along the coast. Our steamers use it to Japan and China. It produces a fair quality of coke.

"Immense timber limits exist, and there is a market for timber inland on the great plains.

"The rich valleys of British Columbia produce all kinds of fruit—pears, peaches, apples, cherries, strawberries and other such fruit. On the prairies, with the exception of strawberries, no fruit is grown. The summer heat on the prairies is very great, and you can understand the craving for fruit;



A SPORTSMAN'S PARADISE—BRITISH COLUMBIA  
A DAY'S BAG IN THE OKANAGAN DISTRICT

fertility the vine-clad slopes of Northern Italy or the southern aspects of the Pyrennies or Appennines are not to be compared. The land in Eastern British Columbia available for intensive farming, especially fruit growing, may be divided into two classes. There is first dry land requiring irrigation, and, because it is dry, not covered by timber, and, second, land which does not need irrigation, and which, for that reason, possesses a growth of timber. Conditions, otherwise equal, the timbered land is the better. For this reason, that the charge for water is a permanent mortgage whose capital value is at least equivalent to the cost of clearing. Unfortunately, the legislation of British Columbia has locked the door against settlers anxious to clear and make productive timbered land in the eastern portion of the province. People are often told of



## RESOURCES

therefore, there is a market on the prairies for all the fruit British Columbia can produce.

"Developing the fruit-growing interests of British Columbia many irrigation enterprises are in operation.

"Hops grow there and are cheaper to haul to the Pacific coast and around the Horn to England. Precious metals exist in great quantities. Abundant water-power furnishes a great incentive to manufacturing enterprises. All these things are attrac-

ting the attention of the United States, which is sending us a large number of very desirable settlers. The success of early immigrants from the United States has resulted in a steady flow of farmers, cattlemen, ranchers, dairymen and artisans."



THE CITY OF VANCOUVER

### Photo Competition

IN the September issue will appear the pictures and the names of the photographers who gain prizes in the eighth competition.

**"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. To get them to send us pictures we are offering

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to the photographer, whether amateur or professional, who sends in the best original pictures of any scenes typical of life in Canada.

#### The only conditions attached to entry are:

- (1) That the management of RESOURCES are to be the sole judges of the merits of the photographs sent in.
- (2) That all the photographs received become their property, to be used by them in any way they think fit.
- (3) That a short description shall accompany each photograph, telling what it represents.
- (4) That all photos shall be sent in unmounted.

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

We pay a fair price for all pictures used, whether winners or not.

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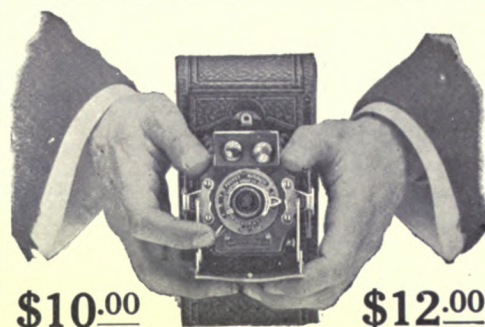
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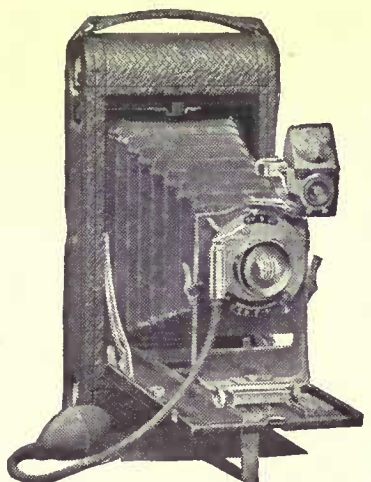
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THIS department of the paper was started in 1903 to deal with the numerous enquiries received at the office as soon as the first issue of the paper was published. For a small sum, to cover outlay, we send to any enquirer the following:

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

WE make a special feature of information to intending settlers about the suitability of different locations for a homestead, also upon railway routes and rates to any part of Canada. We have a mass of information in this office which cannot easily be printed in the magazine. We answer all letters with promptitude addressed to BUREAU OF INFORMATION,  
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" " 10	OTTAWA - -	" " 26
" " 17	KENSINGTON - -	Sept. 2
" " 24	CANADA - -	" " 9
" " 31	SOUTHWARK - -	" " 16
" Sept. 7	DOMINION - -	" " 23
" " 14	CANADA - -	" " 30
" " 21	SOUTHWARK - -	Oct. 7
" " 28	DOMINION - -	" " 14
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