



is closed in any season. width and depth of the with the tides, probably pen. He thought it na- for four months each year, the middle of June to the October.

Commander Low says: prepared steamers could Hudson Bay and Hud- longer than the per- mentioned; you could the straits all winter if a properly prepared ves- it would be a long voy- Altogether, the wit- sidered the Hudson bay en it was clear, as even one than via the St. There is at least two when there is no trouble ice at all, and when you loose ice in the summer would be no trouble, could have to be several established. There would be lights at Nottingham and probably at Cape Charlottan island would have to be lit at both cause it is practically in nel and then there would be at Cape Chigney and

Lights would also have outh of Churchill harbor, ample evidence to show of this strait is sufficient ment coming to the con- tain period of the year, a means of transporta- benefit to the western on to the benefit to be proved transportation fa- the construction of a portion which we never could out a railway. Immigra- the last 11 years has ity in that country, Ac- nearly 1,200,000 people by the immigration de- period. The impetus to flux of that number of unt of money spent in has produced our good stop immigration would ume of our business, and up the stream of immi- p the northern country, on which to put our set- government undertook Trunk Pacific, no deter- made to develop our the time they launched people objected on the ntry through which the was not fit for settlement. ng to a friend who is a e, he expressed the opin- mistake to build north in Ontario and Quebec, was not fit for settlement, the Grand Trunk Pacific take. I think the major- Canada have only one et; that is that we have a develop and we never can get railway construction arts.

the method of construc- bad should be built and ment, and inasmuch as ada considerable object money to build a road esent time, I believe that constructed by obtaining lands in the west. The e a unit in regard to the road, and I do not think raised to the government proceeds of the sale of for the building of this diture on the road itself but the incidental ex- piling of docks at Port, for lighting the strais a subsidy to a steamship able, in addition to the ction of the railway. The one to build and when

le down-grade, from the and a fall in 450 miles of will be down grade in the go so that trains loaded going-down hill on their I think it is very import- should be built at once, with the western country ago we had a very large

crop of wheat, about 200,000,000 bushels of grain; and before the commencement of the snow blockade to which the railways attributed all their difficulties, there was a complete grain blockade. At that time we had in that country some 800,000 people. If 800,000 people can grow enough grain to blockade two complete railway systems, what will occur when the population increases in that country as it is bound to increase?

"Today, in Manitoba, Saskatchewan and Alberta, we have about 1,000,000 people, and I do not think I am over-sanguine when I express the belief that within the next four years that population will be doubled. In 1901 the population was a little over 400,000. In 1906 it was over 800,000, and, judging from the way immigration is going in there, it is safe to say that in four years we will have 2,000,000 people west of the Great Lakes. When that time comes, probably we will have another railway, the Grand Trunk Pacific; but by the time the Grand Trunk Pacific is built we will find that the trade has so increased that it will tax the powers of the three great railway systems to haul off the grain.

"The road should undoubtedly be built at once. If the government were to undertake the construction of this road at once, it would be four years before they could expect to have it built to the bay, and it will be urgently needed before that time. If the government were to build the road they could easily en- trust its construction to the present Transcon- tinental Railway commission; they have the machinery at hand for looking after work of that kind and could superintend the building of the Hudson Bay railway without very much extra general expense. If this road is built it will facilitate the opening of the country; that country has to be surveyed and this will re- quire some time, and the building of the road will facilitate the surveying, exploration and development of the country. I do not think the government could get any railway com- pany to undertake the construction of that road unless they gave a bonus equal to the cost of building it. I do not think the people of Canada would favor giving any bonus of that kind. The day of large bonuses or land grants is past, and it is the fixed policy of this government not to give a land grant to any railway. I am therefore strongly of opinion that the government should at once address it- self to the question of finding some means by which this railway could be built, and I am in favor of the policy which was enunciated by the hon. member for Brandon (Mr. Sifton) that is to set apart certain lands in the north- west, two sections or so in each township, preserve them until they become of sufficient value, and then sell them just as the school lands are sold at the present time to create a fund to pay the cost of construction of this road. The government could borrow money and by the time the bonds fall due the proceeds of the sales of these lands could be applied to paying off the bonds. If you sold the lands today you would not get nearly what they will be worth in a few years. Objection has been raised to that scheme on the ground that preserving land is a detriment to settlement. However, the amount reserved, two sections in each township, would not be sufficient to affect the people in the district. You do not find that the present school reserves affect the people. However, whatever scheme is devised, whether the road is financed by means of a land grant, or by charging a fee of \$3 for redemption, it is a question of policy which the government has to decide upon; and so far as I am concerned the building of the road is so urgent that I feel it should be constructed and constructed at once.

