

OUR NORTH HERITAGE WILL BE HOME OF MILLIONS

Explorers Return From Great Hinterland Which is Rich in Agricultural Possibilities--Herds of Buffalo--Other Big game Plentiful--Will Tell the World Says Thompson-Seaton

Winnipeg, Nov. 7.—Ernest Thompson-Seaton, who arrived back in Winnipeg yesterday from the far north, has realized his dream. Twenty-four years ago he lay in a buffalo wallow while the sun was rising. Sleep, as refreshing as the early morning prairie air, had left his faculties clear, but there was no occasion for rising. Lying in his blanket, his eye taking in the long grass-covered wallow, his imagination went back to the days when myraid monster herds wore down the ancient trail that now afforded a shelter bed for the traveller. His view was focused between the delicately tinted bells of the crocus and the wish came to him that he could see a herd of buffalo running wild on the prairie.

Last June from a spot similarly located, between the graceful fronds of a patch of flowering crocus, his dream was realized and he saw a herd grazing within fifty yards of him. So similar was the environment that it was easy for him to imagine himself on the Souris coteau and twenty-four years younger.

"Any man would give a year of his life to turn the wheels of progress back for a day, so that he could see the prairies as they were fifty years ago, the prairies that we are too late to see with the buffalo, the Indians and the sturdy pioneers, with all their picturesque," said the author, as he enthusiastically talked of the region which he had just left.

"When I organized the expedition it was the dream of twenty-four years ago that spurred me on, and it was not until after I had realized my dream. I had turned back the lost fifty years ago. I was with Indians that did not understand the English language, whose only knowledge of the white man had been gained by the casual reports of missionaries, who still carried and used the bow and arrow. I saw the buffalo, the Indian, and the countless numbers of game animals. All I had to do was to strike out Missouri and Mississippi and insert in their place Peace and Mackenzie rivers. All the rest was the same."

His report on their numbers was brief and to the point. "Although they are more numerous than is commonly supposed, they are in danger of extermination." From what cause was asked? "Butchers," was the one word that answered the interrogation, and it was given in a tone of regret full of the author's hatred for the vandals, who he says, have carried the name.

"Major Jarvis, he said, 'is a first class man and I am glad to pay a tribute to his ability. He has a gentle saure personality, and his suaveness was mistaken by some of the people for weakness, a quality he does not possess. He sized up the situation and picked out the mischief makers with wonderful instinct. The butchers were able to pull the wool over the eyes of the local police but he saw the remedy at once. We were all over the buffalo range and there was no indication that the animals were being killed by wolves."

"I was there primarily for zoological purposes, but I am interested in the country and am convinced that all that great region is suitable for agriculture. That country there—all Alberta and Saskatchewan—is suitable for agriculture and the region beyond is suitable for stock raising."

"I want it clearly understood that I am not in the employ of any government, and that I am not an immigration agent. My intentions are altruistic and I am going as a free lance to England to show and to lecture on the white man's last heritage. I am going to tell them that there is a great region waiting to be broken by the plow. I am going to tell them because they want to know. I don't want to see the Chinamen and other foreign peoples enjoy the gardens of the west. My reward will be in their joy in being told what they want to know. I am going to tell them all, that the mosquitoes are a nuisance and the bull-dog flies a plague, that there is a summer frost but that this latter will vanish before the plow as it has done elsewhere, and if must naturally do for proved scientific reasons. I am going to tell them that the same energy that is expended in making a bare living will make them wealthy men out here."

"We travelled into the barren grounds, but there was never a more unhappy misnomer, as I never before saw a more beautiful spot. There are flowers, vines, shrubs birds, grass waist-high, and game wherever you look; there is not an hour of daylight when caribou cannot be seen. I counted twenty-three walking by the camp in one day. This was in the season before the great herds, the animals walking about in small groups, the greatest of which numbered approximately 1,000 head. When the autumn comes with snow, they will come into the woods in millions. There are just as many as ever, and it is the general opinion of the traders that the rifle instead of tending to their destruction has tended to save them. A shot costs an Indian five cents and this is a consideration. With the spear they would be driven into the water, and in canoes a man could kill a hundred head easily, and this was done in the case of buffalo. On the whole the caribou has not suffered."

