

day it is a condition and not a theory that confronts us. This enormous increase in freight has to be handled and we are in the proud position of having it handled by Canadian railwavs.

Mineral products increased from \$64,420,877 in 1900 to \$106,823,623 in 1910, more than 60 per cent., and more than half of the increase came from territories along lines of railway which were not in existence in 1896. Since then and especially since the commencement of the war, the output of our mines has increased enormously, and a very considerable percentage of the ore formerly exported is now being smelted or refined in Canada.

The yearly yield to the wealth of the Dominion from her fisheries rose from \$21,557,639 in 1900 to \$29,965,433 in 1910, and \$33,207,748 in 1913. The completion of two more transcontinental railways to the Pacific Coast has greatly stimulated the British Columbia fisheries; the inland fisheries of the prairie provinces, for so many years entirely neglected, have become of commercial importance, and are helping to ration the British and Canadian forces overseas; from the Maritime Provinces there has been for several years a steady increase in the export of fish. Even more gratifying has been the ever-growing increase in the shipments of fish from Nova Scotia to Montreal, Toronto and the industrial centers of Ontario.

Railway earnings naturally reflect the country's growth and prosperity The gross earnings of the railways of Canada increased nearly five times between 1896 and 1914, while the railway mileage built within the same period little exceeded that which was in operation in 1896. Net earnings per mile increased from \$952.85 in 1896 to \$2,548.8 per mile in 1913, and the net earnings per mile would have been even greater if so large a proportion of the new mileage had not been built in unsettled and undeveloped coun-These figures indicate that railway mileage was increased only to meet the demands of traffic or to open country to settlement. Railway statistics during the war period have been mercurial, and therefore perhaps an unstable or unsafe guide. They fell during the first year of the war, and rose during the second, but for year ending June 30, 1916, they reached the highest point in railway earnings, approximately, \$262,000,000.

To sum up, the census figures of

1910 indicate that, within the decennial period covered, the growth of railway mileage was not in proportion the development of the country's industries—fisheries, mining, ring and agriculture. Estimatlumbering and agriculture. Estimating at the most moderate figure the Breat increase in production since 1910, we repeat that Canada's wealth and resources have quadrupled in the Past twenty years, while her railway

mileage had scarcely doubled.

But we must not regard increased railway mileage as registering the country's growth and prosperity. is rather the other way about. creased railway construction upon well-considered lines accounts for and brought about, to a large extent, Canada's wonderful growth and development during the past twenty years.

The West provides the best and most striking evidence of the influence of the railways upon the country's prosperity. In 1897, 2,384 quarter sections were homesteaded in Western Canada. Next year the number of homestead entries doubled, and as the years passed they increased until the entries of 1911 were nearly eighteen times the 1897 figure. The diagram above shows an interesting relation between yearly homestead entries and yearly railway construction, which it is reasonable to presume is more than coincidence. It must be remembered that homestead entries of one year are usually the result of the pre-

vious year's railway building, that if the mileage increases for 1912 and 1913 do not bear out the lesson of the diagram, the difference is explained by the fact that the construction of these years was largely confined to the connecting up of lines in districts either not open to homesteading or open only to a limited extent.

Increased immigration year by year fairly parallels increased railway mileage since 1896. In 1897 the total immigration into Canada was 21,716, while in 1913 it reached the record-breaking figure of 402,432. Naturally enough, immigration has fallen off with the falling off in railway construction, and with the dislocation caused by the Great War, yet some 17,030 immigrants settled in the three prairie provinces during 1916. After the war we naturally look for a vast increase in immigration, and the "talking point" of the immigration agent will be the splendid railway facilities to be found in Western Canada.

(Concluded next week.)

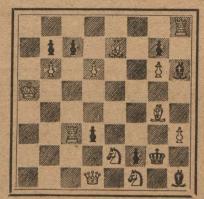


Solutions to problems and other chess correspondence should be addressed to the Chess Editor, Canadlan Courier, 30 Grant Street, Toronto.

