POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 1, 1903.

AWFUL EXPERIENCE OF THE CAPTIVE GYLES.

Rev. W. O. Raymond Recounts the Terrible Suffering Endured by Indians' Prisoner in the Old New Brunswick Days-The Winter's Hunting-Labors and Death of Father Simon.

> W. O. RAYMOND, LL.D. CHAPTER VIII. (Continued-2.)

THE OLD MEDOCTEC FORT.

It seems to have been the custom of the Indians at the beginning of the winter to break up into small parties for the purpose of hunting, and Gyles' description of his first winter's experience will serve to illustrate the hardships commonly endured

down running thick in the river, when, according to the Indian custom, we laid up land, till we came to a river that was open but not fordable, where we made a raft and passed over, bag and baggage. I met with no abuse from them in this inting, though I was put to great hardships in carrying burdens and for want of food. But they underwent the same difficulty, and would often encourage me by saying in broken English, 'By and by great deal moose!' Yet they could any question I asked them; and knowing very little of their customs and ways of life, I thought it tedious to be constantly moving from place to place, yet it might be in some respects an advantage, for it ran still in my mind that we were traveling to some settlement: and when my burden was over heavy, and the Indians behind, and the still evening came on, I fancied I could see thro' the bushes and hear the people of some great town; which hope might be some support to me in the day, though I found not the town at night.

"Thus we were hunting three hundred miles from the sea and within fifty or sixty miles of us. We were eight or ten in number, and had but two guns on which we wholly depended for food. If any disaster had happened we must all have perished. Sometimes we had no manner of sustenance for three or four days; but God wonderfully provides for all creatures.

"We moved still farther up the country after the moose when our store gave out; so that by the spring we had got to the northward of the Ledy Mountains three or four together and pitching the seams with balsam mixed with charcoal. Then we went down the river to a place called Madawescok. There an old man went further down the river till we came to the greatest falls in these parts, called Checanekepeag*, where we carried a little way over land, and putting off our cames, we went down stream still, and as we passed the mouths of any large

putting our baggage into them, went down to the fort. There we planted corn, and ting went a fishing and to look for and dig roots till the corn was fit to weed. After weeding we took a second tour on foot on the same errand, then returned to hill up our corn. After hilling we went some distance from the fart and field up the river to take salmon and other fish, which we dried for food,

The statement has been made by the author in the opening chapter that exaggerated ideas have prevailed concerning the number of Indians who formerly in-habited this country. The natives of Acadia were not a prolific race and the life they led was so full of danger and exposure, particularly in the winter season, as not to be conducive to longevity. An instance of the dangers to which the Indians were exposed in their winter hunting is related by Gyles which had nearly proved fatal to himself.

Perils of the Wilderness.

killed some moose. One lying some miles from our wigwants, a young Indian and myself were ordered to fetch part of it. We set out in the morning when the

weather was promising, but it proved a very cold cloudy day.

"It was late in the evening before we arrived at the place where the moose lay, so that we had no time to provide materials for a fire or shelter. At the same e came on a storm of snow very thick which continued until the next morning. We made a small fire with what little rubbish we could find around us. The fire with the warmth of our bodies melted the snow upon us as fast as it fell and so our clothes were filled with water. However, early in in the morning we took our loads of moose flesh, and set out to return to our wigwams. We had not travelled far before my moose skin coat (which was the only garment I had on my back, and the hair chiefly worn off) was frozen stiff round my knees, like a hoop, as were my snow-shoes and shoe clouts to my feet. Thus I marched the whole day without fire or food. At first I was in great pain, then my flesh became numb, and at times I felt extremely sick and thought I could not travel one foot farther; but I wonderfully revived again. After long travelling I felt very drowsy, and had thoughts of sitting down, which had I done, without doubt I had fallen on my final sleep. My Indian companion, being better clothed, had left me long before. Again my spirits revived as much as if I had received the richest cordial. The Frozen Captive.

"Some hours after sunget I reached the wigwam, and erawling in with my snow-shoes on, the Indians oried out, "The captive is frozen to death!' They took off my pack and the place where that lay against my back was the only one that was not frozen. They cut off my snow-shoes and stripped off the clouts from my feet, which were as void of feeling as any frozen flesh could be.