"I want to testify to the broad benevolence of the Hudson's Bay Co. This company has, more than any other commercial corporation in the world has realized the moral responsibility of its power. No traveller has ever gone into that country and made a successful expedition, except under the aegis of the company. It does not try to keep the people out. When I asked Lord Strathcona regarding my trip, he said that he would help, and he did everything in his power. Without the company I could have done nothing. It is all powerful and is willing to exercise its power for the benefit of science and the traveller."

"We discovered rivers as great as the Red, which had never been mapped, and we always had the company back of us simply because we were doing scientific work. We found the flora and fauna of the country much farther north than we suspected. The climate, vegetation and flowers peculiar to Manitoba reach to the Great Slave lake, and this indicates an unchangeable and continuous nature in the soil. The far northern latitude is offset by the low altitude. All those who have seen it are confident that the country will be opened up, settled and support an agricultural population. There are now some wonderful crops raised in certain parts of the region. Up at Resolution they had potatoes that would win prizes in any agricultural fair."

friends in the live stock world will be pleased to learn that he is not at all likely to abandon his ranks, but is determined to expend freely both his skill and his means to the end that Saskatchewan need take second place to no other province in the Dominion in the breeding of pure bred stock.

In Saskatchewan there are a number of enterprising stockmen of whom the province is justly proud and every well wisher of the province, will join in wishing them the abundant success that their skill and enterprise so justly deserve.

Port Arthur, Nov. 7.—The Algoma Central steamer Paliki is loading a cargo of pig iron at the Atikokan Iron Co.'s docks. The iron is for the steel rails at Sault Ste. Marie and is the first cargo of that material ever taken from here to the Soo. It is also the first time the Algoma Central Steamship Co.'s ocean type of boat has come to Port Arthur.

It is Mr. Sinton's intention to go to the old country next spring for the purpose of securing at the fountain head of the breed a number of the choicest Herefords that money can buy. He also contemplates the importation of a number of choice Clydesdales for the purpose of supplementing the excellent foundation he has already laid for a breeding stud.

Mr. Sinton has in the past shown himself to be on of the most successful and enterprising breeders of pure bred stock in the west, and his many

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11.—"You have the statement made on, M.P., have you regarding the alleged Laurier administrative boundary of Manderson's Bay?" theatchewan was asked

replied Mr. Scott. the government of received any intimas to the Dominion ention in the mat-

the government of ve received any as- kind which Mr. Jacky made public," said t may be, however, n and Manitoba Lib. informed on the her I or the govern- chewan."

Court Sittings of the supreme court from today are an- ws: Chief Justice, Re- wayburn, Dec. 9; Ox- arnduff, Dec. 13. rgast—Prince Albert, rn, Nov. 25; Saska- ds—Regina, Nov 12 to e. 3; Saultcoats, Dec. one—Moose Jaw, Nov. 10, Carlyle, Dec. 13, 26, (or Judge New-)—Battleford, Nov. 13 y. 26; Indian Nov. 28, Whitewood, Dec. 8; e. 18; Swift Current,

er Sittings of judges of chambers een fixed as follows, reckoned as inclusive: Yemore, Nov. 11 to lands, Nov. 26 to 30. one, Dec. 2 to 7th. Dec. 9 to 14. The Dec. 16 to 21; Judge 23 to 28; Judge John- o Jan 4. attend at chambers 10 a.m. to 12.30 p.m. er hour no chamber e transacted unless it.