"The public feeling in regard to the construction of this railway has been so strong in the west that if the provinces of Manitoba and Saskatchewan had owned land of their own they would not have hesitated to have given it towards the construction of this rail- way. I have no hesitation in saying that if Manitoba had owned land for the last twenty years the same as Ontario and Quebec do this road would have been built long ago. The little province of Manitoba did not have the resources to devote to a project of this kind. We have been coming year after year to Ot- tawa asking the Dominion government to undertake its construction. As soon as this road is built I expect there will be consider- able investment in the way of manufacturing along the Hudson bay route. The water- powers along the Nelson and Churchill rivers will become developed. There is a possibility of a great pulp industry being established along the Nelson and Churchill rivers. Wood and water-powers are available, and as soon as this road is built industries of that kind will crop up that are not thought of at the present time."

The death of St. Simon, perhaps the great- est racehorse of his generation, recalls an al- most forgotten tragedy of the turf. Half an hour before the race for the Two Thousand Guineas of 1883, Prince Bathynay, who bred St. Simon, and who was one of the most popular racing men of any time, was talking with Lord Cadogan in the luncheon room of the Jockey Club stand at Newmarket, when he suddenly reeled and fell. He was carried to Weatherby's office and doctors were summoned, but the Prince was beyond all human aid, and just before the bell rang for the race for which his colt Galliard, brother of St. Simon, was first favorite, he breathed his last.

A few minutes later "the clear blue sky rang with cheers and shouts as the horses came thundering along, which rose into a roar as Galliard won by a head," while behind the drawn blinds of Weatherby's office Galliard's owner, who had been looking forward so eagerly to this moment, was lying dead. It was owing to the death of his owner that Galopin's great son could not run in the Derby of 1884, which he would almost certainly have won.—Westminster Gazette.

There is another drawback, and we ought to point out and honestly face these draw- backs as completely as we do the advantages, for the unscrupulous boomster is almost as mischievous as the unscrupulous libeller.

## White Man's Last Opportunity

By Ernest Thompson Seton, Author of "Wild Animals I Have Known," "Lives of the Hunted," etc.



"HO cares for a few acres of snow?" said the flippant French statesman, when he found that through him Can- ada was lost to France; and our country has suffered ever since from this libellous jibe.

It was commonly said that no part of Can- ada was fit for agriculture except the extreme south of the Ontario peninsula.

It was a surprise when the Ottawa valley was found suitable for settlement. The Red river region was looked upon as Arctic. It is not thirty years since wheat was considered a doubtful crop in what is now the banner grain field of America. And all of this misconception was the result of a few malicious, but far-reaching jeers.

How are we to get at the truth about our northwest? How are we to make sure that we are leading none into disaster by unduly lauding a new region, and yet avoid the other extreme of ignoring a veritable land of para- dise.

There are three sources of light—the natural growth of the country, the scientific study of its climate and soil, and the results of actual experiment.

The natural growth is nature's experimen- tal farm. My notes made while travelling through the northern part of the Peace river region show that even near Great Slave lake, white poplar, balsam poplar, white spruce, black spruce, jackpine and canoe birch grow to perfection, are here indeed, great forest trees affording the finest timber and a com- mercial asset of the highest importance.

Rich in Grasses  
Grasses of many kinds are so rich and rank on the prairies of the Buffalo river that one may cut hay anywhere with a horse mow- er. The characteristic flowers are the same as those of Central Manitoba; the anemone or spring crocus is particularly abundant.

