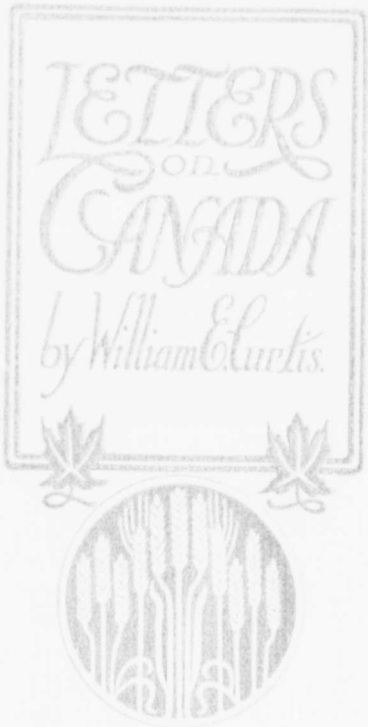
LETTERS
ON
CANADA
by William E. Curtis.

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BY

William E. Curtis

SPECIAL CORRESPONDENT OF THE
CHICAGO "RECORD-HERALD"

AND WHICH APPEARED
IN THAT PAPER FROM
AUG. 23 TO OCT. 8, 1911

Wm. E. Curtis
1850 - 1911

PREFACE

As *"Earth, like some familiar face*
At parting gains a graver grace,"

SO do these last letters of William E. Curtis, take on an added interest because of the quick passing of their noted author.

¶ William E. Curtis was easily the best known, most widely read newspaper correspondent writing in the English language. Three hundred and sixty-five days in the year he talked to his audience of thousands at the breakfast table. After scanning the front page for the world's tragedies, the eyes of the reader sought the "first column" for the Curtis letter. Only once in a quarter of a century did this letter fail to appear, and that was due to the wreck of a tramp steamer to which the correspondence had been intrusted. No writer had a higher regard for his chosen profession or a finer sense of his duty to his public and to his paper.

¶ The letters in this book are the result of his last tour of a foreign land, if, indeed, Canada may be counted foreign to the United States.

¶ Mr. Curtis, as his letters show, was deeply interested in the marvelous development of the Dominion—of the bloodless war that is being waged in the west—of the peaceful conquest of this last and richest corner of the continent.

¶ In the years that he was writing for the "Record-Herald" he has made millions of men, women and children "see the world" at their own fireside. While shunning the sham he preferred to write cheerfully and hopefully of everything and everybody. He was the very opposite of the muckraker. There was rarely a sting in his story. He enjoyed the confidence and friendship of Presidents, Senators and Ambassadors, and had the political history of the United States at his finger tips The geography of the world lay before him as an open book. These letters are practically his last word, and are reproduced by the Grand Trunk System through the kind permission of the Chicago "Record Herald."

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NEW LINE BOSTON-CHICAGO

Grand Trunk Promises to Establish Route.—Providence to Benefit. Rhode Island City Expects Great Results from the Reciprocity Pact

PROVIDENCE, R.I., Aug. 17.—The people of Providence are congratulating themselves upon the prospect of having a new railroad. They now have several lines which run in every direction, and their transportation facilities are probably as many and as good as those of any people in the land, but they all belong to a single corporation which also controls the street car lines, the interurban trolleys, the steamboats and everything else upon which passengers and freight can travel, except horses, bicycles and automobiles.

The new line is to be called the Southern New England Railroad and it will be a part of the Grand Trunk System connecting with the New London and Northern Railway at Palmer, Mass., and thence, via the Central Vermont, with the Grand Trunk Canadian System at Montreal.

The Grand Trunk Company also proposes to build another line across from Bellows Falls, Vt., to Boston, a distance of 128 miles, and thus furnish what it claims to be the shortest route between Boston and Chicago. Its tracks now come down to Portland, Me., and New London, Conn., and when its lines are built into Boston and Providence it will relieve the monopoly enjoyed by the New York, New Haven and Hartford Company, which has bought up everything except the Boston and Albany.

The new line from Palmer to Providence passes within thirty-four miles of Boston, through the village of Woonsocket, and it is very likely that a branch will be built across that gap.

The terminals, docks and station grounds were secretly acquired in Providence by agents of the Grand Trunk Company, who have been working at it for several years, and the advance guard is now completing the right of way down the Blackstone Valley through a long string of manufacturing towns between Palmer and Providence, a distance of sixty miles.

When this line is built the distance from Chicago to Providence will be 1,212 miles. The distance from Chicago to Montreal is 841 miles, and the distance from Montreal to Providence will be 371 miles.

* * *

It is worth while for any railroad to get into Providence, and especially a railroad from Canada. The densely settled manufacturing districts in this part of New England need food and forage, and all kinds of agricultural products, and in exchange they can send almost everything the Canadians need to wear and to use on their farms, in the households and in their business.

They make everything down here that the Canadians require, and the Canadians raise everything the people of Rhode Island lack, except tropical staples like sugar and coffee. But this new railroad will serve the entire northwestern part of the United States as well as Canada, and through trains between Providence and Chicago will be running before the end of next year carrying cotton, woolens and other goods to the West and bringing back produce from that section.

You can get some idea of the value of Rhode Island as a market when you look at the recent census report. Providence alone does a manufacturing business of about $130,000,000 a year. The exact figures for 1910 have not been published, but the total for 1909 was $120,328,000, an increase of $28,347,000, or 31 per cent. from 1905. The average output per establishment in 1909 was $111,000 and in 1904 it was $104,000. The difference between the value of the raw material and the value of the finished product in 1909 was $55,461,000, or about 46 per cent. of the whole.

The salaries and wages paid in the factories of Providence in 1909 amounted to $30,000,000, an increase of 29 per cent. in four years. The average number of wage earners employed in 1909 was 46,379, an increase of 17 per cent. in five years.

* * *

Providence has what the people call the "big five"—that is five different lines of manufacture in which it stands first in the country; and in three of them it stands first in the world. These are the manufacture of worsteds and woolens, jewelry and silverware, mechanical tools, files and screws. The refining of the gold and silver sweepings from the floors of the largest jewelry shops in the world is a distinct industry, and its output last year was $5,618,287. Providence also is the largest producer of jewelers' supplies and tools, which amount to several million dollars annually.

The population of Providence in 1910 was 224,236, an increase from 175,596 in 1900, or 27 per cent. The population of the county is 424,315, an increase from 328,683 in 1900. The wealth of the city is shown by the bank deposits, which average $677 per capita of the population, and 58 per cent. of the inhabitants have individual bank accounts.

The textile industries of Rhode Island—that is, cotton and woolen fabrics, hosiery and silk goods—are represented by 224 establishments, employing 58,760 persons, paying $24,758,000 in wages, consuming $82,058,000 worth of materials and producing an output valued at $133,363,000 last year.

* * *

The first textile factory in the United States was started at Providence in 1788 by Moses Brown, a descendant of Rev. Chad Brown, an associate of Roger Williams in the settlement of Rhode Island plantation. Moses Brown, who lived to be 98 years old and was one of the most enterprising and influential citizens, induced Samuel Slater, "the father of American manufactures," to come from England to Providence and set up the machinery. Slater was an apprentice of Richard Arkwright, who invented spinning machines and who in Derbyshire, England, in 1769 built the first cotton mill and ran it by horse power.

In 1773 he produced the first calico and Samuel Slater assisted him. Slater intended to come over to Philadelphia to seek his fortune, but Moses Brown induced him to stop in Providence, and in a letter dated Dec. 12, 1789, said: "Come and work on the machine and have the credit as well as the advantage of perfecting the first water mill in America."

Slater came and Moses Brown furnished him money to unfold and perfect the Arkwright invention, which was the beginning of the cotton industry in the United States. All other factories in the country sprang from this one, and during the first six months it produced 189 pieces of cotton and linen cloth.

The machinery was constructed by Slater from memory, as no models or plans were permitted to be taken out of England, and he worked from drawings made by chalk on boards. He received a salary of $1 a day and had nine assistants of whom

four were children. In 1794, in this mill, Slater made the first cotton sewing thread produced in the world. His brother came over in 1803 and the two went into partnership, erecting the largest and best mill in America on the Blackstone River, where the village of Slatersville now stands. Samuel Slater died at Webster, Mass., in 1835 at the age of 67 years.

* * *

Moses Brown was a singular character. Originally a Baptist and a slaveholder, he emancipated his slaves in 1773 and became a Quaker the year following. He was one of the founders of Rhode Island College, which afterward received the name of Brown University, and the first resolution looking to the establishment of that institution was offered by him in the legislature.

When he was 95 years of age he met President Andrew Jackson in Providence, June 20, 1833, and said to him, "I'm glad to see thee. I have known all thy predecessors in office and I wanted to see thee."

In 1781 he met Washington, and in a letter to a friend he wrote: "I was with Stephen Hopkins when General Washington called to see him. I sat some time viewing the simple, friendly and pleasant manner in which these two great men met and conversed with each other on various subjects."

Mr. Brown was very enterprising, public spirited and patriotic during his long life. He was the founder of the Abolition Society, the Bible Society, the Peace Society, the Rhode Island Historical Society and the Providence Athenæum and held share No. 1 in the latter corporation. He was as enterprising in the promotion of agriculture and education as in the development of manufacturing industries, and his monument is the Moses Brown school, a famous Quaker institution at Providence, to which his name was given in 1904.

* * *

The Friends' School, as it was known until seven years ago, was the result of a conference at the Friends' meeting house on the twenty-fifth day of the third month, 1779, and its purpose is explained in a quaint letter in which Moses Brown proposed to donate a site.

Believing that a permanent institution for the guarded education for the rising generation will be promotive for their usefulness in society, and the honest truth, he wrote: "I have for the furtherance of these desirable objects concluded to give a tract of land on the west side of my homestead farm, containing about forty-three acres, for the purpose of erecting suitable buildings for the boarding school thereon."

This tract of land is now extremely valuable being located in the center of the most desirable residence portion of Providence. The original main building is 300 feet long and is surrounded by other modern structures that will accommodate 236 boys. The graduating class last June consisted of eighteen members. The curriculum is intended to prepare them to pass the entrance examinations at Brown University and similar institutions. Dr. Seth K. Gifford is the principal and is assisted by a faculty of seven professors and several instructors.

Albert K. Smiley, the sage of Mohonk, was principal of the Moses Brown School for nineteen years and his twin brother, Alfred H. Smiley, from whom in life he was never separated, was his assistant. They retired in 1879 to go into the hotel business at Lake Mohonk. In the authorized history of the school, written by Augustine Jones, his successor, it is said: "He laid the foundation of much of the subsequent prosperity in the school. He built broad and well."

Providence is famous for many fine examples of colonial architecture; perhaps more than any other city, unless it be Salem. The most important is the First Baptist Meeting House, founded by Roger Williams, who was its first pastor. The society was organized in 1639 and it is the oldest Baptist church in America. The present edifice was erected in 1775 "For the worship of God and to hold commencements in," and is a reproduction of St. Martins-in-the-Fields of London.

The commencements of Brown University have been held in the Meeting House since the foundation.

The old statehouse, which was built in 1763, is another fine specimen, as well as a sacred spot, because of its historic associations. On May 4, 1776, two months prior to the Declaration of Independence in Philadelphia, the colonial assembly of Rhode Island, in this building, renounced its allegiance to Great Britain—the first act of the kind among the American colonies.

Nearly opposite the statehouse is the mansion-house, originally known as the Golden Ball Inn. It is one of the oldest hotels in the United States. Washington, Adams, Jefferson, Lafayette and other famous men of revolutionary days have been its guests.

* * *

What is considered the finest colonial mansion in the United States is known as the John Brown house. It was built in 1786 by the architect who designed the First Baptist Meeting House and the statehouse. Washington and other prominent men have been entertained there, and it contains many interesting historical relics as well as the finest Shakespeare library in the world.

The Providence National Bank occupies a building built by Joseph Brown in 1774 for his home. It is famous for its staircase, mantelpieces and other architectural details.

The first brick house built in Providence is No. 537 North Main Street, and dates back to 1750. It is more notable for its age than for its architecture.

The John Carter Brown mansion, built in 1791, was considered one of the finest houses in America in its day. It is still an object of great interest.

The new statehouse, erected in 1901-2 by McKim, Mead & White at a cost of $3,250,000 is considered a model among public buildings, and a triumph in masonry. Its distinguishing feature is a dome of mortised marble rising 235 feet above the surrounding terrace. There is a great rivalry between the statehouse at Hartford and this, but they are very different.

In the office of the secretary of state you can see the original charter of the Rhode Island plantation granted by King Charles in 1663, and among other treasures is a full length portrait of Washington by Gilbert Stuart, and a companion portrait of General Nathaniel Greene. Stuart was commissioned by the general assembly of Rhode Island to paint Washington and was paid $600.

There are some rare inscriptions in this building. On the south front are the words of Roger Williams, "To Hold Forth a Lively Experiment that a Most Flourishing Civil State May Stand and Best be Maintained with Full Liberty in Religious Concernments."

Around the interior of the dome is the following quotation from Tacitus: "Rara Temporum Felicitas Ubi Sentire Quae Velis et Quas Sentias Dicere Licet" ("Rare Felicity of the Times When It Is Permitted to Think as You Like and Say What You Think").

YANKEE VISITORS' DOLLARS HELP TO SUPPORT QUEBEC

Papers Tell of Financial Distress Which Tourists' Expenditures Belie.

EVERYTHING IS FRENCH

English Seldom Heard on the Streets of Canadian City Founded by Richelieu

QUEBEC, Aug. 22, 1911.—Never since dear old Quebec was founded by Sieur Champlain 308 years ago have there been so many Americans here as there are to-day. They come by rail and by water from both ways; on the St. Lawrence boats from Montreal, and steamers from Boston and New York; by rail from Nova Scotia and from the west; and they are spending a great deal of money.

It is amusing to read in the newspapers about the financial distress in the United States. You see such statements in print every day. One would think that

DUFFERIN TERRACE, QUEBEC, QUE.

the American people were just gasping in extremis until the election in Canada should relieve our commercial depression by deciding whether the duties on their pumpkins and hay should be reduced in our Customs houses. The throngs of American tourists in the shops of Quebec and the recklessness with which they are spreading greenbacks around does not confirm that preposterous assertion, but the merchants take the money all the same.

Shopping in Canada is not as advantageous as it used to be before our government adopted the present severe inspections in the Customs houses. Each returning tourist is allowed $100 worth of Canadian merchandise as a matter of courtesy, and that amount is usually expended in gloves, laces, handkerchiefs, and fur boas by feminine travelers, and in suits of clothes by the masculine.

Clothes are not so cheap here as they used to be. There is very little economy in buying suits in Canada, and Canadian tailors cannot cut or fit as well as those at home. The only advantage is in the better quality of the material. The best quality of worsteds, cheviots and other fabrics from English mills is sold for about what inferior American fabrics cost in the United States. The best qualities of gloves are about 25 per cent. cheaper and other articles correspond.

* * *

I do not know what Quebec would do if it were not for the money of American tourists. The big hotels would close and the railways would have to take off half their trains. The city doesn't grow, and there is nothing to make it grow.

The population of the province is practically stationary. The young people emigrate to New England to work in the factories. There are almost as many French-Canadians in Maine, New Hampshire and Massachusetts as there are in the Province of Quebec.

Everything is French. You seldom hear an English expression on the streets, and 80 per cent. of the population cannot speak or understand the language. Instruction in the public schools is conducted entirely in French. There is a prejudice against the English and Englishmen, and while there is no lack of loyalty to the British government, there is an almost universal feeling of indifference toward everything that concerns Great Britain.

The people of Quebec expect great things from the new bridge which is being constructed across the St. Lawrence in the place of the one that fell when it was partially completed a few years ago. Then trains from the other side of the St. Lawrence will be able to unload their passengers and freight within the city limits instead of sending them across on a ferry, but it is difficult to see what commercial advantage can be derived, because there is nothing in Quebec to invite business; the

ST. LOUIS GATE, QUEBEC, QUE.

opportunities for gain are so much greater in the new country beyond the Great Lakes that immigrants will not stop here, and what little capital there is in the province is hoarded with jealous care.

Churches and religious orders own more than 20 per cent of all the property in the city. The official returns estimate their real estate within the city limits at $3,600,000, without including enormous areas of farm lands that belong to them and the stocks, bonds and mortgages that represent their accumulations. All this property is untaxed, which is becoming a cause of complaint.

* * *

The association of Quebec with our own west gives the city a peculiar interest to Americans. It was here the Champlain, LaSalle, Marquette, Joliet, and the other French explorers, voyageurs and missionaries started for the Mississippi Valley and some of the buildings in which they lived are still standing.

Champlain died in Quebec on Christmas day, 1635, and was buried here; but his grave, like that of Moses, is unknown, notwithstanding a controversy over its location that has been raging for a century. The old Jesuit College in which Pere Marquette lived and made his plans for the conversion of the Indians on the Great Lakes and along the Father of Waters, was torn down a few years ago and the site is now occupied by the new city hall. It was the first institution for higher education established in North America. It was started in 1635, one year in advance of Harvard University, and from it went out some of the bravest and noblest of American pioneers.

There are several reminders of the great Cardinal Richelieu, who was the real founder of Quebec, and of his niece, the Duchess D'Aiguillon. He looked after political and military matters, while she looked after the churches and charities. The Hotel Dieu convent and hospital, which she founded in 1693, still are preserved as monuments of her goodness.

Quebec is unlike any other city in America. The nearest resemblance may be found in New Orleans and both places have similar historical association. In the ode which Cy Warman wrote in the dialect of the habitant for the ter-centennary of the founding of the city in 1905, he asks:

How you kip yourself so young,
Ol' Quebec?
Dat's w'ats ax by all de tongue,
Ol' Quebec;
Many years ees pass away,
Plaintee hair been turn to gray,
You're more yo'nker ev'ry day,
Ol' Quebec.

Som' brav' men hees fight for you
Ol' Quebec;
Dat's w'en Canada she's new,
Ol' Quebec;
De brav' Wolfe, de great Montcalm,
Bote was fight for you, Madame,
Now we're mak' de grande salaam,
Ol' Quebec.

The ancient seminary and divinity school, founded in 1663, still is full of students training for the Roman Catholic priesthood; the Laval University, which is the largest and most important educational institution in Canada, is being rebuilt and the books and historical manuscripts, which are the most interesting part of it, are packed away with the pictures, which probably are the most important in Canada. The library has more than 100,000 volumes, including the most complete collection in existence of works relating to the exploration and early settlement of the Dominion.

It was customary for both military and ecclesiastical explorers to deposit their journals and other manuscripts with the university, which was founded by Mgr. de Laval, the first Roman Catholic bishop of Canada, and they are now the source of material as well as inspiration for American historians. Burrows Bros., of Cleveland, have printed translations of much of the most important historical material.

The university is composed of four schools—art, law, medicine and theology. There are thirty-six professors and an average of about 400 students.

* * *

The French cathedral or basilica dates back to 1647 and is one of the most imposing structures in Canada. It contains several important pictures, including a picture of the crucifixion painted by Van Dyck in 1630, which, with several other examples of the old masters, was looted from the churches in Paris by the revolutionists of 1793 and purchased by Abbe Des Jardins, of Quebec, who happened to be in the French capital at that time.

The vestments are superb and the collection of sacred relics is the largest in North America. They are kept in two large vaults in the sacristy and include skulls or bones of more than 400 saints, besides pieces of the true cross and crown of thorns, the cradle of the Child Jesus, a piece of rope with which the Saviour was flogged and a fragment of the veil of the Holy Mother which shows a stain of the blood of her beloved son which fell upon it as she kneeled before the cross.

No city in America has so many nunneries and monasteries, and most of them are either schools or homes for the poor and aged. One of the benevolent institutions is unique. It is kept by the Sisters of Providence, who receive the children of widows and feed and teach them for 2 cents a day. It is a day nursery also, where working women can leave their babies to be cared for by sweet-faced nuns while they are earning their living.

The number of churches and the size of them is surprising. Nearly all are of the Roman Catholic faith. A cathedral of the Church of England occupies a conspicuous place in the center of the city and is interesting because a number of battle flags are hung in the chancel, over the pulpit and the altar, and in the vestry is a beautiful communion service presented by the late King Edward. The sexton will tell you that it cost $10,000.

* * *

The best way to see Quebec is to climb aboard of "rubberneck" trolley car that starts from the hotel every two hours and makes a complete tour of the street railways and runs some distance into the suburbs. The man with the megaphone is amusing and some of his jokes are new to Americans. They have a strong Canadian flavor. Some of the passengers are amusing, too, and remind one of that wise observation of the young woman who said: "What queer people you see when you travel."

We were going slowly along one of the principal streets, and passed the magnificent church of St. John the Baptist, which only recently has been completed, when

a little old lady from New England, who is hard of hearing, and had been asking the megaphone man to "say it again," arose suddenly, rushed down the aisle and inquired eagerly:

"Did you say that was a Baptist church?"

"No, madam," answered the guide politely, "I said it was the Roman Catholic church of St. John the Baptist."

"Oh! I'm so sorry. You see I belong to that denomination, and was feeling proud that we should have such a grand church here in this country."

"If you go back and sit down," said the guide, "I'll show you a Baptist church pretty soon, but it won't be as big as that one."

Later he redeemed his promise and pointed out what he said was the smallest church in the world, a tiny brick edifice, like a toy or a playhouse church, with a frontage of only sixteen feet and a depth of but fifty-two. He said it will seat about 100 people and belongs to the Baptist Society of Quebec.

* * *

In the old part of the town the streets are very narrow and crooked, but no more so than those of Boston. One street in the business section is only four feet wide. Everything is uphill and down. The ancient city, you know, is situated upon a lofty promontory where the St. Charles River enters the St. Lawrence, and the bluffs rise nearly 400 feet above the water. Around the base of the bluff, along the edge of the river, are docks and warehouses, wholesale stores, manufactories and

LEGISLATIVE BUILDINGS, QUEBEC, QUE.

the dwellings of the working class. On the top of the bluff are the public buildings, monasteries, convents, churches, hospitals and the Chateau Frontenac, which occupies the finest site of any hotel in the world, with a view up and down the river and the Valley of the St. Lawrence for thirty miles. In front of the hotel is a wide terrace overlooking the river, where the population gathers in the evening to listen to the music of the military band.

Beyond the hotel, along the bluff, is the citadel, an enormous fortification of masonry which was begun 250 years ago and upon which from $75,000,000 to $100,000,000 has been expended. It was reconstructed in 1823, on plans approved by the Duke of Wellington, at a cost of $25,000,000, and is a very expensive luxury to the Canadian government because of the cost of keeping it in repair.

* * *

The old part of the city on the bluff is inclosed within a wall built at the same time as the citadel, and the best preserved of any ancient city wall that I ever have seen. Sentiment here is expensive also. As the sergeant in the citadel said: "It costs a lot of money to keep it up, but it's a heap of satisfaction."

Beyond the walls is the provincial parliament house, a large and stately building of the conventional French school. It contains the legislative chamber, the offices of the governor and his cabinet, the courtrooms and the state library, and is surrounded by an attractive and well kept garden.

Beyond the parliament house is the best residence portion of the city, with many comfortable mansions and a surprising number of convents, schools and nunneries. I was told that more than 2,000 young women from Canada and the United States are being educated in these institutions.

The ancient gates of the wall have been preserved, and where it has been necessary new ones of monumental proportions have been erected by the municipality.

Within the walls, near the principal hotel, is a plain, old-fashioned building that was occupied for several years by the Duke of Kent, father of Queen Victoria, when he was in command of the garrison here, and one of the new gates cut through the walls was named after him. His daughter, her majesty, the late queen, contributed liberally toward the cost of construction, and his grand-daughter, the Princess Louise, wife of the Marquis of Lorne, not only laid the foundation stone, but revised the architectural plans while her husband was Governor General of Canada.

QUEBEC CONVENT FOUNDRESS MADE A SAINT BY POPE

Marie Guyart Brings Precepts of the Ursuline Order to "New France." Hide Montcalm's Body

Sisters Secretly Inter French Commander's Remains in Floor of Chapel.

QUEBEC, Aug. 23, 1911.—On the 14th of August the Sacred College at Rome added another American to the catalogue of saints—Marie Guyart, a sister of the Ursuline Order—under the title of Mary of the Incarnation. She was the foundress of the Ursuline Convent in this city, which I understand is the largest nunnery in Canada, if not in America. We already had one American woman among

the saints, Santa Rosa of Lima, Peru, who was canonized more than a hundred years ago for her piety, her works of benevolence and certain miraculous manifestations in her career.

Marie Guyart was not a native American, like Santa Rosa, but was born at Tours, France, Nov. 5, 1599, the daughter of a silk merchant of considerable wealth and reputation. She was a precocious child and the family and the neighbors were amazed at her intelligence and piety during her girlhood. The peasants believed she had communications with the angels.

When she was 18 years old she married Joseph Martin, the son of a neighbor with whom she had been intimately associated from earliest childhood, but within eight months she was a widow, overwhelmed with grief. Within a few weeks after her husband's death a son was born, and he was named Joseph in memory of his father. He became a Jesuit, spent several years in Canada, and wrote his mother's biography.

After five years of widowhood Madam Martin decided upon a religious life, became a novitiate of the Ursulines, in due time took the veil, and ultimately became the superior of her convent. When she was 40 years old, Madam Peltrie, a wealthy and benevolent woman, undertook to found an institution for the education and conversion of Indian children in "New France," and became associated with the Duchess D'Aiguillon, niece of the famous Cardinal Richelieu, who was taking an active interest in missionary work in Canada.

Through their influence and with the patronage of the Archbishop of Toulouse, Marie de l'Incarnation, with three other nuns of her order, were led by divine guidance to Canada, and after a tempestuous voyage arrived at Quebec in July, 1639, and entered upon their sacred mission.

Marie de l'Incarnation was then a tall, stately, beautiful woman of remarkable talents, tact, energy, courage and zeal. She spent the remainder of her life in religious work and died in the odor of sanctity, May 3, 1672, at the age of 72 years, and was buried in the convent she had founded.

Her thirty-three years in Canada were filled with good works and proofs of her piety, and miracles have been performed by her remains. She suffered combats without, but no fears within, and during dangers and exposure on the wild frontier she never for a moment lost her courage or faltered in her faith.

* * *

The movement for her canonization began in 1867, and the expenses have been paid by contributions from the pupils in Ursuline convents in different parts of the world. Her claims were submitted by Mgr. Baillargeon, archbishop of Quebec, who obtained the necessary dispensation from his holiness, the Pope, and was allowed ten years to submit proof of her sanctity. Saints are not made in a day.

There were three trials of the virtue of this venerable servant of God before the Sacred Congregation of Rites. The first occurred in 1897; the second in March, 1910, and the third in the presence of the Pope, Dec. 3, 1910, at which all the cardinals assented and the Holy Father issued a decree in which the sanctity of Marie de l'Incarnation was declared and ordered the decision to be consigned in the acts of the sacred college of rites and promulgated Aug. 14, 1911.

* * *

The Convent of the Ursulines, which was founded by Marie de l'Incarnation, has grown with the years until it now covers seven acres of ground in the center of the city of Quebec. There are about 100 nuns in residence, and during the winter about

250 young pupils from wealthy families of Canada and the United States. The convent buildings are massive piles of stone, severe and forbidding, but I am told that the court yards and cloisters within are adorned with fountains and flowers. No man, not even the chaplain, is allowed to enter the cloisters, except the governor-general of Canada and members of the Royal family.

The original building was erected in 1639 at the expense of Madam de la Peltrie. It was enlarged in 1641, and has been added to from time to time. The present buildings date from 1789, when the entire establishment was rebuilt. The chapel, which is open to the public, stands in the corner of the group and is ninety-five feet long. Extending like the arm of a right angle from the altar, is a duplicate chapel arranged like the choir of a cathedral, with high seats of oak, handsomely carved. This part is intended for the use of the nuns, who are protected from the curiosity of other worshippers by an iron grill of fine meshes that extends across the entire front of the chapel.

* * *

This chapel was partly destroyed by shot and shells from British guns at the battle of Sept. 13, 1759, and on the day following the body of the Marquis de Montcalm was buried in an excavation in the floor of the holy place that had been made by the explosion of a shell. The interment was secret in order to prevent the body of the French commander from falling into the hands of the victorious Englishmen, and the tomb of Montcalm, like that of Champlain, was the subject of a controversy until 1832, when the chapel was rebuilt and the Ursuline nuns disclosed the secret which had been so long preserved by the members of their order.

The venerable sister, Dube, pointed out the place, and the skeleton, which was found intact, was reburied in the same place. A tablet was set in the wall over it, bearing the following inscription:

HONOR TO MONTCALM !
Fate, in depriving him of victory,
Rewarded him by
A glorious death!

* * *

The battle which changed Canada from a French to an English province occurred on Sept. 13, 1759, when General Wolfe and his little army scaled the heights of Abraham and met the French forces upon a level plain at the top of the bluff. The plains and the heights derived their name from Abraham Martin, a Scotch sailor, who was the pilot of the French commander on the St. Lawrence and one of the first settlers of Quebec. He received them as part of a grant from New France in 163

His land extended from the walls of the city to the suburb known as Marchmont and lay along the rim of the bluff overlooking the St. Lawrence River the entire distance. The actual site of the battle has long since been built over, but the surrounding space has been purchased by the city as a public park and a monument has been erected to mark the spot where Wolfe fell. It is a plain shaft of granite with a bronze helmet on the top, and is inscribed:

"General Wolfe Died Here Victorious, 1759."

The people of Quebec do not seem to care very much for Wolfe, the victorious invader, who captured their city and made them English subjects. Perhaps that is the reason. Montcalm, who failed to defend them, is their hero, and they give him the tribute that one would ordinarily expect Wolfe to receive.

Wolfe and Montcalm fell on the same day, in the same battle, and, what is very unusual, have a common monument. It stands in what is known as the Governor's Garden, adjoining the hotel, and was erected in 1827. It is an obelisk of masonry, 42 feet 8 inches high and 3 feet 2 inches square at the base. The name of Wolfe appears in bronze letters on one side, and that of Montcalm on the other. A Latin inscription, written by a Dr. Fisher, has been very much admired. Translated, it reads as follows:

> Valor gave them a common death,
> history a common fame,
> and posterity a common monument.

General Wolfe was only 32 years old when he died. He was a soldier by taste and by inheritance. His father was a lieutenant-general, and the son, when only 13 years old, accompanied him through a campaign against the Spaniards in South America. Wolfe was a captain of infantry when he was 17, brigade major when he was 21 and major-general at 30. At the time of his death he was regarded as one of the most brilliant and promising officers in the British army, and his monument in Westminster Abbey indicates the esteem and admiration in which he was held by his fellow countrymen.

But he is not buried there. At his mother's earnest prayer his remains were deposited in the family vault in the parish church of Westerham, Kent County, near the vicarage in which he was born, and the mansion which his ancestors occupied for several generations.

Montcalm was born in 1712, of a noble family, at Grenoble, France, entered the army at the age of 15, was promoted from time to time, and appointed to the command of the French forces in Canada in 1756. He was fatally wounded while endeavoring to rally his men, who had been demoralized by an assault of the British. His orderlies carried him to the house of Surgeon Arnoux, where he died, and, as I have already told you, he was secretly buried in the convent of the Ursulines. He left two sons, both of whom became distinguished soldiers, and three daughters, who married well.

There already are three monuments to Montcalm in Quebec, including that which Wolfe shares, and the Society of Saint John the Baptist is now erecting a fourth on Lansdowne avenue, which is to be a replica of a statue that has been standing in his native place for many years.

