

high-level railway and traffic bridge will be laid across the Saskatchewan River; and a hospital, larger and better than any of the present three, will be built at the western limits of the city. Add to this the business blocks and residences that are to go up, and Edmonton's building programme for 1907 assumes notable proportions.

The people are still coming. There are not enough houses for them to live in, and 300 are spending the winter in canvas tents. More are coming in the spring.

The 12,000 here now will be doubled in a very few years, and by that time the capital of the middle-North will be a city fair to look upon, and still on the boom. When Lord Dufferin was Governor-General of Canada, he uttered a prophecy concerning Winnipeg that was then considered a "wild Irish" prediction, coloured by the Sheridan imagination which His Excellency had inherited. However, the story of the cities of Alberta since 1900 is so amazing in proportion that it would take a seer-artist to sketch the Edmonton of 1950.

"The Twentieth Century is Canada's"



Miss Agnes Laut
Author of "Lords of the North,"
"Heralds of Empire," etc.

THE well-known Canadian writer, Miss Agnes C. Laut, has contributed to the February number of "The World's Work" an article with the above title, which has attracted much attention. The writer takes Sir Wilfrid Laurier's now-famous prediction and shows its reasonable basis. Miss Laut in one of the early paragraphs declares: "When Sir William Van Horne

'would have rusted on the prairie, iron tonic for the cows.'"

The writer then gives the United States readers an elementary lesson in Canadian geography, waxing eloquent over the wheat of the West.

"Ride over a prairie farm at harvest time. It is literally a sea of wheat as high as your saddle straps; and if you take out your pencil and figure it up, you will find it is literally a sea of gold, too. I wish I could note the facts in gold, so they would drive home to every thinker; but if you get the figures on the wheat fields of Canada, you will find that a single year's yield of wheat at the lowest current price in the history of wheat brings more cash in by millions of dollars than the richest yield of the richest gold field in the world."

The story of copper and coal is thus told: "The discovery of the vast nickel beds and of the cobalt-silver resulted from railroads penetrating unexplored regions. As I said before, nine-tenths of Canada's mineral regions is unexplored. Again and again last winter in London, when I was going over the daily journals of the Hudson's Bay fur hunters, who tracked all parts of the wilds for furs, I found reports of 'minerals here.' But the company did not want minerals. They wanted furs. The report of minerals was ignored. 'Mineral signs here,' wrote Ogden of Nevada and Arizona and California. Prospecting has proved him right. 'Mineralised stones reported by the Indians,' wrote Ross of Montana and Kootenay. Exploration a century later justified his words. And the same Hudson's Bay daily journals report minerals in this New Ontario of the Great Clay Belt, where nickel and silver have been uncovered."

The agricultural, mineral and forest wealth of her native land are dwelt upon with enthusiasm by this talented Canadian, who asserts in conclusion that the greatest problem confronting Canada in the immediate future is the shortest route to Europe by Churchill, Hudson Bay.

There is one criticism to be made regarding this nineteen-page article. There are thirty illustrations, of which twenty-seven are Canadian scenes—entirely of the West. Fort William's elevators, a Copper Cliff mine and a Cobalt silver vein are the only Ontario glimpses, while Quebec, New Brunswick, Nova Scotia and Prince Edward Island are pictorially ignored. Now, it is our pride to acknowledge the great recent development of our Prairie Provinces and of British Columbia. But an article dealing with Canada's future must not leave out of count the East and its resources. The West would have been amply illustrated by a dozen illustrations out of the twenty-seven. The St. John harbour, the Sydney mines, the Nova Scotian orchards might also have been given a place. Even the Western scenes are too wintry in aspect and have little variety. The West is a magnificent country but we have a bit of Atlantic seaboard, as well as a Pacific Coast, and photographic justice should be done when an article professes to treat of our continental possibilities.

used to predict that there would be a population of 100,000,000 in the Canadian Northwest, he was openly twitted by the press. The laugh is now on Sir William's side. And long ago, when the shareholders of the Hudson's Bay Fur Company were urgent to sell their enormous holdings of land at a dollar an acre, at fifty cents an acre, at any slaughter price they could realise; and when Lord Strathcona (then Donald Smith), their land commissioner, kept sending back word, 'Wait! Wait! Don't sell yet! Hold on! Wait a bit! That country has a future'—it was commonly thought among the shareholders that Strathcona must have a long-time option on eternity. But he has lived to see land sales that have sent the company's stock up 1,000 per cent."

Speaking of the trade conditions following Confederation, Miss Laut says: "The United States erected a tariff wall that Canada could not climb. The struggling Dominion was thrown solely on its own resources. The high tariff that built up American industries was what first gave impetus to Canada's nationhood. It compelled just what Confederation lacked—cohesiveness. I will not say that without that high tariff Canadian Confederation would have gone to pieces like a rope of sand; but it is safe to say that without it Canadian resources would have gone to build up American cities, American ports and American railroads. Instead of having three transcontinental railroads running east and west, the Dominion would have had hundreds of roads running south, feeding the products of Canada's forests and farms and mines into American cities. The American tariff was a good thing for Canada."

Miss Laut has several interesting things to say about our early railway efforts and dramatically refers to a crisis of long ago. "Two railroad magnates, whose success now runs to the hundreds of millions in coin, could tell of times when less than twenty-four hours lay between them and ruin. If the parliamentary vote had not gone right, or the funds had not been found, construction gangs would have quit work, construction magnates would have gone to South America, and construction rails—as one comic paper put it at the time—