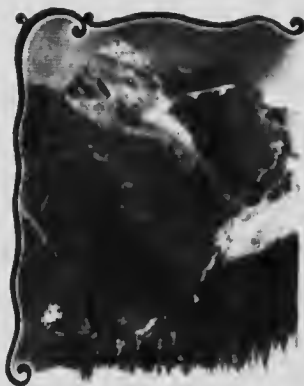




WHEN in the summer of 1890 His Royal Highness the Prince of Wales—now His Most Gracious Majesty King Edward VII.—visited America, the confederation of the different provinces which now constitute the Dominion of Canada was but a dream. Manitoba, Assiniboia, Alberta and Saskatchewan—that broad stretch of fertile prairie lying between the Red River of the North and the Rocky Mountains—was vaguely known as the Great Lone Land. Communication between British domains on the North Atlantic and North Pacific Coasts was infrequent

and difficult, and only by way of Cape Horn or the Isthmus of Panama. Since that Royal visit the Dominion of Canada has been born, and so marvellous has been its development and progress that Huron's shore, which was the western limit of the Prince of Wales' journey in Canada but forty-one years ago, forms merely the ending of the first stage of his son's tour across the Dominion. But for the construction of the Canadian Pacific Railway the welding of a number of widely separated provinces into one progressive, closely-knit possession would have been an impossibility, and the All-Red Line which girdles the globe and serves as a secure highway from Great Britain to the Far East would not have become the splendid reality it is to-day.

For over 3,000 miles the steel rails stretch from ocean to ocean, first along the margin of one of the world's greatest rivers, then gradually climbing to that watershed of Laurentian rock which divides the streams flowing southward from those hurrying toward Hudson's Bay, passing on the way those extensive deposits of nickel ore which have made Sudbury known in the world's markets. Here the older Canada is left behind, and after skirting the rugged shores of Lake Superior—the "Little Brother of the Sea," according to Ojibway legend—at Fort William the threshold of the New West is crossed.

Over four hundred miles—amongst rich quartz veins cutting the Huronian rocks which overlie much of this portion of New Ontario—the western way lies through a tangle of wood and lake land to the Red River of the North, on whose western bank stands the prosperous city of Winnipeg, which, a mere frontier post of the Hudson's Bay Company a quarter of a century ago, is now a busy commercial centre, commanding the trade of an immense fertile region that is destined to become the great granary of the World. In travelling toward the setting sun through the broad wheat lands of Manitoba and Assiniboia and the ranching country of Alberta, three successive steppes are climbed ere the