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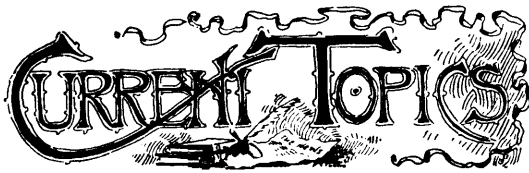
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In a letter to the *London Times*, Major-General Dashwood sets forth the case of Newfoundland in the present phase of the "French Shore" controversy concisely and clearly. He accepts the conclusion, already reached by the *Times*, that the erection of lobster factories cannot possibly be covered by "stages made of boards usual and necessary for drying of fish," as the privileges of the French fisherman are worded in the treaty. But by the *modus vivendi* factories now erected by either nation are allowed to be still carried on, while the English, as well as the French, are forbidden to put up new ones without the consent of both the French and English naval commanders. "This," says General Dashwood, "amounts to our granting the French a concurrent right to carry on such a fishery, and is a decided giving in to the French without any adequate concession on their part. It goes without saying that the French will now agree to any increase of factories on the part of the British, and all that we can do is likewise to refuse any extension to the French." And then he adds: "If Newfoundland were to join the Dominion of Canada she would no longer be in the position she now occupies—a position which allows her to be bullied and her interests sacrificed by the British Government." That is what we have already urged, and what the *Times*, which, while deprecating foolish appeals to the United States, sympathizes strongly with the harassed colonists, advises the Newfoundlanders to do.

In our last issue we gave views of the great elevator at Fort William and of Kakabeka Falls. It is generally taken for granted that the region of which the shores of Thunder Bay form the picturesque foreground is of interest mainly for its scenery. This, however, is a mistake due to the long isolation of the country to the north and west of Lake Superior from the rest of Canada. Until within the last few years it was even to many fairly well informed persons a *terra ignota*. The opening up of the railway has gone far in dispelling ancient prejudices. It has long been known to our mineralogists that copper, lead, silver and even gold existed in paying quantities between Rainy Lake, Lake Nepigon and Superior, while iron and zinc have been found along the northern shores of the last mentioned, between the Pic River and Sault Ste. Marie. The district, of which Port Arthur is the metropolis, has been shown by the last annual report of the Board of Trade of that rising entrepot to be one of the richest in Canada in natural advantages. A section of some 1,250 square miles is known to yield silver ore; nickel has been discovered at Schreiber, some 130 miles

east of Port Arthur, and if we extend the range to the points already indicated, there is practically no limit to the possibilities of mineral wealth. Hitherto the smelting has been done in the United States, so that Canada has reaped little profit from these discoveries, but as Port Arthur's enterprise increases we may look for a development more beneficial to our own people. A beginning has been made in an iron-bearing district on the Atikokan river, of which we are sure to hear more before long. Nor is it the mineral wealth alone of this long neglected region that gives assurance of a prosperous future. It is not lacking in agricultural capabilities, while its fisheries (those of Lake Nepigon especially) only await a suitable market. As our readers are aware, it is a paradise to the sportsman.