Early in July of the year 1907, while in the Salt river country, I rode through hundreds of square miles of undulating country which was sparsely covered with poplar from a foot to two feet thick, under which the ground was overgrown with peavine two or three feet high; the soil was clay loam, the land dry and there were brooks every mile or two; in other words, the most beautiful cattle range, pos- sible to conceive and evidently suitable equal- ly for agriculture.

A scientific study of the climate of internal America has demon- strated the remarkable northwest- ward trend of the summer iso- therms, to which the northwest- ward trend of vegetation corre- sponds exactly.

What the Map Shows  
The map shows these better than any description, and we should remember that where bal- sam poplar grows we can grow po- tato, where white poplar grows we can grow barley, and where jackpine grows we can grow wheat.

These terminal lines it will be seen are far beyond the northwest part of the Peace river region, how remote then from such limitations is the south part, 500 miles away.

Summer frost was the curse of the Ontario peninsula at one time, and of the Bruce peninsula, and of Southern Manitoba, but now in these same regions, excepting in abnormal years, like the year 1907, it is unknown. With the opening of the country the curse was removed. The theo- retical reason is that the ground everywhere shaded by vegetation cannot absorb much of the sun's warmth and get thoroughly stored with the heat, but ploughing land gives it di- rect contact with the sun's rays and enough heat is stored to raise the temperature a few degrees, enough to carry it over the danger point. This is the theory and right or wrong the fact is that in all wheat countries sum- mer frost has fled before the plough. We are safe to believe, therefore, that agriculture would have the effect of raising the summer temperature of this new land of promise.

So far as I can learn, the summer climate in general corresponds closely with that of Manitoba.

The soil is in most parts of the highest class, a rich clay loam of nearly level or slight- ly undulating surface. There are a few small acres of sandy country, and a considerable amount of muskeg. The latter produces good timber and guarantees a continual supply of water and range for cattle.

Winter a Drawback  
The length of the winter is a serious draw- back—most serious—but I cannot learn that it differs materially from that of Minnesota, lasting usually from the end of October to the first of April. I make a little account of the past extraordinary season—if it damns this country then it also damns New England, and the whole northern tier of states as unfit for agriculture. Ordinarily, the rivers here are open and the plough set free by the 20th of April.

In this lower Peace River region horses can and do indeed run out all winter and dig through the snow for their food, but no wise farmer will let them do it. All stock must be winter-fed and housed to get satisfactory re- sults, and in a country of unlimited timber and hay this is not a great difficulty.

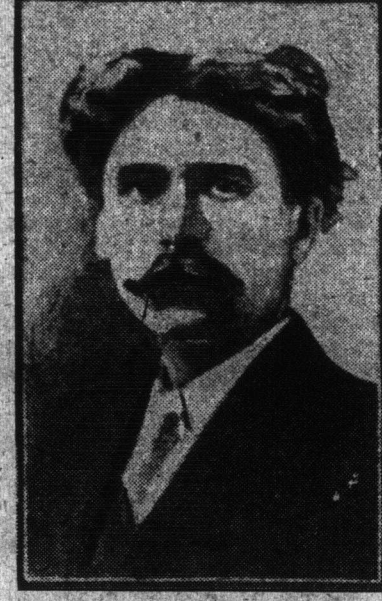
There is another drawback, and we ought to point out and honestly face these draw- backs as completely as we do the advantages, for the unscrupulous boomster is almost as mischievous as the unscrupulous libeller.

Summer Pests  
In summer there are mosquitoes and bull- dog flies, but they are no worse here than in Minnesota and those who live in the country have learned to use various expedients of smudge and mosquito bar, and, I find, think but little about these nuisances that force themselves so fully on the notice of the new- comer. At other seasons there are no pests or special diseases; the climate is indeed one of the most salubrious in the world.

But the grand test of the country, the one that is looked to most trustfully by those ag- riculturally interested is the practical one. What has been done already.

