

BUILDING CANADA WITH AMERICAN

Canadian Agents in the U.S. Luring Tens of Thousands of Farmers.

Not content with having precipitated upon us a grievous trouble in the enormous immigration from Europe and Asia to our eastern and western shores, with hordes of Japanese, threatening to come, the gods of Progress and Change now have breached our walls to the northward, and the first rush of what is destined to be a mighty hegin is pouring from the United States into western Canada. It is wholly an artificially directed movement, the work of the Canadian government, the Canadian railroads, and the Canadian land speculators. Sound economic principles, however, underlie the superficial causes that have set the tens of thousands on the move. It is now too late to deflect the current, and all that is left for the good Americans who have been asleep is to waken to inquire into the mixed good and evil that shall result; then, if possible, harvest the one and nolly the other.

Twelve years ago Eric Swenson, a Swede farmer, with a family of four sons, having lost his farm in the hard times of 1893, left Fertile, Minnesota, and trekked across the border into Manitoba to see what he could find. Near Allamont, on the line of the Canadian Pacific, he found a section of what appeared to him to be very fine land, and, making inquiry, he was told that he could "homestead" a quarter of a section of it for himself, and a quarter for each of his sons, by going to the land agent's office in Winnipeg. This he did, and he and his family entered into the possession of seven hundred acres of land at a total cost of \$22.50. The next fall he harvested the finest crop of wheat he had ever seen, of a quality better than he had grown in Dakota, and his market was just as accessible. His wife went back to Fertile to visit a sister that winter, and when she came home in the autumn of 1895, other families came with her. This little story presents the simple workings of the aforementioned economic principles.

Intelligence of good farmland does not fly like the tidings of a gold strike, however, and these principles if let alone would have been a long time in peopling the great Canadian Northwest. In the past two or three years the interested parties—the Canadian government, the speculators, and the railroads—have been planning a great campaign of concerted action, which, despite the fact that so little has been heard of it, is now in full blast. Where a few years ago we lost good citizens by the hundreds by migration over our borders, we are about to lose them by the hundred thousand, and I do not hesitate to say, from examinations I have made of numbers of parties either en route or about to depart, that they are the very best stock from our settled rural communities. It is a leak at the top and not at the bottom.

Of course, it is unfortunate that the tens of thousands of desirable citizens who have left the country to better their condition could not have found this betterment by going west in the United States to equally good lands, which, thanks to the exquisite operations of our political system, are not now open to homesteading, as they have been grabbed in recent years by corporations and speculators. Having been based under the nose of a competent government of what was rightfully theirs, they can not be blamed if the pastures look better under the British flag. However, the indications are that they are carrying their Americanism with them, and in the environment of the free sweep of the northwestern prairies they are not likely to lose it. Some day, not too far absent, it will be interesting to see there will be a crisis in Canada, in which the will of the hundreds of thousands of American citizens there will be the most potent factor. I am convinced, from a reading of the signs already plainly displayed, that they will not cast their lot with those who wish annexation to the United States.

The greatest evil is the loss of blood our body politic is sustaining and must sustain. Some of the points of good are: The increased use and market for American agricultural machinery, American-made clothes, books, foodstuffs, etc. The greater their prosperity the greater their purchasing power which is gratifying to contemplate when it is remembered that the market is secured in advance, and the Americans in the west of Canada are likely to dominate the trade preferences of the mixed European immigrants that they, too, will conform to the American standard and style of living.

After giving the complete figures of the remarkable growth of the hegin in the past five years, I desire to point out some of the means of isolation which are open to comment, if not adverse criticism. At least they would not be allowed to go on long without governmental inquiry in any other civilized nation.

The following figures are official from the bureau at Ottawa and show the immigration into Manitoba, Assiniboia, Saskatchewan, Alberta and British Columbia by years:

Table with 4 columns: Year, British American, Continental, Total. Rows for 1900-1, 1901-2, 1902-3, 1903-4, 1904-5 (estimated).

The facts that warrant an estimate of a 50,000 jump up before June 30 of this year come in reports from the agencies working in the United States a few days ago, the agents of the establishment published by the Canadian Government showed me his books to prove that in six weeks' work he had opened negotiations for removal with 300 families in but three states. Homesteaded lands in 1896 were 297,760 acres, an increase in eight years to 5,290,120 acres.

Not only is the system pursued effective in the extreme, but it is very interesting as well. The accompanying map gives some idea of the sapient distribution of the government and railroad and land company agencies. The Government of Canada inserts and keeps standing a prominent display advertisement in all the American agricultural publications.

The farmer who answers this letter receives a half-dozen different booklets, folders, maps, etc., explaining the Dominion opportunities. To meet the demand for these publications more than a million copies of each pamphlet have been printed.

While recently visiting one of government agents I found a keen-faced, squint-eyed old Hoosier, who was in Toledo on his way to Winnipeg. He put the proposition plainly, saying:

"I'm 55, come next September, an' I been farmin', hired hand, shares, rentin' 'n' ownin', all my life. I got enough to live on, but I got three boys big's I am, 'n' I jes' ha'f to do somethin' with them. Last fall I plum went myself out tryin' to keep 'em—he's the oldest—from goin' to Fort Wayne to get a job. Now, the other two's restless. I kin't buy them each farms. Now, they don't want to work ten years to get 60 acres with a mortgage on it. I'd go west; I could, but I been on two homesecker trips out there, 'n' let me tell ye, when you see somethin' worth havin' out there, you gotta go to some company's agent to ast the price, 'n' if it's free land it's dry's an undertaker's eye. I found I had'n no show to give my boys a start in my own coun-

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CALIFORNIA, THE OIL STATE. Its Product Exceeds That of Any Other Field.

