

ESTABLISHED 1887.  
THE OTTAWA, CANADA,  
**ANGLO-SAXON**

PUBLISHED,  
On the 1st and 15th of every month.  
Devoted to the interests of Englishmen and their descendants and British connection.

SUBSCRIPTION—POST PAID.  
Canadian Subscribers - \$1.00 per year  
British " " - 50c " "  
American " " - \$1.00 " "  
Single Copies - 5 Cents.

THE ANGLO-SAXON CO.,  
"Patent Review Building," 135 Sparks Street,  
OTTAWA, ONT., CANADA.  
E. J. REYNOLDS, Business Manager.

Ottawa, - - - Canada,  
OCTOBER 15, 1892.

All communications for insertion to be addressed to "Editor, THE ANGLO-SAXON, Ottawa, Ont., Canada," and to be written plainly and on one side of the paper only.

All letters respecting advertisements and subscriptions to be addressed to the "Business Manager."

THE ANGLO-SAXON goes regularly to Sons of England lodges and branches of the St. George's Society in all parts of Manitoba, the British Northwest Territories of Canada, British Columbia, Ontario, Quebec, Nova Scotia, New Brunswick and Prince Edward Island; to branch societies of the Sons of St. George in all parts of the United States, to Clubs, Reading Rooms, Emigration Societies and similar institutions in Great Britain and Ireland, and to British citizens generally throughout Canada, the States, Great Britain and the Empire.

Copies of the ANGLO-SAXON can be had at 5 cents each for mailing to addresses in the old country by the out-going mails; or they can be sent from the office of publication on the addresses being furnished.

Satisfaction will be felt at the action of the Minister of Militia in ordering the removal of the name of Lt. E. A. Macdonald from the active militia list of Canada. Hon. Mr. Bowell holds that treason is the same in a person of insignificance like Macdonald as it would be in a man of influence and importance, and therefore he should not be permitted to hold a position in Her Majesty's forces, where he might be called upon to defend the country against the invaders. Some account of this man Macdonald is given in another column.

**PROGRESS.**

Lodge Middlesex, S. O. E. is a conspicuous example of what good management can accomplish in society matters, and how effectively Englishmen can be brought together when a few good men and true are at the helm and work with a will just as good men and true always do work. The lodge boasts a membership of nearly 400, and has \$5,001.14 to the good after payment of all liabilities. These are the results of judicious, careful, businesslike methods, and enthusiasm in the good cause. Long may Middlesex and all such lodges and all such officers flourish. The existence of these Lodges in Canada shows how much can be done by the expenditure of well applied effort in uniting our fellow countrymen for their own good and in the truest interests of Canada.

The progress of Lodge Middlesex and the various other lodges whose extraordinary development has been noted of late in the ANGLO-SAXON affords evidence that we are even now only on the threshold of the usefulness, influence and numerical strength of the Order S. O. E. in British America.

It is pleasant to learn from a Winnipeg dispatch printed in another column under the head, "Another Road to the Pacific," that business is likely to result from the visit of Imperial officers to the Alberta ranches. These officers it will be remembered were sent out to enquire as to the capabilities of Canada in the way of supplying sound serviceable animals for the use of the Imperial cavalry and artillery. It appears that on the Alberta ranches they discovered what they were looking for, namely, the right stamp of horse for the army. England has depended for years on foreign countries for a large number of her army cattle, and the supply has never been equal to the demand even at the high prices paid. England affords a better market for stock of this class than the United States ever did or ever will.

Our Winnipeg correspondent has a bit of fun at our expense in this issue in reference to our correction of our esteemed London contemporary the Canadian Gazette in locating the ANGLO-SAXON at Winnipeg. Truly, as our correspondent observes, the SAXON might do worse than go west and locate at Winnipeg and grow up with the country. Ottawa as the capital and centre of active political life, is however not a bad place for a special organ like the ANGLO-SAXON to take root in.

**IN LIFE PREPARE FOR DEATH.**

We have received for publication a letter signed by Bro. Hedley Mason, secretary of Acorn Lodge, S. O. E., Hamilton, acknowledging the receipt of \$1,000 by Mrs. Clayton, being the amount due from the Beneficiary Fund of the S. O. E. B. S., on the life of her late husband Bro. John Clayton, whose demise was recently recorded in these columns.

Mrs. Clayton appropriately expresses her thankfulness. Mr. Clayton was insured altogether for \$9,000, of which the widow has received \$8,000, which places her above the wants and cares that too often follow the death of the head of a family.