In travelling through this region I have made it a point to see for myself as well as learn from all reliable sources the results of agricultural experiment.

At Fort Resolution this year I saw pota- toes, rhubarb, radishes and other garden truck grown to perfection.



ERNEST THOMPSON SETON

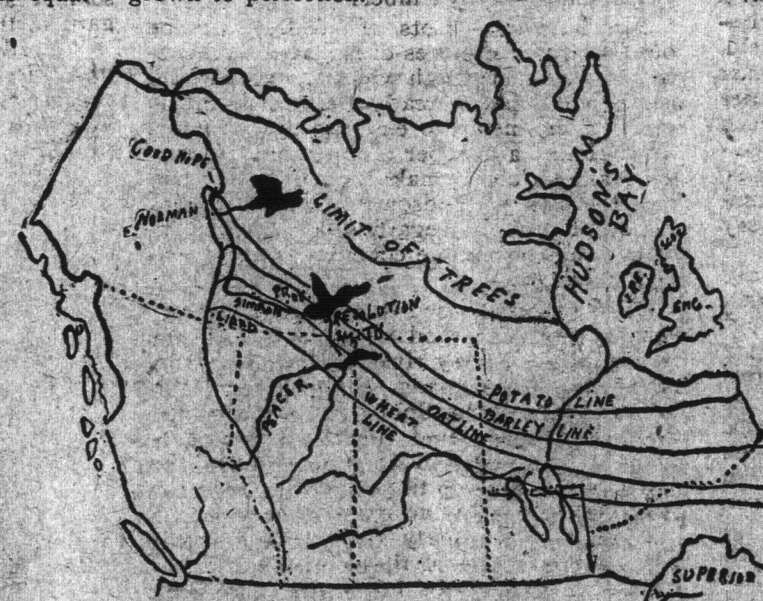
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Map drawn by Ernest Thompson Seton, 1907, showing limits of crops in the interior—between Hudson Bay and the Rocky Mountains.

At Providence and Hay River, Bishop Breynt assured me that wheat is a regular and profitable crop. At the same place Mr. Elihu Stewart on July 15 last, saw ripe wheat, potatoes in flower and peas fit to use, as well as the usual garden truck.

Limit of Wheat Area  
Fort Providence, then, is probably nearly the limit of wheat, but oats, barley and pota- toes grow much farther north. Barley was cut at Vermilion on July 24, 1906. Potatoes are a good crop every year as far north as Good Hope, which is within the Arctic circle, and everywhere the potato bug is unknown. E. A. Preble, the well known naturalist and travel- ler, has given me much corroborative evi- dence of these statements. The result of the various testimonies I have tabulated in the most conservative manner and present them in the accompanying map, which, by the way, no one so far has impeached as over-favorable. Messrs. Thos. Anderson and C. T. Christy, of the Hudson's Bay company, think I have been wise and safely conservative. Bishop Breynt thinks I have been much too cautious and that my wheat line should be pushed up as far as the oat line with a corresponding advance of the others.

I do not doubt that wheat will grow in some localities even beyond the line given, as Bishop Breynt and many others say, but also there are localities within the present wheat line where no wheat will grow. There are in- deed places in Manitoba, Ontario New York state, etc.—not to say Peace River valley—where for some local reason, elevation, slope, soil, etc., wheat will not grow, just as there are places in England and Ireland that cannot produce potatoes.

I think that both the Macouns are right in their description of the country. Prof. John Macoun says there is a great agricultural fu- ture for the Peace River valley. Mr. James Macoun says: "True, but let us be frank about it, there are also large areas on the high

southern part of the Peace uplands where the elevation is too great for the successful grow- ing of cereals. The northern part of the region is so low as to offset the high altitude and of- fers a fine field for agriculture."