"I had not sat long by the fire before the blood began to circulate and my feet to my ankles turned black and swelled with bloody blisters and were inexpressibly painful. The Indians said one to another: Wis feet will rot, and he will die; 'yet I elept well at night. Soon after the skin came off my feet from my ankles whole, like a shoe, leaving my toes without a pail and the ends of my great toe bones bare. . The Indians gave me rags to bind up my feet and advised me to apply fir balsam, but withal added that they believed it was not worth while to use means for I should certainly die. But by the use of my elbows and a stick in each hand I shoved myself along as I sat upon the ground over the snow from one tree to another till I got some balsam. This I burned in a clam shell till it was of a consistence like salve, which I applied to my feet and ankles and, by the divine bless ing, within a week I could go about upon my heels with my staff; and through God's goodness we had provisions enough, so that we did not remove under ten or fifteen days. Then the Indians made two little hoops, something in the form of a snow-shoe, and sewing them to my feet I was able to follow them in their tracks on my heels from place to place, though sometimes half leg deep in snow and water, which gave me the most acute pain imaginable; but I must walk or die. Net within a year my feet were entirely well, and the nails came on my great toes so that a very critical eye could scarcely perceive any part missing, or that they

We turn now to the consideration of the state of affairs on the St. John after the removal of the seat of government from Fort Nachouac to Menagoueche and subsequently to Port Boyal.

Indians Like Hungry Walves.

After the retirement of the French from the river, at the close of the seventeenth century, our knowledge of that region for the next thirty years is small. We know however, that the Maiseets continued hostile to the English. War parties from the St. John united with the neighboring tribes, roaming over the country like hungry wolves, prowling around the towns and settlements of New England, carrying terror and destruction wherever they went. The resentment inspired by offered a bounty of £40 for the scalp of every adult male Indian.

For sixty years Indian wars followed in rapid succession. They are known in history as King William's war, Queen Anne's war, Lovewell's or Dummer's war and King George's war. In nearly every instance the Indian raids were instigated or encouraged by their French allies, who feared that otherwise the English would win them and thereby gain the country.

Civil and ecclesiastical authority in France were at this time very closely united. The missionaries of New France were appointed and removed by the authorities at Quebec and received an annual stipend from the crown, and however diligent the mary might be in his calling, or however pure his life, he was liable to be removed unless he used his influence to keep the savages in a state of hostility to the English. The Malisset villages on the St. John, the Penobecot and the Kennebec

of Canada ,and the authorities at Quebec relied much upon the influence of the missionaries to keep the savages loyal to France.

The first missionary at the Medoctec village, of whom we have any accurate information, was Father Simon, who has already been frequently mentioned in the extracts from John Gyles' narrative. He belonged to the order of the Recollets, founded early in the 13th century by St. Francis of Assissi. The missionanies of that Aquitane. Father Simon was a man of activity and enterprise as well as of religious in the land they loved to call "New France," but his influence with the Indians was always exercised on the side of humanity. On this point Gyles' testimony is conclusive. He says: "The priest of this river was of the order of St. Francis, a gentleman of a humane generous disposition. In his sermons the most severely reprehended the Indians for their barbarities to captives. He would often tell them that

excepting their errors in religion the English were a better people than themselves." We have no exact information as to the number of years Father Simon labored at Medoctec, but he died near the close of the century. Governor Villebon in December, 1698, wrote, "Father Simon is sick at Jemseg," and as his name does not again appear in the annals of that time it is probable that his sickness proved mortal. He was succeeded in his mission by one of the Jesuit fathers, Joseph Aubery, charge of the Abenaki mission of St. Francis, where he continued for 46 years and died at the age of 82. Chateaubriand drew from his character and career materials for one of the characters in his well known romance "Atala."

SIR WILFRID TELLS OF

population which inhabited the north shore of New Brunswick and the south shore of the St. Lawrence. Far be it from me to blame the judgment of those who carried out that enterprise, but the action which they took affords us a lesson which we should not tonget at the present time. The action which they took was a lesson to us who are today entrusted with the destines who are today entrusted with the destines of this great nation as the trustees of the people, that in building a transcontinental railway, we have to build not only for the time being, but for the morrow as well: time being, but for the morrow as well; and not for one locality, but for all locali

building for the Future.

nagny, L'Islet, Kamouraska and Temis-touta up to the town of Edmundston.