We cannot too strongly urge upon the attention of the Order the desirability of bringing before the members the subject of the Beneficiary Fund. The greater the number who join, the greater the security the fund affords, and the greater its usefulness to the Order. If the founders of the Fund had done nothing else than establish the the Beneficiary Fund, they would have been entitled to the deepest gratitude of all thinking Englishmen in the Dominion, for a cheaper and easier way for the poor man to provide for his family in case of death has never yet been adopted in this or any other country. Bro. T. R. Skippon will long be remembered as the father of the Beneficiary. We hope soon to have facts and figures at our disposal an analysis of which will show there is no system of insurance in the world that will for a moment compare with the low rates and advantages offered by the Beneficiary Fund of the S. O. E. B. S.

There must have been admirable management of the Fund to have brought it to its present satisfactory condition. Unless there had been the closest economy, the greatest watchfulness, the most careful scrutiny of every cent expended, and the most faithful discharge of every duty down to the smallest detail, on the part of the worthy and respected brethren who are charged with the splendid responsibility of administering this priceless trust, no such gratifying results could have been achieved in so short a time.

Westward Ho Lodge, Winnipeg, has forwarded us \$5 for the Lifeboat Fund, Toronto, which we have had great satisfaction in forwarding to the treasurer of the fund, Bro. Richard Caddick, P.S.G.P., of Toronto. There is a hearty git-up-and-git style about our Western lodges that shows our solid Englishmen in the west are quick to accustom themselves to the go-ahead ways of the "wild and woolly" region which the poet declares the course of empire is taking its flight.

The many friends of Bro. John W. Carter, Supreme Grand Secretary S.O.E. B.S., will be glad to learn that he is rapidly improving after his recent attack of indisposition resulting from exposure at quarantine at Grosse Isle.

Bedford Lodge is doing well. The officers believe in hunting up Englishmen wherever they hear of them and bringing them into the fold. That's the way to do. Bedford has been initiating as many as five new members in a night. That's progress. They have also started a juvenile lodge and it is doing well.

In Leicester lodge room, Kingston, Prince Alfred, No. 24, juvenile lodge, has been started and a good beginning made. We gladly welcome all such recruits to the Order. Particulars will be found in our news columns.

**An Example Worth Following.**

Editor ANGLO-SAXON:—It is an old saying and a true one, that we do not know what we can do until we try. At the last meeting of Lodge Neptune, No. 144, I thought I would try and do what I could for the ANGLO-SAXON. I pointed out the advantages of supporting a paper that is published exclusively in the interests of the Sons of England. The result was that I got nine new subscribers. Now, sir, this was only the work of about ten or fifteen minutes, and if some brother in each lodge would make it a point to spend ten minutes in the interest of the ANGLO-SAXON on lodge nights he would be doing a good work for the Order. I do not mean to talk ten minutes, but to work ten minutes, say during recess or any time the lodge may be at ease.

I think you are not unreasonable in expecting each lodge to subscribe for 20 copies. I once heard a tale about the first locomotive that ever was built. An old woman was looking at it as the fireman was getting up steam, and, fixing her glasses so she could see all about it, she said, "You can never start it in this world." After a time the steam was up and the driver opened the valve and the engine started. The old woman looked at it for a time, then she called out in a loud voice, "You can never stop it in this world." Now I hope this is the case with the ANGLO-SAXON, and if the brethren will only try and get up the steam, it will never stop in this world.

W. J., Lodge Neptune.  
Winnipeg, Oct. 1, 1892.  
[Many thanks to you brother J. W. Ed.]

**WHEAT GROWING IN ENGLAND.**

A Suggestion that Farmers be Protected or Helped with a Bonus.

Mr. C. F. Dowsett, writing to a London paper referring to agricultural articles throughout the English Press as having lately been of a rather hopeless character, quotes various authorities to prove that the soil of England ought to produce more than it does. He adds:—"If wheat growing were abandoned in this country, or very greatly reduced from what even it is at present, and we were involved in a great war and had no home supply of wheat and were cut off from foreign supplies we should be without bread. The Government pays a large sum annually as a subsidy to some of the great steamship companies, so that in time of war it could use their steamers as cruisers, &c. Thus an annual price is paid amounting to a very large sum in the aggregate to aid protection to the country in time of war.

Farming is like any other business in this respect, that those conducting it can only be expected to grow whatever pays them, and if wheat growing is an unprofitable business to them, and they abandon it, and if the state requires production of wheat continued, what will the state do? Is there any analogy between securing cruisers and securing wheat in face of the possibility of war? If there is no possibility of war why spend so much money to subsidise steamers, and if there is a possibility of war why not take measures also for securing bread for the people against the contingencies which may happen?