The Broad Facts

Doubtless, wheat may be grown beyond the wheat line as I have drawn it, but there the unfavorable conditions become very frequent and indeed the rule. There are obviously no hard and fast lines but on the whole these shown do give us the broad facts. Each de- cade, however, is cutting down the time re- quired for the growing of wheat by providing us with harder kinds and thus they are ex- tending its area. This same is true not only of the other various staples of agriculture but also of live stock. Breeds of cattle improved for our northern ranges have been produced, and a search of other lands has discovered two other creatures, the reindeer and the yak, whose natural habitat is a far colder region than the coldest part of that under discussion, and whose beef and other products have long been the principal wealth of countries where they are indigenous.

This great new province is abundantly sup- plied with minerals, water, timber, wild fruit, fur and game. It is, moreover, a white man's climate, one of the most salubrious in the world and all that its detractors can say is— it is too far north and it is too cold. Which of us, they ask, would be willing to settle in a country, a land that has admittedly four months of hard winter?

One may be sure of this; that no settler will readily leave a warm, sunny climate to go to a cold and frosty one. I do not expect that any Ontarian will cheerfully go to dwell in those northern climes. If a Floridian goes to live in Ontario he thinks he is in a polar re- gion and suffers. So an Ontarian coming to Manitoba or Alberta thinks he is far enough north, and any farther would be too cold; but after a generation born to the region their lives are adapted and each thinks his own sur- roundings not only normal but the best. I knew of a number of Ontarians that tried Manitoba for three or four years, then decided that it was too cold and went off to Southern California, but they all came back, largely from the influence of the children who thought then, and still think, that the Manitoba climate is just right.

We do not indeed expect Manitobans to find paradise at the limit of trees, but there are in Europe thousands of Fins and Scandinavians, white men, that are familiar with a sim- ilar climate. They know the best ways of life for it—they have their summer way—and their winter way—they know already how to be happy and prosperous under just such conditions and can teach other settlers the same lesson. They would indeed find in the vir- gin possibilities of our new north- west the land of the new hope they have so long dreamed of. How gladly they would come if only the way were opened.

And what does opening the way mean? The way from Europe is open. It is plain sailing to Ed- monton. What is then needed, I think, is the railway rushed through at once. The way to open the Peace River valley is to open the way to Peace River, and the steamboats will do the rest; then it remains only for us to notify the men we need that we have cleared the way to the land of new hope.

And what is the ultimate race of the re- gion to be. There is a zoological maximum that suggests the answer—an animal finds its highest development in the coldest part of its range when its food is abundant. How true this is of mankind. The giant races of Amer- ica were from the Northwest Buffalo Plains and from the Patagonias. The giant race of Africa is the Zulu of the Cape, and the dwarf races the world over are from the tropics where they are overhot or from the poles where they are underfed. The highest pro- duct of civilization we believe to have been the white man of northern Europe—a product indeed of the snow. This should help us to forecast the future of the north.

Henry Ward Beecher, who visited this country some twenty years ago, said in his subsequent lectures, on the Canadian North- west—"You note the class of men going in there, that means brains; you see those end- less grain-lands, they mean wealth; you mark those long winter evenings, these mean time to think. I tell you there are great things coming out of the Canadian Northwest. Keep your eye on Winnipeg."

Finally, if those who decry this land of promise would go to Europe and see there how much farther north climatically, the arid soil is made to support a large population, they would quickly change their minds and see in their true light the possibilities of these fertile wooded plains. They would be fortified in their new view by that the words used today, by those who condemn the Peace River, are the same as remembering those used one hundred years ago to decry the On- tario Peninsula and thirty years ago to con- demn those parts of the Northwest that are now producing the finest grain in the world. —Canada West Magazine.

## ARGUMENT FOR BONUS TO STEEL SHIP BUILDING



CONTINUED effort is being made— especially by the people of the Mar- itime Provinces—to have the Do- minion government to give some pronounced aid to the building of steel vessels in Canada. Reasons are given why this encouragement should take the form of a cash bounty per gross ton, in- stead of a drawback based upon the duty paid for articles entering into the construction.