"At the town of Edmundston, the line will connect with a system of railway (Cheers).

In order to obtain a majority of parliament to vote against his resolution, the ment to vote against his resolution, the corresponding to that day had to promise

1867, but the settlements were few and far between. The condition of things has now fications which now exists for this road, and which did not exist in 1867.

Takes Issue With Mr. Blair.

"We will be told that we are paralleling the Intercolonial. I have already taken issue with my late colleague, the Hon. Mr Blair, on that point, and once more I bet to take issue with him. If you look at the map you will see that the Intercolonial when it leaves Halifax, proceeds almost incoming the control of the contr Chaleurs, and upon reaching Baie Des Laleurs, it hugs the shore very closely mtil it comes to the confluence of the Restigouche River. At the Restigouche River the line strikes westward, and fol-ows the waters of the St. Lawrence River lows the waters of the St. Lawrence kiver to Chandiere Junction, a little west of Levis. The line makes a long route towards the north. It describes almost a complete semi-circle, and the distance covered by it is no less than 488 miles.

"If it were possible to have a direct line from Levis to Moncton, it would abridge the distance by almost half, but it is not mossible to have an absolutely direct line.

ling of anger, almost amounting to in mation, at the blunder made by Britis rojected through our territory within a built to this day.

istance of almost forty-five miles of the "In 1889 Sir John Macdonald, under the

etween Moncton and Levis by from 120 140 miles. Between the lines now laid down and the projected one, there will be at every point a distance of at least thirty t is therefore impossible to say that the

Will Not Parallel the I. C. R.

"What is the definition of a parallel line? I cannot conceive that a line parallels an other because they start at the same point when it is possible for the people living between these two lines to use either one or the other of them that they parallel. This does not apply to the present one. herefore say that this line is not going a parallel the I. C. R.

intended for trans-continental transportation. (Cheers.) It was at once said that ation commenced in the Maritime Prov-nces and in Quebec, and even westward, or a shorter-built line. Those who were parliament between 1880 and 1884 will

GOVERNMENT R. R. POLICY. feeling growing up in the Maritime Provinces, and not only there, but throughout Canada that the Canadian Pacific would be incomplete if we were obliged to have the Atlantic terminus in a foreign coun-try. It was impossible for the ports of St. John and Halifax to compete with the nearer ports of Portland and Boston, in the United States.

Sir Charles Tupper Quoted.

Sir Wilfrid read an extract from the at the Intercolonial was inadequate, on account of its long distance. This policy was never dissented from. It would be noticed that while Sir Charles laid great stress upon the fact that our national harbors were to be found on Canadian territory, he avoided any reference to the equally of great necessity that the

"Sir, the men of 1867 built for the condition of things which they found in 1867, but we who live since there; we, the men of 1903, we have to build for a condition of things which exist in 1903, and not only for that condition of things, but also for a condition of things that we see the harbors of St. John and Halifax should be subject to the approval of parliament. If was sorry to say that the motion was the railways to the seaboard. Which extends through the counties of Levis, Bellechasse, Montangay, L'Islet, Kamouraska and Temis."

The men of 1867 built for the condition of things that the motion of things that we see the subject to the approval of parliament. He was sorry to say that the motion was the railways to the seaboard. Wotice Served on the Americans. The probably would not have been his duty today to ask a vote of money for building another transcontinental line between aging to stand on their manhood on the since the first indication of things that we see that the motion was the railways to the seaboard. Wotice Served on the Americans.

"In the face of this," asked Si are the Canadian parliament another transcontinental line between aging to stand on their manhood on the said, have ports as open as those of States. Everybody except Mr. States. Everybody ex today to ask a vote of money for building-another trans-continental line between-Quebec and Moneton, for the line would have hen upon Canadian territory. (Cheers).

that during the recess, surveys and explor ations would be made to discover if a bet ter route than the one through the State before parliament in 1885. In that session the government came down with its policies to build through Maine and not upon Canadian territory. The resolution was introduced by Sir Charles Tupper, The opposition at that time took strong exception to that policy, and an amendment was moved by himself (Laurier), asking that additional surveys be made in order to reach a sound decision for the short line railway. The surveys which

Why the C. P. R. Went Through Maine.