The ancient convent of the Ursulines is entered from a narrow street through a narrow door into a narrow vestibule, and that is far as visitors can go. There is a rude bench upon which they can sit if they are tired, and if they have any business they can touch a button and communicate it through a grill that is like the bottom of a colander fitted into the porthole of a ship.

A sweet, gentle voice answered our summons, and when we asked if we could see the chapel it answered, "Please be seated, and I will send a guide." Three or four minutes later a plainly dressed little maiden, perhaps 10 or 12 years old, quietly

appeared with a big brass key in her hand. She could talk no English, but told us in French the history of the sacred building and the story of Montcalm's burial, as I have given it, and asked if we would like to see his skull.

As we assented she slipped up a narrow flight of stairs and in an instant brought back a square glass case in which a highly varnished skull rests upon a peg. It is large and well shaped, and befits the domicile of the brain of a marquis, but "alas, poor Yorick," the glory of this earth passeth away, and the fates play a ghastly jest with a great soldier when they allow a little French girl to hold his varnished skull before curious American eyes.

The Fraser Seventy-ninth Highlanders, a famous regiment, were quartered on the Ursuline nuns a few days after the battle, and Rev. Eli Dawson, the Scotch Presbyterian chaplain of his majesty's man-of-war Sterling Castle, preached a sermon of thanksgiving from the altar of the half-ruined chapel on the following Sunday. His text was, "I'll Praise Thee Among the Heathen." It was a bombastic discourse, in which, as is often the case, the dominie assumed that the Lord has no use for anyone but the English. The patient and placid nuns sat in the choir, witnessed a Protestant service for the first time in their lives and heard the dominie describe them as heathen, but their feelings were not wounded, because, fortunately, they couldn't understand a word he said.

* * *

The Highlanders occupied the convent all winter and became great friends with the nuns. They cut wood for their fuel and piled it high in the courtyards. They brought water, cleared away the snow and did everything in their power to show their respect to the saintly souls whose home they had invaded. The nuns nursed the sick, mended the uniforms of the well and knitted long, thick woolen stockings to protect the naked knees of the Highlanders from the Canadian weather. It was a curious combination, but a happy one, and the narrative of the occupation of the Ursuline nunnery by the fierce warriors in kilts and Fraser tartans who first climbed the Heights of Abraham is unique.

CANADA BUILDING GREATEST BRIDGE IN THE WORLD

Structure Over St. Lawrence Above Quebec is to Cost $12,000,000. Work Was Begun in 1910

QUEBEC, Aug. 24, 1911.—The Canadian government is erecting over the St. Lawrence River, six miles above Quebec, what promises to be the greatest bridge in the world. It is intended for the trains of the Grand Trunk Railway, the cars of the trolley lines that run up and down both banks of the river, the general vehicle traffic and whatever else may be concerned. It is intended to replace a bridge which fell in 1907 while in process of erection by the Phoenix Bridge Company, of Pennsylvania. This was a terrible disaster and cost the lives of more than eighty men—the exact number being unknown—of whom thirty-six were Indians of the Caughnawaga tribe employed as workmen. The financial loss which fell chiefly upon the government, amounted to about $3,500,000.

The substructure had been completed by the contractor, M. P. Davis, of Ottawa and the steel work was being done by the Phoenix Bridge Company under t

direction of Theodore Cooper, consulting engineer, and John Sterling Deans, the regular engineer of the company, upon plans prepared by P. L. Zyclopka, the regular designing engineer of the company. One arm of the great cantilever, which had been built out nearly half way, fell of its own weight, carrying down the workmen who were employed upon it.

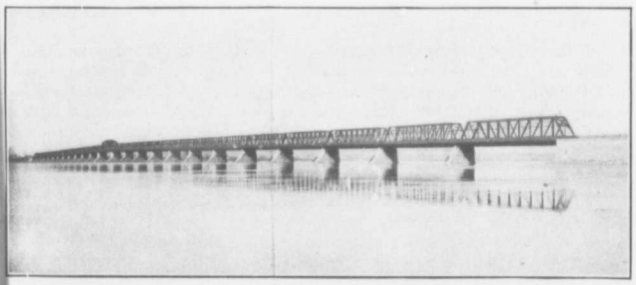
A few days before the catastrophe, Mr. Cooper sent a telegram to the superintendent in charge saying: "Do not place any more load on Quebec bridge at present. Better look into it at once." Owing to a strike among telegraph operators the message was delayed and did not arrive in time. The superintendent and his assistants were discussing it when the bridge fell. The message was sent upon the receipt of information of suspicious appearances in the construction, but there was no positive evidence of weakness in either the material or the design. The coroner's jury reported:

"We have been unable to determine the real cause of the collapse, but we think it is our duty to declare that, according to the evidence furnished during the inquest, all necessary precautions were taken for the construction of the bridge without danger."

A technical commission appointed by the government made a thorough investigation and report, which fills a large printed volume, but the conclusions were equally indefinite and unsatisfactory. The experts decided that the principle of construction was correct and had been applied successfully to other bridges, but this bridge was too big for the principle and therefore the design was an error of judgment. There was nothing wrong about the material. No human foresight could have prevented the catastrophe.

The construction company had been paid for nearly all the work that had been done up to the time of the accident and lost comparatively little. The government settled with the families of the men who were killed and let the contract of removing the wreckage to an American company.

The project could not be given up. The bridge is absolutely necessary. At the present time passengers going from Montreal to Quebec by the Grand Trunk Railway cross the St. Lawrence by the Victoria Jubilee Bridge, near Montreal, and continue along the south side of the river to Levis, where they cross over to Quebec by a ferry. Passengers from the Maritime Provinces come the same way.



VICTORIA JUBILEE BRIDGE OVER ST. LAWRENCE RIVER, MONTREAL

The St. Lawrence is a mighty river, and ocean steamers go up as far as Montreal, which is about twelve hours' sail from Quebec. The distance from Quebec to the ocean is 738 miles. The distance from Quebec to Montreal is 138 miles. The Quebec bridge will be 132 miles from Montreal.

At the present time there are only three bridges over the St. Lawrence, all of them being in the vicinity of Montreal. The first is the Victoria-Jubilee bridge, built of steel trusses resting upon piers, and at the time of its completion it was one of the wonders of the world. It belongs to the Grand Trunk Railway. The same company has another bridge at Coteau, about thirty-five miles farther up the river, and between the two, almost joining the city of Montreal is the bridge of the Canadian Pacific Railroad, which carries the trains of the New York Central System between Montreal and New York. This bridge is now being enlarged to twice its original size so as to allow a double track railway.

* * *

The new Quebec bridge is a part of the grand enterprise now being carried on by the Dominion government for a continuous line of railways between the two oceans. The section east of Quebec has been under construction by the government for several years and when finished will be leased by the Grand Trunk Railway for ninety-nine years upon a 3 per cent. basis. The government is also building the middle section from Quebec to Winnipeg, which will also be leased by the Grand Trunk Company on similar terms, and an auxiliary company called the Grand Trunk Pacific is building from Winnipeg to the port of Prince Rupert on the Pacific and will complete the line before the end of next year. When this bridge is completed it will be possible to run a train from Moncton, N.B., to Prince Rupert, B.C., without change.

At the point at which the bridge is being built the banks of the St. Lawrence are 200 feet high, precipitous and of sandstone. The depth of the river is 200 feet for a long distance each side of the center line, and the current runs at a rate of about eight miles an hour. The channel piers for the bridge will be 1,800 feet apart, giving the long span referred to, while the shore piers are situated 500 feet inshore on each side. This gives a distance of 2,800 feet between centers of shore piers. The river here is 2,000 feet wide at low water and 2,800 feet at high water, the tide being about fifteen feet. At low tide the sites of the shore piers are exposed while the channel piers are in about ten feet of water. To avoid the enormous fields of ice which descend the St. Lawrence each spring the long span is necessary.

* * *

After the tumult caused by the catastrophe had subsided and the wreckage had been cleared away the government undertook to resume business and made a contract for rebuilding the bridge. The design of the Canadian Bridge Company is a combination of several which were submitted by different engineers and afterwards revised and approved by a commission consisting of C. N. Monsarrat, chairman; Ralph Modjeski, of Chicago, and C. C. Schneider, who have supervision of the work of construction that is now going on. Professor A. N. Talbot, of the University of Illinois, was employed to supervise the tests.

The new bridge will surpass in several respects any other ever erected, even that by which railway trains cross the Firth of Forth, a few miles north of Edinburgh. It will have a span of 1,758 feet, while the span of the Firth of Forth bridge is 1,710 feet, that of the Williamsburg bridge over East River, New York City, 1,600 feet; the Brooklyn bridge, 1,595 feet; the Lansdowne bridge in India, 820 feet; the bridge over

the Monongahela at Pittsburgh, 812 feet, and that over the Mississippi at Memphis, 790 feet. These are the largest bridges in the world at present.

After competition with German, English and American firms, the contract was let to the Canadian Bridge Company, a combination of three separate corporations, for the superstructure at $8,650,000. This, with the contract of the substructure, makes the total cost of the bridge $12,000,000. An official description of the structure furnished by the minister of railways and canals to parliament is as follows:

"The design which has been adopted will have K. Webb system in the cantilever and anchor arms. The suspended span is a modified Pratt type. The length of the center span is to be 1,800 feet. The total length of the structure is 3,228 feet, or about three-fifths of a mile. The suspended span is 640 feet long, 110 feet deep at the center, and 70 feet at each end. The cantilever arms are 580 feet long, 70 feet deep at each end and 310 feet high over the main post. The anchor arms are 520 feet long. The width of the bridge between the trusses is 88 feet. The bridge will be 150 feet above high water. The depth of the water in the center of the river is 200 feet. All members in the anchor arms and those immediately over the main pier, as well as the floor arms, will be built of carbon steel. The cantilever arm and suspended span will be made of nickel steel. The piers are to be built of cement concrete below water and granite faced masonry filled with cement above water. The abutments will be made of granite and masonry. Each caisson will be 65 feet long and 60 feet wide. The bridge will accommodate a double track railway, and will have a four-foot sidewalk on each side for foot passengers. There will be over 100,000 cubic yards of masonry in the piers and abutments. The weight of the steel superstructure is estimated at 100,000,000 pounds. The transportation of this immense quantity of steel will require the use of 1,667 freight cars of 60,000 pounds capacity, or sixty-seven trains of twenty-five cars each."

A comparison with the famous bridge over the Firth of Forth near Edinburgh, which is at present the largest bridge in the world, is as follows:

	Quebec	Firth of Forth
Length of cantilevers, feet	2,930	5,349
Number of spans	1	2
Length of longest span, feet	1,758	1,710
Total weight of bridge, tons	72,000	57,000
Weight per lineal foot, pounds	49,150	21,360
Greatest depth of piers below high water, feet	93	87

There are to be two railway tracks, two trolley tracks, two driveways and two sidewalks on the Quebec bridge. On the "Forth" bridge there are only two railway tracks. The Quebec bridge is designed to carry 2.98 times as great a load as the "Forth" bridge.

Work upon the bridge was begun in April, 1910, and has been carried on night and day by the light of numerous arc lamps. J. D. Wilikins, the superintendent, was in charge of the construction of the Blackwell's Island and Williamsburg bridges in New York and for a number of years previous was employed on the New York Central Railway Lines. The work of removing the debris of the old bridge was done under contract by Messrs. Koenig & Co., Quebec. Similar methods were used to those that are now being applied to the wreck of the Maine. The twisted iron was cut by oxy-acetylene flames under heavy pressure and dynamite was resorted to frequently.

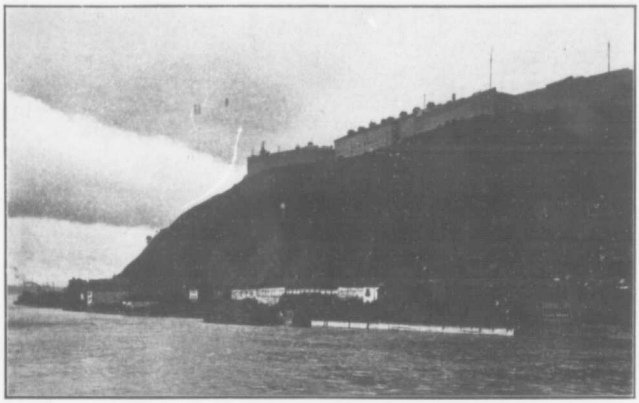
QUEBEC HAS GUN TAKEN IN BATTLE OF BUNKER HILL

Relic of Revolution Jealously Guarded by Soldiers at the Citadel. Fear Coup by Yankees

Stronghold Is Scene of Montgomery and Arnold's Ill-Fated Attack in 1775.

QUEBEC, Aug. 25, 1911.—In the center of the citadel of Quebec stands a little six-pound brass cannon, marked: "Captured at Bunker's Hill," and it gives great satisfaction to the Canadian garrison, who don't seem to have anything else to do but guide strangers about the place, to show it to Americans.

Everybody visits the citadel. It is one of the most extensive and formidable fortifications in the world, and is as impregnable as that of Gibraltar. There is a



THE CITADEL, QUEBEC, QUE.

good resemblance between the two places, and about the same amount of useless and expensive masonry, but it is obsolete now and is preserved only for motives of sentiment and because of its historic interest. The fortifications which furnish the actual defences of Quebec are situated farther along the bluff and on both sides of the St. Lawrence, and are armed with modern, disappearing guns which visitors are not allowed to see.

The great mass of masonry called the citadel cost more than $25,000,000, and has resisted five sieges. The Canadian parliament makes an annual appropriation for its maintenance, and it is now garrisoned entirely by Canadian soldiers.

* * *

There are no British soldiers or British ships in Canada. The Dominion is entirely independent from the old country in naval and military affairs as well as in its finances and tariffs. The Canadians contribute nothing to the construction or

maintenance of the British navy, nor to the equipment or support of the British army; on the other hand, Great Britain is in no way responsible for the defences of Canada.

Canada has its own army and navy, under the control of its own government. There is, however, a law which provides that "in case of emergency the governor in council may place at the disposal of His Majesty any ships or vessels in the naval service of Canada, and the officers and seamen belonging to such service," but neither the army nor the navy can be ordered away from home without the consent of the Canadian parliament, which must be called together to act upon the proposition within fifteen days, if it does not happen to be in session.

* * *

At an imperial conference several years ago the British government proposed that Canada, Australia and the other colonies contribute their quota of money and men, according to population, to the imperial army and navy, but the Canadians would not agree. It was not for lack of loyalty, but they objected to being taxed to pay for the folly of England in joining the mad race between the nations of Europe for armament, and the present agreement was arrived at. All British troops and ships were then withdrawn. There has not been a British soldier or sailor in Canada for years, and the several regiments, numbering altogether 8,000 men, who went to the Transvaal during the Boer war, were volunteers and were not sent by the government.

The Canadians have a very good army, however, governed by a military council, drilled and equipped like the British, with an age limit and pensions. There is a school for the education of officers at Toronto, and a factory where they manufacture rifles, small arms, gun carriages and other equipment of war.

The government purchased two British cruisers, which are officered and manned by Canadians, and there is a naval college at Halifax for the education of officers. Appropriations have been made and contracts have been let for the construction of of a fleet of battle ships, second-class cruisers, destroyers and submarines, entirely of Canadian material and workmanship. The plates will be of Canadian metal, and all machinery of Canadian manufacture except the big guns, which must be ordered in England.

* * *

There are 300 Canadian soldiers in the garrison at Quebec, fine looking fellows clad in khaki and as near like the Tommy Atkinses we see in Great Britain as they can make themselves, even to the little swagger sticks they carry in their hands. All they have to do is to show visitors around and fire a gun at sunrise, at high noon and sunset. Those are the only times when they have smelled powder. Their greatest responsibility seems to be the protection of the little Yankee gun on the platform in the center of the parade ground. They seem to be possessed of an insane suspicion that every American tourist goes there for the purpose of trying to recapture the trophy. All strangers are carefully watched. No visitors, not even children, are allowed to wander about without a guard at their side, in the guise of a guide, who, of course, expects a tip in appreciation of his explanations. During the summer months the soldiers of the garrison, who take turns in the guide business, make more from that source than their monthly pay.

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The little Bunker Hill cannon is one of two trophies held by the British army as reminders of its struggles with the United States. The other is a rudely made flag,

one of the first Stars and Stripes that ever floated. It belonged to a New Hampshire regiment and, like the little cannon, was captured in the battle of Bunker Hill by a regiment from Chester, England. It hangs in the beautiful old cathedral of that city, near a memorial tablet erected to Frederick Phillipse, who was a leading tory of New York at the time of the revolution, and at whose house, on the banks of the Hudson, Benedict Arnold met and conferred with Major Andre.

It is a curious coincidence that Mary Phillipse jilted George Washington. Otherwise she might have been the mother of our country. She afterward married a British officer who had been with Washington in the Braddock campaign in western Pennsylvania. After the capture of Andre and the exposure of the conspiracy, Phillipse abandoned his home and fled back to his old home in Chester, where he spent the remainder of his life.

* * *

In the tower of London are several long rows of cannon captured in battle and siege by the British army. They number several hundred and cover an area of an acre or more. Each cannon is carefully marked to show when, where and from whom it was captured, and every nation with which England has been at war except the United States is represented.

Parties of tourists who visit the tower of London are always amused at the observations of the "beef eaters," as the soldiers of the guard at the tower are called and one day an American girl asked:

"How many of these cannon did you take from the United States?"

"Pretty near all of them," was the reply.

"Then why don't you put labels on them?"

"To save your feelings, miss."

"That's not the reason," retorted the impertinent young American. "You're afraid we'd come over and take them back."

* * *

The wife of a Canadian cabinet minister was telling us of a similar incident that occurred one day in the parade ground at the citadel, when a party of New England people were being shown around. The soldier who acted as guide, as is usually the case, had been expending his eloquence in describing how the little cannon was captured, and gave due credit to the bravery of the American farmers who brought it into action at Bunker Hill. After he had finished his yarn a pretty miss went up to the gun, embraced it fervently and exclaimed:

"Oh! you dear little cannon. I'm thankful you killed so many Englishmen before they captured you."

There is a good deal of chaffing between visitors and guides over this gun. Perhaps that is the reason why the garrison are so nervous for fear an attempt will be made to recover it. So far as I can discover it has never been disturbed. When I asked our guide if anybody ever tried to steal it he replied:

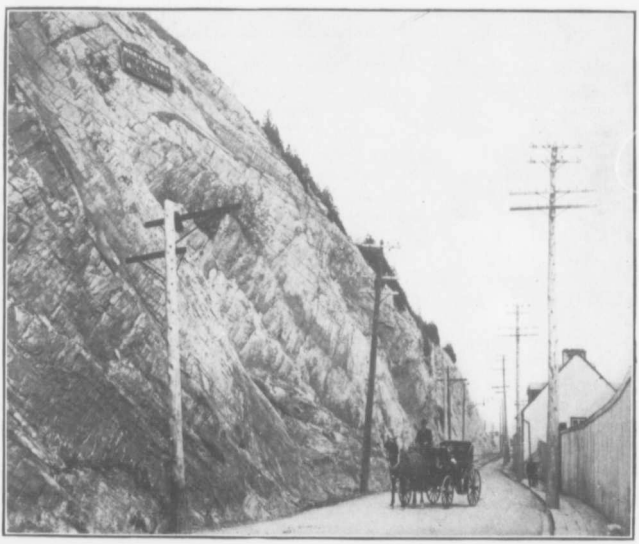
"No, and you won't get it back until you annex us."

* * *

The general court of Massachusetts bought four brass cannon in England in 1766 for the use of the Ancient and Honourable Artillery. They were kept in a gunhouse at the corner of West and Tremont streets, Boston. When the troubles between the rebels and the British officials began in 1774 a party of patriots secretly invaded the gunhouse, captured the four cannon and hid them in the wood-box of

Master Holbrook's schoolhouse. The government searched everywhere, even the schoolhouses, but strangely neglected the wood-box upon which Master Holbrook was sitting and conversing cheerfully with the searchers.

That night the guns were spirited into the country in a load of hay and were hidden in a barn belonging to a farmer near Concord. After the battle of Concord they were brought out, remounted and used at the battle of Bunker Hill, where two of them were captured by the British. The four constituted the entire train of artillery possessed by the colonies at the commencement of the revolution. The two guns that escaped capture at Bunker Hill were afterward named the "Hancock" and the "Adams," and used in later engagements. By an act of Congress passed Feb. 26, 1825, they were presented to the Bunker Hill Monument Association and are now pointing out of the windows of the monument. Of the two captured by the British, this in Quebec is one. The disposition of the other is unknown.



WHERE MONTGOMERY FELL—CAPE DIAMOND—CITY OF QUEBEC

On the 31st of December, 1775, seven hundred American revolutionary soldiers, under General Montgomery, landed on the narrow rim of shore below the citadel and were marching silently along Champlain Street when they came to a barricade guarded by fifty Canadians. The Americans were entirely surprised and were driven back by a murderous discharge of grape and canister. Montgomery, who was leading his men, was the first to fall, with two subordinate officers, and the rest fell back in confusion. Several years ago some generous-hearted Irishman living in Quebec

raised a small subscription and paid for a signboard, painted black and bearing in raised gilt letters the inscription:

> HERE MONTGOMERY FELL
> December 31, 1775.

Lower down on the face of the rock, where the barricade was placed, a bronze tablet has been placed by the Historical Society of Quebec inscribed:

> Here stood the undaunted fifty, safeguarding Canada, defeating Montgomery at the Pres-de-Ville barricade, on the last day of 1775; Guy Carleton, commanding at Quebec.

At the same time Benedict Arnold made an assault on the other side of the city. He was wounded, captured and taken to the general hospital. The American loss was about 100 killed and wounded, and 426 prisoners. The remainder managed to escape across the river, whence they had come.

Montgomery's body was found frozen in the snow the next morning and buried in the yard of a storehouse near the entrance to the citadel, beyond the cozy quarters of the Garrison Club. De Gaspe, the historian, relates that a spaniel belonging to the dead general lay for eight days upon his grave until Charles de Lenaudiere, aide-de-camp to Lord Dorchester, succeeded in coaxing the faithful animal to his own quarters.

Montgomery's body lay in that grave marked only by a bowlder until June 16, 1816, when it was removed to New York and buried in St. Paul's Church with great ceremony beneath a monument which had been erected in his honor by order of Congress and which bears an inscription from the pen of Benjamin Franklin.

Mrs. Montgomery was a daughter of Judge Livingston of Clermont-on-the-Hudson and one of the most beautiful and accomplished women of her time. Judge Livingston, who was our minister to France during Washington's adminstration, was a patron of Robert Fulton and furnished the money to build the Clermont, the first steamboat, which was constructed on his grounds and named after the estate.

* * *

In December, 1894, while workmen were engaged in making repairs to the military storehouse the remains of thirteen of Montgomery's men were uncovered. The officer in charge had them placed in suitable coffins and reburied in the same spot. The two young daughters of G. M. Fairchild, Jr., an American citizen of Cap Rouge, having learned these facts, collected money from their friends and placed over the grave a tablet bearing the following inscription:

> Beneath this tablet repose the remains of thirteen soldiers of General Montgomery's army, who were killed in the assault on Quebec, Dec. 31, 1775. Placed to their memory by several American children.

LAME AND SICK CURED AT SHRINE OF SAINT ANNE

200,000 Devout Catholics Visit Sacred Spot East of Quebec Each Year. Miracles Occur Daily

Faithful From Near and Far Gaze Upon the Relics and Are Made Well.

SAINT ANNE DE BEAUPRE, Aug. 25, 1911.—Recently there have been several miracles performed at the ancient shrine of Saint Anne de Beaupre on the bank of the St. Lawrence, twenty-one miles east of Quebec. The Redemptionist monks in charge told me that on the fourth of July Anne Gross, of Rice Lake, Wis., who had been bedridden for seventeen years because of spinal disease, left her crutches with the stack of similar offerings before the altar and walked to the train which carried her home. Although she was weak and weary because of the exertion, to which she was unaccustomed, no symptoms of her disease remained.

On July 21 Robert Edward Lynch, of Bowling Green, Ky., was cured instantly of injuries which had totally disabled him. Lynch was a locomotive engineer on the Louisville and Nashville Railroad for many years and four years ago was crippled in a collision in which his fireman and several passengers were killed. There seemed to be some dislocation of the spinal cord. Brother Appolonaris says that he was confined to his bed for more than three years, but of late has been using a rolling chair and could move about a room with the aid of crutches. He was examined by the most skilful surgeons in Louisville and Cincinnati, who told him there was no hope for him and they were astonished to see him move about as much as he did. He then decided to come to Saint Anne de Beaupre and appeal to the grandmother of Jesus.

THE BASILICA, STE. ANNE DE BEAUPRE, P.Q.

He had heard of remarkable cures having taken place here and the priest at Bowling Green had investigated them with care, so Lynch bought a ticket and came quietly through to the shrine. The day after his arrival he was carried on a litter into the presence of the forearm of good Saint Anne, which is mounted in a beautiful reliquary of gold. He came again the next day, and the next, being carried on a litter each time, and on the third day, after venerating the sacred relic and spending two hours in prayer before the altar, he walked back to his hotel. And he has been walking ever since. He returned to his home in Bowling Green after a few days spent in thanksgiving at the different places of prayer and believes himself completely cured. He expects to return to his locomotive as soon as he gets a little stronger, for three years in a bed and a rolling chair have left his muscles rather flabby.

* * *

A third miracle was performed upon an American boy 12 years old, who had a natural deformity of the leg. I could not get his name, but he came from near Troy, N.Y., and the apparatus which was designed for him by a surgeon of that city several years ago and has been worn by him constantly until the 23rd of July last is now hanging on the altar. His mother brought it back from the hotel on the day when he was instantly cured. The family spent a week or more in devotion before the sacred relics of Saint Anne and the miracle was the result.

* * *

These are the most conspicuous miracles in which Americans have been concerned and there have been several others equally remarkable in which Canadians were cured. The most remarkable was that of Miss Cote, of Ottawa, whose leg had been shriveled and made useless by hip disease and who, for the last five years, had not been able to walk. She was cured instantly on the 26th of July, which is the anniversary of Good Saint Anne, and Brother Appolonaris, the Redemptionist monk, who told of these wonderful events and showed us about the place, said that the crippled leg of Miss Cote was not only made whole, but was stretched five inches.

He told us, too, that there had been several wonderful cures of consumption and cancer this summer, but was reluctant to give names or circumstances because in these diseases and some others it required a long time to determine whether a cure is permanent.

* * *

There are five relics of Saint Anne, who, as everyone knows, was the mother of the Holy Virgin and the grandmother of the Christ. The Bible tells us nothing about her, but a little book published by the Redemptionist monks in charge of the shrine as a guide for pilgrims and visitors says that Saint Anne's father's name was Stollan, and that her mother was Emerentiana, both of the tribe of Judah and of the royal family of David. They lived in the little town of Seaphoris, north of Mount Carmel. Her sisters were the mothers of several of the apostles and also of Saint Elizabeth, who gave birth to John the Baptist. Anne's husband, Joachim, was of the same tribe and family as herself, and is mentioned in the gospel of St. Luke. The Blessed Virgin was their only child.

The body of Saint Anne was originally buried in Bethlehem, but was brought to France by Lazarus, who was raised from the dead by our Saviour, and afterward became first Bishop of Marseilles. He buried her in the village of Apt, where the Emperor Charlemagne once came to celebrate the feast of Easter. During the

ceremonies a young man who had been blind, deaf and dumb from birth was instantly cured of all these defects, and the first words he uttered were: "This hollow contains the body of Saint Anne, Mother of the Blessed Virgin Mary, and Mother of God." The recess in the rocks to which he pointed was opened and the body was disclosed. This happened in the year 792, and since then the church of Saint Anne at Apt has been a celebrated place of worship.

* * *

This part of the St. Lawrence was settled by sailors from Brittany in 1645, and the first church was erected in 1650 in fulfilment of a vow made by the crew of a vessel caught in a storm on the St. Lawrence. From that time the sailors on the river began to come here to place themselves under the protection of Good Saint Anne, and that was the origin of the pilgrimages.

Miracles were performed in very early days; marvelous cures are reported as far back as 1662. The Venerable Mary of the Incarnation, the foundress of the Ursuline Convent at Quebec, who was canonized the other day, wrote in detail about them in a letter to her son, a French Jesuit, in 1665. Pilgrims have been coming ever since that time—the lame, the halt, the blind and the diseased—and the results reported have been beyond belief. In 1670 Archbishop Laval, the founder of the Diocese of Quebec, obtained from Apt, one of the fingers of Saint Anne, which has since been worshipped with fervent devotion. In 1877 Father La Liberte obtained another finger bone from Rome. In 1889 Mgr. Bolduc, prelate to His Holiness Leo XIII., bequeathed a third relic to this shrine; in 1891 the Bishop of Acarcassonne gave a bone from the hand of Saint Anne; in 1892 Cardinal Taschereau obtained from Leo XIII. the bone of her forearm, which measures four inches in length, and finally, Father Charmetant obtained a piece of rock from the wall of the house occupied by Joachim and Anne in Jerusalem, in which the Blessed Virgin was born.

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These relics are inclosed in massive reliquaries made of gold and ornamented with precious stones. All the gold and all the jewels are votive offerings which have been left here by pilgrims. There are bushels of watches, chains, bracelets, earrings, finger rings and other articles of adornment left at the shrine every year. Large gifts of money are received annually. The golden jewelry is melted from time to time and recast in the form of altar pieces, reliquaries and other religious ornaments. Twelve large chalices of solid gold have been made from the rings of worshippers during the last few years. They are valued at $10,000 each. In one of the rooms where these offerings are kept is a tray containing 300 watches which have been left here this season, and several gifts of valuable jewels have been recently received.

The walls of one room are hung with spectacles and eyeglasses left by pilgrims whose sight has been restored by the intervention of good Saint Anne. In another room is a collection of pipes, cigarette cases, cigar and tobacco pouches that would fill a barrel. It is difficult to imagine anything for personal adornment or convenience that does not appear in the collection of offerings. Some hysterical souls have left their pocket knives and bunches of keys, and have torn sleeve buttons from their wrists to lay them at the feet of the image.

But the most interesting are the stacks of crutches, walking sticks, trusses, iron and leather supports for human limbs and spines and every form of surgical device

that is manufactured for the aid of paralytics. The priests declared that these collections are cleared out annually and destroyed and that those which occupy so much space to-day, with a few exceptions, have accumulated during the present year.

* * *

In the center aisle of the great church is a pyramid of crutches twelve feet high. At the other end of the aisle is the miraculous statue of Saint Anne, at which all pilgrims kneel to kiss the glass that covers the wonderful relics. The church is filled with evidences of gratitude from wealthy people who have been cured or preserved from disaster by the intercession of the saint. Each of the several chapels is a memorial of some miracle of this kind; the altar, the organ and the pulpit are gifts, and the electric light plant was furnished by Mrs. H. M. Pinkham, of Melrose, Mass., who accumulated a fortune by the manufacture of patent medicines. The monks here say that she abandoned that business upon her conversion to Catholicism through the intercession of Saint Anne. She came here out of curiosity, was stricken with a fatal disease, was cured by faith, was baptized in the great basilica, and upon her return to her home in Massachusetts closed out her patent medicine business and devoted her fortune to good works in honor of Saint Anne, grandmother of Jesus.