One great drawback the British farmer has long experienced is an insufficiency of capital through adverse times. In 1879 said one of your correspondents that a farmer should have a capital of £20 per acre, but speaking generally, how many now have a capital of £10 per acre? If no principle of protection would again be entertained it might be worth consideration whether the State should not make farmers money advances without interest for the purpose of wheat-growing, with a remission of taxation and other privileges on wheat acreage, or, what would be better and more simple and direct, give farmers a bonus so long as the present condition of things continues, on every quarter of wheat sold by them for public use. By some such departure wheat-growing might be preserved and extended, with great benefit to the country and without a burden being felt by any individual person. Any effort made to win back capital to the soil should be encouraged.

Rich men like Lord Iveagh buying estates and spending money liberally in improvements, being content for a time with a low interest and helping their tenant-farmers with the use of some capital, are much greater benefactors to their country than landless persons who fill up their galleries and cabinets with old pictures, old china, old coins, and a multitude of other old things, useful and interesting, of course, in their way, but, considering the enormous prices paid for them, out of all proportion in value to the community when considered in relation to an equal outlay on landed estates. May I add that a very large number of farmers with their families have migrated from Scotland and the northern English countries into Essex during the last few years, and that the county of Essex, against which there has been an unreasonable prejudice for many years, is again coming to the front as a favorite county?"

**No Hope for British Wheat Growers.**

Leonard H. Courtney Unionist member of the House of Commons, addressed a meeting at Liskeard, Cornwall, on the 5th inst. He said the farmers must not expect that any duty would make food dearer than was according to the natural supply, or that would impede in even a slight degree free importations. There were undoubtedly symptoms of reaction in favor of protection, but, however strong these manifestations might be, he believed that the House of Commons would remain firm in the matter of free trade. He was quite certain regarding the hopelessness and impropriety of expecting Parliament to do anything fundamentally changing the position of farmers as competing producers with America and the colonies.

In selling a ton of hay says the annual report of the Ontario Dairyman's association, you will sell eighty-five times as much fertility from the soil as you would sell in a ton of butter, and the hay may sell for \$10 and the butter for \$450.

A party of forty settlers from North Dakota arrived at Winnipeg on Saturday Oct. 1st to select land in Manitoba. They say that many of their Dakota neighbors are also preparing to leave for the Canadian Northwest.

**ANOTHER ROAD TO THE PACIFIC.**

**PROPOSED IRONWAY THROUGH CROWS NEST PASS.**

Notes of Interest to British Settlers and Tourists Who are Thinking of Coming Out This Way for Business or Pleasure.

Winnipeg, Oct. 3.—A party of Canadian Pacific Railway land commissioners and others who left here recently to make a trip from the present terminus of the Calgary and Macleod road to Crows Nest Pass, has returned. Gen. Supt. White, of the Canadian Pacific Railway, who was one of the party gave an interesting account to-day of the journey. He said they went up the pass to the summit of the Rocky Mountains where Crow's Nest lake is situated and from whose waters the middle fork of the Old Man's river is fed. They found the pass wider than the Bow River pass, through which the main line ascends the Canadian Rockies west of Calgary. The grade on the eastern slope is about the same as that on the main line, but that of the counter slope is less. The cost and difficulties of construction, however, will be as great as that involved in conquering the summit of the main line. The gradients over the Selkirk range are lighter and the curvature easier than those encountered on the main line to the north. The middle fork of the

**OLD MAN'S RIVER.**

flows through the Crow's Nest pass to the east. This road will serve the rich mineral regions adjacent to Kootenay lake. In this respect it will be an important line. There is one large mountain, known as the Crow's Nest mountain, which rises clear and distinct near the summit. Twenty miles to the right there is an elevation which with its supporting spur forms a perfect Mastiff's head. It is proposed to name this remarkable work of nature Mastiff mountain. To the left there is an elevation known as Turtle mountain. At the summit of the pass the projected line skirts the north shore of Crow's Nest lake. Here the scenery is undoubtedly grand. On the south shore the mountains rise up vertically from the water. The precipice is so sheer along the entire length of the lake that the construction of a railway on that side is an utter impossibility. Scarcely a foothold can be secured. The lake is fed by beautiful springs and trout abound everywhere. The

**SNOW ON THE MOUNTAIN TOPS.**

forms the primary source of these springs. The locality is a veritable paradise for lovers of piscatorial art. The land in the vicinity of the pass and eastward, including the Pincher Creek district, is extremely good. Some cereals are grown there by settlers, but the suitability of the district for agriculture has not been sufficiently tested to speak positively on the subject. Drought prevails for a considerable period during the summer and irrigation would doubtless have to be employed to raise grain successfully. The mountain streams, however, afford excellent means for irrigating. At present, stock raising is the sole industry of the district, for which it is peculiarly adapted.

The work at present under contract on the Crow's Nest pass line will be completed this fall. During the coming winter the company will probably perfect their plans in connection with the enterprise.