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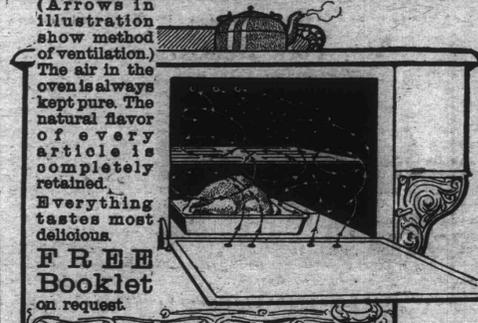
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LORD'S DAY ACT RESTRICTIONS

Amendment of This Legislation Will be Necessary Says Report of Railway Department—Intercolonial Business

Ottawa, Nov. 10.—The annual report of the minister of railways for the nine months fiscal period ending March 31st was issued on Saturday. Canada has so far expended on rail- ways \$329,260,947. Over thirteen mil- lions of this amount was spent prior to confederation. There was charged to capital account \$162,650,056, which included twenty-five millions to the Canadian Pacific, and \$167,210,490, which includes over thirty-five mil- lion paid as railway subsidies charged to consolidated fund. The total revenue from confederation received on the government railways was \$118,819,364.

For the nine months fiscal period the gross earnings of the government roads were \$8,509,186. The Intercolonial railway earned \$6,328,311, the Windsor branch \$45,000, and the Prince Edward Island railway \$215,874. The gross working expenditure on the Intercolonial was \$6,030,171, leaving a surplus of \$218,139. There was a profit of \$30,000 on the Windsor branch and a deficit of \$67,713 on the Prince Edward Island railway.

The national transcontinental rail- way expended during the fiscal year \$5,537,867. The previous expenditure amounted to \$2,609,627. The subsidies to railways during the fiscal period amounted to \$1,324,889. Of this amount \$188,600 was paid the Atlantic and Northwest rail- ways and \$420,908 to the James Bay railways.

In reference to the effect of the amendment to the Lord's Day Alliance act upon the operation of railways Mr. Butler states that on the Intercolonial, the effect of the enactment regarding Sunday traffic has been to reduce the capacity of locomotives, and rolling stock by about one-eighth through enforced idleness, and further to increase by a proportional amount the demands on the service during week days. As a consequence a very large addition must be made to the locomotive and car supply solely to cover this additional strain.

"The question," he adds, "is one of considerable complication and will some day as the difficulty becomes more accentuated demand a modifica- tion of restriction." The deputy minister after referring to the need of increasing the transpor- tation facilities in Canada, and the plans projected in the United States, England and Canada for ex- pending large sums on canal develop- ment, concludes his report as fol- lows: "I venture to submit that be- fore any action is taken with refer- ence with the Georgian Bay ship canal, or the enlargement of the Welland Canal, it would be advisable that a commission should be appointed for the purpose of studying the economic problems involved, and of reporting thereon for the benefit of the govern- ment and of the country. This commis- sion should consist of not more than three persons, one of whom should be a business man of large experience, one to represent the marine interests of the country, familiar with the size of ships and various problems involv- ed in the actual conduct of lake nav- igation, and third, an engineer, of wide experience, familiar with both railroad and water transportation."

SMALL POX Toronto, Nov. 8.—There are several cases of small pox in York county.

Wheat Tariff Goes Down Half Cent More Boats in Commission Than Last Season

Port Arthur, Nov. 8.—The shipment of the western grain crop from the head of the Great Lakes to the eastern elevators has this year developed a peculiar condition of affairs. Al- though the crop was late in being harvested, so that the natural ex- pectation would be a great rush in the closing weeks of navigation caus- ing a higher rate than usual, the rates are less than prevailed last year.

A year ago the vessel owners were getting two and one-half cents a bushel for transporting grain and this season they are taking it down the lakes at two cents.

It has also been show what what- ever fears there might have been a few weeks ago that boats would not be available, are not being realized. All the boats needed are obtainable. This is resultant not from a scarcity of other years, but from the activity of the navigation companies in adding to their fleets, so as to be ready to meet the demand which is growing all the time.

The fleets operating between Cana- dian ports are constantly being ad- ded to by large and up-to-date ves- sels to meet the requirements of the trade. Owners recognize the fact that must keep pace with the progress in the wheat growing fields.

The grain shipments this year have been much more steady than in past years. Many vessels have been en- gaged in the trade, all through the sea- son and not so much in the ore and coal carrying business as formerly. This is the result of the conditions which developed from the cold winter of last year. The grain did not come out as fast during the winter months as usual and when summer opened there was a larger amount ready for lake shipment.

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