The monetary value of the gold and jewels alone amounts to several millions of dollars. A gift of $300,000 in gold from French Canadians in New York City will be received with proper ceremoines on Thanksgiving day. There is a branch of this church in New York attended and supported by natives of this parish, and thousands of chapels in different parts of the world. A village of 1,600 population has grown up about the shrine, with hotels that will accommodate 1,500 guests, and numerous boarding houses that have been provided for the accommodation of the pilgrims. There is a monastery, two nunneries, several schools and a hospital for the accommodation of poor people who come here to be cured. The sisters of the Rosary have an academy for young women; the San Franciscan Sisters have a convent with about 100 inmates. The Redemptorist nuns have a convent which is filled with German sisters and there is a seminary for the education of priests with about 300 students.

* * *

In the village of Beaupre is a wood-pulp mill belonging to a New York company and a sawmill; both are run by water power, but only the most insignificant portion of the power is used. There are seven falls in the Saint Anne River in a distance of seven miles, the entire drop being about 700 feet and the horse power available is estimated at 100,000.

Around the Basilica, which is the center of all activity, are several sacred places. The fountain of Saint Anne, at the foot of the hill, pours forth a livid stream of pure cold water which the faithful believe contains miraculous qualities, but Brother Appolonaris says he is not sure about it. The monks claim no special merit except that it is pure and wholesome and it certainly will do no harm. Long lines of pilgrims stand at the fountain from morning to night with jugs and bottles in their hands waiting their turn to catch a little from the life-giving stream.

There is a rude imitation of the Sacra Scala in Rome, which, you know, are the stairs in the house of Pilate in Jerusalem which the Savior climbed to His trial. From dawn till dark and even through the night devotees are continually climbing these steps on their knees to kiss the feet of a gilded wooden image of Saint Anne at the top.

Near by is a little graveyard of not more than half an acre which contains 4,000 bodies, and, as Brother Appolonaris said, there will not be room for them to stand up within its walls on resurrection morning. Among them are about seventy Indians.

* * *

All these shrines are in the custody of the Redemptorist Fathers, who have a monastery in connection with the Basilica. Most of them are Frenchmen who come and go between Saint Anne de Beaupre and the headquarters of the order at Brussels. There are sixteen priests constantly engaged in the Basilica holding almost continuous services from 4 o'clock in the morning until 9 o'clock in the night. An average of six sermons are preached daily in French and English.

As I have already told you, pilgrims have been coming here two centuries and a half, but when the trolley line was completed from Quebec in 1889 the number was very largely increased. Nearly a million and a half passengers were carried on this trolley last year.

The pilgrims no longer come on foot leaning upon a staff and carrying a crust of bread in their wallet, but they come by special trains of Pullman cars. There was an excursion of 1,200 people from Troy with a Pullman train of four sections last Sunday, and a special train of Pullmans from New York with 600 passengers. The average during the summer months is about 3,000 during week days and on Sunday from 7,000 to 8,000. The largest number ever known—199,700—came in the year 1908. Last year the total was 188,266, and this year, according to the present reckoning, there will be more than 200,000.

They come from every part of the land and from Europe. Last year sixteen different countries were represented. It costs about $40,000 a year to keep things going. There are forty lay employees about the place, and when the seminary, the nunneries and the convents are in full blast the ecclesiastical population is about 700.

I asked Brother Appolonaris if every one who comes is cured.

"By no means," he answered, "although the miracles are many."

"And how do you account for the failures?"

"I do not account for them," he answered. "A failure may be due to lack of faith or to some other reason God does not allow us to know."

FARM IN QUEBEC IS LIKE A RIBBON, ENDING AT RIVER

Some Are Only 20 Feet Wide, but Are Four and a Half Miles Long. Feudal Customs Survive.

Inhabitants Still Pay Seignioral Tithes for Right to Live on the Land.

CHATEAU RICHER, Canada, Aug. 28.—Below Quebec the St. Lawrence River, on both banks, is guarded by a bluff or sloping ridge which rises gradually by a series of terraces or benches to the altitude of 2,000 and 2,500 feet, and the farms all have a frontage on the river and run back up the slope a distance of four and a half miles. Originally each family had one-sixth of a mile frontage on the river in order that it might have the benefit of a variety of soils and also that it could get at its boats to

fish. Every family catches and cures fish enough during the fall months to last through the winter, just as farmers of New England pack salt pork away in barrels, smoke hams and bacon, and dry beef.

It is considered imperative that every farm should reach the river, and as families have grown and the original holdings have been divided among the sons, it has been customary to split them the long way, as a lumberman splits a log, so that some of the farms are now not more than twenty or twenty-five feet wide, and four and one-half miles long. The bottom land along the shore is rich and the soil will produce almost any kind of vegetables and grains. The next terrace is a meadow and grows hay; and as the heights are ascended the variety of the crop changes, until finally the woods are reached, where the farmer spends his time in the winter chopping down carefully selected trees, cutting the trunks and limbs into stove lengths and hauling the crop to the village on his sledge for shipment by rail or boat to Quebec.

A PROVINCE OF QUEBEC HOMESTEAD, NEAR MONTREAL, QUE.

The province of Quebec was originally divided into seigniories, like the baronies of Europe, and the seigniors were the aristocracy, and lords of the manor. Each seignior usually had a frontage of three or four leagues along the river, extending back four and a half miles from the shore, and leased the land to permanent tenants or habitants as the early French settlers preferred to call themselves. The habitant paid his rent in shares of his crops, acknowledged a certain allegiance to the seignior, and was liable to be called upon to support him with arms in case of emergency. A seignior could sell his rights and a habitant could sell his land without the consent of the other, but the rights pertaining to the land were conveyed with the soil and a change of tenant or a change of seignior made no difference with the payment of tithes or other obligations. Large tracts of land passed from seigniors to the church and the religious orders. This parish, for example, belongs to the Theological Seminary at Quebec, which receives its rentals regularly from the habitants whose

ancestors have occupied the land for successive generations for 250 years. The revenue of the seminary from this source amounts to about $15,000 a year, and in addition it has more than 500,000 acres of timber from which 25,000 or 30,000 cords of wood are cut every winter. The stumpage is usually sold to contractors who cut the wood and ship it to town.

The ancient feudal relations have been partially dissolved by time, and while the habitant pays his tithes as he would pay his taxes, he considers himself the owner of the land instead of the tenant of the seignior, and no power on earth could dispossess him either of the idea or the farm.

Along the shore of the river is a trolley line which runs about twenty-five miles east from Quebec and furnishes transportation for a series of villages inhabited by fishermen, merchants and laborers, who travel back and forth between their homes and Quebec, families of sailors who are employed on the river or have gone to sea, and various other well-to-do people who live in mansard cottages with high steep roofs covered with tin, and broken by many dormer windows. The tin roofs are very disagreeable to the eyes of strangers, because they glisten so fiercely in the sun. Their reflections are almost blinding. Tin is used almost universally for roofing, on churches as well as houses, and is never painted. A variety of galvanized sheet iron has been introduced as a substitute and is equally disagreeable. The reason is that wooden shingles are scarce and tin roofs shed the heavy snow as fast as it falls, which of course is a very important consideration in a country where snow lies from six to ten feet for four months in the year.

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Each farmhouse is surrounded by a group of outhouses—a very large barn and a very large wood-shed—necessary to store the hay and the firewood, which are the principal crops. All the buildings are painted white. In the summer they afford a pleasing contrast to the green fields that surround them.

There is another string of villages and farm houses on the first terrace, which is about 150 feet above and a mile back from the river bottom. Looking from the citadel at Quebec you see what you would think was a continuous settlement along the ridge as far as the eye can reach. Back on the second terrace and still back of that, are other villages of farmers, frugal, economical and industrious, whose conditions and habits are as primitive as they were a century ago. They live in comfortless cabins of one large room, which is kitchen, dining-room and parlor combined, with a cellar, reached by a trap door for storage below, and an attic above with little dark boxes for bedrooms opening on the side. There is a kitchen garden, a chicken yard, a pig sty, half a dozen cows which furnish milk for the most delicious cheese and butter you ever tasted, a sad-eyed, clumsy horse, and various out-houses for the shelter of tools and other appurtenances. The weather is so severe here in the winter that everything has to be sheltered.

These houses are grouped around a big church and although the village I have in mind is only sixteen miles from Quebec it might be 1,600 miles, judging from the appearances of things. We called upon several of the farmers' families and found them hospitable, happy and contented, because they do not know of anything better than that which they enjoy. They consider themselves of great importance and while we ate the blueberries our hostess offered, fresh from the forest back of the house, our host discussed politics with the teamster and our guide. Our host is evidently a man of great importance in his own estimation, and perhaps that of his neighbors, for he delivered his opinions with the confidence and assurance of a Chief Justice and seemed to think that whatever he said was final.

The habitant is a great politician and loves the excitement of a campaign. He will walk ten miles to attend a political meeting. He used to be a hard drinker, and still has a terrible thirst, but a temperance movement in the Roman Catholic church of late years has caused a decided improvement. The habitant always got drunk whenever he attended a political meeting, and often when he went to town, but that practice has been stopped in a great measure. Many of the priests will not administer communion to men who get drunk and impose heavy penance upon such offenders. Our host delivered himself very freely on this subject and declared that there was less intemperance among his neighbors than in any other part of the world. His remark was sweeping and seemed to be based upon a universal knowledge of mankind. He has a very poor opinion of conditions in the United States and declared that the life of the French Canadian emigrant in the factory towns of New England was very demoralizing to both manners and morals and said that he would never allow any of his family to go to the United States.

This is very largely true in many cases, no doubt, and the parish priests as a rule are stubbornly opposed to having their parishioners go to the United States. It makes them too independent and self-reliant and destroys that submissive disposition to clerical authority that has always been one of the characteristics of the French habitant. The young men and women who leave these primitive villages for Lowell, Providence, Fall River or Boston will never be contented to come back to them, and although they are very clannish and the emigrants from the same localities in Canada are accustomed to flock together and seek employment in the same factories in New England, they are never willing to resume the dull and isolated existence in which they were born.

Their influence has enlarged the mental horizon of their parents, their brothers and sisters and neighbors, and in their periodical visits to their Canadian homes they invariably introduce innovations that are sometimes resisted by the conservative element of the population and always by the priests. There is little enterprise among the habitants of these primitive villages, unless they are awakened by visits to the United States or have the privilege of going away to school. All French Canadians place a high value upon education, although it is a modern innovation and few of the passing generation can read or write. Middle aged and young men and women are quite as well instructed as any agricultural population in Europe. They speak no English and have a French dialect of their own. It has developed with the centuries from the patois of Brittany which their ancestors brought over the sea with them. A Parisian could scarcely understand a Canadian habitant.

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There is a school attached to every church and a convent in almost every large village or town, where girls from distant farms are boarded during the week and sent home on Saturdays. There are many high schools for boys and they are well attended. The expense is paid by the government, the teachers are selected by the priests, and religious instruction receives as much attention as arithmetic or geography. In this section there are several primary schools for the benefit of little children who are not able to walk as far as the regular schools. They are little better than kindergartens, but as the children grow older they are sent to the regular parish schools.

We drove around among the village back in the hills in a rough buckboard, with one broad seat intended for four people sitting back to back. The horses were harnessed to a long pole, which, I was told, is necessary because of the steep hills and the sharp curves, and after we had climbed two or three of the terraces and were back

in the forest section a thousand or twelve hundred feet above the river we recognized the advantage of that sort of gear.

The roads are good in dry weather, but after heavy rains are almost impassable, and the hills are too steep for an automobile. J. N. Baker, of Chateau Richer, was our guide. He is the only Englishman and the only Protestant in the parish. He owns and operates a stone quarry and supplies the contractors of Quebec with building material. He is also the fortunate owner of a beautiful glen called Sault a la Puce, which, being interpreted, means "The Glen of the Jumping Flea." This dashing stream has worn a path from the forests on the higher terraces through the limestone rocks to the river, and at one point has cut a gorge forty or fifty feet deep and about fifteen hundred feet long in fantastic lines. It is a beauty spot, like a gem among rather commonplace surroundings, but it is inaccessible except by climbing fences and crossing fields. It might be utilized as a pleasure resort, particularly as there are three other waterfalls below, over which the same river of the Jumping Flea drops 400 feet in half a mile.

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Not far away are the famous falls of the Montmorency River, which are higher than Niagara, although quite narrow. The water plunges into a pit at the foot of the precipice, seventy feet deep, escapes through a subterranean channel about thirty miles long, and rises in a tumultuous manner at a place called Taureau, east of the Isle of Orleans in the St. Lawrence. The place is carefully avoided by boatmen. There was formerly a bridge across the top of the falls, which fell one day while a man and woman were driving across it in a carriage. They went down with the wreck, but no trace was ever found of them, nor of their horse, nor of their vehicle. The whole outfit must have been swept down into the pit, carried under the ground to Taureau, and from there by the current of the St. Lawrence to the sea.

Very little of the water that comes over Montmorency flows away on the surface, but a considerable part is forced through a sluice gate by a dam at the top, and is converted into about 6,000 horse power of electricity, which runs the trolley railways, lights the City of Quebec, and turns the spindles of a cotton mill.

A little park at the top of the Montmorency Falls has been nicely arranged as a pleasure resort, with all kinds of diversions and an open air theatre. An ancient villa, which was the country residence of the Duke of Kent, the father of Queen Victoria, when he commanded the garrison at Quebec a hundred years ago, has been made over into a restaurant, and the banquet hall, which was the scene of much conviviality in those days, is preserved exactly as he left it.

LAND IN QUEBEC GOES A-BEGGING; SONS EMIGRATE

Instead of Taking up Farms on Plateau They Go South and West. Population Stationary

This in Spite of Fact That Children Number From 15 to 30 in Each Family.

CHATEAU RICHER, Canada, Aug. 29, 1911.—The Church of La Notre Dame de la Visitation, of Chateau Richer, is a conspicuous landmark, and may be seen for many miles in all directions. It is a large building with a galvanized iron roof and twin needle-like steeples which are covered with the same material, and flash back the rays

of the sun in a way that dazzles the eyes of the entire neighborhood. There are 1,600 souls in the parish of Chateau Richer, living in tiny villages within a radius of six miles from the church, and Father Cloutier says mass twice on Sunday in order to accommodate them. It is a very fine church for so small a parish, and will seat about 1,200 worshippers. The altar is a beautiful piece of carving and is decorated with excellent taste. The organ is only a few years old and is considered one of the sweetest toned instruments in Canada. Hanging from the ceiling over the centre aisle, about ten feet above the floor, is a miniature ship under full sail with a gayly painted hull about three feet long. Such an ornament looks strange in so imposing a sanctuary, but it would create a revolution if any one attempted to take it down. It is a votive offering from the crew of a ship on the Atlantic, nearly all of whom are from this parish, and was sent here in charge of a committee as a recognition of their salvation from death in a desperate storm by the intervention of "Our Mother of the Visitation," to whom they appealed.

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According to a custom which prevails throughout the Province of Quebec, the members of the congregation gather around the main entrance to the church after mass on every Sunday morning, to hear whatever announcements the "town crier" has to make, and all notices given by him at this time are legal. They are of great variety. They concern politics, business, social affairs, judicial proceedings and neighborhood gossip. I know a young lady who recovered a dog that she lost while passing through Chateau Richer in an automobile, by having a reward for its recovery offered from the steps of the Church of the Visitation. When Mr. Baker found that mischievous boys were doing damage in the Glen of the Jumping Flea, he had a warning read, at the same time and place, which had as much force as if it had been proclaimed from the supreme bench. Notice of judgments and other legal announcements are made in this way. Candidates for parliament and for other offices send notices of political meetings. Frequently one of the neighbors who has received a letter from some emigrant to the United States or to France offers it to be read for the information of the parish. Persons who are seeking employment give notice on such occasions, and farmers and contractors who want help make that fact known. This is one of the most interesting of the peculiar customs of the French Canadian habitant, who is unlike the rest of mankind in many other respects.

Father Cloutier, who is curé of the parish of Chateau Richer, is a handsome man, with a noble head, a gracious manner and a laughing blue eye. He is adored by his parishioners and they recognize his authority as absolute in social and material as well as spiritual affairs. He is an ideal type of the French Canadian priest and every honorable man would enjoy knowing him.

* * *

The land on the north bank of the St. Lawrence continues to rise in a series of terraces until twenty-eight miles back from the river it reaches an altitude of about 2,500 feet, and there begins the great plateau which extends as far north as Lake St. John and the Saguenay River. The government owns the land, which includes several million acres of timber and about six million acres that are susceptible of agriculture. This territory has been surveyed, subdivided into quarter sections, and is offered for twenty to sixty cents an acre, but during the year 1910 only 89,256 acres were sold and most of that was timber lands. There is no immigration and the cultivated area of the Province of Quebec is not increasing. Many settlers owning cleared and partly cleared farms are eager to sell for any price they can get. Yet the

terms offered for the entry of new land are so liberal that it seems strange that the sons of the habitants do not accept them rather than emigrate to the United States or to Western Canada, but the severe climate, the poverty of the soil and a lack of enterprise seems to prevent the development of the agricultural resources of Quebec and the increase of population.

The total revenues from public lands in the Province of Quebec during the year 1910 were $1,033,895, of which $734,953 was the stumpage dues for timber cut, $242,708 rents of farms belonging to the state, $45,559 payments for land sold, and the remainder from various other sources.

* * *

The population of Quebec by the census of 1901 was 1,648,898, and optimists expect that the census, which is now being taken, will show an increase to 2,000,000, but that is scarcely to be expected because there has been no immigration whatever, and a constant emigration from all the parishes in the province.

* * *

The natural increase of the French Canadian population is little less than miraculous. From the little group of some 60,000 people living here at the end of the French regime in Canada there has sprung on this northern half of the continent a French-speaking population estimated at over 2,000,000 people. This continual and wonderful multiplication of this element of the population has become almost proverbial. You have heard of families of fifteen, twenty and even thirty children in the Province of Quebec, and cases are on record where the parish priest, whose parishioners pay him the twenty-sixth part of their farm produce, has adopted and educated the twenty-sixth child of the family.

A STREET SCENE IN A QUEBEC VILLAGE NEAR MONTREAL

Despite the cares and responsibilities of maternity, there are few more active, more helpful and more light-hearted companions than the habitant wife and mother. "La Belle Canadienne" they call her, and how well she deserves the compliment! Of robust constitution, strong in religious faith that sustains her under many burdens and responsibilities and in her sense of duty—domestic, frugal and industrious—a devoted wife and indulgent mother, she appears to be a combination of all the virtues.

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The habitant is prouder of his large family of children than of any of his worldly possessions. The poorer he is the more delighted he appears to be over the arrival of a new baby, and the more numerous his family the greater number of willing workers there are upon the farm. To the good God who gives them so large a progeny the happy parents often make great sacrifices to give back one in return—to send a son to be trained for His service in the sanctuary. The brightest and best of the flock is selected, with the approval of the parish priest, for the holy mission, and the height of human ambition and happiness is reached for them when the proud father and mother, occupying the seats of honor in the church, are the first to receive the sacrament at the hands of the child whom they have given to God when he celebrates his first mass.

* * *

In no family are the ties of filial attachment stronger than in that of the habitant, for not only in the size of his family are the traditions of patriarchal times perpetuated. One of the most touching customs of old Canadian families is the social festival known as La Benediction Paternelle—the father's blessing of his children. Sometimes it is delivered after mass. The historian of Montcalm and Levis, the late Abbe Casgrain, has related how the New Year was ushered in by the family circle at his home. "At early morn," he says, "our mother woke us up, attired us in our best Sunday suits, and gathered us all together, with the house servants following, in the parlor. She then thrust open the bedroom door of our father, who from his couch invoked a blessing on all of us kneeling around him, while emotion used to bring tears to the eyes of our dear mother. Our father, in an impressive manner, accompanied his blessing with a few words to us, raising his hands heavenward. Of course, the crowning part of the ceremony to us was the distribution of the New Year's gifts, which he had at first kept concealed behind him."

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Another record of older date tells of Pierre Boucher. He was Governor of Three Rivers in 1653, and the father of fifteen children. He died in 1717 at the age of 95—blessing on New Year's day a kneeling group of sons and daughters, all listening to the words of wisdom and kindness falling from his venerable lips. For many years afterward, on the anniversary of the old patriarch's death, there was annually read, in the presence of the assembled family, all kneeling, his last will, entitled, "The Legacy of Grandfather Boucher." In this memorable testament each member of the family was addressed in turn, while the wisest counsels mingled with the effusions of paternal affection. It concluded with this general admonition to all: "Love one another sincerely for the love of God; remember that you will one day be called, like me, to appear before God, to render an account for your actions; hence, do nothing of which you will later have cause to repent. I do not leave you great riches, but that I do leave has been honestly acquired. I would willingly have left you more, but God is the master of all things. I have no enemy to my knowledge.

I have done what lay in my power to live without reproach. Try to do the same."

In olden times the seigneur, or lord of the manor, was usually godfather to the first born of the children of his tenants, and to him, as to the parent his godchildren were accustomed to go on New Year's day. We have it from M. de Gaspe, in his memoirs, that on one occasion he saw no less than 100 children call on a seigneur at the manor house.

Some of these old customs have now passed away and others are less frequent than formerly, but the filial affection and respect for paternal authority which they illustrate, still remain as a part of the heritage handed down to the present generation by their forefathers.

* * *

The original tillers of the soil in Lower Canada, who first assumed the title of "habitants" while holding their land under feudal tenure, would not accept any designation such as "censitaire," which carried with it some sense of the servile status of the feudal vassal in old France, but preferred to be called a "habitant," or "inhabitant" of the country—a free man and not a vassal. And the designation obtained official recognition in France, and has become the characteristic name of the French Canadian farmer among the English-speaking people.

The attachment of the habitant to the land is one of his most striking characteristics. In many instances farm lands are still held in the name of the King of France, or his representatives, as in the earliest days of the colony; and several years ago, at the tri-cennial celebration, when a committee of the old families of the province was formed at Quebec, over 270 of such families claimed and received medals and diplomas of honor, because they still owned the family homesteads that had come into possession of their ancestors from 200 to 250 years ago and had ever since remained in the occupation of the same families.

CANADIAN WHEAT TO SEEK MARKET THROUGH PANAMA

Grand Trunk Steamers Will Ply Between Prince Rupert and Europe. Government Gives Aid.

Builds Great Stretches of Track Which It Will Lease to Railroad Company.

MONTREAL, Aug. 30, 1911.—"We will ship 100,000,000 bushels of wheat annually from Prince Rupert to Europe when the Panama Canal is open for business," said Charles M. Hays, president of the Grand Trunk Railway. "We are already preparing for it. We are building docks and elevators at Prince Rupert, our terminus on the Pacific, and expect to have our tracks finished so as to handle the harvest of 1915. We are building a low grade track by which we can carry wheat from the prairies of western Canada toward both oceans more economically than any other road. We will be able to deliver wheat in Liverpool by way of the Panama Canal from Prince Rupert at the same cost and almost in the same time that it now takes to carry it by way of the great lakes and the Atlantic ports. Our steamships will be ordered shortly. They will be built in England under the supervision of the board of directors of the Grand Trunk and will be designed especially for wheat carriers and for the Panama route. If the canal is open in 1915 we will send a large portion of the crop

of that year that way. The climate on the western end of the Grand Trunk Pacific is very mild compared with that of central and eastern Canada; there is no ice at Prince Rupert, and the route will be open every day in the year.

"We also will have a line to the Orient—either building our own steamers or making a traffic arrangement with some company already operating on the Pacific.

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"At present," continued Mr. Hays, "the wheat crop of western Canada is hurried to Fort William, Port Arthur and Duluth during the few weeks that remain between harvest and the close of navigation. Otherwise it must be held up for six months under storage and insurance charges in the elevators or shipped by rail the entire distance to the Atlantic. This situation is a great disadvantage both to the railways and to the farmers. But when the Grand Trunk Line is completed to the Pacific and the Panama Canal is opened the crop can be shipped with deliberation and with the greatest advantage both to the railway and the grower. I venture to predict that within the next decade as much Canadian grain from Manitoba, Saskatchewan and Alberta will find its way to Europe by way of Prince Rupert as will get out by the Atlantic ports.

BUILDING THE GRAND TRUNK PACIFIC WEST OF EDMONTON

"Our grades are by far the best of all transcontinental lines, and are so easy that the same engine can haul four times as much freight as either the Great Northern, the Northern Pacific or the Union Pacific, five times more than the Santa Fe and seven times more than the Canadian Pacific. A single engine can haul the standard freight train loaded with 2,000 tons of freight from Manitoba to Prince Rupert without help. Our maximum gradient is twenty-one feet to the mile going west and twenty-six feet to the mile going east. They are the normal prairie grades and would be expected on such roads as the Pennsylvania or the Midland of England, but not on a new track across the prairies and the mountains. Our maximum curvature is six degrees as against ten degrees on other trans-continental roads.

"Here is a little statement showing the maximum grades on the seven transcontinental railways.

	Maximum grade.
Grand Trunk Pacific, feet to mile	26
Western Pacific, feet to mile	52
Canadian Pacific, feet to mile	110
Great Northern, feet to mile	116
Northern Pacific, feet to mile	116
Union Pacific, feet to mile	116
Santa Fe, feet to mile	185

"The significance of these figures," said President Hays, "will be recognized by all transportation men. It will be difficult to overestimate the advantage and the economy of our grades, and the safety of our passengers must also be taken into consideration.

"The return cargoes from British Columbia will be lumber that is needed for the upbuilding of these prairie towns. Our traffic eastbound is 60 per cent. of the total, and we want to equalize that by making such rates as will induce shipments westward.

* * *

"Prince Rupert, the Pacific terminus of the Grand Trunk System, is a wonder. In 1904 I stepped out of a boat upon the shore where the city now stands and stood upon the accumulated moss of ages. The nearest human habitation was Metlakatla, a settlement of civilized Indians who had been converted to Christianity by the labors of a single man and are now a law-abiding, prosperous community. The location of Prince Rupert has been recommended for our terminal by all of many engineers who had been sent out to survey the coast. They examined every bay and inlet between Vancouver and Alaska and reported upon every one of them. Most of them had either too much water or too little, or were too much exposed to the weather or were surrounded by swampy soil, but when they came to Lima Bay, large, landlocked, with plenty of water, they wondered why it had not been occupied before, and were unanimous in recommending it as a perfect harbor for our purpose. The climate is neither hot nor cold; the mercury seldom goes as low as zero or as high as 80 degrees, and the air is moist enough to satisfy a Scotch Highlander. When we adopted the site we were told of a submerged island near the entrance to the harbor, which appears on all the navigators' charts published later than 1867. That is said to have been the reason why the place has been neglected, but we have not been able to find such a rock and our engineers do not believe it ever existed. They think it is the mistake of some draftsman.

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"We bought 10,000 acres surrounding the bay from the government at the rate of $1.00 an acre; we bought 17,000 acres from the Indians at $7.50 an acre and $3.50 additional to the government and also gave a one-fourth interest in our townsite operations to the provincial government of British Columbia.

"Our engineers, with the assistance of competent landscape architects, laid out a model town, and we have sold about five thousand lots to date, and the town, which is now about five years old, has a population of about 6,000. Its history is very much a repetition of that of Winnipeg, and in a few years Prince Rupert will be a duplicate of Vancouver for north British Columbia.

"When we get out steamship line running between Prince Rupert and Sydney, and that will be within a very few years, it will connect the two finest harbors in the British Empire. The journey from New York to Yokohama will be 1,500 miles shorter by way of Prince Rupert than by way of San Francisco and 500 miles shorter than by way of Vancouver. It will be the shortest journey around the world.

"There is a large fishing industry along the coast at that point and vast quantities of halibut, salmon, and herring are caught in the neighborhood which will be a source of great wealth. Even to-day, with no direct connection, salmon and halibut are carried south to Vancouver and Seattle and shipped daily by rail in refrigerator cars to Boston. You will notice these refrigerator cars on the fast overland trains going east. Prince Rupert will also be the nearest railway point to Alaska and will shorten the voyage about one-half."

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"What is the mileage of the Grand Trunk?" I asked.

"The Grand Trunk System includes about 5,000 miles in round numbers, of which 1,500 miles are in the United States. Our southern terminus is at New London, on Long Island Sound, and we will soon be running trains into Providence. Our southwestern terminus is Chicago. We touch the Atlantic Ocean at Portland and Halifax, and are building west across the continent as rapidly as possible. We now have 1,500 miles of track in operation west of the great lakes, and the gap between Fort William, our port on Lake Superior, and the Pacific Ocean at the close of work this fall will be only 410 miles. We cannot work on the prairies in the winter, but we can do rock work in the mountains. We are running regular passenger trains to Edson, 1,366 miles west of the great lakes and 916 miles west of Winnipeg, and shall be carrying passengers from Fort William, on Lake Superior, to Winnipeg, early next summer. We are already hauling a good deal of freight that way, but the track is not yet completely ballasted.

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"The distance from Moncton, New Brunswick, to Prince Rupert, our Pacific terminus is nearly 3,600 miles. The Dominion government is building from Moncton westward via Quebec through an uninhabited section to Winnipeg, a distance of 1,800 miles, and from Winnipeg westward 1,755 miles to the Pacific of which 916 miles are across the prairies and 839 miles through the mountains. It will lease the line to the Grand Trunk Railway Company for a term of forty years with an option of extending the lease for another half century at a rental of 3 per cent. on the cost of construction, but there will be no rental for the first seven years, and during the three years following any deficit in the cost of operation will be paid from the public treasury and charged to capital. This is practically a full guarantee for the first ten years, and in addition the government furnishes stations and terminals on public lands.

"West of Winnipeg the government loans its credit at the rate of $13,000 a mile on the prairie section and three-fourths of the cost of construction in the mountain section without limit, and pays interest upon three-fourths of the cost for the first seven years. The prairie section will pay. The mountain section and the eastern section will not pay at once, but the government assistance will cover any deficit.

"The mileage west of the great lakes is about the same as that of the Canadian Pacific, and the two roads run practically parallel, commencing 550 miles apart at the Pacific coast and converging at Fort William and Winnipeg."

"What is the most interesting place on your line ?" I asked.

"Prince Rupert, of which I have already told you, and then Edmonton; Winnipeg is a wonderful city. It resembles Chicago in its physical conditions and in other respects. The situation is similar and the soil is very much like that of Illinois. With water and rail transportation it is the jobbing center of all western Canada and has an empire back of it. I was born in Rock Island and went to Chicago as a boy, and I became acquainted with Winnipeg twenty years ago. Therefore, I have been able to watch both cities and see that Winnipeg is growing faster than Chicago ever did, and has modern advantages that Chicago did not enjoy. We are building a hotel called 'The Fort Garry' on the site of old Fort Garry, the colony which Lord Selkirk founded in 1810. The hotel will cost $1,500,000. It will have 350 rooms and everything perfect. The contract will be let in a few days.

"The western provinces of Canada are settling up very rapidly and a considerable number of immigrants are Americans—probably 40 per cent.—and most of them are young people who have been brought up on the farms of the northwestern states. They have considerable money; they buy for cash; they are able to provide themselves with the best implements and machinery and are not required to suffer the hardships that their parents had to endure as pioneers.

"Last year the wheat crop was a partial failure, but we hauled about 8,000,000 bushels, of which 5,000,000 bushels were grown in a section where there was not a single settler five years before. This year we expect to haul from 12,000,000 to 15,000,000 bushels of wheat."

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"When will your New England line be opened for traffic?"

"We hope to be running trains into Providence next year. The people are friendly and the officials are giving us every support and encouragement, but the New Haven company is resisting every move we make. They even tried to build shops on our right of way. The Governor of Rhode Island, Mr. Poictor, is a French Canadian, born in Quebec, and is taking a great interest in our project for that reason as well as realizing the advantages of competition. For several years Rhode Island has been at the mercy of the New York, New Haven and Hartford Railroad, which has controlled every means of transportation except private conveyances. It has owned the steam railroads, the steamboats and the trolleys. And the public generally as well as the shippers have been anxious to secure competition, therefore we have met with cordial encouragement from every source except from the old road.

