

Do You Like Good Pictures?

Would you accept four good pictures for nothing?

Would you accept four good pictures by a Canadian artist if they were offered to you free of charge?

These four pictures are each 17 x 22 inches, made from original paintings by John Innes, and well worth hanging in the best-furnished Canadian home.

The four original oil paintings, from which these prints are made, were produced for the Canadian Courier, and are the exclusive property of that publication. The prints are therefore not likely to become common.

The four pictures are:

I

"His Majesty's Mail"

A postman in the wintry North with his dog train.

II

"The Disputed Trail"

A bear and a pack-horse meeting in the Rockies.

III

"The Surrender"

A stirring incident in N.W.M. Police life. A wonderful scene.

IV

"Kla-How-Yah"

A British Columbia coast scene, showing the natives in their canoe. The word signifies "Welcome."

These four pictures given absolutely free, postpaid, in strong tube, to those who become new subscribers to the Courier during February. Also, to any present subscriber sending us a new subscription during the same month.

Fill out the following blank:

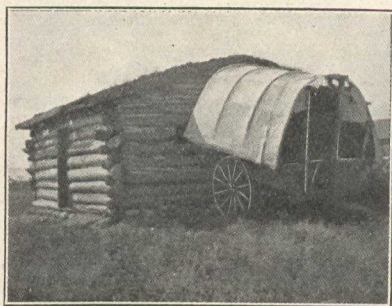
1908

COURIER PRESS LIMITED

Toronto, Ont.

Gentlemen: Enclosed find Three Dollars for one year's subscription to The Canadian Courier, including Mr. Innes' four famous pictures without extra charge.

PEOPLE AND PLACES



Macleod's First Passenger Train.

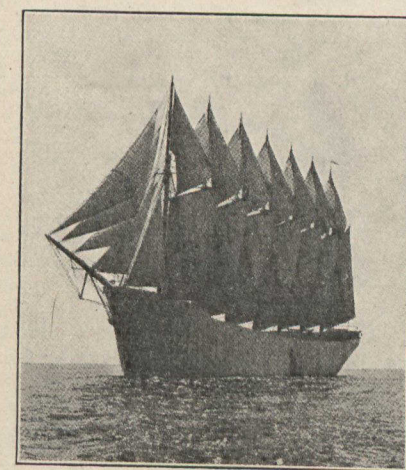
Spokane line of the C.P.R.; great coal chutes and miles of tracks and switches in the yards—and a correspondent from Macleod claims that more passengers pass through that town in a day than through either Calgary or Edmonton. Twenty years ago every man in Macleod rode a horse. Since the town has become a divisional point the train crews will change there and the railway men will build houses in the town. A Chinese restaurant has been opened. Real estate offices are multiplying. Wander through the streets of the old cow town, along the banks of the Old Man river where thousands of cattle used to drink, and around the Mounted Police barracks where once all the Mounted Police of the West had their headquarters; watch the Piegans and the Sarcees trail through with their waggon loads of tepee poles and papooses—and you realise that the romance of the cow country has gone forever. Once the town knew nothing but mounted policemen, bad whisky and cows. Now it has gone clear over to the cow-catcher. A few years ago the nearest approach to a railway train ever seen in Macleod was the passenger caboose that was hitched behind the string of freight waggons that fetched the freight up by trail from Fort Benton, Montana. In this bus the passengers sat and smoked and kept their camp utensils. But the caboose is cocked high and dry by the old log shack and you can find only two or three men in the whole town able to tell you whose it was, and what this railway cow town used to be like in the days when the mounted police rode in there and started the first round-up against the whisky smuggler, the horse-thief and the bad Indian.