PROBLEM No. 124, by William Meredith. Version., American Chess Magazine, Sept., 1897.

From "100 Chess Problems by William Meredith" (White),

Dec., 1916. Black.—Eight Pieces.



White.-Twelve Pieces. White to play and mate in three.

White to play and mate in three.

Problem No. 125, by L. S. Penrose.

Third Prize, Good Companions' Solving
Tourney, 22 Feb., 1917.

White: K at QB3; Q at QKtsq; R at
KB5; B at QRsq; Kts at Q5 and Q7; Ps
at QR2; QB7 and KKt6.

Black: K at QB5; Q at QR3; R at QR5;
Kts at QR4 and KKt7, Ps at QR2, QR6,
QKt2, QKt3, Q6, KB3 and KKt2.

White mates in two.

SOLUTIONS.

Problem No. 120, by J. J. O'Keefe and
W. J. Smith.

1. R—B2! P—Q4 ch; 2. Q—K7 mate.

1, R-B2! P-Q4 ch; 2. Q-K7 mate.

1. ..., K—Q4; 2. Q—B5 mate.
1. ..., K—K6; 2. R—B4 mate.
Problem No. 121, by Karel Traxler.
1. B—Q2! PxB; 2. Q—KB7, K—Q5; 3.
Kt—B3 mate.
1. ..., P—Kt7; 2. KtxP d. ch, K—B6;
3. RxP mate.
1. ..., Kt—K7; 2. QxQPch, K—B5; 3.
BxP mate.

Faulkner's self-stalemate.

Faulkner's self-stalemate.

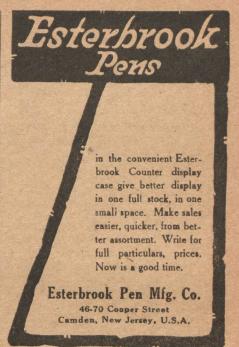
In our column, as far back as May 6 last, the self-stalemate below by Mr. W. J. Faulkner was published with the omission of the Black Pawn at KKt3. We were not made aware of this till recently by Mr. Faulkner himself. During the meantime, the faulty position was, with Mr. F.'s other self-stalemate problem, issue July 1, sent to the American Chess Bulletin, and both reappeared in December. Mr. Joseph Ney Babson, the famous American long-range composer and solver, in ignorance of the error, found the following interesting solution in fourteen with the Pawn in question missing: 1. R—B7; 2. R—B6; 3. B—Kt7; 4. B—B3; 5. B—R6; 6. R—B8ch; 7. B—B3ch; 8. B—B6; 9. K.RRP; 10. R—KR8; 11. P—K7; 12. P—Q; 13. Q—K7 (ch); 14. Q—KKt7ch, KxQ stalemate. The problem and solutions follow:

White: K at KKt5; R at QKt7; B at KR6; Ps at QR6, QB4, Q2, Q5, K6, KB4 and KR4. Black: K at Ksq; Ps at QR2, QB4, Q3, Q6, K2, KB4, KKt3 and KR4. I. B—B3; 5. B—R6; 6. R—B8ch; 7. B—B7 (a); 8. R—B8; 9. R—B7ch, K—Rsq (b); 10. B—R3; 11. B—R5; 12. B—B3ch; 13. B—R8, KxB; 14. R—Kt7, KxR stalemate. (a) If White waits with the Rook, the statemate takes 15 moves. (b) If 9. ..., K—Ktsq, then 10. B—R5 at once finishes in 13 moves.)

in 13 moves.)

Corrections.

In Problem No. 118, by Guidelli, a White Knight was omitted from Q3. We stated Mr. Sim as first prize winner in the Good Companions' Solving Tourney at the Toronto C.C., Feb. 22, and Mr. Faulkner second. Due to the clearing of a misunderstanding with Mr. Janet, the judge, the placing of these awards is



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