

will be to crowd out two of the Allan Line boats. The terminal facilities here are limited, and as the C.P.R., in furnishing cargo, will give the preference to its own liners; the Allans have nothing to do but abandon the field. Their contract with the Dominion Government for the carriage of the mails compels them to stop at Halifax, both going from and coming to St. John. The Canadian Pacific has positively informed them that cargo will be forthcoming for but three of the five boats engaged in the service, and the Allans request permission to end at Halifax the voyages of those steamers that cannot get cargo here. Some St. John politicians are endeavoring to make political capital out of the affair, but so far as can be seen the deal is a business one purely, and the situation is forced on the Allans as a natural result of the C.P.R. becoming competitors in the ocean trade. So far as St. John is concerned, there will not be any loss of business, but rather a gain, for under the proposed schedules of this winter all the facilities will be worked to their utmost capacity, and while not much increase over last winter can be looked for, still there will be some, because the ships will be of greater tonnage, and it will be possible to squeeze in a few extra trips. Last year 102 steamers were loaded here during the winter and this year there will likely be ten or a dozen more.

The works of the Intercolonial Copper Company at Dorchester have been closed down for a few weeks, but preparations are being made to resume operations, the works are to be enlarged, and a much more extensive plant to be put in. The ore at Dorchester is extracted by an electrolytic process, and the work so far carried on is said to have established the fact that the process is a good one and that there is abundant copper at Dorchester.

A prominent wholesale provision merchant, Mr. Hiram Finlay, died a few days ago, and his place of business is now closed. Mr. Finlay succeeded his father, Mr. Joseph Finlay, who though retired is still hale, hearty and as vigorous as the Marquis of Donegal. Unless he decides to engage again in mercantile life, there is no relative to carry on the business of the late Mr. Finlay. Another prominent citizen, Mr. C. B. Pidgeon, merchant tailor, with stores in this city and in Sydney, Cape Breton, is now seriously ill and cannot long resist the grim reaper. Mr. Pidgeon has associated with him several sons, so his large interests will be maintained.

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St. John, N.B., 16th October, 1903.

## THE C.M.A. EXCURSION TO THE PACIFIC OCEAN.

### SECOND PAPER.

Our stay of four hours at Regina was interesting to those of us who had crossed the prairies in former years because of the great recent growth of the place. It was also memorable by reason of the party's reception at the Town Hall, which was decorated with bunting and with mottoes, one of which read:

### WESTERN GROWTH MEANS EASTERN PROSPERITY.

The speeches here were striking. Mr. Brown, the member for the district, outlined with fluency and feeling the views of many residents of the Territories upon questions of transportation and tariff. While declaring his staunch Canadianism, he insisted upon the duty of people in the East to try and understand the Western conditions. "If you want us to buy Canadian implements instead of American," he said, "make your goods to suit us, as Americans do, and don't tell us that your goods are what we need when you have never come West to see what we need. Place warehouses among us, and fill them with stock. Do not expect us to send all the way to Winnipeg, 400 miles, for parts of machines, needed to repair breakages, when the United States maker has parts of his machines on the main street of Regina." Mr. Drummond's speech in response was admir-

able for its restraint, and for its strongly Canadian tone. It was here that the C.M.A. secretary, Mr. R. J. Younge, made his first speech of the trip. He explained with earnestness and lucid fullness the aims of the body he represented, and closed by reciting Pauline Johnson's poem, "Made in Canada," which brought down the house. Mr. Younge is a speaker of whom more will be heard.

At this point, Regina, we remarked, as we had done elsewhere, the number of signs of American manufacturers of farm implements and machinery. It struck us at first curiously, always unpleasantly, but it was to be accounted for in this way: The United States maker of farm gear made that farm gear long ago for the farmers of the "Western Reserve," as Ohio and thereabout was called—then for Iowa and Wisconsin—then for Minnesota and the Dakotas, all prairie country. And as the farmer settler pushed westward the maker pushed westward his factories, at St. Louis and Chicago and beyond. What more natural than that he should make, when he knew so well how to make, reapers and binders for the Canadian Northwest, as that great belt of fertile land came in 1880 and 1890, gradually to be known? And, on the testimony of hundreds of farmers they were good tools. Honor is due to the Canadian firms whose factories were 1,500 miles away in Ontario, instead of 500 miles, that they early began to plant agencies in the Canadian prairies for hay cutters, binders, threshers, field engines, and portable sawmills. At almost every stopping-place on this trip we saw the goods or the signs of Frost & Wood, of Smith's Falls, of the Massey-Harris Co., of Toronto; of the Cockshutt Plow Co., and the Waterous Engine Works Co., of Brantford. Still the persistent and earnest Mr. Brown told us at Regina, "You Eastern Canadian manufacturers have neglected your chances. To hold their trade the United States makers of farm machines have established local warehouses for the sale of *parts of machines*. You have only agencies for the sale of whole machines." The point could not well be evaded.

A proof of shrewd perception of value of printer's ink, and especially of the effect of photographic pictures upon the average mind, was given in the deluge of illustrated pamphlets showered upon our excursion party at point after point in the Northwest. At Brandon, Souris, Deloraine, Indian Head, Calgary, Red Deer, Edmonton, Strathcona, and half a score of other places there reached us from handbills to armfuls of pamphlets, booklets, maps, and other data vaunting the claims of each place to the attention of the settler, the speculator, the ranchman, the miner. The claims of Regina as "The distributing point of the Northwest Territories," were eloquently insisted on at the hearty welcome meeting given us at that place. Diagrams, figures, facts, were poured upon us to convince the visitors that no other place need apply for the post that at first Nature, and latterly circumstances had given Regina in this regard.

Calgary was a point which impressed every one for its delightful situation as well as for its unusually substantial appearance. The olive-gray tint of the stone of which the banks and other main structures are built, lends itself well to the landscape and to "the illimitable air," which now blew its fragrant perfume about us. And here were the foothills of the Rocky Mountains—far away on the horizon the fabled Rockies themselves. How indescribable their effect upon such of our number as had never beheld rising ground greater than "The Mountain," at Hamilton or the Royal Mount at Montreal! At the railway station here we listened to the genuine eloquence of a western lawyer and patriot who described in a way which thrilled the listener the thoughts and needs of our Great West. Quaint were the scenes and characters at this point peculiar to ranching life, the "rustler" of the plains, the cayuse and his equipment, the tepees and their dwellers, the "silent, smoky Indian that I know." And a certain group of us who were privileged to frequent the Rancher's Club, brought away a refreshing sense of the conventions of Piccadilly tempered by the freedom of a new, strong land.