"We are building from Palmer, Mass., a station on our line in the Connecticut Valley, through a string of manufacturing villages, whose products we will haul the entire length of our line to Chicago and the northwestern states, and eventually across Canada for export to China and Japan, to say nothing of Alaska and the Yukon. These towns produce practically everything that is wanted in the West and require practically everything in the way of agricultural products that is produced in Canada. They are a great market for hay, oats and all kinds of vegetables and fruits, and from the innumerable factories vast quantities of manufactured merchandise are shipped to Chicago, Buffalo and other points on the Grand Trunk line for distribution. It is a very promising proposition, and there is little difference in the hauling distance between Providence and Chicago over the Grand Trunk and over the lines through the United States."

CANADA LIBERAL IN TREATMENT OF STEAMSHIP LINES

Sum of $2,006,200 Voted for Payment of Subsidies in 1911-12. Companies Will Expand.

New Pacific Coast-Liverpool Service One Development in Prospect.

MONTREAL, Aug. 31, 1911.—The Dominion government has been very generous and enterprising in the development of railway communication within its own territory and steamship communication with foreign lands, and during the next five or six years both will be largely extended. President Hays, of the Grand Trunk Railway told me yesterday that company intends to put on lines of steamers from Prince Rupert, the Pacific terminus of the transcontinental line he is now building, to Liverpool through the Panama Canal, to Australia, Japan and China and to Alaska; and it is probable that a coasting service southward from Prince Rupert as far as Seattle and perhaps San Francisco will be maintained, although that matter has not been definitely decided.

The Germans as well as the Canadians are preparing to make use of the Panama Canal, but I have heard of no preparations in the United States. The Hamburg-American Company is building four big steamers to carry merchandise and immigrants from Hamburg to San Francisco and bring back wheat, flour and other cargoes, and the Grand Trunk Company will shortly make contracts for the construction of a fleet to carry wheat from Prince Rupert to Liverpool and bring back merchandise and immigrants. The steamers are to be ready as soon as the canal is open.

The Pacific Mail Company, which is the only American line on the west coast and is a part of the Southern Pacific Railway system, has done nothing, so far as I can learn, to anticipate the opening of the canal, and is still using the same little old-fashioned steamers that were cruising between the Isthmus and San Francisco thirty years ago. It should be said that the United States Congress has done nothing to encourage maritime enterprises and even refused to give the ordinary mail pay to the steamers that were already sailing between San Francisco and Australia. I do not know that the Grand Trunk Company expects a subsidy for its proposed steamship lines, but one will undoubtedly be paid.

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The Canadian parliament voted $2,006,200 for the payment of steamship subsidies for the year 1911-1912, which was a decrease of $48,000 from the previous year. These subsidies represent many different services to every continent—Europe, Asia, Africa, South America and the West Indies, the largest being paid to the Allan and Canadian Pacific lines between Montreal and Liverpool, which amount annually to $600,000 a year. The service to Australia and New Zealand receives $300,000 a year; that to South Africa, $146,000 a year; to Japan and China $200,000; to Mexico, $125,000; to Cuba and the other West Indies, $104,000. Smaller amounts are paid to several other lines connecting Canada with foreign ports. A line of the freighters to Manchester receives $35,000 a year; and corresponding amounts are paid to ships that go to Glasgow and Dublin.

Those subsidies which interest the United States most closely are the $180,000 paid to the Union Steamship Company of New Zealand for carrying the mails between Vancouver, Brisbane and Sydney via Honolulu and the Fiji Islands. The contract time for the voyage is twenty-two days, and the company has in service six steamers varying in size from 3,915 to 8,200 tons. These are all new fine passenger steamers. The distance from Vancouver to Sydney is 7,292 miles, to Honolulu 2,342, from Honolulu to Suva, Fiji, 2,799; from Suva to Brisbane, 1,550, and from Brisbane to Sydney, 516 miles.

These steamers carried 60,615 tons of freight during the year 1910, an increase from 30,684 tons in 1907, when the subsidy was arranged, and 6,153 passengers as against 4,687 four years ago.

In addition to this subsidy the Canadian government pays $120,000 a year to the New Zealand Shipping Company for monthly steamers from Montreal to Melbourne by the Atlantic, a distance of 12,900 miles. There are seven steamers in the service of 9,000 and 10,000 tons, with accommodations for a small number of passengers, and making ten and twelve knots an hour.

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Last year the lines to Mexico, Cuba and the other West Indies did a very large business, which has increased rapidly since the service was begun. The Elder Demster company gets $50,000 a year for the Atlantic service and the Canada and Mexican Company, controlled by T. H. Warshop of London, gets $75,000 a year for the service on the Pacific. The steamers of both lines measure about 3,000 tons. The distance from Montreal to Vera Cruz is 3,745 miles and from Vancouver to Salina Cruz, the western terminus of the Tehauntepec Railway, via Guaymas, is 3,575 miles. The steamers of both lines make about twelve knots an hour.

The South African subsidy of $146,000 a year is paid to the Elder Demster for a monthly service by steamers varying from 3,504 to 7,355 tons, which make a speed of ten and twelve knots an hour. The distance between Montreal and Cape Town is 7,338 miles. Last year they carried 23,203 tons of freight.

In addition to the subsidy of $600,000 paid to the Allan Line for its mail service between Montreal and Liverpool, the same company receives $200,000 for a similar service between Montreal and France, in which it employs four steamers, varying from 4,200 to 6,200 tons. They carry few passengers and make only eleven and twelve knots an hour. They handle an enormous quantity of freight. The distance between Montreal and Havre is 3,041 miles. The policy of the Canadian government in paying these subsidies is to build up its export trade, and results have been so satisfactory that they are being increased and the service extended.

The Allan Line of steamers is the oldest on the Atlantic except the Royal Mail Steam Packet Company, having been founded in 1822 by Captain Alexander Allan of Ayrshire, Scotland, the home of Burns, and has kept up an uninterrupted service for seventy-nine years. In 1831 Captain Allan retired from the command of the brig Jean and established an office in Glasgow for the management of the rapidly developing business. His five sons succeeded him, and his grandsons are the managers of the company to-day. In 1826 Hugh Allan was sent out to Montreal by his father to become the Canadian manager, and his brother, Andrew Allan, joined him here about 1840. James and Alexander, the younger brothers, conducted the business in Glasgow and Bryce Allan in Liverpool. For more than half a century these five brothers managed the affairs of the company. To-day they are managed by Hugh and Andrew, the sons of Andrew Allan, and his two nephews, Montague

and Bryce, sons of the late Sir Hugh Allan, who was for years the greatest man in Canada and built up many important enterprises in addition to his steamship business.

He built Ravenscrag, the finest residence in Montreal, on the slopes of Mount Royal, and always entertained the members of the royal family and other guests of distinction when they visited the city. King George, the Princess Louise, the Duke of Connaught and other children of Queen Victoria have been his guests.

Andrew Allan, his brother, had a massive stone mansion on McTavish street, back of McGill University, and lived in it until about five years ago. It is now the chapter-house of the Alpha Delta Phi fraternity.

The Allan fleet to-day consists of thirty-five vessels, with a combined tonnage of 160,000 tons. The largest ones sail to Liverpool and the others to Glasgow, London and Havre. The Montreal Gazette of Sept. 28, 1839, contained an advertisement to the effect that the well-known new coppered ship "Canada," 329 tons register Bryce Allan, commander, would sail regularly between Montreal and Greenock. Sixty years later to a day the company put on a 19,000-ton twin screw steamer for the same service.

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The Cunard Line, which is next in age to the Allan Line, was started in 1840 with a fleet of sailing ships. The Royal Mail Steam Packet Company began business between England and South America with a fleet of clipper ships in 1822.

The next line of importance between Montreal and Europe belongs to the International Company of the United States, which also owns the American, the White Star, the Atlantic Transport and other lines. Their steamers are the largest in the service and carry passengers and freight to Liverpool and freight to Bristol and Hamburg.

The rates to Europe from Montreal are generally lower than those from New York, and the sea voyage is shorter, because the steamers keep to the River and Gulf of St. Lawrence and pass out into the Atlantic through the Strait of Belle Isle, which separates Newfoundland from Labrador. By this route the distance from Quebec to Liverpool is 2,336 miles, while from New York it is 3,082 miles, and the steamers are less than four days at sea. On the other hand there are more fogs and icebergs and other dangers that people usually prefer to avoid.

The steamers carry large cargoes of Canadian products—50 per cent. wheat, 20 per cent. dressed lumber and 25 per cent. provisions (which come almost exclusively from Chicago). The other 5 per cent. is made up of cheese, wooden ware and various things. The rates are the same both ways. Last year the Allan Line, for example, carried 80,000 passengers westbound and 30,000 eastbound. Most of the steamers carry wheat over and bring immigrants back. The government pays a bonus of $4 for every agricultural laborer and domestic servant, but pays nothing for mechanics. The steamship agent who books the passage gets the money, and $85,600 was paid during the year 1910 to booking agents in England and about $10,000 to booking agents on the continent.

By the encouragement of the government the total tonnage of steamers connecting the port of Montreal with foreign countries increased from 988,018 tons in 1900 to 1,638,581 tons in 1910, while the average tonnage of the vessels increased from 2,495 to 4,107 tons.

During the year 1910 two new ocean lines of steamers were operated from Canada—the Royal Line, by the Canadian Northern Railway Company, to England, and the Canadian-Australian Line, to New Zealand and Australia.

The following is a list of the steamship companies now operating between Canada and foreign ports:

Allan Line, to Liverpool, Glasgow, London and Havre.

Canadian Pacific Railway Company, to Liverpool, Bristol, London and Antwerp.

The White Star-Dominion Line, to Liverpool and Bristol.

The Donaldson Line, to Glasgow.

The Furness Line, to Liverpool, London and Havre.

The Head Line, to Belfast and Dublin.

The Manchester Line, to Manchester.

The Thomson Line, to London, Leith and Aberdeen.

The Royal Line of the Canadian Northern Railway, to Bristol.

The Canada-South African Line, monthly steamers to Cape Town and other South African ports.

The Canada-Jamaica Line, to Cuba and Jamaica.

The Canada-Mexico Line, to Cuba and Mexico.

The Pickford & Black Line, to Bermuda and Jamaica and West Indian ports.

The Canadian Pacific Railroad Line, to China and Japan.

The New Zealand Shipping Company, from Montreal, monthly, to New Zealand and Australia.

The Canadian-Australian Line, monthly, from Vancouver to Fiji Islands, Brisbane and Sydney.

CANADA TRAINS HER YOUNG MEN TO BE FARMERS

Lord Strathcona and Sir William Macdonald Vie in Endowing Schools. American Model Is Used.

Dominion, Particularly Quebec, Also Follows Yankee Example in Conservation

STE. ANNE DE BELLEVUE, Sept. 1, 1911.—There is a quaint little old-fashioned French village, with queer roofed, one-story cottages, whitewashed inside and outside, and surrounded by growing gardens, on the shore of Lake St. Louis, near where the Ottawa flows into the St. Lawrence River. Lake St. Louis, I must explain, is not a detached body of water, but a wide place in the St. Lawrence which broadens out until you can scarcely see across it, and there are similar lakes at several places.

Ste. Anne de Bellevue was for centuries the camping ground of Indians who came down both rivers in their canoes and met here to trade and to make treaties. Then it was chosen by the French as one of the outposts for the protection of Montreal. The ruins of the fortifications, which have been preserved with great care and are now covered with vines, make an interesting feature of the landscape. There is an old mill which was first erected in 1688, burned by the Iroquois in 1691 and then rebuilt. The French called the place Fort de Senneville. With the protection of the

MACDONALD AGRICULTURAL COLLEGE, STE. ANNE DE BELLEVUE, P.Q.

garrison the voyageurs, the hunters and trappers made it their rendezvous, whe they outfitted for their explorations and rested when they returned. The permanen population is composed very largely of the descendants of those hardy pioneer These have retained the old customs and habits. They are almost entirely Frenc and the invasion of summer boarders has not changed their primitive appearance manners.

Tom Moore, the famous Irish bard, spent a summer here early in the nineteen century, and here wrote that most popular of all the habitant ballads, "The Canadi Boat Song," inspired by the beauty of the scene and the picturesqueness of the riv

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The climate, the fishing and shooting and the low cost of living bring large nu bers of "resorters" to Ste. Anne de Bellevue during the summer season, both fr the Canadian cities and the United States. There are several small hotels and ma boarding houses, which charge low rates compared with other places. In the f and in the spring the duck shooting attract hunters, and all summer black bass, wa eyed pike, perch and maskinonge can be caught plentifully as anywhere along t St. Lawrence. Several rich people from Montreal have bought land along the sho of Lake St. Louis and have built stately mansions and villas and ultimately w ruin the primitive attractions of the place.

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Ste. Anne de Bellevue was selected several years ago by Sir William Macdon as the site of the agricultural department of McGill University, in which he already invested about $5,000,000, and purposes to add as much more as may necessary to make it the most complete, perfect and useful training school for farm in the Dominion. The buildings, of red brick and roofed with red tiles, will rem you of Stanford University, but are not so attractive in design. There is a campu

560 acres on the bank of the Ottawa River, and the Grand Trunk Railway station is immediately opposite the main entrance. The campus is divided into three parts, the live stock and grain department occupying 387 acres, the vegetable and truck garden 74 acres and the rest is devoted to horticulture, poultry and bee culture and other purposes.

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Sir William Macdonald is the rival of Lord Strathcona for the honor of being the most public spirited and benevolent man in Canada. Both are immensely wealthy. Lord Strathcona was Donald Smith before he was elevated to the peerage, and made his millions through the Hudson Bay Company in furs, Indian trading and the advance of the prices of land. He has taken under his generous jurisdiction McGill University at Montreal, which was founded by James McGill, who came over from Glasgow before the American revolution and engaged in the fur trade with the same success that has attended the enterprise of Lord Strathcona. The university, which occupies a small but attractive campus in the residence section of Montreal, has four branches and several affiliated colleges in British Columbia, Nova Scotia, the Province of Quebec and the Royal Victoria College for Women at Montreal. The young women at the latter institution have the same faculty and the same courses of instruction as the men at McGill, and receive degrees from the same source, but do not use the same recitation-rooms or attend the same lectures. The supreme authority of the university is vested in the crown and exercised by the governor-general, and therefore it is nominally a state institution, non-sectarian but Protestant, and the students attend worship at the Episcopal Church.

Lord Strathcona has given the institution several millions of dollars; the late Peter Redpath, a Montreal merchant, was very generous also, and Sir William Macdonald gave a million or more for buildings for the engineering department and the schools of physics and chemistry, with generous endowments for maintaining them. It was his desire that the schools of agriculture and household science, which he founded at Ste. Anne de Bellevue, should become departments of McGill University, and they are now included in the jurisdiction of the faculty and fellows of that institution.

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Sir William Macdonald is an old-fashioned and eccentric bachelor, who was born on Prince Edward Island and when he was a boy went to New York to seek his fortune. The fates led him into a tobacco factory, where he learned the business, and as soon as he had accumulated a little capital he went to Montreal and began the manufacture of plug tobacco there, having discovered a process by which he could give it a popular flavor. He was remarkably successful and gradually became interested in other enterprises which paid equally well. Ultimately he became the controlling influence in a bank which established branches in almost all the agricultural villages of Canada and has made a specialty of loaning money for the establishment of creameries.

In that work Mr. Macdonald was brought into relations with Professor James W. Robertson, a Scotchman from the County of Ayr, where Robert Burns and James Wilson were born and raised. Robertson came to Ontario with his family as a boy and developed a remarkable genius in dairying. He was not only successful on his own account, but through his influence and example revolutionized the business in the neighborhood of London, Ontario, and became instructor in dairying at Guelph College. He then went to Cornell University in the same capacity. There he remained for several years until he was appointed commissioner of dairying for the Dominion.

In his official capacity he made the acquaintance of Sir William Macdonald, who furnished the money while Robertson furnished the ideas for the improvement of the agricultural conditions of Canada. In 1898 they began by offering money prizes to the boy or girl under 18 years of age who would bring from his or her father's fields the finest heads of oats and wheat. Sir William Macdonald has paid $10,000 a year for several years in prizes. The seed thus brought in has been distributed among the farmers in various parts of the Dominion and the crop has thereby increased 28 per cent. in weight and in value many millions of dollars.

This movement also resulted in the Canadian Seed Growers' Association for the purpose of improving the crops of Canada.

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The next step was to establish agricultural schools and school gardens throughout Ontario, Nova Scotia and Prince Edward Island, in which many thousands of children are daily receiving instruction in the rudiments of agriculture at a cost of $180,000 a year to Sir William. They are taught the advantages of using selected seed, of careful cultivation and of protecting plants from disease. All children are admitted to these classes and prizes are offered for the best results in the school gardens, each child having a plot of ground assigned to it for cultivation.

Sir William Macdonald than undertook to enlarge the Ontario Agricultural College at Guelph, which had been established in 1874, with the two-fold object of training young men for teachers and for original research in agricultural science. He founded the departments of agriculture, animal husbandry and home economics—the latter being especially for women. In order to be eligible for admission to the classes of the two first named departments a candidate must produce proof of having spent at least one year in actual work upon a farm and pledge himself that he will follow either agriculture, horticulture, dairying or animal husbandry as a means of livelihood, the idea being to exclude students who are merely seeking an education without a specific purpose. Instruction is free and the students are boarded for $3.50 per week.

In addition to the ordinary courses there are lectures and experiments for the benefit of practical farmers, which have been attended by more than 30,000 people. The average attendance at Guelph College is about 1,000 students.

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In order to provide the Province of Quebec with an institution similar to that at Guelph, in the Province of Ontario, Sir William founded the Macdonald College of Agriculture at Ste. Anne de Bellevue upon plans prepared by Professor Robertson, who organized the institution and directed its work until it was fully in operation. He then returned to his official duties as commissioner of dairying to the Dominion.

Macdonald College is for both men and women, and has three departments including a school for training teachers for the Protestant schools of the Province of Quebec. Those students who pledge themselves to teach for at least five years after graduation are not required to pay fees and are boarded at nominal rates.

The school of household science is for the training of housekeepers in domestic economy, in the science of nourishment, in sanitation, in nursing, in laundrying, dairying, raising poultry and bees, in home gardening, in household chemistry, cooking, sewing and other duties of the home.

This school is free to Canadian girls and is intended to provide competent wives for the nation. Students from outside of Canada pay a fee of $35 per term for tuition and $3.50 a week for board and room in one of the dormitories.

The Macdonald School of Agriculture is the third department, and is modeled upon similar institutions in the United States, particularly those at Ames, Iowa, and Urbana, Ill. The instruction covers three branches, agriculture, horticulture and animal husbandry, and especial attention is given to stock raising, dairying and poultry. There were 457 students during the last year, representing all the provinces of Canada except Manitoba, four of the West India Islands, England, Scotland, Ireland, Switzerland, the Transvaal, New Zealand, Australia and Japan. The regular course is for two years, but there is a four-year course leading to the degree of B.S.A. from McGill University.

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Most of the educational institutions in the Province of Quebec are under Roman Catholic jurisdiction and are intended more for the training of priests than farmers, but a school of forestry, recently added to Laval University at Quebec, is rapidly growing in importance, and is aided by the government for the purpose of recruiting rangers and foresters for the control and management of the enormous timber domain belonging to the crown. The government offers scholarships to students who are able to pass the examinations after a full year's work in the school, and are willing to pledge themselves to enter the forestry service for at least five years. After acquiring a technical knowledge the forestry students are assigned by the Minister of Lands and Forests to a practical employment with large lumbering firms throughout the province for six months in the year, and then they must return to the university to complete their course, which covers two years.

They thus receive six months of theoretical study and six months of practical experience each year, when, after passing a satisfactory examination, the graduate is given an appointment in the service and is sent to his post.

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The Canadians, particularly in the Province of Quebec, have followed the example of the United States in the conservation of their natural resources and in the organization of a forestry department as a part of the provincial government. They have adopted practically all the regulations and methods devised by Gifford Pinchot, and have gone even further than our government in the enactment of laws for the protection of the forests. It is a crime in Canada to throw a lighted match, cigar or cigarette from a car window or from any vehicle or to drop either upon the ground. It is a crime to start a fire during the dry months of the year, and every officer of the forest service is a policeman, with authority to make arrests and commit offenders to jail as well as to protect the forests from devastation by fire or other causes. Every member of the forest service is also a game and fishery warden, with authority to arrest hunters or fishermen who violate the laws.

The Province of Quebec has followed the example of the United States in making forest reserves to protect the sources of streams, which now cover an area of 174,000 square miles. The duty of the forest service is to protect these, and at the same time to use their knowledge and zeal for the instruction of private owners.

CANADIAN CAPITAL IS MADE RICH BY GREAT FACTORIES

Paper and Lumber Industries Bring Immense Profits to People. Millionaires Are Many.

Parliament House One of the Finest Public Buildings Found in America.

OTTAWA, Sept. 2, 1911.—In the old days before the several Canadian provinces entered upon the present confederation the parliament met alternately at Montreal and Quebec, and the officials of the government selected their own place of residence. The rivalry between those cities was so acute that neither could be chosen for the capital, and in 1857 both joined in an address, which was ratified by parliament, asking Queen Victoria to settle the dispute.

During the following year she named Ottawa, then a lively little lumber camp of five or six thousand people, occupying an exceedingly favorable geographical location. It was called Bytown then, after a certain Colonel By, the builder of the Rideau Canal connecting the Ottawa River with the St. Lawrence.

This canal was suggested by the experience of the British in the war of 1812, when the lack of means of communication between those two great rivers was found to be a serious embarrassment. The provincial authorities, however, declined to take any share in the work or the expense of construction, and the canal was built entirely at the expense of the British government. It is 126 miles long and extends north and south from Ottawa to Kingston, at the head of the St. Lawrence. It was commenced in 1826, was finished in 1832, and cost $4,038,871, which was an enormous sum to be expended in public works.

ON THE RIDEAU RIVER TRIP

It was originally of a purely military character, but has since been adapted to commercial purposes and has proved to be a very valuable aid to commerce as a cut-off between Lake Ontario and the territory drained by the Ottawa River.

Immense quantities of lumber are floated down on rafts; fleets of barges loaded with coal and merchandise are continually passing northward, and several passenger steamers are still in use.

The canal enters the Ottawa River in the very centre of Ottawa under the shadow of the parliament house. From Ottawa it ascends 282 feet by thirty-four locks in eighty-seven miles, passes through Rideau Lake and then descends 164 feet by thirteen locks in thirty-nine miles to Kingston. It is sixty feet wide and 16 feet deep.

While the situation of Ottawa upon a bluff at the junction of the Ottawa and Chaudiere Rivers is not so picturesque as that of Quebec, and those rivers do not approach the majesty of the St. Lawrence, it is, nevertheless, an admirable location for manufacturing purposes, and the water power furnished by the falls of the Chaudiere is almost unsurpassed. A dam has been built across the rapids and the waters turn the wheels of several important industries employing 14,000 hands, who were paid $7,978,000 in 1910 and turned out merchandise valued at $37,000,000.

This merchandise consisted chiefly of lumber, printing paper, cardboard, paper bags, buckets and boxes, matches, cement, mica, gas buoys, marine signals, tents and other camp equippage, boats and canoes, portable houses, sawmill machinery and supplies, water wheels, engines and large quantities of smaller articles.

The paper mills are among the largest in America and ship most of their products to the United States. One of them has a contract to deliver six carloads a day in New York. It is all made from woodpulp and the industry is permanent, because back of Ottawa are forests of spruce timber reaching to the Arctic Circle. Mountains of white pulp may be seen rising above the high fences that surround the paper mills and piles of yellow sulphite are sheltered by rough sheds.

If you go to the top of the tower of the parliament house, which commands a wide vista, including the entire city and its environs for several miles, you can get a fair idea of the extent of the paper and lumber interests, and if you can get a chance to examine the tax list you can see the profits that both have brought to the people of Ottawa.

* * *

Ottawa has the reputation of having more millionaires than any other place in Canada. The richest resident is a Mr. Booth, who came in the early days from Nova Scotia as an ordinary lumber jack, rafting on the river and filing saws in the mills. He had no friend nor education, but possessed the natural gift that so many people covet, of making and saving money. He saved enough out of his wages to buy a shingle machine, which he worked himself while his wife tied up the shingles in bundles. Then he got another machine, and then another, hiring hands to work them, and he laid the foundation of a fortune which is estimated at $60,000,000.

He owns $30,000,000 worth of pine forests where the axe of the lumberman has never been heard; he owns paper mills, saw mills and various other manufacturing industries, and handles $20,000,000 worth of lumber annually. He built with his own money a railway from Ottawa to Georgian Bay to haul his logs and lumber down to the former place and sold it to the Grand Trunk company a few years ago for $13,000,000.

Mr. Booth is now 85 years old, and although a great sufferer from rheumatism, still manages his enormous business with the same sagacity he had always shown.

He has two sons, who have been brought up in his mills. One is cashier and the other is superintendent of a paper factory. Neither he nor they have ever had any fun in their lives, and have never even developed a sense of enjoyment, but the "boys" will have about $30,000,000 each when the old man goes to his account.

* * *

The parliament house, which is one of the finest buildings in America, occupies a noble site overlooking the Ottawa River and surrounded by a small but highly cultivated park. The building is of early gothic architecture with a lofty tower. The material is gray freestone trimmed with a pinkish sandstone.

There are three buildings in the group, known as the central and the east and west blocks. The central building is 472 feet long and three stories high with a mansard roof. The east and west blocks are detached, but are of the same school of architecture and material and form the two sides of a quadrangle, the fourth side being occupied by the leading club of Ottawa and a massive structure occupied by the finance department. The side blocks contain the offices of the several cabinet ministers, and the central building is given up to the two houses of parliament with a splendid library in the rear, connected with the main building by a wide corridor.

The library is circular, and ninety feet in diameter with a dome eighty-two feet from the floor. The book stacks are arranged in galleries around the walls and are highly decorative.

The two parliamentary chambers are modeled after those of the imperial parliament house in London and are quite ornamental. The presiding officers of both the senate and the "faithful commons" have handsomely furnished residences in the buildings and are made very comfortable at the public expense. They preside in full evening dress, like a Frenchman at a funeral, and there are vacant thrones under canopies of crimson velvet behind their chairs.

* * *

There is much more ceremony in the proceedings of the Canadian parliament than in the Congress of the United States, but a corresponding amount of human nature and political partisanship is developed. The late parliament was sent home by the governor-general without passing any of the appropriation bills or other important legislation, because of a prolonged filibuster against the ratification of the reciprocity arrangement with the United States.

The government is running on bare ground, so to speak, and all payments will have to be postponed until the new parliament assembles the latter part of October.

The Canadian senators are appointed for life by the crown on the recommendation of the government that happens to be in power. When the Liberal party came into control in 1896 nearly all of the senators were Conservatives. To-day eighty per cent. of them are Liberals. They seldom interfere with the will of the people as expressed by the majority of the House of Commons, but are a safeguard to check reckless or revolutionary tendencies.

* * *

The King of England is represented at Ottawa in the person of the governor-general, who is merely a figurehead and never interferes with the policy of the party that happens to be in power. He is the only connecting link between the throne and the colony, which is as independent and free as the United States so far as the exercise of the will of the people is concerned.

The present governor-general is the Right Honorable Earl Grey, G.C.M.G., G.C.V.O., who has proved to be exceedingly popular and useful. There will be great regret when he retires in October, but at the same time the entire population feel flattered at the selection of a member of the royal family, Field Marshal His Royal Highness the Duke of Connaught and Strathearn, K.G., K.T., K.P., G.M.B., G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., P.C., third son of Queen Victoria and uncle of the present King George.

His royal highness will be accompanied by the Duchess of Connaught, who is a very democratic and charming German woman, and his daughter Patricia, who is considered the greatest beauty among all of Queen Victoria's many grand-daughters, and is perhaps the most popular young woman at the British court. She has been reported as engaged to various kings and princes, but is still free and happy.

The Duke of Connaught was born in Buckingham Palace in 1850, educated at Woolwich Military Academy, received his first commission in the Royal Engineers, and was transferred at intervals of two or three years from one to another of all the different branches of the service. While an officer of the rifles he served in Canada during the Fenian excitement of 1870, and has since seen active service in Egypt, India and South Africa.

He showed great personal courage and military skill at the battle of Tel-el-Kebir in Egypt and was three times mentioned in dispatches for gallantry in that campaign. Since 1904 he has been a field marshal, with headquarters in London, and has recently returned from South Africa, where he represented the King at the opening of the first parliament.

His royal highness married in 1879 the Princess Louise Margaret of Prussia, a cousin of the German Kaiser, and in commemoration of that event the British parliament increased his annuity from $75,000 to $125,000 a year.

The governor-general has very little to do except to look pleasant and entertain his loyal subjects at Rideau Hall, an old-fashioned mansion surrounded by a park, just outside the city limits of Ottawa. During the winter season it is the centre of much of social activity. The Earl and Countess Grey have entertained everybody in a most hospitable and democratic manner, but hereafter it is expected that Rideau House will be the scene of more stately ceremonies, appropriate to a vice-regal court. The Canadians are looking forward with much pleasure to future social events.

* * *

Sir Wilfrid Laurier, the actual ruler of Canada during the last fifteen years, lives a simple life in a modest mansion on an avenue that was named in his honor, and Lady Laurier, who is equally tactful and graceful, is an unassuming and charming hostess. Sir Wilfrid is a poor man. He has been in politics all his life and remarked the other day that he had grown poorer every year. His salary is only $12,000, which is little enough to pay for the actual necessities of such a household as a man in his position must maintain.

Canada is a difficult country to govern. The religious intolerance is more violent than in any part of the world except perhaps in Ireland; the entire population of one of the most populous provinces adheres to one faith and the entire population of

the next province in numbers adheres to another. The material interests of the other provinces are so diverse as to be in direct competition, and it is therefore very difficult to frame a policy of legislation or administration which will please everybody.

In one province Sir Wilfrid is condemned because he shows too much devotion to the British crown; in the next province he is condemned because he does not show enough; but with extraordinary tact and grace he has endeared himself to the entire people regardless of partisan prejudices and campaign charges, and when the election is over and dust and the tumult has subsided, everybody will admit his wisdom, his integrity and his devotion to the interests of the Dominion.

* * *

Ottawa is growing rapidly. The population of the census ten years ago was 90,000. The results of the recent census have not been announced, but it is believed that the enumerators counted at least 115,000 people. Public and private improvements keep pace with the population. The assessments have increased more than $10,000,000 during the year 1910 and reached a total of $86,000,000; the bank clearings have increased $50,000,000 during the last five years, and in 1910 the total was $195,752,033. Nearly $8,000,000 worth of new buildings were erected that year, and during the current year the total will be much larger.

NEW CENTRAL STATION, OTTAWA

Plans for the extension of the government buildings are being carried out for the accommodation of departments which are now in rented quarters.

The Grand Trunk new union railway station is nearly completed, and adjoining the park that surrounds the parliament house the Grand Trunk Railway has just finished the Chateau Laurier, which will be one of the finest hotels on the American continent.

The government is spending $1,000,000 a year in the extension and improvement of the park system and has made a highly decorated boulevard from the centre of the city to the government experimental farm in the suburbs. Outside the city a natural forest of 2,000 acres has been opened for the use of the public and is highly appreciated as a playground and resort.