That motion was also defeated. It has last twenty years that the government of Sir John Macdonald assented very reluctbeen said that the policy was imposed upaches Truro, and from there the line on him by a gentleman who was a very powerful member of the administration. The resolution called for a line of railway connecting Montreal with the harbors of St. John and Halifax, by Sherbrooke, Moosehead, Mattawamkeag, Harvey, Fred-ericton and Salisbury. It was supposed were a blind. Sir Hector Langevin replied that if this was not done, no subsidy would be given, as the faith of parliament was pledged and the money would require to be expended as parliament directed.

"These were very strong words," added Sir Wilfrid, "but it turned out afterwards that my suspicions were correct and that the solemn promises made on the floor of parliament and to which the fatth of parliament was piedged, was never implemented, for the line through Harvey, Salisbury and Fredericton has not been built to this day.

"In 1889 Sir John Macdonald, under the strong pressure brought to bear upon him, introduced in parliament a resolution for a railway to be constructed as a government work from Harvey to Salisbury, or somewhere between Salisbury and Moncton. This was another effort to implement the solemn promise which had been made on the floor of parliament. The bill passed the component was sort to the senate. on the floor of parliament. The oill passed, the commons and was sent to the senate, but in the senate something happened which very rarely happened in those days. The senate rejected the bill which was solemnly introduced by the government. "In the following year a company was formed, known as the St. Lawrence and and the government of Sir John Macdon ald for the construction of a railway from Edmundston to Moncton If the line had been built, it would have provided a shorter route. The line was surveyed and the engineer in charge said a good route was to be found between Edmundston and Moneton. The total distance from Edmundston would be 209 miles, making the distance from Montreal to Halifax 750 miber that frequent allusion was made him to make a complete survey."

is fact. In 1884 the government of Sir Wilfrid said that Sir John Mac

CHAMBERLAIN'S PROPOSALS, VIEWED IN CITY WHERE THEY DO BUSINESS WITH CANADA.

New Line's Terminus Must Be in Canadian

"I am sorry to say that Sir Charles l'upper did not with equal firmness insist that not only should the terminus be in that not only should the terminus be in Canadian territory, at the Canadian harbor, but that the route itself should be in Canadian territory. When he agreed that the line should be in American territory Sir Charles Tupper went back on the heart and conscience of the Canadian people, Now, sir, we lay down as a principle upon which we are to be judged by friend and for that we are to be have a transcontinental railway, that its terminus must be in Canadian waters, and that the whole ine, every inch of it must be on Canadian territory.
"We say further that such a line is

fer to the bonding privileges extended to Canada by the United States, and which were always held over us as a threat when any concessions were being demanded from us by the United States government.

Carnegie's Letter to London Times Quoted The premier at this point referred to Andrew Carnegie's letter to the London Times last week, in which that gentleman declared that the reason Canada cannot accede to Mr. Chamberlain's preferential trade policy, is because the United States have a wearon in its hands which could

trade policy, is because the United States have a weapon in its hands which could be brought down upon the head of the dominion, and that weapon is the withdrawal of the bonding privilege.
"Mr. Carnegie had said that Canada required this bonding privilege because her own ports are ice bound for five months." Sin Wiltrid commented.

have ports as open as those of the United States. Everybody except Mr. Carnegia knows that we have used the American

vecause for sooth, the bonding privilege

"When in 1896 Sir Charles Tuppe thought of asking tenders for the fal dent Harrison in 1893, in messages to congress that the bonding privilege in favor of Canada be withdrawn. The senate con mittee of interstate commerce on the com plaint of the American railways, had voiced a similar protest against the bonding privileges enjoyed by Canada.

"Up to this moment," said Sir Wilfrid, "we have escaped the danger with which,

on repeated occasions we have been threa ened, but what would happen if at ar ment which we have seen some time among nations, the American nation in cluded?

the bonding privilege. We should provide against it. Our relations today with our American neighbors are friendly. The were never more so, and I hope they wil possible admiration for the American pe ple. I have always admired their man pie. I have always admired their many strong qualities but I have found in the short experience during which it has been my privilege and my fortune to be placed at the head of affairs that the best and nost effective way to maintain the friend-ship of the American people is to be ab-solutely independent of them. (Cheens.) These are the reasons why we apply to tinental railway a route through Canadian territory, and a harbor on the Canadian Atlantic scaboard.