On the 17th inst. the Hon. John Carling was waited upon by a deputation consisting of a number of prominent gentlemen interested in the improvement of Canadian horses, who urged upon the Minister of Agriculture the advisability of placing thoroughbred horses on the experimental farms as a measure likely to yield good results. Mr. Bryson, who introduced the deputation, laid before Mr. Carling the pressing need that existed for more systematic efforts towards the attainment of the end in view, many of the horses in use being of inferior quality, serviceable for neither draught nor carriage purposes. The Hon. Louis Beaubien gave some interesting particulars as to the movement which he had started for the organization of a *haras* on the French plan, and invited Mr. Carling to be present on the 3rd of May at the inauguration of his establishment at Outremont. His company has already imported 46 choice stallions, which were offered to the farmers of this province at easy terms. This subject is dealt with in the last report of the High Commissioner as one of unusual importance. During the past year, according to Mr. Dyke, the Dominion agent at Liverpool, a large number of Canadians visited England to purchase horses, and some of them secured stallions of the Clydesdale, Shire and Hackney varieties. Mr. Beaubien obtains his stallions mostly from France, where he has agents constantly on the watch for animals especially suitable for Canadian needs. Mr. Dyke visited the Toronto show with some of the best judges of horseflesh in Great Britain, and his friends were of opinion that no finer lot of draught horses could be placed on view in any part of Europe, with the exception of the Royal, the Glasgow and the Highland shows. There was still, however, much room for improvement with respect to saddle and harness horses; but as the press had discussed, and horse owners had expressed their sense of, the defect, he had no doubt that the desired change in this direction also would soon come to pass. Mr. Dyke calls attention to the benefit that had resulted from the establishment of *haras* by the French Department of Agriculture—the very system which Mr. Beaubien had given a footing in this province. The action of the British Government in offering prizes for thoroughbreds had also had a marked effect in stimulating efforts to improve the breed of horses.

Sir Charles Tupper expresses much satisfaction with the condition of the foreign colonies established within the last few years in the North-West. He regards this immigration as valuable testimony to the good results of the efforts that the Dominion Government has been putting forth to popularize the Canadian West on the continent of Europe, and hopes that the current which has set in will

continue in unretarded motion in the same direction. These colonies are five Scandinavian settlements, near Carberry, near East Selkirk, Oak Lake, Heming and Whitehead, on the line of the Canadian Pacific, and one, of the same nationality, near Minnedosa, along the Manitoba and North-West Railway; four German colonies, near Grenfell, Balgonie, Dunmore and Regina, on the line of the C.P.R., and three, near Langenburg, on the M. and N.W. Railway; one Hungarian, on each line, near Whitewood and Neepawa, respectively; one Roumanian, near Balgonie, on the C.P.R.; one Jewish, near Wapella, C.P.R.; four Icelandic, on the C.P.R., near Glenboro, Selkirk, Calgary and Carberry, and one on the M. and N. W., near Birtle. "From personal investigation of some of these foreign colonies," writes the High Commissioner, "made at my request, and from information acquired from reliable sources in regard to others, I am satisfied that these foreign settlements are among the most prosperous communities in Manitoba and the North-West. The settlers, as a rule, start with little capital; but they are so thrifty in their habits so accustomed to hard work and to take advantage of every opportunity that offers of obtaining money that they have developed their farms in a manner most surprising, and that would hardly be believed except as the result of personal investigation. They have all good houses, a considerable extent of land under cultivation, have been most successful with their stock, and, as a rule, are most highly spoken of by every one who comes in contact with them." There is certainly room for as many of them as choose to come.

Sir Charles Tupper comments in his report on the objection in certain quarters to immigration and to any outlay in connection with it. The knowledge in the United Kingdom that such a feeling exists has, he adds, hindered the efforts of himself and his coadjutors to secure for Canada the classes of people that it really needs for the development of its unoccupied lands. The High Commissioner then gives expression to a warning, the gravity of which cannot be over-estimated. He says that unless we can keep in touch with the emigration movement, for which a judicious, moderate expenditure is necessary, our immigration returns may show a more serious falling off than has yet been witnessed. It is clear that whatever opposition may have been declared to immigration has been misunderstood and exaggerated in the United Kingdom. The protests proceeded from the artisan and labouring class in the cities, and were directed against the flooding of our labour market by men who could only obtain employment at the expense of those already in the country. There were also remonstrances from charitable organizations against an influx of poor people who, when out of work, applied to them for help, and thus proved a drain on resources (never superfluous) which were intended for the poor we have always with us. It is a pity that these protests should have been sometimes expressed in language which gave the impression that Canada did not want immigrants. On that point the tone of the Western press and of the representatives of the North-West in the Senate and the House of Commons have left no room for doubt. Canada not only needs and invites immigration, but would be glad if the Government spent more to promote it. The vitality, development and prosperity of the country depend on the manner in which the work is prosecuted, and those who are most interested in the welfare and progress of the