CANADA SPENDING $50,000,000 ON A DUBIOUS PROJECT

Hudson Bay Line, When Completed, Open Only Five Months in Year. Westerners Demand It.

Government Had Either to Start Work or Lose Votes of the Wheat Growers.

OTTAWA, Sept. 3, 1911.—A few days ago the minister of railways let the contract for the construction of 250 miles of the Hudson Bay Railway to J. D. McArthur & Co. of Chicago and Winnipeg, who have just completed the Grand Trunk line between Lake Superior and Winnipeg. There were six bidders from different parts of the country. McArthur agrees to get his Italian laborers and wheel barrows on the ground and start in to make the dirt fly before the election, as the railroad is very largely a political project and has been urgently demanded by the wheat farmers of the western provinces for several years.

The Hudson Bay Railroad is an undertaking of the Canadian government and the estimated length is about 400 miles. Surveys have been made of the entire distance and the route has been definitely located from the Pas Mission on the Saskatchewan River, about 200 miles northwest of Winnipeg—the present terminus of the Canadian Northern Railway—and Pipe Stone Lake, a distance of about 250 miles. The estimated cost under the contract is $40,000 a mile and an appropriation of $5,000,000 has already been made by parliament toward the construction. The estimated cost of the entire line with equipment is $50,000,000, but there is a good deal of doubt and controversy on that point.

* * *

While the surveyors have made no such report, it is understood that there is a great deal of muskeg along the right of way, and that will be not only very expensive but difficult to overcome. Muskeg is a form of swamp or morass formed by successive layers of decaying vegetation in the lakes and ponds, which are scattered over northern Canada. During the summer months these lakes and ponds are filled with coarse, heavy reeds, which grow rank, and sometimes conceal the surface of the water. When frost comes they wither and fall and lie rotten on the bottom of the pond. This has been going on for ages, until many of the shallow lakes have been converted into swamps, and, as may be readily understood, such formations are a terror to railway builders.

Several lines that have been surveyed make the distance from Winnipeg to Port Nelson or Fort Churchill about 600 miles, which will leave a distance of 400 miles to be built, as the tracks of the Canadian Northern will not be paralleled. The exact terminus of the road on Hudson Bay has not been determined, but it will be one or the other of the places named. This will shorten the distance from the heart of the Prairie provinces of western Canada by 1,000 miles, and it is estimated that 5 cents

a bushel in freight will be saved, but the Hudson Bay route cannot possibly be open for navigation more than five months in the year, and in many years not more than three months, while the mouth of the bay, called Hudson Strait, is apt to be blocked at any time during the summer by floating ice fields. The currents from Baffin's Bay enter Hudson Bay and are assisted by the northeast winds to blockade the channel with masses of broken ice from twenty to fifty feet thick. The straits are never entirely clear of ice. These features of the problem will not be discussed by the advocates of the enterprise. The road is being built to satisfy a public clamor for competition with the lake and railroad routes, and as no private firm or syndicate has been willing to undertake the risk, it is a government affair.

There will be practically no local traffic, and no passenger traffic, for the fogs, the cold and the frequent storms would not be encountered by any rational human being who could pay his fare any other way. The marine insurance rates will be practically prohibitory and will alone offset all the saving in freight charges. There are many other arguments against the project, but, as I understand it, nobody will listen to the objections. Both the Liberal and Conservative parties are committed to the enterprise and the present administration has to take it up or lose the wheat vote.

* * *

The third plank in the Conservative platform pledges that party, if returned to power, to construct the Hudson Bay Railway and operate it by an independent commission; to construct and operate elevators at the terminal on Hudson Bay for handling and storing wheat and also to provide means for carrying on the "chilled meat industry." The latter proposition has also been advanced by the farmers of the Western Provinces who are unable to compete with the Argentine Republic in the shipment of beef and mutton to Europe in refrigerator ships. A considerable portion of western Canada is unfitted for grain but is admirably adapted for pasturage and the herds of cattle and sheep are increasing very rapidly.

To get the votes of the western farmers both parties have been trying to outbid each other over the Hudson Bay project, but at the same time neither one of them was anxious to assume the responsibility of carrying it into effect. The Conservatives started the movement in the campaign of 1884-5, but dropped it after the election. The next campaign they sent inspectors to Fort Churchill to watch the ice and make a report to allay public clamor and in advance of every political campaign ever since surveying parties have been sent out to make the people think that the government was doing something towards carrying out the great scheme which is to shorten the wheat route to England, reduce freight charges, and increase the profits of the honest farmer.

The Grain Growers' Association of Western Canada, which has a membership of more than 40,000, has been sending committees to Ottawa every session of parliament to demand immediate action. It wants the government to build and operate the road, to provide and maintain elevators for storage, and to give growers certificates for their grain which will be accepted as cash at the banks. The growers want the government to build and operate slaughter houses and cold storage warehouses and provide fleets of ships which will carry their grain, beef and mutton to the British markets at rates lower than those charged by existing lines.

These farmers discuss these subjects during the long cold winter evenings in their debating societies and political clubs and compel the politicians to embody them in political platforms. The sentiment in favor of them is so universal that every candidate for parliament on both tickets is pledged before he is nominated, and is compelled to vote for all these schemes when he gets to Ottawa.

A great many important features have not been thoroughly considered and wise men outside of politics agree that the Hudson Bay Railroad is not a safe commercial proposition. Very few people expect that the project will ever be carried out because of difficulties which have not been taken into consideration.

* * *

In the first place the cost of construction will be much greater than any one has estimated, because of the innumerable lakes and rivers which will require expensive bridges, trestles, fills and other heavy work, without considering the muskegs which I have described. Furthermore it is asserted that there is no rock or gravel any where along the line and all the filling and ballasting will have to be hauled a prohibitory distance. It is asserted that the southern shore of Hudson Bay for a belt of 100 miles, is bottomless tundra, composed of moss and decayed vegetation without solid bottom or foundation, and perpetually frozen to within a few inches of the surface. It seldom thaws out, even in the longest and hottest summers, more than a foot or fifteen inches, and it will be impossible even to build a trestle over that sort of land.

Other construction difficulties of a similar character are found every mile of the distance from Fort Churchill to Hudson Strait.

A channel must be dredged the entire distance from Fort Churchill to Hudson Strait because at present there is only about fifteen feet of water and often less. This channel must be lighted and buoyed, and navigation protected in some way from almost continuous fogs, caused by the meeting of soft warm winds from the prairies and ice laden breezes from the Arctic Circle over the waters of the bay. The dredging of the channel must be repeated annually because of shifting bars which cannot be controlled by any human power.

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Ships must be specially constructed for this service to withstand the ice and would not be of use elsewhere, so that they would have to be laid up seven months of the year, and the interest on the cost of their construction will be entirely wasted. Thus, when the road is completed, the work is only half done and the most difficult tasks remain to be overcome. The records of the Hudson Bay Company show that for a century the longest season of navigation at Fort Churchill occurred in 1846, when the bay was open five months and eighteen days. The shortest season was in 1838, when it was open four months and eight days. During the last ten years the average period of navigation has been four months and twenty-four days.

By the time harvest is over navigation is closed, and wheat shipped to Hudson Bay must lie all winter in the elevators. It cannot be sent out before the following June. The farmer would thus lose his interest on the value of the grain and at the same time be compelled to pay insurance and storage charges; but he proposes that the government shall protect him against both by providing elevators and practically buying his wheat and grain and his beef and mutton, also by issuing against them negotiable certificates equal to their full value at the time they reach the elevators, and thus assume the risk of any fall in prices.

By the time the road is built, if the present rate of increase continues, Canada will produce a thousand million bushels of wheat. This year the crop is expected to be not less than 200,000,000 bushels. A slight calculation will show that a dozen railways and a thousand ships would be necessary to handle the crop if it went by that route.

The Canadian government has certainly been more generous than any other that was ever known in promoting commercial enterprises and means of transportation both by land and sea. It has strained its resources to the utmost and has mortgaged the revenues of future generations to subsidize and build railway lines. By the terms of the confederation it was bound to unite the maritime provinces of Nova Scotia and New Brunswick with British Columbia and the settlements on the Pacific coast, and by an expenditure of half a billion dollars in cash and lands that pledge will be twice fulfilled within a few years.

It is now expending $300,000,000 to complete the Grand Trunk from ocean to ocean. It has given most generous concessions of land and money to the Canadian Northern and has recently given a new concession to that company for 1,500 miles of feeders on both sides of its main line.

* * *

There are practically three railway systems in Canada—the Grand Trunk, which is the oldest in the Dominion and the second oldest on the American continent, the Canadian Pacific and the Canadian Northern. In addition to these is the Intercolonial Road, built and operated by the government as a political necessity between Halifax and Montreal. It originally cost $80,000,000, and for many years the deficit was $1,000 a day. Freight and passenger rates have always been regulated by political considerations and it never can pay expenses as long as that policy is continued.

CANADA FILLING WITH AMERICANS, WHO TAKE FARMS

Immigration to Dominion in Last Fifteen Years Reaches 605,719. Yankees Are Wealthy.

Holdings of United States Capital Estimated by Expert at $417,143,221.

OTTAWA, Sept. 4.—During the period from 1897, when the Canadians first began to keep statistics, and March 31, 1911, the close of the fiscal year, 650,719 immigrants crossed the border from the United States and settled in Canada. The larger number remain in the provinces west of the Great Lakes and most of them took out naturalization papers.

During the same fifteen years, 723,424 immigrants arrived from England, Ireland, Scotland and Wales—or 72,705 more than from the United States. The British immigrants settled in the eastern as well as the western provinces, perhaps the largest number in Ontario. Not more than 35 or 40 per cent. of them went out into the far west. Although twice as many immigrants from the United States settled in Saskatchewan, Alberta and British Columbia as from the United Kingdom.

During the fifteen years referred to the total immigration was 1,886,529, including 512,386 persons from the continent of Europe and other countries than the United States and Great Britain.

The following table will show the number of arrivals from the United States, Great Britain and other countries during the years.

	Americans.	British	Others	Total
1897	7,921	11,383	7,921	21,716
1898	11,608	11,173	11,608	31,090
1899	21,938	10,660	21,638	44,543
1900	10,211	5,141	10,211	32,895
1901	19,353	11,810	19,352	49,149
1902	23,732	17,259	23,732	67,379
1903	37,099	41,792	37,099	128,364
1904	34,728	50,374	34,728	130,331
1905	37,255	65,359	37,255	146,266
1906	44,349	86,796	44,349	189,064
1907	34,217	55,791	34,217	124,667
1908	58,312	120,182	83,975	262,469
1909	59,832	52,901	34,175	146,908
1910	103,798	59,790	45,206	208,794
1911	121,451	123,013	66,620	311,084
Total	650,719	723,424	512,386	1,886,529

A HOMESTEAD NEAR EDMONTON, ALBERTA, SHOWING THE FIRST HOUSE OF THE SETTLER AND HIS RESIDENCE THREE YEARS AFTER

The immigration bureau at Ottawa estimates that 21 per cent. of the homesteads taken up in Western Canada are by British immigrants, 31 per cent. by continental and 38 per cent. by Americans.

Most of the immigrants from the United Kingdom are from England and Wales. Very few of them are Irish. Out of a total of 685,067 who have arrived from the United Kingdom since the year 1900 there were 505,157 English, 138,909 Scotch and 41,001 Irish. Of these 22 per cent. of the English and Welsh, 20 per cent. of the Scotch and 26 per cent. of the Irish entered homesteads in Western Canada.

After the United States and the United Kingdom, the largest number of immigrants come from Austria-Hungary (131,000 in ten years); the next largest (63,000) from Italy and 48,675 Jews.

The Americans are almost entirely farmers. Europeans furnish the laborers and the British and Scotch the mechanics, artisans, clerks and traders.

Of the total immigrants for the last ten years from the United Kingdom and Europe 294,874 were farmers, 238,063 were laborers, 227,118 were mechanics, 65,930 were clerks, bookkeepers, etc.

Of immigrants from the United States 445,081 were farmers, 62,300 were laborers, 35,562 were mechanics and 16,637 were clerks, bookkeepers, etc.

* * *

The Dominion government has no system of free or assisted immigration; that is, no immigrant is ever brought to Canada at the expense of the treasury, although the passage of thousands is paid by charitable and philanthropic societies in the old country. Nor does the government make loans of money, furnish stock, implements or seed to immigrants in order to enable them to start farming, although on several occasions food and fuel have been furnished to those who have had the misfortune to lose their crops by frost, fire, hail or other causes, and seed given them for the first planting. The railways never furnish free transportation, but give special rates to bona fide settlers from all foreign countries, including the United States, to points in Western Canada.

The government does not encourage in any way the immigration of mechanics, artisans or skilled laborers of any class, and no effort is made to obtain employment for such people on their arrival. All immigration literature officially issued bears the following notice signed by the Minister of the Interior:

"Farmers, farm laborers and female domestic servants are the only people the Canadian immigration department advises to come to Canada. All others should have definite assurances of employment in Canada before leaving home and have money enough to suppprt them for a time in case of disappointment."

In order to obtain farmers, the government pays a bonus of $5 on all persons 18 years and over and $2.50 on all minors under 18 years of age to steamship booking agents in the United Kingdom, France, Belgium, Holland, Denmark, Norway, Sweden and Finland, but this bonus is limited to farmers and domestic servants, and it must be shown that they are in perfect health and of good character.

A bonus of $3 for every man, $2 for every woman and $1 for every child is paid to agents of the immigration bureau in the United States.

The total amount paid as bonuses in Great Britain during the year 1910 was $85,660, in the continental countries $10,000, and in the United States $233,636.

Altogether during the last fifteen years the government of Canada has paid $2,697,968 to induce immigration from the United States. An equal, if not very much larger sum, has been paid by the railway companies, whose agents are constantly travelling through the northwestern states setting forth the allurements of Canada and the opportunities for health and happiness on this side of the border. There are railroad or provincial agents in every city of size, east and north of the

Missouri River. The amount above mentioned does not include the cost of the literature which has been printed and circulated in the United States and other countries to induce immigration.

The largest number of immigrants have settled in Saskatchewan and Alberta provinces, Ontario comes next and Manitoba third.

Of a total of 353,530 homesteads entered in Western Canada during the last fifteen years, 99,428 were by American immigrants, 44,907 by English, 13,100 by Scotch, 3,740 by Irish and 64,302 by immigrants from all other countries.

During the years 1907-8 there were 7,818 farms taken up by Americans; in 1909 the total was 9,828; in 1910 it was 13,566 and in 1911 the total is 13,088. The immigration officials estimate an average of 2.5 persons for each entry and their conclusion is that 28 per cent. of the Americans arriving in Canada take up farms.

* * *

A census has recently been taken, but the results have not yet been announced. It is believed, however, that the total population of Canada will be shown to be about 8,000,000. In 1909 it was 7,350,000 and at least 500,000 immigrants have arrived since that time. On March 31, 1909, the population of the several Canadian provinces was as follows:

Maritime Provinces	1,038,112
Quebec	2,088,463
Ontario	2,619,025
Manitoba	466,268
Saskatchewan	341,521
Alberta	273,859
British Columbia	289,516
Unorganized districts	58,309

* * *

Homesteading is much easier in Canada than in the United States. Any person, man or woman, who is the head of a family, or any unmarried person, man or woman, who is 18 years old may take up a quarter of a section by applying at the nearest land office. Entry may be made by proxy, six months' continued residence, the cultivation of thirty acres each year for three consecutive years, and $300 worth of improvements are required. A homesteader may get eighty acres additional alongside of his entry by the payment of $5 an acre, in which case he must reside six months annually for six consecutive years and cultivate fifty acres.

* * *

Nearly all of the immigrants from the United States are men of substance. The immigration officials at Ottawa estimate that 650,719 arrivals from the United States during the last fifteen years have brought with them an average of $1,000 in cash, cattle, machinery, household effects, and other property, thus adding $700,000,000 to the wealth of the country, in addition to their annual contribution by the cultivation of the ground.

It is estimated also that citizens of the United States have at least $250,000,000 invested in timber, mines, speculative lands, sawmills, packing plants, warehouses and other buildings, manufacturing and mercantile establishments and other forms of property. The Monetary Times of Toronto, which is recognized as a high authority,

estimates that $226,800,000 of American money is invested in coal mines, copper mines, timber and lands, and manufacturing and mercantile establishments.

The Monetary Times says: "In Regina and Saskatoon more especially the investment of United States firms is largely in the shape of distributing warehouses for agricultural implements. Nearly every important United States implement firm is represented in those cities by its agents. The International Harvester Company, for instance, is now erecting a $75,000 building, while the John Deere Plow Company has completed arrangements for the construction of a similar warehouse. Among the implement firms located in Regina are Wisconsin, Indiana, Michigan, Minnesota, Ohio and Iowa houses.

"They do an immense business in harvesting machinery, binder twine and threshing outfits. The Saskatchewan Flour Mills, located at Moose Jaw, is backed by United States capital, and it is interesting to note that the telephone system in the same city was purchased by a United States company, and four months ago was sold to the Saskatchewan government.

* * *

"In British Columbia the chief investment of United States capital has been in mining and lumbering, including timber. This is natural, since United States men in the middle west and the Pacific coast have made much money in mining and lumbering, and since minerals and timber are the two resources of British Columbia. It was stated at the recent sessions of the Forestry Commission in Vancouver that 75 per cent. of the timber licenses are held by United States interests. A timber man told the Monetary Times that there are, say, 17,000 licenses, with $3,000 against each, which makes $51,000,000.

"Added to this are crown grants and leases, and half of these are controlled by the United States. As to lumber mills in the interior, two-thirds are backed by United States capital, and on the coast, one-third. Conservatively, the value of the United States holdings in British Columbia mills and lumber to-day, at present valuation, is placed at, say, a little less than $1,000,000. The investment in actual cash might be about half that sum.

* * *

"In mining the proportion may easily be placed at one-half United States capital and the rest Canadian, British and foreign. The figure could be placed at $50,000,000. Nearly all the big propositions, such as the Nickel Plate, recently acquired by the Steel Corporation for $1,000,000; the Crow's Nest Coal Company, and other companies in the same district; the British Columbia Copper Company, the Dominion Copper Company, the Brittania, near Vancouver; the Marble Bay mines in Texada, James Cronin and Heinze in the Bulkley, the Guggenheims in Atlin and Ruffner in the same district, are backed exclusively by United States capital."

* * *

During the agitation of the reciprocity arrangement between the United States and Canada there has been a great deal of discussion and conjecture as to the amount of United States capital invested in the Dominion. F. W. Field, sub-agent of the British Board of Trade, published an estimate last May, in which he placed the total at $417,143,221, and itemized it as follows:

209 companies, average capital $600,000	$125,400,000
Investments in British Columbia mills and timber	65,000,000
Investments in British Columbia mines	60,000,000
Land in prairie provinces	25,000,000
Investments in lumber and mines, prairie provinces	10,000,030
Packing plants	6,000,000
Agricultural implement distributing houses	8,575,000
Land deals, British Columbia	8,500,000
Municipal bonds, sold privately	27,000,000
Investments in Canada of United States Insurance companies	43,293,221
Miscellaneous industrial investments	10,000,000
Purchase of city and town property	15,525,000
Investments in the Maritime Provinces	12,850,000
Total	$417,143,221

* * *

The same authority has published a pamphlet, going more into detail, concerning the investment of American capital in Canada, which contains some very interesting information, although he admits that it is impossible to ascertain the exact facts. No one can find out how much stocks in the various railways, banks and other institutions are held in the United States, or the amount which the tobacco trust, the rubber trust, the International Paper Company, the lumber trust and other large enterprises have invested here. The International Harvester Co. has one plant in Canada valued at more than $2,000,000, with 1,600 employees, and many agencies and warehouses, some of the latter having accommodations for 425 machines each.

The Bell Telephone Company, the Postal Telegraph Company and various other great corporations have been extending their interests in Canada for years. The Westinghouse Company is supposed to have more than $4,000,000 in Canada; the International Paper Company has the reputation of owning many millions of dollars' worth of forests. The Union Bag and Paper Company, the United Shoe Machinery Company, the cement trust, the Shredded Wheat Company, the Canadian Explosives Company, the Allis-Chalmers Company, the Sherwin-Williams Paint Company, the Parke-Davis Drug Company, the Quaker Oats Company, the various packing-house interests of Chicago, the Childs' restaurants, the Waterman fountain pen, the Lowney chocolate and other familiar American institutions are all represented in every Canadian city.

RAILWAYS BUILD CHAIN OF HOTELS ACROSS CANADA.

Establishment of Hostelries on Frontier Part of Extension Policy.

Grand Trunk Plans Six Summer Resorts in Vermont Green Mountains.

OTTAWA, Sept. 4, 1911.—It seems to be a function of the railroad companies in Canada to build and manage hotels. Years ago, when the Canadian Pacific Railway, after several trials and failures, was pushed through the fringe of the settlements along the Atlantic, across the rocky wilderness of Northern Ontario, the wide prairies of the Northwest territories, and over the three ranges of mountains to the Pacific

ocean, the managers found that they must provide shelter for their passengers along the way. Incidentally, they had to provide steamships for the lakes and rivers; later there was a need of elevators to handle the grain, and warehouses to store the freight, and hotels were required as soon as there was any passenger traffic. There was no one else to build them; hotelkeepers are not philanthropists or pioneers, and do not invest their money on faith in the future; but with the railway company necessity was made a virtue and the hotel habit was acquired. The consequence is a chain of luxurious hotels beginning with the Ship Inn at Halifax, and ending with the Empress Hotel on Vancouver Island.

"THE FORT GARRY," WINNIPEG, MANITOBA, THE NEW $1,500,000 GRAND TRUNK PACIFIC HOTEL NOW UNDER CONSTRUCTION

If we except the Windsor at Montreal (which was built by and for the comfort of absconding American bankers and speculators forty years ago, in order that they might have a comfortable place to spend their exile), and the King Edward at Toronto, all the first-class hotels in Canada are the result of railway enterpris The Chateau Frontenac, built by the Canadian Pacific Railway Company, is the most conspicuous and important building at Quebec, and if it were moved the quaint old capital, the cradle of Canadian civilization, would become a reminiscence. At Montreal the Place Viger Hotel is owned and operated by the same company and the Royal Alexandra, the half-way house of the Canadian Continent, is a part of the Canadian Pacific terminals at Winnipeg. It is in the same building with the station and the general offices of the company, and is under the same management as the dining cars, the station restaurants and the other hotels belonging to the railway. Being the only first-class hotel in Winnipeg, it is always crowded, and the head clerk told me they never reserved rooms for anybody, although they received an average of a hundred letters and telegrams daily asking for reservations. It is probably unique in this respect.

The Grand Trunk Railway has plans for a larger and finer house to be called "The Fort Garry." The contract for construction has probably been let by this time and it is to be ready for guests within the next year. It is a wonder private enterprise has not taken advantage of the extraordinary demand for hotel accommodations at Winnipeg. There are many second and third-class houses and sufficient patronage for several first-class houses. "The Fort Garry" will not be attached to the splendid new station of the Grand Trunk, but will be only a block or two distant and will have three hundred and fifty rooms.

The Grand Trunk also proposes to erect several hotels in the mountains when its line is completed to the Pacific Ocean, and plans for a building at Prince Rupert, the Pacific terminal, similar to "The Fort Garry" have already been completed and the work of construction will be begun this fall. It is the intention of the Grand Trunk Company to have a string of hotels from one end of its line to the other, at all important stations, and also at isolated stations where the conditions will not justify the investment of private capital. President Hays, in his long experience, is convinced that the best advertisement for a town is a good hotel and he has three thousand miles of small towns to build up for the benefit of the company of which he is president.

It is also interesting to know that he plans half a dozen fine summer hotels in the Connecticut Valley, on the line of the Central Vermont Railway, which is part of the Grand Trunk System. They are intended to attract tourist travel and make the Green Mountains as popular as the White Mountains.

* * *

By guaranteeing interest on the cost of construction, the Grand Trunk Railway Company persuaded experienced and popular hotel men to build large and comfortable summer houses in the Highlands of the Province of Ontario which are already patronized by Americans. "The Royal Muskoka" on Muskoka Lake, about 125 miles north of Toronto, was the first and the largest. Its success was followed by the construction of the "Wawa" Hotel on the Lake of Bays, which is one of the most romantic and picturesque spots in America, and it is so popular among Americans that it has been enlarged every year since it has been opened. The region abounds in wild birds and Indian legends. "Wawa" is the Indian word for "little wild goose."

We have a poet in our party who goes there as often as he can, and is always singing songs about the woods and the birds and the flowers and the soft south wind of the Muskoka.

A few minutes ago he pushed these lines across the table:

I am waiting in my wigwam
For the coming of the spring;
For the forest flowers to blossom in the vale.
I am watching from my wigwam
For the wild goose on the wing,
When I'll gather up my traps and hit the trail.

To the "Highlands of Ontario,"
In the merry berry moon,
To the haunts of Hiawatha that are nigh,
By the banks of Athabaska,
Where it's always afternoon,
I'm waiting for the wild goose to go by.

The wild goose came and the poet told us a pretty legend of what happened. Once upon a time, he said, a wild goose, wandering around the "Highlands of Ontario" in search of a summer home, as many sensible people have done since, decided to settle on the Lake of Bays, a lovely sheet of water, hidden by forests and with as many picturesque little estuaries as a centipede has legs. Having found a cozy place, she made a nest, and in time little baby geese began to float about on the shallow edges of the water. Little geese are thoughtless sometimes, like little people, and one reckless member of the family flew high above the trees in range of a bad man with a good gun, and tumbled to the lake with a broken wing.

The little goose knew the way home, but he found swimming difficult, and his wounded wing was painful. The mother goose, having heard the shot and having seen the fall, hurried to the rescue. Telling the little one to brace up, she gently folded back the wounded wing and bandaged the break with feathers from her downy breast. With wonderful intelligence the baby goose caught a feather from its mother's tail in its beak, and she towed him back to the family nest. The moral of this story applies to all summer visitors who come up into the "Highlands of Ontario" or go anywhere else, for that matter. Little geese should be careful and stay near the mother bird.

* * *

In the southwest corner of the park that surrounds the parliament house at Ottawa has recently been erected one of the most beautiful buildings in Canada, and in all America. It is an example of pure Gothic; the walls are of buff Indiana sandstone, the copper roof has a dull glow like gold when the sun strikes it and the pinnacles are covered with the same material. It has been named the "Chateau Laurier," out of compliment to the eloquent and admirable Prime Minister of the Dominion. It was built by the Grand Trunk Railway Company to supply the need of Ottawa, where there has never been a first-class hotel, and the building alone, without the furnishings, cost a million and a half dollars. The architectural design is in harmony with the parliament buildings across the lawn.

The hotel is eleven stories high; it contains 350 sleeping rooms, 210 of them with baths, and on the first floor is a suite of state apartments for the entertainment of royalty and other distinguished guests. It can be cut up into suites of

A GLIMPSE OF THE CITY OF OTTAWA, SHOWING THE "CHATEAU LAURIER," THE GRAND TRUNK NEW PALATIAL HOTEL, AND THE NEW GRAND TRUNK CENTRAL PASSENGER STATION

two, three or four rooms, according to the requirements, with or without private dining-rooms. There is a ballroom, a banquet hall, a palm room for 5 o'clock tea, a smoking room, a grill room, a cafe for men and another exclusively for women, and a main dining-room, so located as to command a bright outlook over the park and the parliament buildings.

The building is not only a credit to Canada, but sets a standard of design and construction which has never before been reached in the Dominion. Hereafter every structure of beauty will be compared with the "Chateau Laurier."

* * *

Connecting with the "Chateau Laurier" by a subway and on the opposite side of Rideau street is the new passenger station of the Grand Trunk Railway designed by Ross & McFarlan, the architects of the hotel. The architecture is in striking contrast, however, being of the classic school, but the building has been provided with all the features of modern railway stations, and except for size this one at Ottawa will compare very well with those at Washington, New York, Boston and Chicago. The general waiting-room is a noble apartment, having a floor area of more than 9,000 square feet, and is the full height of the building. The subway which leads under the street to the "Chateau Laurier" is lined with marble and is bright and cheerful. There is a restaurant, a lunch room, a barber shop and all the other arrangements, and a suite of vice-regal apartments, where the governor-general can receive distinguished visitors with proper ceremony.

The Grand Trunk has recently finished a much larger station at Winnipeg to meet the growing volume of travel, and has plans ready for several others, which will be on the same scale.

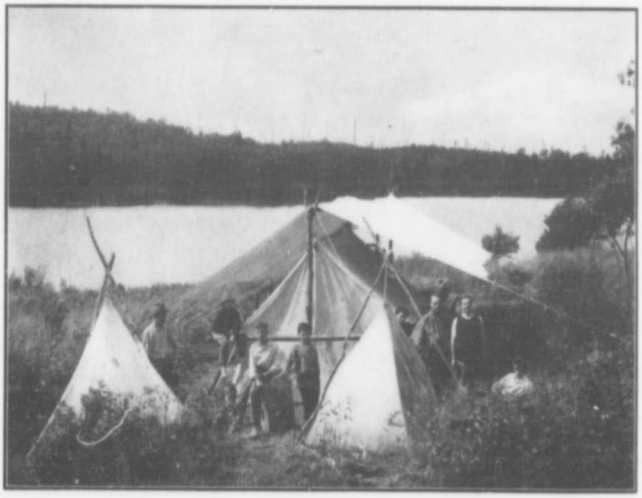
CANADA FOLLOWS YANKEE IDEA IN NATIONAL PARKS

Lays Out Vast Tracts That Are Filled by Americans in Summer. Lakes Are Innumerable.

Thirty Per Cent. of the Dominion North of 46 Degrees is Composed of Water.

ALGONQUIN PARK, Sept. 5, 1911.—The Canadian government has been following the example of the United States in the conservation of natural resources, in making forest reserves, national parks and protecting the timber on the public domain from destruction by fire and thieves. During the administration of Sir Wilfrid Laurier a large section of the Province of Ontario north of a line drawn from Ottawa across to Lake Huron has been preserved as parks and playgrounds, which are being utilized by thousands of Americans every summer, although the Canadians seem to go elsewhere. The Province of Ontario extends from the lake of that name northward to Hudson Bay. There is very little agricultural land and very little that is fit for grazing, but it is covered with interminable forests and innumerable lakes of different sizes, some mere ponds, others covering many square miles of area.

When I asked the number of lakes in Canada I was shown a map and was told to count them for myself and then multiply the number I found by ten in order to get in those for which there is no room on the map. The topographers of the Dominion government have charted between 12,000 and 13,000 lakes that are more than ten miles square, and there are probably ten times as many of smaller size. One authority



IN THE ALGONQUIN NATIONAL PARK OF ONTARIO

estimates that 30 per cent. of the area of the Dominion north of the forty-sixth parallel is water. There are 38,400 islands marked on the chart of Georgian Bay, which indicates that nature is a good deal mixed in this locality.

* * *

Americans from New York, Ohio, Pennsylvania and the New England states are almost monopolizing the hunting and fishing preserves in Canada. The lakes I have described are generally well stocked with fish and in the spring and fall with ducks, wild geese and other birds. There is no such game preserve in the world as may be found in northern Ontario, although hunting is not allowed within the National Park boundaries and the carrying of fire-arms, with the exception of revolvers, is prohibited. The woods are filled with deer, which may be seen on the banks of every lake and river, feeding upon the reeds and lily pads, or coming down to the water's edge to drink. Moose, although not so plentiful as the deer, are increasing in numbers and are so tame that they can be touched by the hand. A friend of mine declares that he once stroked the head of a moose swimming in a little lake as he passed it in his canoe.