**THE PRINCE ALBERT BRANCH.**

When at Prince Albert Mr. Whyte found that the crops were very fine this year. The grain is of an exceptionally good sample and the yield up to the usual average. A large number of settlers have located there this season and a much greater influx is looked for next year.

**THE COAL MINES.**

Mr. Whyte visited the coal mines at Canmore and Anthracite on the way to Donald. He states that Mr. McNeil has put in machinery by which he now breaks his anthracite coal into standard sizes for use in stoves. This coal has been thoroughly tested in the C. P. R. dining, sleeping and ordinary passenger cars in the severest weather and found highly satisfactory in every respect. In fact the company is so well pleased with its heat producing qualities that they have decided to adopt it entirely for use in the cars on the western division. When broken in uniform sizes the coal is equal to the American anthracite. Mr. McNeil has his mine fully developed, and is now prepared to supply any quantity when a market is found for it. Shipments may be made to Winnipeg this winter in view of the high price here.

Canmore, both the Cochrane and McNeil mines, are being worked. The last named mine is turning out 200 tons per day, which is consumed by the Canadian Pacific railway locomotives

between Gleichen and Donald. The Cochrane mine is supplying the eastern end of the Pacific division. The coal from these mines is found to be twenty-five per cent better for steam making purposes than any other kind ever used on the C. P. R. in the west.

**THE RANCHES.**

Mr. Whyte says that the stock on the Alberta ranches is in good condition. The Imperial military officers who visited the horse ranches this summer were well pleased with the stamp of horses being raised there, and their visit is likely to result in much benefit to the country.

**A Pointer for English Horse Buyers.**

English buyers of good horse-flesh may with advantage take a leaf out of the New Yorker's book and learn that the cheapest and finest horses in the world are raised in the New Dominion of Canada.

The following appears in the Toronto Empire of the 5th inst., respecting Mr. Grand's sale of Canadian horses in the city of New York.

"It is enterprise that pays. Mr. W. D. Grand's success is an instance of this. On Monday a sale of his Canadian horses was held at Tattersall's, New York, and probably the highest prices ever given for carriage horses in America were paid. The total of the sale was \$26,590, an average of \$492 a head. Canadian Belle, the gem of the lot, brought no less than \$3,000."

The spirit of the Times says:—"It is not exaggeration to say that a finer lot of half-breds, hacks and cobs was never brought under the hammer in Gotham.

The Herald says: Half the four hundred at least were gathered yesterday in the Tattersall sale building, at Fifty-fifth street and Seventh avenue. The occasion was the annual sale of Mr. W. D. Grand's Canadian horses, and 62 head of the best and most carefully selected hunters, jumpers, carriage pairs and single horses came under the hammer. The sale was a notable one in every way. It was the first important sale of the season for this class of horses. It was attended by a brilliant gathering of society leaders, and the prices realized were such as have never before been obtained for anything but high class thoroughbreds or gilt edged trotters.

**English Heirs Wanted.**

Will our exchanges please note the following:—Mayor Durocher of Ottawa has received a letter from Theodore and Emma Plunkett of Augusta, Georgia, asking for information. The letter stated that Richard Franklin of England died recently and left his estate in equal divisions to his nephews and nieces in the United States and Canada. The mayor is asked for a death certificate of William Willment, a well known printer of Ottawa, who died about three years ago and who, it is presumed, is one of the nephews mentioned in the will, also all information of Frank Willment, who was drowned at sea and of Richard F. Willment of Chicoutimi, Quebec.

**Of Interest to Travelling Britons.**

The grading on the Pipestone branch of the Canadian Pacific Railway is practically finished, and track laying has been commenced and will be pushed to completion as rapidly as possible from Menteith Junction on the Souris branch to Weston, the present terminus, a distance of thirty and a half miles.

The grading on the Manitoban South-western from Nesbitt to the Souris branch, eighteen and a half miles, has been finished. The tracklaying gang has begun work and will have the line ironed within the next few days.

With reference to the new stations to be built at Portage la Prairie, Brandon, Regina and Calgary, the foundations and as much as possible of the superstructures of the stations at the three first named places will be built this fall. Work will not be commenced on the Calgary station until next spring. These new stations are to be built of brick and stone and will be very fine structures, a credit both to the C. P. R. and the places where they are to be erected.

**Decline to take the Oath.**

F. Goodwin, mason, son of W. H. Goodwin, Kingston, returned from Watertown, N. Y., this week, whither he went in search of work. He secured employment and was notified by the authorities that unless he took the oath of allegiance he would not be allowed to work. He refused to do this and was classed as an alien. He was not alone. There were five Canadians from other points who would not take the oath and were not allowed to work. In other United States' cities the alien act is being strictly enforced, and every boat returns with Canadian workmen who will not take the oath.