

intelligently apply themselves or their resources to the solution of their problem, whether raising grain or cattle; and I have seen men go to Western Canada with large capital who failed because they would not adopt new methods adapted to that country.

"One man, who persisted in establishing a modern wheat farm in a ranching region we told would make a failure of his venture, but he stuck to his own ideas.

"A drought came in the middle of the summer, and he sent down to Winnipeg for a supply of watering carts, and tried in that way to save his crop.

"If you have ever figured how much the water would weigh that would be necessary to cover 100 acres an inch deep, you will know why it was that all the watering carts in Winnipeg couldn't save that man's wheat. I believe those watering carts are still rusting on that man's place, and I doubt whether anything less than that experience would have convinced him of his ignorance.

"We want people to know all about Western Canada in order to select the best section for locating, and then to learn all about that section in order to succeed, for the success of the C.P.R. in developing the West is dependent upon the success of the settler."

What the C.P.R. Does to Secure Success in Cattle Raising.

"In order to make success for the cattle men we not only transport sires, whether bulls, boars or rams, but we have said to the farmer: 'If you take care of this sire, and supply service to a certain number of your neighbors free of charge, we will make you a present of him.'

"We do that to improve the quality of the stock so the farmer can get more money for the stock produced. In fact, an animal of low breeding, whether cattle, pig or sheep, will eat more food and show poorer results than well-bred cattle will. So it is more economical to raise well-bred stock, and it will bring a higher price.

"This plan produces no more cattle for us to ship, but it gives the farmer more money to live better, dress better, and to buy things which we can transport. The underlying object first, last and all the time with us is to make the settler a success, because there are few men who haven't friends, and if they are successful, their friends are influenced thereby.

Cheap Fuel for Settlers Everywhere.

"In order to make the farmer successful one thing is absolutely indispensable, and that is cheap fuel. The Canadian North-West is not in the banana belt. The Canadian Pacific has a determined policy of furnishing fuel to settlers at the lowest possible price. It charges just a fraction above the cost of the service of carrying fuel.

"It has developed coal mines extensively for the benefit of the settler.

"The coal of Lethbridge, 750 miles west of Winnipeg, is a high-grade lignite, a free-burning coal, but not in self-feeders. Regina, Brandon, Portage la Prairie and all the places along that section use Lethbridge coal, while west of Medicine Hat is a district which now has gas in sufficient quantity for all fuel purposes."

"How cheap is this coal?"

"The average is \$6 to \$7 per ton. It is expensive to mine, but we haul it cheap.

(To be continued.)

JAPAN'S STANDING AND COMMERCE.

The position among the nations occupied at the present time by Japan is of special interest to all the world, and not the less to Canadians who, in the future, should find large markets in that country for many of her products. A recent report, therefore, by Mr. A. H. McLean, Canada's Commercial Agent in Japan, is full of facts our readers would probably like to know.

In 1895, the Japanese national debt stood at \$210,000,000, with \$7,500,000 paid on principal and interest; in 1900 it was \$255,000,000, with \$15,500,000 paid; and in 1904 it was \$540,

000,000, besides the \$150,000,000 which was raised abroad, and the \$50,000,000 domestic loan.

On the other hand, during the last twelve years, Japan's foreign trade has increased in value by 230 per cent., bank deposits by 360 per cent., savings by 200 per cent., the sum of money invested in official and private enterprises by 220 per cent., the horse-power used in factories by 50 per cent., the railway mileage in operation by a little less than 80 per cent., and navigating craft by 240 per cent. in number, while marine and mining industries also added conspicuously to Japan's output. There is, therefore, found to be an increase of domestic investments that, upon a per head distribution, would go to make a substantial set-off to this increase per head of the public debt. While admitting the significance of these statistics, it is well to point out that Japan's wealth has not kept pace with the increase of her national debt, and that many people in Japan believe it to be the duty of the Government to pursue a policy of strenuous economy while the war continues.

According to the official returns, a number of Japanese steamers, aggregating 71,000 tons, were taken off the list during the last year, for war purposes, while an addition of 204,000 tons was made, including 27,000 tons built in Japan and 177,000 tons purchased from abroad, making a net increase of 133,000 tons. At the end of last year the tonnage of Japanese steamships aggregated 791,057, showing an increase of 132,788 as compared with the previous year. Since the beginning of the year a number of steamers have been purchased, and many more will be purchased before the war is ended. Naturally the question is being asked in shipping circles how this greatly increased number of ships will find remunerative employment after the restoration of peace? There is a great field, however, for shipping enterprise in north and south China, Hong Kong, French China, the Philippines and Java, while the trans-Pacific trade with South America is very promising.

Before the Japan-China war the growth of the shipping trade of Japan had been very slow, despite encouragement given by Government. At the end of 1893 the aggregate tonnage of the Japanese mercantile marine was only 200,000. At the outbreak of the war in 1894 a large number of steamers were requisitioned as transports, resulting in the complete disorganization of the coasting trade. In consequence the Government and private companies purchased or chartered many foreign vessels to meet the requirements brought about by the war. The result was that the total tonnage of steamers at the end of 1895 had increased to 331,000 from 167,000 in the previous year. This sudden acquisition of a large number of merchant ships by Japan caused a panic, and much difficulty among ship-owners for a time on the restoration of peace. It, however, gave a great impetus in developing the carrying trade abroad. This perhaps may be what will happen again.

THE NORTH-WEST CONGRESS.

The convention of the Associated Boards of Trade of the North-West, at Regina, was carried through in a manner that speaks well for the future of the two great Provinces which bid fair to become possibly the most important section of the Dominion. It was conducted in a manner befitting business men who had business of a serious nature before them,

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