

its first installation of 20,000 horse-power will be ready for use within a year. When the city is thus enabled to enter the field of supplying power to consumers—magnificently equipped with one of the best power plants in the world—the cost of power for all purposes, in Winnipeg, is sure to be lowered very appreciatively and this lessened cost of one of the prime elements of industrial growth cannot fail to be an added inducement to manufacturers to locate here.

Opportunities for further industrial development at Winnipeg are many and excellent; in fact the splendid growth for that has taken place thus far, is only an earnest of that which is to be. Winnipeg must, in the very nature of things, become a great city industrially as well as commercially. The city is, already, a centre for various lines of development in iron and steel industries. Twenty thousand tons of structural steel was used in 1909, and a fifty per cent. increase that seems not at all extravagant in face of the great demand for building material of all kinds. Winnipeg foundries melted fifteen thousand tons of pig and scrap iron last year, and this is sure to be increased heavily this year.

THERE is a great growing demand for agricultural implements, gas and steam tractors for farm use, automobiles, paper and straw-consuming plants, shoe factories, flax and jute mills, shops for making hardware specialties, dairy supplies, building materials, furnaces, stoves and ranges, road and other machinery used in public works, gas-lighting and gas produce plants, railway cars and railway supplies and many other lines the demand for which is less marked than for those goods which are named, but which is very considerable.

Raw materials are cheap and abundant for many lines of manufacture and water transportation to Winnipeg—recently very much helped by the opening of St. Andrew's Locks—will tend to lower the cost of raw and manufactured stuffs by decreasing freight charges. On the score of demands there is no room for doubt. The country round about Winnipeg and to the west is filling up with settlers at a rapid rate. Ninety thousand farmers from the United States came into Canada last year, bringing with them money and goods worth ninety million dollars. This flow of men and money is being kept up in increased volume this year. The stay-at-home press and people of the States strive to offset the exodus of their countrymen and capital to the rich lands of Western Canada, but their efforts have little effect beyond such comfort, as they may extract from the satisfaction of trying. Farmers and funds flow north and add their forces to the army that sweeps into Canada from Great Britain the continent of Europe and Eastern Canada. The West is filling up. Its thousands have become a million and a half between the Great Lakes and the Pacific Ocean. Its million acres of land under crop have increased to ten millions, and a few carloads of grain that were shipped away east have swelled into a golden tide of 250,000,000 bushels of wheat, oats, barley and flax, and that pours forth to feed Eastern Canada and Europe.

IN this making of Western Canada into one of the chief supply points of the world, no more than a beginning has been made. The several hundred cities and towns that have sprung up must increase in number and wax strong and great as individuals before the destiny of the West is fulfilled, and the ten million acres now under cultivation must increase fifteen or twenty times before the cultivated land shall have been taken up. In course of this working out of the building of a nation on the plains and hills of western Canada, there will be great things accomplished industrially. The considerable beginning of these great things is established already, and it remains for the far-sighted manufacturer to read the signs of the

times and to take steps to participate in the great industrial harvest to be reaped in Western Canada.

And Not Winnipeg Alone

WINNIPEG is not the only place in the West that has wheels. In all probability there never was a case in the world of so large a number of manu-

make as much as possible of what the West needs.

Regina, Calgary, Edmonton, Saskatoon, Lethbridge, Moosejaw, Prince Albert, Portage la Prairie—yes, and a whole series of young communities in new parts of the land—all are becoming as much interested in the made-in-Canada idea as any part of the east.

Does the western farmer want the smokestack and the power-house kept out of the West? That seems improbable.

The western farmer owes something to the town and city. He will not do well to forget that a town on the prairie is not merely an aggregation of stores and shop fronts and places of amusement. The town as a hive of industry has as much right to develop as the countryside. The city has a place in the development of the country quite as much as the school section. Some think the biggest thing about a town ought to be the red elevator or the water tank. They say that as long as Winnipeg and Port Arthur and Fort William have enough elevators and box cars there's no need for factories.

But that's a very narrow estimate of what development really means. The farmer and the tradesman and the elevator employee are not enough to make cities. There must be factories. There must be population who prefer the factory to the farm.

Such places are growing up. They will continue to grow. The cry for lower duties will never prevent them.

The West has as much inherent right to develop its water powers and to exploit its areas of power fuel as the east ever had. What does that mean—but factories? And how can factories develop under free trade?

The Aviator in a Sail-Boat

WHEN a flying-machine man has been best of a mile up above the mean average level of human experience; when he has negotiated wind-storms and pockets of rarefied air; after he has wrestled with the vagaries of gasoline thousands of feet above the surface of the earth from which the gasoline came out and has looked over the landscapes and the waters of the earth with the sublime eye of a lord of space and motion—it's scarcely to be expected that he will be much bothered by the caprices of any land-lubber vehicle or of anti-water craft whatsoever. But a few weeks ago Count de Lesseps, the prince of aviators, had some jarring sensations on board a sail-boat up on one of the northern little lakes. A young Canadian had him in tow for a few days giving the Count what seemed to be almost his first experiences in a sailing craft on water. What the Count didn't know about water seemed to be about as extensive as what he does know about air. Once the boat ran full tilt under a small gale slam upon some rocks and the unwary manipulator of the Scarabee on the upper-ways measured his full sudden length on the bottom of the boat. Once again something happened to lop off the top of the main-mast and down she came striking the Count on the head. Everywhere and anywhere the Count seemed to be in his own way on the boat; probably because he has been so used to having things all his own way in the regions above. For a monoplane isn't much like a sailing boat. Just how much different it is the Count had a desire to communicate to this young

Canadian, half offering to take him up for a sail where there is nothing harder to bump into than clouds; but the passenger capacity of the monoplane was too limited; so the Count had to be content with doing a sensational flight above Montreal all alone in his glory and much safer than ever he had felt in a sail-boat on the waters of the northern lakes. His next new experience should be automobiling over Canadian country roads at sixty miles.



The pivotal point of the Great Middle West

Saskatoon on the South Saskatchewan, was originally founded by a Temperance Colonisation Society. It is now a hustling cosmopolitan city with a population of ten thousand, a Provincial University and an Annual Fair held a few weeks ago, which was one of the most representative ever held in the West.

facturing towns jumping up in a new country in so short a time as happened in the last ten years—five for that matter—in the once vast idle nowhere of the wheat belt.

It may be an old-fashioned idea, this of having smokestacks and power-houses in a wilderness of wheat. There may be people in the West who will howl on the housetops for lower duties to let in foreign manufactures. And it's the beginning of a curious phase of progress in the prairie country that already before the West has found itself in economics there are two distinct classes of people quite outside of politics.

One is the farmer; the other the manufacturer. Now it's only a few years since that meant practically the West as opposed to the east. We have



Bonington Falls, on the Kootenay River

The West Kootenay Power and Light Company furnishes power and light to the Mines of the Boundary and Rossland. The Nelson Municipal Plant supplies for the City of Nelson.

heard over and over the plaint of the ploughman on the prairie that the West was being bled for the sake of industrial pockets in the east.

But almost suddenly we are confronted with the fact—that in the West also is growing up a class of people whose interests are to keep a reasonably high tariff wall. For the West has begun to be an industrial country. There are scores of young towns and little cities that are yearning to