Continuing, Sir Wilfrid stated that there was traffic from the west sufficient for the new road as well as the Intercolonial was made known in the correspondence which took place between himself and Hon. Mr. Blair

Sir Wilfrid Explains the Scheme.

"We are told," said the premier, "that remember that frequent allusion was made to this fact. In 1884 the government of Sir John Maclonald had to give heed to it."

Sir Wilfrid said that Sir John Maclonald had to give heed to it."

Sir Wilfrid pointed out how Sir Charles Tupper in that year introduced a resolution for the construction of a line of railway connecting Montreal with the harbors of St. John and Haliax by the shortest and best practicable route. This was an other constructing the exception of a few years of interest, we shall have this portion of the railway from Moneton to Winnipeg built by the government without the cost of one dollar to the Canadian people.

"We shall have to advance the money and pay interest upon it, but we shall receive interest at the same rate, so that in Canadian territory and in that he whatever we give with one hand we shall in Canadian territory and in that he is the line there might be something in the criticism, but we are only constructing to the criticism, but we shall have the company will operate it. With was proposed today would implement the solemn which was proposed today would implement the construction of a few years of interest, we shall have this portion of the railway from Moneton to Winnipeg built by the solemn pledge which was made in 1885, it charles the criticism, but we shall have this portion of a few years of interest, we shall have the criticism, but we shall the criticism,

Opinions of Head of Canadian Department in Big Exporting House - The Woollen Trade - Managers of Other Branches Have Diverging Views—Special Letter Series on the Important Subject.

found him, as I found the Leeds man, keenly interested in the problems of the trade. He had been attracted by the Chamberlain proposals, and was quite anxious that the suggested inquiry should go on, so that, if a way opened for securing a continuance of the present good position of the trade, it might be utilized.

Mr. Corry, it may be said at once, does not look for further reductions in the Canadian duties. He knows very well what adian duties. He knows very well what is the strength of the movement in Canada is the strength of the movement in Canada in the opposite direction. He does not agree that the present Canadian tariff is unfair to the Canadian mills, because, he says, those Canadian mills, which have been brought up to date as regards machinery and other economies of production can make and do make some classes of goods in which they can undersell the British, competition.

example, which rival the Scotch tweeds. In fact, he said, repeated attempts had been made to produce in the Bradford district in competition with the Canadian makers, and always unsuccessfully. In the materials made of the longer and softer Australian wools, that is to say, the finer cloths, Great Britain is able to produce more cheaply than any other country. Mr. to our American neighbors 'take off your bonding privilege whenever it suits you, Corry made the same remark upon the "I see that difficulty," he replied, "and Corry made the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the "I see that difficulty," he replied, "and the same remark upon the same remark upon the "I see that difficulty," he replied, "and the same remark upon the same remark upon the "I see that difficulty," he replied, "and the same remark upon the same re wave of Canadian makers that had been made in Leeds. The smallness of the mar-ket, he said, forced the Canadian makers to imitate each other's products, a process to imitate each other's products, a process fraught with grave sacrifice of economy. And in answer to a question, he said he did not believe the position of the mills would be greatly bettered even with a much higher protection, so long as the requirements of the small market forced them to continue this wasteful policy, as it received by the aposibility of keeping German was a law to a plentiful difference of opinion, the divergence being on the same lines as have been indicated in previous letters, as having been made manufest elsewhere. The exporter sees in preferential trade, or any other form of protection, the ruin of his business; the man who sells in the home market is impressed by the aposibility of keeping German and the control of the small market forced the man who sells in the home market is impressed by the aposibility of keeping German and the control of the milks are the did not believe the position of the milks are the did not believe the did no it necessarily would.

Mr. Corry, however, does not look for

further tariff concessions by Canada to the British woollen trade. What he hopes for is that a way may be found to giv Canada something in return for the pre-ference, to the end that the Canadian tariff on British woollens may be left as

t is.
It will be as well to state, in view of Henry, is a merchanting house, and not carry away an incomplete impression, introduced me to his fellow-directors, Mr. Longbottom and Mr. Turner, the one in

Would Keep Matters As They Are.

