



Current River Park, after Breaking of Upper Dam. Bridge in left corner is where freight train ran off track.



Looking west towards Port Arthur, showing where flood carried away track and road bed. Wires across bridge are from the power house.



The wreck which caused the death of Engineer Savard, Fireman McBride and Brakeman Inman, at Port Arthur, May 27th.



Between the tender and boiler of the wrecked engine where the fireman's body was found.

PHOTOGRAPHS BY J. G. JOHNSON

TRAIN WRECK FROM BREAK IN CURRENT RIVER DAM, MAY 27th.

Greatest Irrigation in America

THERE is a man in Calgary who is able to engineer more water out of the rocks and spread it out over the levels of the dry plains than any other man in America. That man is Mr. J. S. Dennis, head of the irrigation department of the C.P.R., which has taken upon itself the task of making three million acres of an arid tract into arable land fit for intensive farming. Even the famous irrigation scheme of Arizona is a cool million or so behind this, to which a parallel must be looked for in Egypt and the Nile—except that nobody out West worships the C.P.R. canals as the Egyptian farmer used to worship the Nile. Moreover, the irrigation scheme of Egypt from Cairo to the first cataract of the Nile is a good deal

smaller than the C.P.R. scheme at Calgary.

The tract of dry and treeless land threaded by these big ditches of the C.P.R. is one hundred and fifty miles long and forty miles wide—a domain granted to the C.P.R. when the road was built to the foot-hills and beyond. This, the greatest dry belt in Canada, lies between Calgary and Medicine Hat, bounded north by the Red Deer River and south by the Bow. It has been subdivided into three parts—following Caesar's description of ancient Gaul. But the Bow River is the water-artery to the whole system—rushing at from six to nine miles an hour, cold and clear and blue, on its way to the great Saskatchewan a thousand miles north-east, and from there to Hudson's Bay.

So there was no harm but a great deal of engineering in heading off part of the ranchman's river and making it irrigate the dry belt on its way. In

the western section alone nearly nine million cubic yards of earth were lifted to make the canals; at one point the engineers whittled down a cliff one thousand feet long and a hundred feet high. The completion of the scheme will entail the excavation of twenty-five million cubic yards of the dry belt, making a grand, enormous total of nearly three thousand miles of canals—a waterway that if run in a straight line would reach from Calgary to Halifax.

The water in this system of ditches is sold to the farmers at fifty cents per acre for a year, and each acre is supplied by contract at the rate of two cubic feet every five minutes. The land is sold to the irrigation settlers at rates which the company deem consistent with the fertility of the soil after irrigation.



View from Woodington, Lake Rosseau.



At Skeleton Falls, Muskoka.



The "Jolly Bunch" at Halliday's, Lake Joseph.



A Pretty Cottage on Lake Muskoka.

Merry Days in Muskoka

PHOTOGRAPHS BY J. E. TERRYBERRY.



"Bella Vista," Lake Muskoka.