There are many fur-bearing animals also. Beavers are particularly numerous and every lake and stream bears witness to their genius as builders and their busy industry. Near Algonquin Park station is a beaver dam nearly a half-mile in length upon which those curious animals may be seen daily making repairs, and that, only a night's ride from Toronto.

* * *

Canada is the only part of North America in these days where such things can be seen; but Ontario, only a few hours' ride from Ottawa, is an untrammeled wilderness of forest, mountains, rivers, lakes and streams which are as completely natural as they were on the day after creation. The Indians are gone, practically all of them, but you will be reminded of the aboriginal occupants of these romantic regions by the nomenclature which has been preserved. Fine old musical names are attached to the lakes, rivers and the mountains which are much more appropriate than Skunk Hollow, Bitter Creek or Burke Crossing. One of the lakes is called Kaeweambellwagamot. Another is Wabaushene, and you can find all of the following:

Nipissing	Maniwaki	Kawpakwakog
Temiskaming	Kippawa	Muskoka
Maganetawan	Petawawa	Kenissis
Pogomasing	Wahawik	Omemee

A sweet Canadian poet has woven the musical rhythm of these tongue twisters into verse:

Wondrous Temagami, Wasacsinagami;
Low waves that wash up the shadowy shore,
North of the Nipissing, up the Temiskaming,
We will come back and sing to you encore.

Crystal Temagami, Wasacsinagami;
Swift running rivers and skies that are blue;
Out on the deep again, rock me to sleep again,
Rock me to sleep in my little canoe.

* * *

The most convenient of the summer retreats is the National Algonquin Park of about 2,000,000 acres and 1,200 lakes, with an average altitude of 1,700 feet, 200 miles north of Toronto and 175 miles west of Ottawa. The Ottawa division of the Grand

Trunk Railroad traverses the park for twenty-seven miles and has several stations, the most convenient being Joe Lake and Algonquin Park. At the latter station is a plain, but comfortable hotel, accommodating a hundred people or more, which is kept open the year around, for in the winter, skating, skiing, snowshoe climbing and toboggans are as popular as fishing and canoeing in the summer. Although Americans seldom come here in the winter time, they fill the house in the summer and have cottages on the banks of the lake in every direction. Many of them are hay fever sufferers; others are troubled with asthma, for which this atmosphere is a specific.

Many families come every year and have their own cottages, cabins or camps, which may be erected by permission of Mr. Bartlett, the superintendent, and under his supervision. Some of the cottages are quite elaborate. One of them sold for $2,500 last spring. Most of them, however, are very primitive, for it is a wild, rough life that is sought here. The campers expect to get next to nature and do their own cooking and provide their own food with a line and hook. Many of the campers move from place to place at intervals. Others have fixed abodes where they stay all summer. Tents can be rented and families can get an outfit at a small store at Algonquin Park station.

The hotel rates are low—$2.50 and $3 a day, with special rates for the week or more. More than half the rooms are filled by permanent boarders.

* * *

President Hays, of the Grand Trunk, tells me that he intends to build a string of log-houses upon the different lakes in the park with accommodations for fifty or sixty boarders each. They will be plain and primitive, but comfortable, corresponding to the surroundings, and are intended for people who want to get away from city life and social excitement to spend a few weeks of the summer months communing with nature and wearing out their old clothes.

The canoeing is perfectly safe, the lakes are shallow, and are completely sheltered by dense forests. The fishing is as good as can be found in any waters of the world, although, as Editor Charles Young, of Cornwall, says:

There's days when fish won't bite;
It's either too calm or too rough;
It's either too warm or not warm enough;
It's either too cloudy, or the sun's too bright;
The wind's the wrong way, or the moon's not right.
It's either too wet or else it's too dry;
Or for some other reason, you can't tell why;
But there's days when the fish won't bite.

There's days when the fish won't bite;
You may try every lure, you may try every bait;
You may do what you will, and wait and wait,
From morning till noon, and from noon till night,
But you won't get a nibble, though you try all your might;
You may grumble or swear,
But the fish don't care,
For there's days when the fish won't bite.

But there's days when the fish will bite;
When it ain't too calm, and it ain't too rough,
When it ain't too warm, but just warm enough,
And the big old fellows, oh! joy, how they fight!
Your rod's bent double and you keep your line tight.
How they leap! How they run!
Gee whiz! but it's fun,
On the days when the fish will bite!

* * *

The most interesting and exciting experiences are the canoe cruises from lake to lake through the park, for a week or two at a time, using canoe for transportation and carrying camp equippage, food and fishing tackle. There are plenty of professional guides who spend the summer, "personally conducting" parties on such expeditions, and are familiar with the portages between the lakes, and the best camping places and where the fish are to be found. This sort of life appeals especially to schoolboys and students, and it is becoming the fashion for preparatory schools to maintain permanent camps in Algonquin Park, as has been done for years in the Adirondacks, Maine and New Hampshire.

The most attractive camp in the park is on Cache Lake, where Miss F. L. Case, of Rochester, has been coming for four years with thirty or forty girls who remain for three months sleeping in tents, canoeing, fishing, swimming, tramping through the woods and having the best kind of a time under the care of Miss Case and her assistants. Regular physical culture exercises are a part of the daily routine, and swimming lessons under the direction of a teacher of physical culture at Wellesley College.

CACHE LAKE—ALGONQUIN NATIONAL PARK OF ONTARIO

If you happen to visit the camp about 11 o'clock in the morning, you will find, rain or shine, thirty or forty mermaids splashing around in the water, and will be able to see what a well-trained girl can do in a swimming suit. This is the only permanent camp of girls I have found here, but I met a charming young woman who is conducting a party of young boys, from 10 to 12 years old, on a camping trip. She has four guides who do the heavy work and a cook, and each boy has a canoe and a little outfit of camp equippage and fishing tackle. They are having the time of their lives, while she mothers them when they are homesick and kisses their bruises when they are hurt.

All of the school camps are American. The Canadians do not seem to have taken up with this sort of sport. Camp Wabino is filled with two score of boys under the care of Professor G. G. Brower, of Cascadilla School of Ithaca; Camp Minnewawa is under the charge of Professor W. W. Wise of the Bordentown Military Institute of New Jersey, the Long Trail Camp is in charge of Professor A. M. Stewart of Rochester and Camp Otter is filled with students from Cornell University under Professor C. B. P. Young, instructor at the gymnasium.

The Buffalo Y.M.C.A. maintains a permanent camp here for the benefit of its members, who come and go as they take their vacations. The University School of St. Louis has a camp on Garden Island near the centre of Lake Temagami. The oldest camp in the woods is Keewaydin, on Devil's Island, in the Temagami forest reserve, in charge of Professor Clarke, of Harvard.

The general idea is to establish a camp in some wild spot where the boys can sleep under canvas and spend their days canoeing, fishing, swimming and learning the secrets of nature by contact. They divide their time between residence at the permanent camps and canoe cruising under the direction of some instructor with Indian guides. Some of the trips are for a few days only, while others last a week or more.

All the permanent camps are equipped with canoes, sailboats, swimming rafts, diving towers, tennis courts, baseball grounds and arrangements for other sports. Some of the boys are required to devote a certain time each day to study under tutors who are coaching them for college entrance examinations or to make up conditions in courses in which they have failed to pass. Some camps are regular coaching schools, and a portion of the day is spent in study and recitation and the rest of the day in sports.

In a vacation camp a boy will learn things that he cannot find in text-books, in the schoolroom, or in the home—qualities like courage, self-reliance, endurance, decision of character, and resourcefulness in difficulties. Manhood is much more thoroughly developed around a camp fire than around a steam radiator. A boy who can cook his own fish and bacon, and knows how to pitch a tent and paddle a canoe through a wilderness, is much more apt to be successful in life than those who spend their winters in luxurious hothouses and their summers at society resorts.

MINES OF ONTARIO SET A HIGH MARK BY THEIR OUTPUT

Precious Metals Valued at $161,486,051 Produced Up to March 31. Camps in Canada Tame

No "Bad Men" Such as West in United States Once Knew Are Tolerated.

ALONGQUIN PARK, Canada, Sept. 5, 1911.—For what has always been considered an agricultural province, Ontario has made a remarkable mining record—equivalent to those of most mineral countries, and the evidences of the past would indicate that there must be still even greater wealth in the depths of her wilderness.

The mines of Ontario had produced $161,486,051 in precious metals up to the 31st of March last. Cobalt, which was regarded as a joke for two or three years after the discovery, and later as a freak, is now recognized as one of the richest permanent silver camps on the American continent. Up to the 31st of March last Cobalt had produced $50,000,000 in silver.

COBALT, ONTARIO

The first mining camp in Canada was the Caribou Placers, established by prospectors from California. Later the Rossland and other silver deposits were found in British Columbia. The gravel of Caribou has been washed out; Rossland is still shipping some silver, but has quieted down to the conditions of a country village.

Canadian camps have never been "tough" like the traditional American mining settlements. Few people ever "pack" guns, and the slot machine is usually the limit of gambling. During the wildest excitement in the Klondike, Dawson was as safe as Jerusalem. One quiet, slender man with the wide hat and the red jacket of the Northwestern Mounted Police, backed by public opinion and by the Dominion Government and reinforced by the authority and power of the British Empire, has always been able to keep in submission the "bad men" of the Canadian frontier.

There have never been seen in Canada the wild and woolly western ways that have been proverbial in similar settlements in the United States, and the why and the wherefore are questions that the Canadians love to discuss.

Nothing is doing in Klondike. The placers are washed out; the surface has been stripped; the output of gold which sprang from nothing to nearly $20,000,000 has

fallen to less than $12,000,000 during the last two years. Mining is now a question of machinery, and while the geologists believe that vast riches are still concealed in the rocks the Klondike is no longer a place for poor men. Its hidden wealth can be disclosed only by the use of large capital and expensive power.

The population has dwindled. The City of Dawson, which had 30,000 or 40,000 inhabitants five years ago, has less than 3,000 now, and all great projects have been suspended.

The White Pass Railway from Skaguay to the White Horse Rapids on the Yukon River continues to be operated for a distance of 110 miles, and is of great importance. The company expected to build down the river to Dawson, but has stopped work and is awaiting future developments.

The railway committee of the House of Commons of the Dominion parliament last winter reported a bill incorporating the British Columbia and Dawson Railway Company, with a capital of $10,000,000 and incorporators from New York, Chicago, Montreal and Vancouver. The company expects to build a line about 1,000 miles long from Vancouver to Dawson, and the Province of British Columbia has promised a liberal subsidy in the way of a guarantee on interest, but the outlook in the Klondike is so discouraging that the road is not likely to be built at present.

The Grand Trunk company has a similar concession for a line from Hazelton, B.C., northward into the Klondike, but Mr. Hays, the president, tells me that nothing will be done or thought of until its transcontinental line is completed and in operation. Then, he says, the Grand Trunk Company will be ready to tackle the Klondike problem and its action will be governed by developments between now and then.

* * *

All mining interest in Canada is now centered in the Porcupine district, which is in the Province of Ontario, northwest of Toronto, northeast of Lake Huron and Georgian Bay, and about half-way between Lake Ontario and James' Bay, which is a part of Hudson Bay. The Porcupine district is reached by a railroad built by the provincial government of Ontario as an extension of the Grand Trunk System, which will some day come under control of the company by a lease and furnish a link between the transcontinental line from Quebec to Winnipeg, north of the Great Lakes, and the southern half of the system, which extends from New London, Portland and Quebec to Toronto, Sarnia and Chicago.

The government road, which is called the Temiskaming and Northern Ontario, is about 200 miles long and extends into a dense forest where rich mines were discovered by accident several years ago. The first discovery was near Lake Temagami, a popular summering place.

When the graders were at work about 30 miles north of Lake Temagami, a blacksmith named La Rose threw his hammer at a running rabbit, chipped off a chunk of native rock and picked up a piece of almost pure native silver. That was the discovery of the famous La Rose Mine and the beginning of the Cobalt camp. Within the next four years the rocks in that neighborhood were capitalized at about $500,000,000.

* * *

Cobalt was unique. Paths of almost pure silver, worn bright as a dollar, polished by the feet of passing prospectors, pilgrims and tourists, were to be seen on more than one claim. Two of these "silver sidewalks," as newspaper writers have called them, were found on the very surface of the earth, in shallow washes. In

spite of wild-catting, Cobalt has produced millions of ounces of silver every year and forty per cent. of it has gone to the shareholders by way of dividends.

A year ago prospectors found free gold on Porcupine Creek and there was a stampede. Nobody expected to find gold in the heart of a hushed and heavily wooded wilderness. The new camp is 100 miles north of the silver camp of Cobalt and less than 200 miles south of Hudson Bay. Wonderful specimens of the yellow metal are to be seen in glass cases in the lobby of the King Edward Hotel in Toronto, where much of the "mining" is done, as well as many of the miners.

The Ontario Government is building a branch road from the main line of the Temiskaming and Northern Ontario to the gold camp. It was nearly completed when one hot day last June things suddenly began to happen in the hemlocks.

* * *

The miners scented the unmistakable odor of the burning wood. The sky became gray, then yellow. Trees began to sway, and then, with incredible swiftness, a hurricane came with wings of living flame.

Each passing moment saw the gale increase until it was racing at the rate of sixty miles an hour. Wild animals came tearing into the town as the people hurried out. Fortunately there was a lake close by. Into this the scorched inhabitants plunged, followed by black bears, elk, deer and other wild animals of the forest. The women and children—those who reached the water's edge—were loaded into boats and rowed out into the middle of the lake.

Many men and women took refuge in the mines, but the heat was so intense that even the timbers in the shafts caught fire.

Where the timbers did not burn the air was sucked up by the flames and the refugees perished from suffocation.

Around the lake rose a solid wall of fire 100 feet high. Fifteen minutes later the shore was a blackened waste. Out of the lake a woman waded bearing her dead babe in her arms. Her husband had perished in the flames.

Big Neil McDonald, of Glengary, was lowered down a shaft when the heat subsided. Six feet from the surface he found a young girl dead. Below her, on a little landing, a dead man sat hugging his dead child.

Eleven people perished in this one shaft. When the Glengary man emerged he heard a voice calling him. In a tent he found an engineer stone blind. He led his friend stumbling from the ruins and sent him to a hospital in New York, whence only a few days ago the engineer wired the man from Glengary:

Out of the hospital; can see; come over and souse with me.

In a week they buried seventy-two bodies which the flames had not consumed and were busy building a larger and a better Porcupine. About all that was saved was the gold, but as that is everything at Porcupine, the camp will rise from its ashes and its population will go on grubbing and drilling for the precious metal. Already Porcupine has drawn professional miners from nearly every camp in the civilized world.

* * *

To be sure, all this wealth was hidden from the promoters of the Transcontinental Railway, but what they did expect, and what they counted on, was a vast clay belt where men might carve out homes for themselves. This expectation has also come true. Careful surveys by the government have revealed a strip of almost level clay land 150 miles wide by 300 miles long—east and west—along the proposed line.

The Ontario government road connects with the Grand Trunk Pacific at a place called Cochrane, also destroyed by the fire. Over 3,000 farmers have already settled in this far-north country, where the soil is exceedingly fertile. The summers are short, to be sure, but the days are so long that the total number of hours of "sunshine" is equal to that of old Ontario where are to be found some of the finest farms and the best farmers on the continent.

In addition to the silver and gold, and the agricultural wealth of Ontario, there is to be found here, and in the adjoining province of Quebec, the greatest pulpwood supply in the world. Through a thousand miles of almost unbroken forest this new national highway will run—all the way from the St. Lawrence at Quebec to the eastern edge of the prairies of Manitoba, and it is to this vast source that newspapers must look for their paper supply.

The famous nickel mines at Sudbury, probably the greatest in the world, were discovered by a party of tie contractors in the employ of one of the railways.

The silver at Cobalt, as we have seen, was found by the blacksmith, La Rose, and vast coal fields were uncovered by the engineers who were seeking a trail for the Grand Trunk Pacific in western Alberta.

* * *

The Ontario government railway, the Temiskaming and Northern Ontario, is to be extended due north some 200 miles to James' Bay, a part of Hudson Bay. When this is completed one will be able to reach Hudson Bay in less than two days from New York.

This railway, the property of the people, has assets and sources of revenue not common to other railways. For instance, if mineral is found on the right of way the government exacts a royalty from the miner which is added to its earnings. All miners pay a royalty, and they are making Ontario a rich and prosperous province.

The railway is managed by a commission of shrewd, conscientious business men, and is said to be almost entirely free from political entanglements.

RIVAL CANADIAN CITIES WILL JOIN IN A FEW YEARS

Port Arthur Best Suited for Residence and Fort William for Business. Both Growing Rapidly.

Practically All of Northwest's Harvest Goes to Market Through Them.

FORT WILLIAM, Canada, Sept. 9, 1911.—Until the main line from Quebec to Winnipeg north of the great lakes is completed the Grand Trunk Railway Company will carry its passengers from Halifax, Portland, Providence, Quebec and Montreal to Winnipeg and the western provinces by way of Toronto, Sarnia and the Sault Ste. Marie. The company has a fleet of luxurious steamers, equipped with every comfort and convenience, and one of them, the Hamonic, it asserts, is the largest and fastest passenger steamer on the lakes.

The steamers sail three times a week between Sarnia, Fort William and Duluth and from Collingwood through the 38,400 islands of Georgian Bay to the same ports. The Grand Trunk Railway recently has been completed from Fort

William to Winnipeg, a distance of 450 miles, at a cost of $14,000,000. Freight trains have been running for nearly a year. Passenger trains will be put on next spring.

* * *

Fort William and Port Arthur are twin cities and desperate rivals, very much like Duluth and Superior City, and are to Canada what those cities have been for many years to the United States—the western termini of lake traffic and the entrepot for the grain from western Canada to Europe and the Atlantic ports. Port Arthur and Fort William are on opposite sides of the same bay and are connected by a trolley line six miles long, which is owned jointly by the two municipalities.

Eventually the two cities will come together. Their extreme limits now are only three miles apart, and at the present rate of growth the dividing line soon will be obliterated. Their interests should be common instead of competitive, and both would be better off if they were one. Every expense of administration is duplicated now and a great deal of unnecessary money is spent to boost each in preference to the other, although neither is harmed thereby.

There is an "intercity council" which meets once a month to consider mutual interests and to arrange for teamwork. It has no legal status and is only advisory, but whatever is recommended by the council usually is carried out, and it is the strongest influence towards amalgamation. The younger generation of the population is in favor of union and predicts that it will take place "as soon as a few old ones die off."

* * *

Port Arthur has 18,000 population; Fort William has a few short of 20,000, and has doubled since 1906 and trebled since 1903, when it had only 6,491.

The twin cities are 200 miles northeast of Duluth, 280 miles northwest from the Soo and 450 miles by direct line from Winnipeg. Fort William has three railroads—the Canadian Pacific, the Canadian Northern and the Grand Trunk, which came in last year. Port Arthur has two roads. The Grand Trunk has not been able to get in yet, but expects to very soon.

Whatever is said in approbation of either one of these twin cities applies to the other also, and any benefit that may follow will be shared by both; but it is safe to discuss their respective individualities only on that basis.

Port Arthur has the more desirable situation for a residence city. Fort William has the greater commercial advantages because three rivers, all navigable, run through the town site, and there is a large area of level, unoccupied land surrounding it. There is room for fifty or sixty miles of docks on the banks of these rivers, with manufactories behind them, and some time they will be occupied. The factories are coming in already.

Port Arthur is the more attractive in appearance. It occupies an unusually fine location—a broad amphitheatre, gradually rising from the shore of the bay to a ridge 150 feet high, which encircles it. You seldom see so perfect a natural site, and ultimately the homes of the people who do business at Fort William will occupy those sunny slopes.

* * *

Port Arthur has long been a favorite resort of tourists and the starting point of excursions for Thunder Bay and various other interesting places on the north coast of Lake Superior. It has one of the most attractive hotels on the lakes, named after Prince Arthur, and it is well patronized by Americans.

Fort William needs a hotel very badly, so badly that strangers who have business there put up at the Prince Arthur and go across on the trolley.

Fort William has not so much to look at as Port Arthur, but is a great place for business, and several vast elevators have been erected already on the banks of the Kaministiquia River—called the "Kam" for short—which is navigable for eight miles back to a rapids, and further on is a tremendous fall which is good for 50,000 horse power of electricity. About 10,000 horse power already has been developed. Two other rivers, the Mission and the McKeller, also flow into the bay, and are practically tributaries of the "Kam."

* * *

Fort William was named in 1805 in honor of William McGillivray, of the Hudson Bay Company, which had a trading post here as far back as 1771. In 1782 its rival, the Northwest Fur Trading Company, settled at Fort William also and the two divided the traffic until they were amalgamated in 1821.

Duluth, the French explorer, spent a winter here in 1669, half a century later the French government at Quebec built a fort and from that time it has been a place of importance because it was the nearest port on the great lakes to Hudson Bay, Winnipeg and other trading posts in northern and western Canada.

Furs were brought in by trappers to the prairie posts, packed into bales and shipped to Fort William, whence they were conveyed down the lakes and the St. Lawrence to Montreal and Quebec. The same business is carried on to-day on an even larger scale than ever before, only the furs are brought on railway trains and are carried away on steel steamers instead of birch bark canoes.

A century ago the Roman Catholics established a mission here and a group of log houses which were a part of it are still standing. The priest had a house of stone, which is now used for office purposes, and there was a large convent in which the nuns used to teach the Indian maidens to sew and cook and say their prayers.

The Grand Trunk Railway Company bought 1,500 acres of land from the mission—vacant virgin soil, upon which it is building great terminals and leasing sites for flour mills, lumber mills and other manufacturing industries. There already are eleven elevators with a capacity of 20,000,000 bushels. The Grand Trunk elevator has a storage capacity of 3,500,000 bushels and can unload 250 cars of grain in a single day of ten hours.

* * *

Practically all of the Canadian harvest that does not go to Minneapolis and Duluth finds its way to market through the elevators at Fort William, and the volume of traffic is increasing in a marvelous manner. In 1900 the grain handled was 4,913,611 bushels and 356,818 tons of other freight. In 1910 the grain handled was 78,381,075 and 3,207,820 tons of other freight.

In 1905 more than 12,000 tons of steel rails were handled here; in 1910 the total was 129,672 tons. In 1905 the coal shipments through Fort William amounted to 407,490 tons; in 1910 the total was 1,500,000.

The big barges that carry away the wheat bring coal for a return cargo, just as they do at Duluth. Indeed, it may be said that the commerce and the methods of Fort William and Port Arthur are identical with those of Duluth and Superior City. These twin towns are at the head of navigation on the Canadian shore with all the wheat fields of western Canada behind them and enormous tracts of timber to furnish freight.

* * *

There is therefore an opportunity for all kinds of mechanical enterprise, and having a clear field and a vacant area to work in the Grand Trunk Company is

arranging its docks and warehouses in a methodical manner and with a view to the classification of future industries. There are docks for ores, others for coal, lumber and merchandise, and manufactories pertaining to each industry are to be located beside them.

Already a new mill for furnishing hardwood flooring, molding and other finishing material for builders is in operation and is working up a million feet of lumber a day. The entire output is distributed in western Canada. Winnipeg is the largest consumer, but, curiously enough, the raw material comes from the United States; the oak from Tennessee, the walnut from Indiana, the maple from Michigan and the mahogany is brought up from Mobile and New Orleans to Chicago and shipped from there by boat.

GRAND TRUNK PACIFIC ELEVATORS, FORT WILLIAM, ONT.

The new mill is entirely fireproof; the walls and the floors are of concrete and the machinery is of the latest description. I even saw a Burroughs adding machine on the docks tallying the bundles of flooring as they were stowed away in a car.

A big pipe factory is going up which will employ 500 men, and the International Harvester Company is building a warehouse 200 feet square for the distribution of machinery among its agencies in western Canada, which will be brought up by boat from Chicago.

The Grand Trunk is building four miles of concrete docks with concrete warehouses which will be equipped with machinery for loading and unloading, and eight dredges are at work digging a twenty-five-foot channel, which, however, is paid for by the Dominion government. The government recently has let a contract for a break water 3,000 feet long to protect the shipping at Port Arthur. The dredging company employs 800 men.

Two big elevators and a dry dock at Port Arthur are owned and operated by American capital, and a ship yard that began business last May has 600 men on the pay roll. The concern is equipped to build everything that floats, from a gasoline launch to a 10,000-ton ore barge or passenger steamer. It has a concrete dry dock 700 feet long, 125 feet wide at the top and 85 feet wide at the bottom. The dock was created from a natural cavity in the rocks, which was blasted into shape and evened up with concrete.

You thus will realize that big things are going on here already and that greater things will happen in the future, as in Duluth and Superior City. All the preparations are upon a massive scale.

Port Arthur was only a reminiscence in 1884 when the Canadian Pacific Railroad selected it as the terminal for its lake steamers and its railway from Winnipeg. The Canadian Northern came a few years later for the same reasons, and the Grand Trunk because of the natural advantages.

* * *

In 1910 the wheat crop in the Dominion was 117,000,000 bushels and nearly 80,000,000 bushels went to market this way. This year a crop of 200,000,000 bushels of wheat alone is expected and three-fourths of it will be handled by the elevators at this place. Next year the crop will be 300,000,000 bushels and will continue to increase as new farms are taken up in Canada, until, according to the judgment of those who know best, 1,000,000,000 bushels of wheat alone, without including other grains, will be harvested by the Canadian farmers, and 900,000,000 bushels will be transferred from railway cars to steamers by the elevators on the Kaministiquia, the Mission and the McKeller Rivers at this port.

This grain is handled by the same kind of barges that go to Duluth and Superior for wheat and iron ore, but they often come light because the demand for coal in this country is not so great as it is in Minnesota. The new crop begins to move about Sept. 1, when every railway car and every boat that is available is pressed into the service and kept busy until the close of navigation. The wheat keeps coming all winter and next spring will find 30,000,000 bushels stored in the elevators at Fort William and Port Arthur for shipment as soon as navigation opens.

There has been a remarkable improvement in the grain barges, which now carry as much as 12,000 tons and are fitted up with wireless telegraphy, which is a great convenience in more respects that one. All the wrecking outfits are similarly equipped and can get news of a wreck within a few hours after it occurs and start to the rescue. In the old days they would wait until a boat was overdue and then send out a tug in search of it. To-day there are so many vessels on the lakes that one is always in sight, and after a gale the survivors are on the lookout for disasters and when they learn of one notify the nearest wrecking station.

* * *

Fort William is furnished with a water supply by a singular freak of nature. Immediately back of the city rises to a height of 1,500 feet Mount Mackay, a rugged pile of rocks which slopes gradually back into the forest. Within a short distance from the rim is a lake ten miles long and averaging three miles wide of pure cold water, fed from springs at the bottom. This has been tapped by a tunnel and the water is now distributed to the city with a pressure strong enough to force it to the roof of the highest elevator. The supply is sufficient for a half million people.

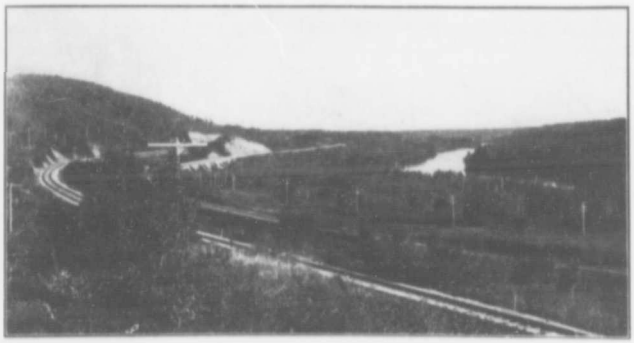
Both municipalities own their water works, their electric light plants and own the trolley lines in partnership, under a contract for eight years.

WONDER FORFST LINES NEW ROAD OF GKAND TRUNK

Lakes Extension Pierces Virgin Wilderness of Unlimited Wealth. Pulp Will Last Forever.

Romance of Frontier to be Seen in Vast Region From Superior to Arctic Circle.

WINNIPEG, Sept. 10, 1911.—The Grand Trunk Railway line from Fort William on Lake Superior to Winnipeg is finished, and freight trains have been running over it for several months, but passenger trains will not be put on until spring. The track passes through a wild and wonderful country. For three-fourths of the distance it traverses a continuous spruce forest nearly four hundred miles wide, stretching from the Great Lakes to the Arctic Circle. About sixty miles east of Winnipeg the train emerges from this forest and enters a prairie similar to those of Northern Minnesota and North Dakota.



ON THE GRAND TRUNK PACIFIC, LAKE SUPERIOR BRANCH

The newspapers of America, and those of England also, which get a greater part of their paper supply on this side of the Atlantic, need not worry about the future. These forests of spruce trees from which wood pulp is made are practically exhaustless, and can be the source of perpetual wealth because the trees grow rapidly, and if the mature ones are cut by selection nature will replace them as fast as they are needed. With methodical cutting and care the supply of wood pulp from the forests of Canada will last forever. Methodical and scientific selection has already been adopted in Maine, the White Mountains of New Hampshire and other sources of supply within the United States, and the experiments in reforestation here are entirely satisfactory. The forests north and west of the Great Lakes have never been touched. Not a cord of wood pulp material has ever been shipped out of them; hence, when the owners begin to draw upon it they can start even and give the trees a chance to serve them faithfully, as they will if permitted.

The territory between Fort William and prairies east of Winnipeg, which is approximately 500 miles wide, is called "the bridge" by railway officials, because heavy traffic comes from both ends, but no freight, except railway construction supplies, is received or delivered within that entire district. Therefore, the through traffic must maintain the road, and it is very likely to do so. A hundred million bushels of wheat or more will have to be hauled through these woods to Fort William, and a corresponding quantity of lumber, while coal and general merchandise will fill the west-bound cars.

There are only a few hundred permanent residents in all this territory, not counting the prospectors and the employees of lumber camps. There are traces of minerals everywhere, but thus far no deposits worth working have been found. It should be remembered, however, that the Cobalt silver mines, which have paid $50,000,000 in dividends during the last five or six years, and the Porcupine gold camps are in just such a timber country as this, and there is no telling what the prospectors may discover.

* * *

The only town is Graham, named after the Minister of Railways in the Dominion cabinet at Ottawa. It is situated about half way between Lake Superior and Winnipeg, and is the division headquarters of the Grand Trunk Pacific Railway. The population is between 400 and 500, almost altogether railway men and their families, with a few prospectors and timber cruisers who are coming and going. There are two hotels, four poolrooms, a public dance house, ten stores and a few dwellings, all of fresh unpainted pine boards or logs. The railway management will endeavor to have the license revoked, because its employees, with the exception of a few miners and lumbermen, are the only persons affected.

* * *

This country will be a popular resort one of these days. This entire forest, which as I have said, extends from the great lakes to Hudson's Bay, and for 500 or 600 miles east and west, is full of lakes and ponds and they are filled with fish. Herds of moose and caribou are wandering through the wilderness. There were a few red deer, but the moose have driven them out. Bears and timber wolves are numerous and occasionally a wild cat is shot. There are no shooting or fishing clubs, and the only human habitations are a few cottages owned by Canadians who come here to spend the summer.

The Ojibway Indians formerly owned and occupied all this territory. They travelled about in canoes, making portages from lake to lake along a dozen fixed trails. They went as far north as Hudson Bay, hunting and trapping, and sold their furs to the Hudson's Bay Company at Fort William, which was the meeting point of the east and west traders. There is still a regular canoe route from Lake Superior to Lake Winnipeg, the Lake of the Woods and Hudson Bay, and it follows the Saskatchewan River to the Rocky Mountains, where an easy portage leads to the Columbia River, which is open to Portland, Oregon. Thousand have passed across the continent that way.