Mr. Longbottom expressed himself at once as opposed to any deviation from the present fiscal system, whether by inter-imperial preference or otherwise. When I

eccive back with the other. There is it knew nothing and without taking the no risk assumed by the Canadian government or the Canadian people. Why do

we build this section? We do so because we want to be able to regulate the traffic "The prairie section will be teeming with business. There are three lines of railway now—the C. P. R., the Great Northern, and the Canadian Northern, and this will be another. It is our intention that this road shall be maintained under our super-vision, so that all railways may get the benefit of it, and the Canadian people may not be compelled to build another line across that section of the country. I may be asked, why do you not retain the Western section? Why do you not retain the West-winnipeg to the Pacific? We came to the conclusion that under con government with such activity as may be

cannot be successfully operated by the government. I may be biased or preju-diced on that question. I formed my to buy the wheat to provide the traffic.'
Then Sir Wilfrid said that it dawned upon him that no government with every-thing to create could successfully operate

a railway in a new country.

"When this railway is taken to Port-Simpson there will be the same condition."

I found on Georgian Bay in 1696. There Wharves, warehouses and sheds will have to be built. Steamships will have to be provided. Trade will have to be brought from all points of Asia. Government management could not have the elasticity, not the ability, to act instantly to deal with

The New Road a National Railway. Sir Wilfrid said the government had

(Special Correspondence of the St. John Telegraph and Montreal Herald.)

Bradford, July 10—After the conversa-

Bradford, July 10—After the conversations I had in Leeds with men doing business in Canada, it was not difficult to guess what one would hear in Bradford, where there is, and has been for years, a very large business with Canadian wholesale houses. To test the matter to the end, the best of it now (he here applied his thumbhail so close to the top of his penthowever, I called upon the great firm of thumbnail so close to the top of his pencil that one could just see the tip), you would be very particular not to do anything to wipe out your advantage. Most of the great Montreal houses, I was assured in Leeds, do business with this firm. I naturally sought out the head of the Canadian department, Mr. Corry, and found him, as I found the Leeds man, the leave us worse off. That is the whole anyment for free trade. We want it results to the sum of the leave us worse off.

Something to Canada in Return.

This applies, I gathered, to materials in made to suffer through a preference of which the relatively hard Canadian wool is the important constituent, materials, for example, which rival the Scotch tweeds. the business they now do, they would ver soon seek a better basis, and there would

man who sells in the home market is impressed by the possibility of keeping German goods out; and the man with a Can-

adian trade would like if something could be done to stave off dislocation of it by Canadian protectionist legislation.

It happens, sometimes, that all three heads are covered by one hat. I found some such, and found that with them the I suggest to some of my good Canadian customers that free trade is the only thing for us here in Yorkshire, they jump down some of them, of whom I can very well

believe it.
I learned, incidentally, that the organization in defence of the existing system is being quietly perfected, in Bradford, at all events, so that it is not quite safe to infer from the apparent inactivity at West-minster that Mr. Chamberlain is having things all his own way.

ply as a commercial enterprise. It is to be judged by the rule of profit and loss. We look upon it as a work of national tharacter, necessitated by the status of Canada a few years after confederation.

"If the conception of the proposed line me to visit the Canada Atlantic Railway, then in the process of construction. I accepted. The road was built within half a mile of Georgian Bay. We left the train and walked to the bleak shore of the lake, where there was not a building. Mr. Booth said this is the terminus of the railway. I asked where the trade was to ocean. Since that time expeditions were organized and went over the country. No less than \$5,000,000 has been expended. North of the Kicking Horse all

the passes were examined.
 "Marcus Smith, Mr. Cambie, Mr. Hun-ter, Mr. Gordon, Capt. Butler, and other engineers of prominence, crossed and re-crossed that territory and became as familiar with it as with the streets of Otboth these rivers are lands as fertile as on the Saskatchewan. In a few years the wheat area will pass over to the Peace and the Pine rivers.

When Manitoba, the Red River and the wheat and are given to mixed farming then the Peace and the Pine rivers wi been accused of launching into gigantic railway construction in a country of which (Continued on page 8, third column.)