* * *

NAG TANY, an enterprising Jap, has purchased twenty-five thousand acres of irrigated land from the C.P.R. east of Calgary. He has embarked in a colonisation scheme to bring out Japs to farm this land; a company has been capitalised; two hundred Japs will arrive in the spring and begin growing sugar beets in Alberta; a refinery will be erected next year. The Japanese Government is favourable to allowing Japs to enter Canada as farmers; the western people fear that while they may smuggle themselves in as tillers of the soil they will soon get into competition with white men in other lines. Not so long ago there was talk of a Hebrew farming colony in the West. Already there are more nationalities farming on the Canadian prairie than there are languages spoken in any city east of Winnipeg. The only immigrants in that country who do not farm are the Hindus and the Chinamen. The Chinamen are swarming into the new towns. In one town two years old on a side line of the C.P.R. a Chinese cook had arrived last summer. But no Chinaman has taken to farming in the West; neither will the Chinaman's cousins, the Crees and the Blackfeet, do any more farming than they are compelled to do in order to live; for the Oriental who came across Bering Straits centuries ago has never been anything but a hunter; so that he will probably regard with some curiosity this experiment in raising Alberta sugar beets by the Japs.

* * *

FOR the first time in the history of Canada a whole navigation season has closed without a single sailing vessel calling at the port of Montreal. The sails will probably never come back to Montreal. All that is left in that line is the ice-boat. A good carrying trade used to be done by sailing vessels to and from Montreal, in sugar, molasses and lumber. Steamers will carry it henceforth. Montreal was visited by 378 steamships during 1907. A few schooners still ply on the lakes; relics of an earlier day. In many of the lake harbours of Canada may still be seen the sunken hulks of these old-time craft, but there has been no attempt to revive the sailing industry in Canada. On the high seas the schooner has been revived—without much success. Sails are no longer able to compete with steam except in the case of long voyages where steam bunkers must be so full of coal that other cargoes are crowded out, or in the coasting trade between small ports. The ocean tramp, however, has survived. The most spectacular attempt to put sails into competition with steam on the high seas has within the past month been reduced to a fiasco by the wreck of the seven-masted schooner "Lawson." This, the world's largest sailing vessel, carried 43,000 square feet of sail. The "Lawson" was originally built for carrying coal; afterwards she carried oil from Texas to New York. When she undertook to carry oil in bulkheads across the Atlantic to Great Britain she rolled and pitched so badly in a gale that she had trouble getting across; when she struck a hurricane at the Scilly Isles off the British coast she was anchored, but with a high sea rolling and hundreds of tons of oil lurching from starboard to larboard, she at last rolled clear over and gave up the job. If the oil carried by the "Lawson" had been used as fuel in auxiliary engines she might still have been running in the sail class.



The Lawson.

(Photo Literary Digest.)

A CLEAN-LOOKING FACE



is preferable to a spotted, pimpled, blotched, angry-looking skin that gives a repulsive appearance. Get rid of it by using our reliable

HOME TREATMENT

for young men and women, or anyone afflicted with any skin trouble. We cure when others fail.

Superfluous Hair, Moles, etc., entirely removed by our method of Electrolysis. Satisfaction guaranteed.

Booklet "R" on request.

Hiscott Dermatological Institute
Hiscott Bldg., 61 College Street, Toronto
ESTABLISHED 1892



Value of a Trade-Mark

In buying Silverware, the only guarantee the purchaser has is the trade-mark. The words "quadruple-plate" have no significance.

Our trade-mark as shown above has been in use for many years. We stand by it every time. We will replace any piece which proves unsatisfactory.

Standard Silver Co.

Limited

TORONTO - CANADA

The THIEL Detective Service Co. of Canada Limited

—Offices—

TORONTO, CANADA, Suite 604-5-6, Traders Bank Building.

MONTREAL, CANADA, Liverpool, London and Globe Bldg.
WINNIPEG, MAN., Union Bank of Canada Bldg.
CHICAGO, ILL., Monadnock Block.
DENVER, COLO., Majestic Building.
KANSAS CITY, MO., New England Bldg.
NEW YORK, N. Y., Broadway Maiden Lane Bldg.
PORTLAND, ORE., Chamber of Commerce.
SAN FRANCISCO, CAL., Mutual Savings Bank Bldg.
SEATTLE, WASH., New York Block.
SPOKANE, WASH., Empire State Building.
ST. LOUIS, MO., Century Bldg.
ST. PAUL, MINN., Germania Life Building.
CITY OF MEXICO, MEX., Equitable Life Ins. Bldg.
LOS ANGELES, 621 Trust Bldg.



8 Richmond St. East, Toronto
ALFRED WRIGHT, Manager