* * *

When the proposition for a second transcontinental railroad was before the Canadian parliament those opposed to the scheme argued that Northern Ontario was

a worthless wilderness of muskeg, and that the road would never pay. About this time the Ontario government began building a colonization road from North Bay, which was the northern terminus of the Grand Trunk System. North of this was only silence and a waving wilderness.

Muskeg is the terror of Canadian railway builders. It is a species of elastic peat, found through the forests between Hudson's Bay and the great lakes, and east of the prairies. The muskeg swamps may be described as bottomless. They create the most difficult problem of railway construction ever encountered in Canada. In eastern Manitoba thousands of train loads of rock and gravel have been dumped into muskegs, only to sink and force the musky substance out on either side of the right of way. In early days an ingenious engineer conceived the idea of building embankments of sawdust. The light material floated on the surface, and after a while they gradually began to dump stone, gravel and other heavier material upon it. This was so well sustained by the sawdust that he was able finally to lay ties and rails across the embankment. A peculiar effect of this long stretch of muskeg was what is known to railway builders as a creeping track. A long and loaded freight train passing over this elastic roadbed would drag along the track with it. The next train in the opposite direction would drag it back, so that it never really got very far away. The movement in the direction of the train, that is, the "creep," was from eight to ten inches.

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After the road had been in operation for twenty years it became necessary to double-track the line. The track upon the original sawdust grade had been "behaving splendidly," and to insure a foundation the grade upon which the second track was to be laid was corduroyed with small logs about fifteen feet long, and upon this foundation the engineers began to build, but when the line was completed the weight of the first train squashed the whole thing out on both sides and the corduroy road shifted from a horizontal to perpendicular position, so that it looked like a row of piles.

The muskeg is peculiar to northern Canada, where the lakes are so numerous, and it is supposed to be caused by decayed vegetation filling up the water holes. There are thousands of square miles of it south of Hudson Bay, and sometime what is now considered a nuisance and an obstacle to civilization will become a source of enormous wealth.

The geological survey of the Dominion government estimates that the muskeg peat bogs cover an area of approximately 36,000 square miles, from which 28,000,000,000 tons of fuel could be produced, which is equivalent to 14,000,000,000 tons of coal; and the officials are now conducting practical experiments near Caledonia Springs, in Prescott County, Ontario. They have brought from Ireland and Norway a plant of the most modern machinery for drying and compressing the decayed vegetation known as peat and now have a plant capable of producing thirty tons of compressed brick per day. They also have a fuel testing outfit; a peat gas producer; and an electric plant which is now being used for tests of the productive power of peat both in gas and electricity and electrical force. If these experiments continue to be as satisfactory as they have been up to date, the farmers of Ontario will be no longer dependent upon coal supplied from Pennsylvania, Ohio and Illinois, but will draw their fuel from the muskegs that lie at their very doors.

The demonstration of the power producing capacity of peat shows that it has an energy of at least 50 per cent. of ordinary bituminous coal from Ohio, Indiana or Illinois. It cannot be used in locomotives very well, or in steamers or any other place where space is a consideration, because a ton of peat will occupy five or six times as much room as a ton of coal. But here is an unexpected source of wealth.

* * *

About sixty miles east of Winnipeg the railroad leaves the forest and enters upon a prairie that is as flat as the traditional pancake and covered with the rich, black soil that produces the celebrated "No. 1 hard" wheat. The first town out of the woods is Gougald, with 400 or 500 population, and from there on, at intervals of five or six miles, is a string of villages, each with an elevator or two and surrounded by yellow fields that skirt the horizon.

At an entirely new town called Transcona—an abbreviation of the word "transcontinental"—the Grand Trunk Railway has reproduced its shops at Battle Creek, Mich., enlarged 30 per cent., at a cost of between $4,000,000 and $5,000,000. They represent the last word in railway machine shops and are being equipped with the most modern machinery and apparatus that can be procured in England, Scotland, Canada and the United States. All the work will be done by electricity except that of the hydraulic machinery. The shops cover an area of 2,000 by 1,200 feet. They are entirely fireproof and are built of concrete, cream-colored brick and steel. A smokestack of reinforced concrete is 200 feet high. All the floors and stairways are of concrete. Fifty per cent. of the roof is skylight, 80 per cent. of the walls are windows and every part of the establishment is arranged so that it can be extended whenever necessary.

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The shops are fitted for the repair and construction of railway cars and locomotives. Twenty-five locomotives can be handled at one time, and the car shops have a capacity of ten coaches and twenty-five freight cars a day. The engines represent 3,200 horse power, and when works are in full blast a force of 3,000 men will be required.

The midway crane, which runs between all of the shops with one straight turnway 1,200 feet long, is seventy-three feet wide and is strong enough to lift a locomotive and carry it from any part of the establishment to another as easily as a housewife carries her market basket on her arm.

The water supply comes from the Red River. A pumping station six miles distant, keeps a concrete tank holding 2,000,000 gallons full.

A new town is growing up around the shops. It covers about two square miles and belongs entirely to the Grand Trunk Railway Company. The only inhabitants at present are workmen in the shops and those who are dependent upon them. When the place is in full blast with its 3,000 employees Transcona will be quite a popular city. The work of construction was begun in 1909 and the shops will be completed next year. They are by no means so large as many of the great railway building establishments in the United States, but everything is of the latest pattern.

WINNIPEG HONORS AMERICAN CONSUL FOR HELPING CITY

Canadians Consider J. W. Taylor Pioneer Chief in Promoting Manitoba. Call on Jones Unique.

Only Diplomat Who Officiated at Birth of Child as Part of His Duty.

WINNIPEG, Sept. 10, 1911.—The walls of the main corridor of the city hall in Winnipeg are hung with portraits of men who have ruled over that wonder city. The only exceptions are two full-length figures which hang in the centre of the rows. All the others are of busts only.

One of the life-size figures is a presentment of Major Henry M. Arnold, commander of the Ninetieth Regiment, Winnipeg Rifles, who, as the inscription tells us, was killed at the battle of Paardeberg, in South Africa, in 1900, and the portrait is a tribute from a common council of the city to his memory and a recognition of his patriotism and valor.

The other large portrait is of James W. Taylor, for many years United States consul at this place, who, everybody will tell you, did more in early days to promote the interests of Winnipeg and Manitoba than any other single man of any race or nationality. This picture was painted and hung in this conspicuous place by order of the city council as a recognition of the obligations of Winnipeg to Mr. Taylor. It has the place of honor in the municipal portrait gallery.

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The first American consul in Western Canada was Oscar Malmros, who came in 1869 and remained two years. Mr. Taylor succeeded him in 1871 and remained in charge of the consulate until his death in 1889, eighteen years. Mr. Taylor was a newspaper editor in Ohio and an intimate friend of the late Jay Cooke, who proposed, promoted and partly built the Northern Pacific Railroad. It was the failure of his banking house in Philadelphia which precipitated the terrible panic of 1873. During the civil war Cooke was a financial reservoir of great strength and constancy to the government, and his bank handled the greater part of the war bonds issued during Lincoln's administration. He was an intimate friend of Chief Justice Chase and had confidential relations with all the great statesmen of the day.

* * *

Mr. Taylor first came to Canada in 1862 with a party of surveyors who were selecting a route for a telegraph line to encircle the globe. General Anson Stager, then superintendent of the Western Union Telegraph Company at Cleveland and afterward general manager at Chicago, was one of the promoters of this enterprise and organized the company which strung a wire through Canada and proposed to do so through Alaska, across the Behring Strait, into Siberia and thence to St. Petersburg and Europe. The survey was made and a line undoubtedly would have been built had not Cyrus W. Field been successful in laying the Atlantic cable.

During his observations in what was then known as the northwestern provinces of Canada Mr. Taylor recognized, with the eye of a prophet, the possibilities of the

country, and from that time until his death he was the most enthusiastic and persistent boomer of the Canadian Northwest. He was an orator of remarkable talent, always in demand for speeches at banquets and other public occasions, and described with vivid eloquence the glories and the wealth of the Canadian prairies. His predictions concerning the future of this country were considered fantastic in those days, but every word of his prophecies has been more than fulfilled; and although his dreams were beyond credulity, they did not encompass one-half of the actual realities that exist to-day.

PORTAGE AVENUE, WINNIPEG, MAN.

Two or three years after his return from the telegraph survey Mr. Taylor was sent up into Western Canada in the interest of Jay Gould to look over the country and report to the Northern Pacific Company concerning the prospect of getting traffic for that road from this part of North America. His reports were printed, but unfortunately the edition was very small and copies are now very rare and valuable. I can find trace of only one in the entire City of Winnipeg, and that has been mislaid. The industrial commission composed of the business men of Winnipeg might reprint that book as an example of American prophecy.

Mr. Taylor was the intimate friend of Mgr. Tache, the first archbishop of western Canada and a man who exercised a great influence in those days. He also was a personal friend of Louis Riel, who organized a rebellion of French Canadians and Indians in the northwestern provinces against the confederation—the present form of government of the Dominion of Canada, which was organized in the early '70s. Riel was hanged in Winnipeg and his body is buried in the churchyard of St. Boniface, on the opposite side of the river.

The friend of every citizen of Canada, Taylor knew everybody in the Red River Valley and was universally beloved. He was a thorough student, an encyclopedia of facts, and impressed everybody by his sincerity, his dignity, his kindly disposition and his broad views. He appears in the portrait as a refined, white-haired gentleman in a frock coat, a white tie, a dignified pose and a serene and amiable expression of countenance.

Mr. Taylor was the first man to demonstrate that wheat would grow in Canada. He sent seed year after year to every part of the Dominion west of the great lakes, and the farmers would return samples of the harvest to him regularly in order that he might proclaim the possibilities of wheat culture which have been fulfilled many fold beyond his predictions. He sent seed to a missionary at Port Revolution, on the Great Slave Lake, in latitude 62 degrees, 800 miles north of Winnipeg, who demonstrated that wheat could be grown there, although everybody but Taylor pronounced the suggestion preposterous.

His fad was botany. He wrote a great deal on that subject. He knew every flower on the prairies of Western Canada and was familiar with their habits. It was his custom in the spring to gather the first wild flowers that were seen in Winnipeg. He would start out early in the morning to the nooks where he knew they might be found, and when he brought his basket full of blossoms home would leave clusters at the doors of his chosen friends. To-day the first wild flowers that open their eyes in the neighborhood of Winnipeg are gathered and laid as tribute of affection before his portrait in the corridor of the city hall.

Mr. Taylor remained as consul at Winnipeg until his death in an accident on a railroad train near Pembina. The entire population followed him to his grave.

* * *

There have been many consuls general since Taylor's time, but none more energetic and active in promoting and defending the interests of his fellow countrymen than the present incumbent of the office, Dr. John E. Jones, of Washington, D.C., where he is better known as "Nippo" Jones, and his acquaintance is almost universal. Jones is a medical doctor by education, but was enticed into journalism, and for years was connected with the Evening Star until his appointment as consul at Winnipeg during McKinley's administration.

Since then he has been a guide and guardian to hundreds of thousands of Americans who have crossed the line to worship that fickle goddess fortune upon the prairies of Manitoba, Alberta and Saskatchewan. Jones' office is a busy place, and more things are happening there, perhaps, than in any other American consulate.

And Jones has had some extraordinary experiences in association with the large American contingent, which constitutes 30 per cent. of the population of Winnipeg and the country round about. A recent incident in his official career without doubt is the most extraordinary that ever occurred in a consular office.

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As a rule, the consular service is monotonous, but now and then it is very exciting. Some of our representatives have had hair-raising encounters and thrilling adventures. When Captain Frank H. Mason, consul general at Paris, who is the greatest and the best of them all and the ideal American gentleman, writes the reminiscences of his career of thirty-five years behind a consular desk the world will have some entertaining reading.

He and many of his colleagues, living and dead, have hunted up lost husbands, have reconciled marital infelicities, have taken charge of kidnapped babies, have

recovered eloping daughters, have prevented duels, have rescued victims from gambling hells and worse places, have heard confessions from the lips of dying fugitives from justice, have served as godfathers and groomsmen, have delivered addresses of congratulation to brides, and have read the burial services over the graveside of homeless wanderers.

They have been guardians to millionaire minors, have dealt out pocket money to schoolgirls, have sheltered maidens who have been wronged, have carried on negotiations with bandits, have kept boarding-house agencies for American tourists, have found music teachers and governesses for American misses, have collected the debts of French milliners and dressmakers, and have even hunted up the lost baggage of inexperienced pilgrims.

* * *

Hector di Costro, at Rome, once protected a cardinal from blackmail and exposed a negro valet from South Carolina who was being entertained in Rome as an Indian maharajah; but Jones beats them all. And this is the story:

Not long ago, while the consul-general was sitting serenely in his sanctum, a gentleman called to request his presence at the bedside of an American lady in Winnipeg, who wished to see him upon a matter of the gravest importance and delicacy.

Jones grabbed his hat, stuck his head through a crack in the door, told the clerks in the office that he would be back in a few moments, and followed his caller to an automobile that stood throbbing at the curbstone. In less time than it takes to tell he was ushered into the sick chamber of a commodious and comfortable home and found, reclining upon a couch, a very intelligent and attractive woman, who informed him promptly that she was an American citizen living in Canada, and desired that a child of which she expected soon to become the mother should be born under such conditions and circumstances that no question could be raised hereafter concerning its citizenship, so that, if it happened to be a boy, it would be eligible to the presidency of the United States.

Jones said that was easy, and proceeded to take charge of the situation. The lady insisted that her motherhood should occur while she was wrapped in the Stars and Stripes, and before she got through with Jones, having learned by the facile manner in which he made the arrangements that he had been a famous baby doctor himself, she insisted that he should assist at the performance, and he did.

The boy, whose name should and probably will be George Washington, was born between two flags of the United States and was assisted into this world by the consul general of that country. I have known several consuls who have married and buried American citizens and stood godfathers at christenings, but Jones holds the record on bornings.

* * *

This incident beats any I have ever heard in the way of consular experiences. Until that future President was born the record in funny situations was held by the late George W. Roosevelt, a gallant soldier and genial gentleman, who was consul at Brussels for many years. An itinerant troop of American freaks and actors was once stranded in Brussels while Roosevelt was in charge there, the managers having gone entirely broke.

In order to keep out of jail for debt they sold everything they had to sell to a Frenchman in the same business, including the Siamese twins; two—or if you insist upon it, one—colored girl with two heads, four arms, and only one body and pair of

legs. She (or they) if you please, could sing, play the piano and converse fluently in French and English, and was the best paying card in the "aggregation."

They had been leased from their parents, in North Carolina for so much a month and expenses. The showman had been sending the rentals regularly and treating the girls as kindly as might be expected.

* * *

They were attended by a colored "mammy" who was devoted to them, and discovered they had been sold like slaves to a stranger. Acting upon the advice of the man who ate fire in the company—he also being an American—she took the girl (or girls) to the American consulate and appealed to Roosevelt for protection. The consul made an investigation with his usual energy, had the sale declared void, and got an order from the court appointing him guardian of the freak, and the showmen who had made the trade were expelled from the country.

Then Roosevelt's troubles began. He could not discover the whereabouts of the parents; he could not get any information whatever about them, except that they lived somewhere in North Carolina, and that the American showman had been sending them $50 a month regularly.

Roosevelt made the cables hot with messages to the Department of State at Washington without results, and he kept those girls (or girl) in the consulate for more than six weeks before he could get rid of them. Finally he received instructions from the Secretary of State to ship them to New York in charge of their "mammy," with the understanding they they would be placed in a benevolent institution until their parents could be found.

YANKEE INDUSTRY BUILDS CITIES ON CANADIAN WASTES

Winnipeg and Others in Wheat District Show Marvelous Growth. Pour Wealth Into Land.

Americans Who Crossed Border Take Out $157,266,000 Cash in Five Years.

WINNIPEG, Sept. 11, 1911.—The people of Winnipeg love to compare their city with Chicago, and there are many points of resemblance, including keen prairie winds and dust that gets into the eyes and ears. The early development of both cities was strikingly similar; their growth in wealth and trade and industries has been almost parallel, although Winnipeg has had the benefit of many advantages that did not exist when Chicago was young, and that have hastened things along, and have made the building up of a city much easier than it was fifty or sixty years ago—such as electricity for light and power and modern devices for the construction of buildings and railroads and streets. The multiplication of methods to save labor and promote economy have all been in favor of Winnipeg, and the eagerness of the leaders here to utilize every facility for saving labor and doubling values has been quite as great as was ever shown in Chicago.

Winnipeg, however, is no longer a mushroom town. The mushroom town that sprung up here twenty-five years ago has practically disappeared and has been replaced by blocks of solid buildings of excellent architectural taste and handsome residences surrounded by lawns and flowers and foliage and plants, equal to the homes

of any of our cities of similar size. In churches, schools, libraries, theatres, and all other signs by which the culture of a city may be measured, Winnipeg is abreast of Los Angeles, Minneapolis, Portland, Seattle, and other fast growing cities in the United States.

* * *

Winnipeg claims to be the fastest growing city in the world. One reads that assertion in many forms and many places. It claims a population of 175,000 in the city proper and 25,000 more in the immediate suburbs, although the exact figures have not been announced. The census was taken in August and the results will be known very shortly. Last year it is estimated that 21,000 people were added to the total, and 3,916 new buildings were erected at a cost of $15,116,540 which is equivalent to more than $1,000 per capita of the population. The bank clearings jumped from $106,950,720 in 1901 to $953,415,281 in 1910, and the total for the first six

NEW GRAND TRUNK PACIFIC UNION STATION, WINNIPEG, MAN.

months of the year 1911 was $487,310,560, which indicates that the total for the twelve months of 1911 will be nearly a thousand million dollars.

The assessed valuation of the real estate in Winnipeg has been advanced from $25,077,400 to $172,677,250 in ten years, and the tax rate for 1911 is 13¼ mills on the dollar.

The population of Winnipeg forty years ago (in 1871) was 215 persons, nearly all of whom were trappers, hunters and employees at Fort Garry, one of the important posts of the Hudson Bay Company.

In 1874, when the town was incorporated, there were 1,869 people within its limits. In 1885 these had increased to 39,384. Progress was slow for the next few years, and until 1901 Winnipeg languished, but then the great boom commenced and the population jumped from 42,140 in 1901 to 101,057 in 1906, 151,450 in 1910, and, according to the estimates of those who know best, there are now 175,000 within the city limits.

A large part of this increase is due to immigration from our western states. During the year 1910 there were 208,794 arrivals in Western Canada, of whom 103,798 came from the United States and 59,790 from Great Britain and Ireland. Of these, it is believed, at least 20,000 settled in Winnipeg. During the month of July last 29,291 aliens arrived, and for the first six months of 1911 the total was 182,739, showing a more rapid increase this year than ever before, and 68,812 were Americans.

* * *

My first visit to Winnipeg was in 1877, the year that the railroad from St. Paul was opened, and the town was half tents and half shanties, but it was already selected by fate as one of the "future great cities of the world" and the price of town lots was elevated accordingly. Nearly as much area as is occupied by the city at present had already been plotted and "additions" were being filed at the recorder's office every day or two. Streets led from prairie to prairie for many miles in every direction and out of sight. Town lots were sold at auction in a big tent every night to excited bidders with scenes like those witnessed on the board of trade in Chicago or the stock exchange in New York when something has hit the market. If a new building was projected, no matter how insignificant, the prices of land in its vicinity would go up several points. Rumors of future building operations and other enterprises would stimulate the demand for real estate in that neighborhood beyond credulity. Lots were sold by numbers, squares and subdivisions.

Before the auction began each evening those who had a proposition to offer handed a written description of the property to the auctioneer. The same lot would be bought and sold often several times during the week at prices fluctuating according to the rumors and reports concerning improvements. Sometimes the lists of property offered at auction would be so long as to keep the auctioneer busy until after midnight and the buyers and sellers in most of the transactions never saw the land that they bought and sold.

* * *

A venerable gentleman from an eastern city, an elder in a Presbyterian church, of very high standards of morality and business scruples, became so excited with the spirit of speculation that he bid in a lot one night and offered it for sale the night following, making a profit of $46. We had a good deal of fun with him about his gambling propensities, and his Presbyterian conscience was actually very uneasy over his fall from grace, although he pretended to regard the transaction as an innocent joke. The next day being Sunday we all went to church, and, to our surprise, the old gentleman dropped Dominion bank bills of an amount equal to the profit of his real estate gambling in the plate as it was passed around. That seemed to ease his conscience and serve as an atonement for his sins, but such a wad of money dropped upon the contribution plate by a stranger caused a sensation among the officers of the mission and the donor was immediately identified by the usher who took the collection.

* * *

The consequence was that the pastor—I think his name was Rev. Mr. Robertson—appeared at the hotel that afternoon to pay his respects and to thank the stranger for his munificent gift to the slender treasury of the mission. An explanation

was made and a generous check of untainted money toward the erection of a proper church was left in the hands of Mr. Robertson before his departure.

* * *

Winnipeg, however, is not the only rapidly growing town in Western Canada. The population of the twelve largest cities in the three prairie provinces has doubled during the last five years. Although they are not so large, several have grown faster than Winnipeg, and the increase in one case has been more than 900 per cent. Here is a list of the twelve largest cities of Western Canada and their population in 1901 and 1910:

	1901	1910
Brandon	5,620	13,500
Calgary	4,091	46,000
Edmonton	2,626	27,500
Fernie	1,873	6,000
Lethbridge	2,072	13,000
Medicine Hat	1,570	5,300
Moose Jaw	1,558	15,000
Portage la Prairie	3,901	7,500
Prince Albert	1,785	8,000
Regina	2,249	17,000
Saskatoon	113	15,000
Winnipeg	42,340	150,000

* * *

All these towns are brand new. They have sprung up from the prairies within the last few years, and most of them are settled very largely by immigrants from Iowa, Minnesota, the Dakotas and other northwestern states. This accounts for the decrease in the population of Iowa, which is shown by the census of 1910 to have nearly 8,000 less inhabitants than in 1900. Many farmers and sons of farmers have sold their high-priced lands in Iowa and have moved across the border into Manitoba, Saskatchewan and Alberta, where they have taken up homesteads, bought farms outright or have gone into the manufacturing or commercial business, where the opportunities are considered better than those offered in the United State . Nearly one-half of the population of Saskatchewan Province are of that class of Americans, the very best material for building up a city or a state; and, what is new and novel in immigration, they carried with them millions of dollars in cash, merchandise, household effects and other portable property.

The custom house officers have passed settlers' effects valued at $110,082,000 and cash amounting to $157,260,000 held by immigrants from the United States to Canada during the last five years.

* * *

This indicates the kind of people that are going over the border, and the statement that $33,617,132 was invested in new buildings last year in the twelve principal towns of Manitoba, Saskatchewan and Alberta will give you an idea of what they are doing to build up the country. It must be understood that these expenditures are entirely within the limits of the towns named, and do not include farm buildings or anything of that sort.

	1907	1910
Brandon	$ 704,290	$ 940,385
Calgary	2,094,264	5,500,000
Edmonton	2,280,210	2,031,619
Fernie	250,000	325,000
Lethbridge	205,000	1,235,045
Medicine Hat	150,000	487,293
Moose Jaw	546,424	1,035,290
Portage la Prairie	257,875	362,500
Prince Albert	300,000	700,000
Regina	1,177,840	2,500,000
Saskatoon	277,211	3,000,000
Winnipeg	6,309,950	15,000,000

* * *

The increase in assessments of real estate property in the cities named during the last six years is also an index to the wealth which is being carried over the border from the United States into Canada, and of the prosperity of those who are building up the wheat provinces of the Dominion.

	1904	1910
Brandon	$3,345,789	$9,578,740
Calgary	4,099,437	30,796,092
Edmonton	2,580,986	30,105,110
Fernie	.....	1,578,275
Lethbridge	1,128,996	9,603,365
Medicine Hat	.....	4,134,094
Moose Jaw	1,662,990	15,090,383
Portage la Prairie	.....	4,895,133
Prince Albert	1,208,000	6,018,687
Regina	2,284,710	18,211,950
St. Boniface	.....	8,298,620
Saskatoon	555,094	10,571,215
Winnipeg	41,106,870	157,608,220

* * *

There are cities in the United States that have grown quite as rapidly as Winnipeg. Seattle increased from 80,761 to 237,194 during the ten years from 1900 to 1910; Spokane jumped from 36,848 to 104,402; Portland, Oregon, from 90,426 to 207,214; Oakland from 66,960 to 150,174; Los Angeles from 102,479 to 319,198; Birmingham, Ala., from 38,415 to 132,685; Minneapolis from 202,718 to 301,408, and Oklahoma City, which still holds the record as the fastest growing city in the world, increased from 10,037 to 64,265 during the last five years.

There is no part of the world, however, where so much wealth has been taken from the ground in agricultural pursuits as in northwestern Canada. Ten years ago —in 1901—the total grain crop of the three provinces was 109,552,531 bushels. Ten years later, in 1910, it was 216,430,578 bushels, and you must bear in mind that every stalk of this grain grew where no stalk of grain ever grew before. It was not wealth wrested by one man from another. Nobody lost a dollar in the transaction, but every penny represented the value of the labor that was devoted to the soil for the purpose of reaping a harvest. The area planted to grain has increased about 10 per cent. annually and will continue to increase in that ratio indefinitely if the present immigration movement is maintained.

The grain dealers of Winnipeg will be very much disappointed if the harvest this fall does not yield 200,000,000 bushels of wheat, 120,000,000 bushels of oats, 30,000,000 bushels of barley, 30,000,000 bushels of flaxseed and a corresponding amount of other grains.

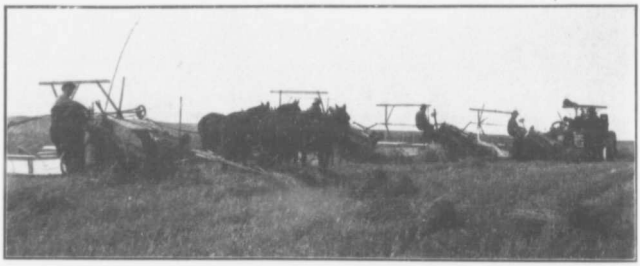
CANADA'S CHICAGO IS THE DESTINY WINNIPEG SEEKS

City Changes From Farm Market to Manufacturing Centre. Now Has 245 Plants.

Booster Says it Has Opportunities Illinois Metropolis Never Had.

WINNIPEG, Sept. 12, 1911.—Charles F. Roland is the secretary of the industrial commission of Winnipeg, the wonder city, which, he tells me, is composed of 420 firms, corporations and individuals, which contribute $20 a year each to promote the general welfare of Western Canada, because he said, "We believe whatever is good for Western Canada is good for Winnipeg. We have been going for four years and have produced some important results. Among others we have added 110 new manufacturing plants to the city. That is the chief object of the organization. Winnipeg and Western Canada are known almost exclusively as an agricultural country, but we want to make it a manufacturing country also. Chicago used to be an agricultural city—the market for the produce of the farms of Illinois and the surrounding states. Winnipeg is a second Chicago, and we are following as closely as possible in the lines of development that have made Chicago great.

"In that pursuit we are endeavoring to secure mechanical industries for the purpose of converting the raw material that is produced in such extraordinary quantities in this part of the world to finished products. It is the highest degree of economy for a community to provide for its own wants, and there is no reason why Western Canada should not do so instead of exporting the raw material and importing the finished products. Thus you can infer the mission of our organization, and it is a satisfaction to say that we have met with greater success and have accomplished more practical results than the most sanguine of our members anticipated.



HARVESTING IN WESTERN CANADA

"We already have in Winnipeg 245 manufacturing plants, representing a capital of $30,000,000, with an annual output valued at $36,500,000, employing 14,800 hands regularly and paying them wages of $750,000 a month.

"This will no doubt be a surprise to American readers who regard Winnipeg more or less as a mushroom town with very little behind it except wheat fields. But the same changes that occurred in Chicago and made that city one of the great manufacturing centres of the world are now going on here and have already accomplished much more in that direction than had been accomplished in Chicago when that city was of the same age as Winnipeg.

"The largest employers of labor in Winnipeg are the iron mills, rolling mills, foundries, mills for the manufacture of structural steel and other forms of iron and steel. They employ to-day 3,760 hands. Next in order are the brickyards, quarries, cement mills and other establishments producing building material, which, on the last day of last month, had 1,790 men on their pay rolls. Then comes the printing and publishing trades and paper and stationery, which employ 1,400; the lumber mills and the factories producing sashes, doors, blinds and other building material employ 1,000 men; the shops for making shirts, undergarments, overalls and other cotton garments, 630 men; the brewing and malting establishments, 600 men and the abbatoirs and packing houses, 550 men. No other individual industry has more than 500 men on its pay rolls, but every one of them is growing and we are compelled to revise our figures every month.

* * *

The Grand Trunk Pacific will employ at least 3,000 men when its shops and terminals are completed.

* * *

"The milling industry in Winnipeg has an output of 9,000 barrels of flour a day, and the villages and towns in our immediate neighborhood which ship their flour from this point have an output of 25,000 barrels a day. I understand that one of the flour mills at the Lake of the Woods is the largest in the world, but I cannot speak with authority on that subject. These mills are not controlled by a syndicate or a trust, but are owned by a dozen different individual firms, each acting independently of the others.

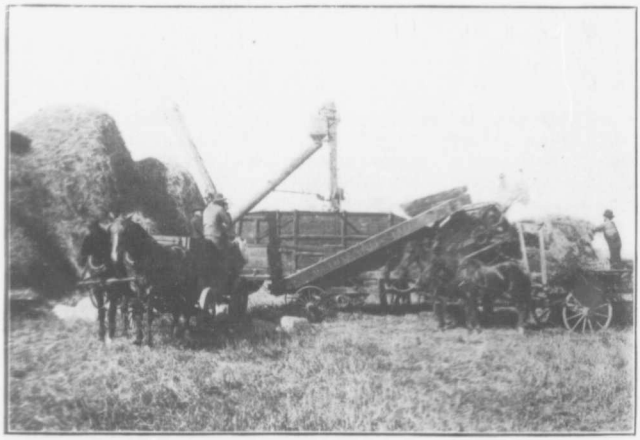
"Winnipeg ought to be as important a milling centre as Minneapolis. At least one-half of the wheat harvested on the prairies behind us ought to be converted into flour before it is shipped from this place, but the difficulty is that there is no market here for the by-products. This country is new. It is in the same situation as the western United States were fifty years ago. It is necessary for our people to get cattle and hogs to consume the by-products of the flour mills and provide packing-houses to handle the beef and the pork. We have very few of them yet, but they are on the way. This year the census enumerators counted 192,386 hogs, 407,000 cattle and 37,000 sheep—which is an encouraging increase.

* * *

"Our next greatest need is factories for producing agricultural machinery and implements. More than $25,000,000 worth of that class of merchandise was sold this year by Winnipeg firms and agencies, and, of that total, $5,000,000 represented farm traction engines, horseless, manless, sowing, cultivating and harvesting machinery equivalent to 45,000 horse power, and that means the labor of 315,000 men, as they count seven men to a horse power in this country.

"At least 60 per cent., if not more, of the farming in Western Canada is done with steam and gasoline. That is not entirely a matter of choice. In the first place farm hands cannot be obtained. They do not exist in this part of the world; in the second place, the size of the farm is too great to permit them to be cultivated by hand labor, and finally, the economy in the use of machinery represents the larger part of the profits of the farmer. The difference in the cost of planting, cultivating and harvesting by steam or gasoline and by the old-fashioned processes is at least ten to one. The time is coming soon when every farm will be run by steam or electricity, as well as every factory.