According to a San Francisco despatch, California is to-day, except Russia, the largest producer of crude petroleum in the world. Its total for 1904, according to the official estimates of the California Petroleum Miners' Association, was a little more than 28,000,000 barrels, more than double that of New York and Pennsylvania together, a little less than Ohio and Indiana combined and more than twice as much as that of West Virginia, Kentucky and Tennessee.

But it is as a producer of the heaviest fuel oil that California has won its great place. Except Louisiana and Texas none of the other states has this oil. On the Pacific Coast there is not a drop of oil produced outside of California.

There is no real coal in California, and but little west of the Rocky Mountain province. Its price is very high, almost prohibitive so, in fact. With the discovery of fuel oil at Los Angeles it rapidly found its way into favor.

At Los Angeles oil is in universal use. Within the last few years the city has gone ahead by leaps and bounds. The increase in the number of manufacturing plants has been great.

"Yes, my wife calls her little Skye terrier 'Samson.'" "That's a queer name for such a puny little thing."

"Well, you see, he'd be nothing without his hair."—Philadelphia Ledger.

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ANOTHER STRIKE FATALITY.

Man Dies From Bullet Wound Received in Chicago Rioting.

Chicago, May 13.—Business was resumed to-day on a larger scale than on any previous day since the teamsters' strike was inaugurated. Wagons moved along the streets with smaller police protection than heretofore. At all the larger retail stores, however, as well as upon wagons, thru the city armed deputy sheriffs were much in evidence.

Stones were thrown at non-union drivers, who delivered coal to the Carter H. Harrison School to-day. Crowds of the school children stood on the corners, asserting they would not go to school Monday.

The death of Harry Grady at Providence Hospital to-day added another fatality to the list attributed to the teamsters' strike. Grady and his brother William were called to the rear of their home in the night, and without apparent provocation shot down. A bullet entered Harry Grady's head, but his brother escaped with less serious injuries, and is recovering.

Two Drown. Lexington, Mass., May 13.—A double-drowning accident was made known by the flooding to-day in the Concord River of the bodies of Willard Greene, superintendent of the Lexington & Boston Street Railway, and Herbert M. Reed, clerk in a periodical store in Lexington. The men went fishing in a canoe yesterday.

Got Him at Last. Cedar Rapids, Iowa, May 13.—E. E. Snyder, the Olin banker, who disappeared in March last, returned to Iowa to-day. Snyder was arrested in St. Louis, charged with embezzling \$125,000.

Why He Carried It. "Little boy," said a gentleman, "why do you carry that umbrella over your head? It's not raining."

"No."

"And the sun is not shining?"

"No."

"Then why do you carry it?"

"Cause when it rains, pa wants it, and when the sun shines ma uses it, and it's only this kind of weather that I can get to use it at all."—Roseleaf.

Freights Collide Head-On. Cory, Pa., May 13.—Two fast freight trains on the Chautauqua division of the Pennsylvania Railroad collided head-on this side of Hydetown early to-day. The locomotives and a dozen freight cars were demolished. Two men were killed.

Wise and Otherwise.

"Do you think that vegetarianism conduces to a more placid condition of mind?"

"Yes. It prevents worry about meat bills."—Washington Star.

He can feel no little wants who is in pursuit of granite.—Lavater.

"Have you decided where you will spend the summer?" "Almost. My wife and daughters have got their choice of resorts narrowed down to 17."—Chicago Tribune.

It is equally true of the pen as the pencil, that what is drawn from life and the heart alone bears the impress of immortality.—Tuckerman.

Church: "I see the total number of passengers carried by electric lines each year in the United States is 5,836,000,000." Gotham: "Do you suppose that 5,836,000,000 of this number find seats?"—Yankees Statesman.

May Die From Shock. Middleport, N. Y., May 13.—Growing melancholy in her old age, Mrs. Caroline Truax three times tried to commit suicide to-day, it is alleged. First she cut her throat with a razor, but did not sever the jugular vein or trachea; next she cut a deep gash in her wrist. Not successful then, she jumped in Wildcat Creek and was rescued just in time.

After the horrible day's experience she was attended by a physician. She is suffering from shock and may die.

MOTHER UNCONSCIOUS A WEEK. GIVES BIRTH TO A CHILD

St. Paul, Minn., May 13.—A despatch from Hocking, Iowa, says that Mrs. William Darby, who was mysteriously shot in the head last Monday and who has been unconscious ever since, has given birth to a child which is perfect in every respect.

Doctors say it is the first instance of the kind known to science of medicine.

Steamer Strikes Mine. Tokio, May 13.—The British steamer Sobralens, bound from Newchwang to Kobe, struck a mine off Port Arthur yesterday and sank immediately. Boats from Port Arthur rescued all the European aboard, but it is believed that several of the crew and passengers were drowned. It is also believed that the steamer was inside the zone that ships have been warned to avoid.

Nan in Washington. Washington May 12.—Nan Patterson, accompanied by her father and Mr. and Mrs. J. Morgan Smith, arrived in Washington from New York at 7:30 o'clock this morning. Miss Patterson remained in her car until 8 o'clock, when she left the train and proceeded to the home of her parents.

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