They claim that it is an anomaly that, while the Canadian people have adopted the policy of protecting and supporting home industries, the shipping interest alone should be neglected and left to suffer extinction from the protected competition of other countries. A policy that has been successful in building up the work- shops and factories of Canada, and that after trial, has received the ample endorsement of the people at the polls, ought to have been extended to the shipyards, and afforded a con- tinuance of the employment of labor and capi- tal that formerly made their shipping a source of prosperity and wealth.

Eastern Canada has had a unique and rather chastening experience. On the sea coast there was excellent ship timber, and from the inland there were natural waterways by means of which logs for timber could be expeditiously and economically conveyed to the sea coast. The inhabitants of that part of what is now Canada were among the most "handy" and adaptable people in the world. Sailors and fishermen by instinct, tradition and necessity, they were also carpenters and built their own houses, barns and farm waggons. Boats were necessary for fishing and as a means of travel from place to place along the shore when roads were few and rough. So they built their own boats. A demand for wooden ships came and they started in ship building, using the natural resources right at hand and their own labor. Then, from their own families they officered and manned those ships and sailed the seven seas, carrying the British flag and British trade to every port open to navigation. They pros- pered, and the money they made went to build up homes and towns, construct roads and rail- ways, open banks and insurance offices.

Indeed, shipbuilding in a few years became the chief industry of a large part of Quebec and the Lower Provinces, especially Nova Scotia, where there were communities owing more tons of shipping per head of population than any other part of the globe. Canada as- sumed the position of one of the four great ship-owning countries of the world.

The advent of steel shipbuilding struck a fatal blow at this great source of wealth and prosperity. The increase in the size of vessels from 2,000 tons to 20,000 tons, made possible by the use of steel added to greater durability and lessened insurance effected such a reduc- tion in the rates of ocean freights that wooden ships could no longer compete, and shipbuild- ing was transferred to British yards, where iron, coal, skilled labor and capital were cheap- er than in any other country. The loss of business, capital income and employment, in which at least one-fourth of the people were interested, fell upon the country like a blight, and Eastern Canada has not recovered from it yet.

Great Britain did not establish her supremacy as the great ocean carrier of modern times on free trade lines. On the contrary, the British government subsidized its main line of steamers "to afford a rapid, frequent and punctual communication with their distant ports which feed the main arteries of British com- merce." Great Britain now pays considerably over a million dollars a year in subventions to steamship lines, Canada pays over a million dollars a year in steamship subventions, most of which goes to subsidize old country British shipping. The other colonies pour in their mites towards the same great ship encourage- ment fund of the Mother Land. The United States is realizing the importance of a mer- chant marine of her own and has given special legislative aid.

It is claimed that no good reason exists why Canada should not build her own ships and do her own carrying trade. The policy of aban- doning our merchant marine to its fate; of allowing our sea-faring population to drift away into other employments and to other lands; of permitting other countries to enjoy the profits and prestige of doing our ocean carrying is not one that can commend itself to the progressive spirit of our people. About seventy millions of capital has been expended in the develop- ment of the coal and iron industry of Cape Bre- ton, within a few years. Many millions have been invested at Sault Ste. Marie in steel pro- duction. It is felt that the erection of steel shipbuilding works is a fitting supplement and crowning measure to the establishment of great coal, iron and steel producing industries. The latter completes a series of conditions required in steel shipbuilding, such as exists in the great shipbuilding centres in Great Britain.

Canada possesses extensive coal deposits at tide water, which afford a marine traffic of over four millions of tons; she ships a million thousand feet of lumber products annually; her export of grain, rapidly increasing, will reach a hundred million bushels. In addition to providing this enormous trade for a shipping business, Canada has excavated canals, deepened rivers, dredged harbors, constructed docks, buoyed and lighted the entrance to her water- ways, and, in short, created the business, the facilities and the conditions demanded by a maritime power, and then stopped short with- out taking the one effective step to bring into being the thing itself—a mercantile marine.

This is briefly the case presented by those who are agitating for a government bonus to steel shipbuilding in Canada. After preparing statistics and going into details from the ex- perience of those who have, in a small way, attempted something in the line of building steel ships in this country, about \$6 a ton seems to be the figure asked for.—Montreal Star.