"Sixty per cent. of the farm machinery and 90 per cent. of the traction engines come from the United States. One day in the latter part of August two trains arrived at Winnipeg, one of thirty-six cars from Laporte, Ind., and another of forty-two cars from Chicago, all filled with agricultural machinery. Those were everyday incidents before the harvesting season. A firm in Iowa which makes a kerosene engine—not gasoline—has doubled its business twice every year since it came into this market four years ago. At the annual industrial exposition in Winnipeg last month sixty-seven different types of traction engines from the United States were exhibited, and thirty-five of them engaged in a plowing contest on the raw prairie just outside of the city. The biggest British flag in Canada floats over the agency of an American farm machinery company.



MODERN METHODS OF HARVESTING—WESTERN CANADA

"About 15,355,000 acres were harvested this year in the three prairie provinces, which was 1,575,900 acres more than last year, 11,863,587 acres more than in 1900, 9,346,000 more than in 1905 and 3,403,000 acres more than in 1909.

"Manitoba had 5,873,446 acres under crop, Saskatchewan 5,598,235 acres and Alberta 1,498,375 acres. An increase of more than 20 per cent. over last year.

"During the present season more new land has been broken up to be planted next spring than ever before in the history of Canada. An official bulletin of the agriculture department states that:

" 'The marked increases are almost wholly attributable to the work of the new settlers. The American settlers who came in during the year have left the imprint of their toil upon the prairies.'

"In western provinces of Canada are no less than 750,000 farmers who were born and raised and learned the science of farming in the United States, and according to official returns this number is increasing at the rate of 100,000 a year.

"Land values have increased accordingly, and are fully 25 per cent. greater than four years ago. The average price of improved land now runs from $20 to $50 an acre, and unimproved land from $15 to $25 an acre.

"In Manitoba alone 44,116 new homesteads have been taken up thus far during the current year, each representing 160 acres which cost the settler only $10 in fees.

"The total area of soil under cultivation in the Province of Manitoba this year is 6,032,037 acres, and only 23,458 farm hands are employed, which is more than 200 acres per hand. This illustrates better than anything else I can say the extent of farming by machinery.

* * *

"There is an island in Lake Winnipeg of pure iron ore that will run as high as that of the Mesaba Range; and within easy distance is unlimited water power and good water transportation to the city. We want furnaces, rail mills, foundries, forges, car shops, car wheel factories and manufactories of all kinds of railway supplies to utilize this great natural wealth and furnish the railroads with everything they need for maintenance, construction and operation.

"There were 3,600 miles of railway in Canada west of the great lakes in 1900; in 1908 there were 9,365; in 1910 there were 12,113, and to-day there are about 14,000 miles of track, which will continue to increase at the rate of 3,000 miles a year indefinitely. The Grand Trunk is building across the continent; the Canadian Northern has contracts and concessions for about 4,000 miles; the Hudson Bay Railroad is begun this year by the government, and the Canadian Pacific is expending $30,000,000 for branches and betterments. The president of that company announced in a public speech in Winnipeg the other day that the sum of $120,000,000 would be expended during the next few years in extensions and improvements. Everything those railroads will use, from rails to signal lights, should be made in Winnipeg. We have the raw material ready, but we lack the capital and the labor.

* * *

"Another very profitable opportunity that has thus far been overlooked is the conversion of our flax straw into cordage, binding twine, sacking and other coarse cloth. This year the farmers of western Canada have 420,000 acres in flax and the straw will be burned instead of being manufactured into cordage and textiles. That is a wicked waste of millions of dollars, because it is an unknown industry. No one has had time or money to take advantage of the opportunity and develop what might be one of the most profitable enterprises in America. Samples of our flax straw sent to the linen factories of Belfast have been highly commended by manufacturers for twine and coarse fabrics. The experiments now being carried on at Duluth are equally encouraging. The raising of flax is new, but is rapidly extending because of the demand for the seed by oil manufacturers. The increase in acreage of flax this year has been nearly 100 per cent. and it will be 100 per cent. again next year.

"There is also an unlimited opportunity for manufacturers of paper and straw board, with raw material costing simply the freight, and a large local demand five hundred carloads of paper and strawboards were brought into Winnipeg last year from the United States and Ontario.

"There is a very large demand here for stoves, ranges, furnaces and household heating apparatus of every kind. Thousands of carloads are imported annually, although we have the raw material within easy reach.

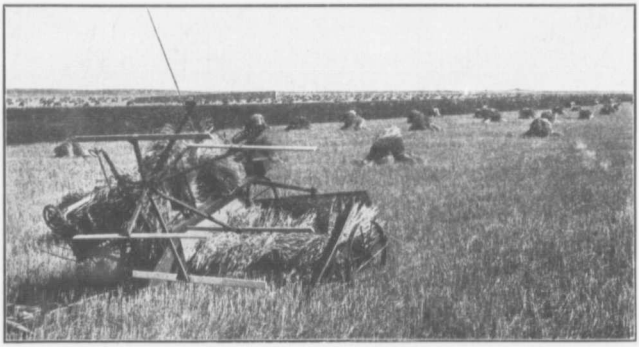
"I have compared the industrial development of Winnipeg with that of Chicago, and they are parallels to a striking degree, but Winnipeg enjoys many advantages that Chicago lacked, and they are increasing every year. For example, within the next two months our municipal government will have completed one of the largest water power plants on the American continent, and will be prepared to furnish 100,000 horse power to manufacturers at cost. That is the most valuable inducement any city in the world can offer capitalists to establish mechanical industries, and you will hear big news from Winnipeg within the next twelve months."

ARMY OF 40,000 TOILERS IN CANADA HARVEST FIELDS

Liberal Pay Draws Many Workers From the United States. Skilled Labor Sought.

British Mechanics Are Sent Money to Buy Passage to New World.

WINNIPEG, Sept. 14.—Like all other communities of rapid growth, Winnipeg has a labor problem that is difficult of solution, but this year the wheat farmers have been remarkably fortunate in procuring harvesters from Ontario, Quebec and other eastern points. Between 39,000 and 40,000 laborers have been induced to come into the wheat fields by offers of $2.50 a day and board for ten weeks and free transportation from Toronto and other points to the harvest fields. They pay their own fare back, but the railways will sell tickets at one cent a mile to all genuine harvesters upon proof that they have been actually engaged on farms for thirty days or more, and the immigration authorities have opened the gates and admitted everybody without inspection.



A WHEAT FIELD IN WESTERN CANADA NEAR SASKATOON, SASKATCHEWAN

About 5,000 harvesters came in from the Dakotas, Minnesota, Iowa, Montana, Wisconsin and other northwestern states. Most of them had already assisted in harvesting the grain in those states, which are two or three weeks ahead of Western Canada.

Twenty-seven thousand farm laborers were brought from Ontario, Quebec, New Brunswick and Newfoundland, and the remainder were from mines, lumber camps, railway construction camps and other places where men gather. The railway contractors complain that they have been crippled by the desertions to the harvest fields, but that difficulty is only temporary because a considerable proportion of the newcomers will drift into the railway camps looking for work when the harvest is over.

* * *

There are, of course, many undesirables among the mass of humanity that has thus been brought in, although the immigration department, which has directed the migration, claims that the percentage of tramps and hoboes is remarkably small. This is generally true of Canadian immigration. Canada has been remarkably fortunate in getting a high class of settlers, especially of homesteaders and farmers who have bought land. Those who come from the United States are nearly all young men and women, sons and daughters of successful farmers in the northwestern part of the United States. They have been born and brought up on farms; they not only have practical knowledge and experience, but have been well educated in rural schools and all of them have money enough to make improvements upon their lands, to build comfortable homes and suitable barns and stables, and provide themselves with machinery and implements to cultivate the soil, and the best grades of stock. No new country has ever had such a high class of pioneer settlers, and while there is always a percentage of ne'er-do-wells, it is exceeding small compared with that of Kansas, Nebraska, the Dakotas and other agricultural states below the boundary line.

* * *

Some of the first-comers from the United States were of that restless, improvident and impractical species of human kind who are always on the skirmish line of civilization, moving forward as it advances. They came over in wagons and took up homesteads in various parts of the wheat belt, but did not remain long. The winters were too cold, the price of fuel was too high and they gradually folded their tents like the Arabs and started southward with Oklahoma and the irrigated sections of the western states as their destination.

Those who followed, as things began to liven up, were of an entirely different character, such as I have described. There have been practically no failures in the cultivation of the soil, although there is a great deal of complaint among genuine native Canadians and the English and Scotch portions of the communities that too many Americans are of the "get-rich-quick" variety, and more anxious to speculate in farm lands and town lots than to assist in the genuine development of the resources of the country. This is undoubtedly true to an extent that is lamentable. In every one of the thriving cities of Western Canada the largest number of land speculators are Americans, but most of them are honorable, enterprising men of excellent judgment. They are leaders in all movements which are likely to benefit the communities in which they live, and invariably display a public sentiment which is too often lacking in the more conservative Canadian from Ontario and his cousins from over the sea. They have doubtless profited by the increase in land values, but are more responsible for such increases than any other portion of the community.

The Canadians are trying to improve the labor situation by aiding mechanics to bring over their families, which is the strongest inducement that can be offered. Wages for skilled labor are no higher here than they are in the United States, and if one may judge from the advertising cards exposed at the employment agencies, they are lower. I have made a rule to examine the cards that are exposed on the bulletin boards of every employment agency I pass, and, as a rule, $45 a month and found, and $2, $2.50 and $3 a day without board, are offered carpenters, masons, bricklayers, roofers, painters, plumbers and other artisans who can do much better in any of the large cities of the United States, and work eight hours instead of ten and eleven, which is the rule here.

The government does not aid immigration except farm hands and domestic servants, but the business men of Winnipeg and other cities within the last year have organized the Imperial Home Reunion Association, which assists worthy mechanics in England and Scotland to bring out their families, by loaning them money to pay for their steamship and railroad tickets.

The members of the association have each pledged their credit in the sum of $250, to one of the banks, which makes small loans at a nominal rate of interest to mechanics who show proof of good character, temperate habits and an intention to become citizens of the Dominion. The prospectus announces the object of the movement to be "a general movement throughout the western provinces to assist worthy British subjects to bring out their families and establish permanent homes in this land of promise. Within the field of its operations, the Imperial Homes Reunion Association will strengthen and tighten the bonds of the empire, and draw British-born and Canadian-born citizens closer together, give them a better understanding with each other and set up that cordial relationship which should exist between the newcomers and the home people of this realm of opportunity, this home of hopes which are more nearly realized than on any other land on earth."

The movement originated about a year ago in Winnipeg when fifty of the most public spirited citizens pledged their credit at a bank which loans the money at 6 per cent. per annum or actually furnishes tickets from London or Liverpool to any point in Western Canada and takes the note of the applicant, payable in three years, in payment. About 800 persons have already taken advantage of this opportunity and the trustees of the fund told me that the Winnipeg branch alone expected to bring in at least 1,000 desirable citizens before the end of the year.

* * *

It is gratifying to hear favorable reports of "Dr. Barnardo's boys." That famous philanthropist, who devoted his entire life to picking up street waifs in London and training them to be useful citizens, sent nearly 12,000 boys and girls from London to Canada, obtaining employment for the boys as mechanics and farm hands, and for the girls as household servants. Since his death, five years ago, the work has been continued by an association that retains his name. It has a permanent agency at Toronto which receives the immigrants and looks after them faithfully during the rest of their lives. There is a record of every boy and every girl, showing where they have lived, what they have done, how they have behaved and what progress they have made in self-advancement. The proportion of failures is almost insignificant. A hundred or more out of the 12,000 have drifted into the rank of professional criminals; two or three hundreds have managed to find their way back to London and have become submerged in the slums of that great human maelstrom; but the derelicts

serve only to emphasize the success, happiness and contentment of the great majority. At least 98 per cent. of the 12,000 have developed into useful citizens and there are several notable cases of success.

* * *

The Canadians take our money at par almost everywhere like their own. There is an act of parliament making it legal tender and providing that the British sovereign should be received as equal to $4.86, the half-eagle of America at the rate of $5 and the gold eagle at $10.

A new currency act, repealing all previous legislation on the subject, was passed in 1910, which provides for a currency precisely similar to that of the United States, in silver, gold and bank notes, and declaring the gold coins of Great Britain and the United States to be legal tender and to pass current in the Dominion for similar amount.

Therefore it is not necessary for American tourists to change the money they bring with them. They can use it in any of the shops or hotels except in the primitive settlements in the interior where there are no banking facilities.

The Canadian bankers and other business men are very much aggrieved, however, because there is no reciprocation on our part. Canadian money is not accepted in the United States beyond a very narrow zone along the border. In Buffalo, Duluth, St. Paul and Minneapolis it passes current, but beyond those cities it will not be accepted and the Canadians propose to make a formal demand upon the Congress of the United States for the passage of a law similar to that which makes American money legal tender in Canada.

WINNIPEG CENTRE OF DISTRIBUTION FOR VAST AREA

All Transcontinental Canadian Traffic Passes Through Its Doors. Future Most Brilliant.

No Other City in America has Such Complete Command of Wholesale Trade.

WINNIPEG, Sept. 15, 1911.—The rapid growth and importance of Winnipeg are due to its geographical location and the wheat fields that surround it. Although Manitoba already has between 6,000,000 and 7,000,000 acres producing bounteous harvests of grain, not less than 20,000,000 available acres of land remain unbroken. And Manitoba is the smallest of all the provinces.

It is called the postage stamp on the map of Canada. Behind it are the provinces of Saskatchewan and Alberta, with an acreage of 159,038,720 and 161,920,000 respectively and the province of British Columbia with prodigious wealth in mines, forests, fishing, and fruit growing. It is impossible to exaggerate the magnitude of future development.

All roads from all these provinces lead to Winnipeg. It is the local point of the three transcontinental lines of Canada, and nobody, neither manufacturer, capitalist, farmer, mechanic, lawyer, doctor, merchant, priest nor laborer, can pass from one part of Canada to another without going through Winnipeg. It is a gateway through which all the commerce of the east and the west, the north and the south must flow.

No city, in America at least, has such absolute and complete command over the wholesale trade of so vast an area. It is destined to become one of the greatest distributing commercial centres on the continent as well as a manufacturing community of great importance.

To-day in the City of Winnipeg alone are more than ten times as many people as dwelt in all the vast area between the great lakes and the Pacific Ocean at the time the province of Manitoba was organized. They numbered about 12,000 then. To-day the province has between 475,000 and 500,000 inhabitants. A census was taken this year, but the results have not been announced. Extraordinary as its development in the past has been, its future activity in commerce and industry cannot be overestimated.

* * *

In 1670 His Majesty Charles II., King of Great Britain and Ireland, gave the Hudson's Bay Company "all the Lands, Countries, and Territories upon the Coasts and Confines of the Seas, Streights, Lakes, Bays, Rivers, Creeks and Sounds lying within the entrance of the Streights commonly called Hudson's Streights, which are not now actually possessed by any of our subjects or by the subjects of any other Christian Prince or State."

Very little was done toward the development of this part of the world until 1772, when the company built a string of posts from Hudson Bay to the Columbia and undertook a regular line of trade across the continent by way of that river, reaching the Pacific at Astoria, near what is now the city of Portland.

In 1800 a syndicate of enterprising Scotch merchants in Montreal organized the Northwest Company to compete with the Hudson's Bay traders and the competition became so fierce that the employees of the two enterprises often were actually engaged in war. About this time a Scotch nobleman, the Earl of Selkirk, bought large tracts of land at the south end of Lake Winnipeg, where he brought a colony of his highland countrymen to settle.

THE BUSINESS SECTION OF WINNIPEG, MANITOBA

At the same time he took advantage of the depression in Hudson's Bay shares to obtain control of that corporation and took command of its destinies. In 1811 he sent over a large colony from the Scottish Hebrides, by way of Hudson's Bay, which settled on the site of the present city of Winnipeg, Aug. 25, 1812.

* * *

Warfare between the colonists and the employees of the Northwest Company at once became active, and a battle was fought between them on June 22, 1816, on Main Street in the City of Winnipeg. The spot is marked by a monument. In the following year Lord Selkirk himself arrived on the scene with several hundred discharged veterans and experienced voyageurs, who whipped the Northwesterns into submission and compelled a merger of the two companies.

Selkirk died in 1820, too soon to accomplish the great work he had planned, but his successors were determined and enterprising men, and they conducted affairs greatly to the benefit of their stockholders until the formation of the confederation of Canada, when the Hudson's Bay Company sold its interests to the Dominion government in Ottawa, for $1,500,000, and in 1870 the province of Manitoba was organized. A provincial legislature met at Winnipeg in 1871.

* * *

In 1862 the first steamship from Lake Winnipeg came up to the city; in 1877 the first railway was opened and crossed the international border to St. Paul; in 1886 the Canadian Pacific sent its first train from Montreal through Winnipeg to Vancouver.

* * *

Like all progressive cities in these days, Winnipeg has various municipal undertakings which are popular with the citizens. Municipal ownership is recognized as not only advantageous, but necessary to acquire public improvements which private enterprise has no time to attend to, and for which there is no private capital to be spared.

The city owns and operates its water works, street lighting plant, a stone quarry, an asphalt factory, and an outfit for crushing stones. The latter are used for preparing material for paving the streets and laying sidewalks, all of which is done by the public works department. There are nearly 100 miles of asphalt roadway connecting with macadamized roads and boulevards to reach the parks and pleasure grounds. The heavy, sticky soil makes such pavements absolutely necessary for locomotion, and the large number of automobile owners has had a powerful pull with the city authorities in encouraging the good roads movement.

In building a great city the people of Winnipeg have not been unmindful of health and pleasure. The streets are wide, the parks are numerous and well patronized. A fine school system leads up to a university, and the sanitary laws are wise and strictly enforced.

In 1906 the voters authorized the city council to borrow $3,250,000 to be used in acquiring a site at Point du Bois on the Winnipeg River and installing the necessary plant to produce 30,000 horse power of electricity to be sold to all who desire it for manufacturing and domestic purposes.

Consumers of electric power in Winnipeg until now have been supplied by the electric company at a minimum cost of $35 per horse power per annum, but within a few months the municipal plant will be completed and will have 34,000 horse power to sell at a minimum of $13.87 per annum. It is proposed to increase the municipal plant to 100,000 horse power, which, according to the estimates of the engineers, will enable the municipality to furnish consumers at the rate of $12.46 per horse power.

It is expected that the use of electricity in manufacturing, cooking, heating and other domestic purposes will become general, as coal and fuel of all kinds is very expensive. Manufacturers of electric stoves and all kinds of devices for heating and cooking in the United States are hereby notified that a very large and profitable market is awaiting them here.

* * *

The Winnipeg Electric Railway Company has a 30,000 horse power plant installed at a cost of $2,000,000 at the Lac du Bonnet Falls, on the Winnipeg River, about sixty-five miles from the city, which can be extended to 45,000 or 50,000 horse power, but, rather than compete with the municipality, the syndicate which owns the power and the city railway prefers to sell out, and negotiations practically are completed.

It has been arranged that the municipal government shall take over the entire property on a basis of $250 a share, which amounts to $15,000,000, and assume a debt of $7,500,000 in 5 per cent. bonds. When his worship the mayor was attending the coronation he arranged with a London syndicate to finance the deal. The auditors of the city now are going over the accounts of the railway company to verify the inventory and valuations.

* * *

To allay dissatisfaction of the farmers, who claim that private owners and corporations charge them extortionate prices for handling their grain, the provincial government of Manitoba has taken over all the elevators in the province at a cost of about $3,000,000, which is being raised by a forty-year loan.

The Grain Growers' Association, which is a powerful organization, forced a reluctant government into this paternal enterprise, and hereafter the elevator business will be managed by an official commission with headquarters at Winnipeg on the same plan as at present. It is probable that new elevators will be erected and the neighboring provinces of Saskatchewan and Alberta are already contemplating a similar scheme.

* * *

It is surprising to learn that more than 15,000,000 pounds of fish were exported from Manitoba to the United States during the year 1910, and that much of the whitefish was sent to Michigan, Ohio and New York, and even so far as Boston and Baltimore, where it competes with Lake Superior whitefish in the ordinary market.

Upon the arrival of the Selkirk colony in 1812 the fishing business was started and the industry has increased gradually from year to year, as its organization and facilities have been improved until now 2,000 men are employed permanently, and at least 5,000 get their living directly or indirectly from fishing.

There are 13,000 lakes noted on the maps of Canada, each covering an area of more than ten square miles. There probably are ten times as many more of smaller size, for which there is not room on the maps. All of these lakes abound in fish, but they are left for sportsmen, and the organized fishing is limited to Lake Winnipeg, which is larger than either Erie or Ontario and has an area of more than 10,000 square miles.

The total catch last year was 20,429,200 pounds, of which 3,614,200 pounds was consumed in Canada, and the remainder exported to the United States, with the exception of small consignments of salted fish to Europe and the West Indies. Most of the exports are whitefish, but there is a very high quality of pickerel and pike and other game fish also.

The largest refrigerator in the world, it is said, is operated by the Dominion Fish Company at the village of Selkirk, a short distance north of Winnipeg. It has a storage capacity of 2,000,000 pounds of fish and many times that quantity passes through it during the year.

* * *

Selkirk, according to the expectations of its original settlers, was destined to become the metropolis of Western Canada, and in early days it was the active rival of Winnipeg, but its fate was fixed by the railway companies, and it is now an insignificant settlement except for the fishing industry. Nearly all the fishing crews outfit at Selkirk and bring their catch there to be frozen alive into blocks of solid fish about three feet long and eighteen inches square, which are shipped in refrigerator cars to all parts of North America.

The fishing continues the year around, and in winter, when the mercury often drops to 60 below zero, it is a strenuous occupation. The nets are submerged under the ice, through holes and troughs that must be kept open and the nets must be drawn twice a day, morning and night. Only the toughest citizens can endure the task.

AMERICANS MISS CHANCE TO SELL GOODS IN CANADA

Manufacturers Lax in Taking Advantage of Opportunities in the West. Germans Come to Front.

Salesmen Appear Everywhere in Prairie Provinces and Place Their Wares.

WINNIPEG, Sept. 17, 1911.—Everybody I have talked with is of the opinion that the export merchants and manufacturers of the United States are neglecting a great opportunity to extend their trade in the prairie provinces of Canada. Although a considerable portion of the manufactured merchandise consumed by the Canadians comes across the border, it is brought over by the local merchants and jobbers, who go after it. There has been very little effort on the part of Americans to get the trade. It is a significant fact that the manufacturers of Germany have invaded this market with their usual energy and persistence, and German drummers are going from city to city offering to supply any class of goods in any style and of any pattern that may be desired, on any reasonable credit, and are breaking connections which have heretofore been sacred to England and Scotland.

* * *

The German drummer is ubiquitous. I find him actively engaged in Canada, in Australia, in Mexico, Central and South America, not only trying to sell the goods his employer produces, but eager to produce anything that the consumers in those markets desire. The British manufacturers will not do this; nor will the American. They do not cater to the tastes and whims of their customers, as the Germans do, and their customers have to accept what they offer or go without. Nor will they give such generous credits as the Germans offer, although that is not so strong an inducement in Canada as it is in the Latin-American countries.

You see nothing in the papers about public alarm concerning a German invasion of Canada; but it is certain to come in a commercial sense within a very few years unless the manufacturers of the United States show more enterprise in this direction.

Nobody knows more about this subject than Consul General J. E. Jones, formerly of Washington, who has made a close study of this market. In conversation last

IN THE RESIDENTIAL SECTION OF EDMONTON

night he declared that his experience, which covers a period of five years in Western Canada, with an intimate knowledge of the people and the country, has convinced him that the prairie provinces offer the greatest market for American-made goods that can be found in the world outside our own boundaries.

"In the first place," said Dr. Jones, "the American manufacturer who seeks a market in Western Canada need not specialize his product. Although a British colony, it is New York rather than London that sets the styles, and the people here are as keen for the latest developments in machinery and the arts as our own people in the United States. These people are really our own people, more closely related than any other, speaking our language, believing in the institutions of free government and imbued with all the glories and history of the Anglo-Saxon race; so that, when the American manufacturer seeks to place his goods, he finds a sympathetic market. Not only that, but a market that is wealthy, and buyers able to pay for the best."

* * *

"What is the total consumption of American goods in the prairie provinces?" was asked.

"I regret that I cannot supply you with the facts and figures of the consumption of American-made goods, but all customs records are kept at Ottawa. I need, however, only refer you to the great department stores of Winnipeg to illustrate the fact that American-made goods are preferred to all others in this market."

"Are the American manufacturers alive to the opportunities?"

"No; they are not. It has been difficult to sufficiently interest the American manufacturers in the opportunities which Western Canada offers. They have

scarcely scratched the skin of opportunity in this wonderful country. The excuse is that the manufacturer has enough business at home to take care of, and that he prefers local to a supposed foreign market.

"The truth of the matter is, however, that outside of agricultural machinery and implements, our people do not understand Western Canada, and, I regret to say, show a slight disposition to investigate. There is not a line of merchandise in the United States which could not find a ready sale in Western Canada. With a population that is increasing by leaps and bounds, it seems to me that it is of primary importance to all manufacturers to carefully investigate conditions now.

"Germany is alive to the opportunities. She is sending representative business men and experienced agents into Western Canada; and the result of their investigations is best illustrated by the appearance of German made goods in all of the stores. Germany wants this market. Her manufacturers are making every effort to divide it with the United States, and her representatives in this western country have practically been given carte blanche as to prices and credits. Our manufacturers must not delay. The acute situation is at hand. I hope they will not overlook the friendly neighbor whose growing market is at our very door."

* * *

"Winnipeg is unique as a city," continued the consul general. "Its marvelous development reads more like a magic tale than stern reality. It came into being thirty-eight years ago, and owes its existence to the revenge of man. Twenty-two miles northeast of Winnipeg lies the town of Selkirk, founded by Lord Selkirk in 1812, as the headquarters for his famous colony of Scotch settlers. The Canadian Pacific Railroad, was building westward, and through some disagreement over the subject of taxation with the Selkirk council, the road was sharply deflected to the south, and old Fort Garry became the nucleus for the metropolis of Western Canada.

"The history of Winnipeg is the history of all boom towns, with their periods of prosperity and decline, with this exception, that Winnipeg, after its last slump, began life anew upon substantial lines, and became a fixture, gathering substantial growth from year to year because it was deserved. It has been described by optimists as the future Chicago of Western Canada. There is a good and substantial reason for this. It is to-day the largest manufacturing city in Western Canada; it boasts the largest population, and is the great warehouse city for the prairie provinces, which it supplies with all necessities. Here concentrate five lines of railroad, which radiate through the west, tapping all the agricultural sections, so that Winnipeg becomes at once the receiving station for the west, as well as its distributing point. The millions of bushels of wheat which are raised in Western Canada go through Winnipeg to the great elevators at Fort William, at the head of the great lakes, there to be distributed to the markets of the world.

* * *

"Winnipeg is alive to the ideas of the century and to-day occupies a notable position as a city of municipal ownership.

"Winnipeg is the great fur market of western Canada. Millions of dollars' worth of furs are brought down each spring from the Northland, and the dealers in Winnipeg, representing the great fur trade of the world, bid upon the packs offered. During 1909 it is estimated that furs to the value of $8,000,000 were shipped from the western provinces to the United States and England. When one considers that these figures represent the wholesale prices of the raw furs, he can appreciate in some

measure the enormous value of the output when it is manufactured. Raw furs enter the United States free of duty, and all the consignments are made each year to New York.

* * *

"The northern parts of Manitoba, Saskatchewan and Alberta are great hunting grounds. The trapper is being pushed further north by the advance of settlement, and now operates in the Mackenzie and Keewatin countries, trapping from Great Slave Lake through the connecting lakes to Great Bear Lake, and as far north as Coronation Gulf, an indent of the Arctic Ocean.

"The muskrat is the most prolific of Canada's fur-bearing animals, and its fur can often be made over to imitate expensive furs, such as seal. Other Canadian furs are that of the lynx, very fashionable a year or so ago; the mink, popular because of its wearing quality; the raccoon, used by men for overcoats; the Canadian weasel, or ermine; a few sea otter, and the magnificent pelts of the silver and the black foxes, which command in Winnipeg at wholesale from $500 to $1,500 a skin. Shippers declare that best fur comes from the middle of February to the latter part of March.

"Western Canada is fully alive to the necessity of protecting its fur-bearing animals. Thus, in Manitoba, the further killing of beaver and otter has been indefinitely postponed, and reports from trappers indicate that the closed season, which has already been in operation for several years, has shown magnificent results.

* * *

"Winnipeg is the greatest shipping point of Western Canada for fish into the United States, and one of the great surprises of this country is the fact that fish caught in the northern lakes of Manitoba are shipped to the great fish centres of Philadelphia and Baltimore. Of course, one would immediately surmise that the fish which finds a market in these southern cities would be the whitefish, for which the Canadian lakes are noted. The reverse is true. It is the cheaper grade of fish, the jackfish and pickerel, selling in this market for 2½ cents per pound, which finds a market in the southern part of the United States, and the only reason that can be assigned for this is the demand of the people for cheaper food.

"While Winnipeg is the greatest distributing center for merchandise of all sorts, it is also the distributing point for the great mass of immigrants who are seeking homes and fortunes in Western Canada.

* * *

"You ask for my opinion as to the reason for the great influx of Americans into this western country, and my answer is that the immigrants from the United States are seeking cheap land and big crops, which Western Canada offers. It is estimated that nearly 1,000,000 Americans are domiciled in the three western provinces of Canada, and they are upon lands which they took as homesteads or purchased at a price of from $7 to $20 per acre.

"I violate no confidence when I say that the American immigrant is the one most desired. He comes better equipped than any other. First, he has that most valuable of all assets to a new country—ready money. Then he brings with him a superior knowledge of agriculture which he immediately puts into practical effect, and then he has the greatest of all assets which make for quick development—Yankee hustle. It is estimated that the average amount of material wealth brought into Canada by each immigrant from the United States is $998. This means that, during the year 1910, the 100,000 immigrants that arrived in that year augmented the material wealth of Canada, at the expense of the United States, by $100,000,000."

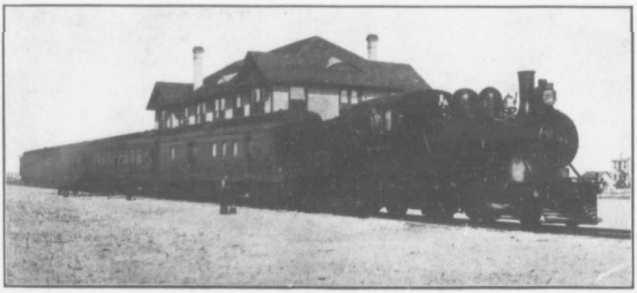
PIONEER FARMER GOES TO CANADA IN COMFORT NOW

Fast Trains Displace Prairie Schooners in Country West of Winnipeg. Provide Rest Houses.

How Thriving Villages Exert Themselves to Care for the "Land-lookers."

SASKATOON, Canada, Sept. 18, 1911.—What first impresses a thoughtful traveller on this far-reaching railroad is the contrast between the facilities offered the modern home-seeker and those who started out from Independence, Mo., and other points on the Big Muddy to seek their fortunes upon Uncle Sam's farms.

They travelled in prairie schooners drawn by oxen or horses, the women of the family making themselves as comfortable as possible under the canvas that was spread over the bows; there were a few chickens in a narrow coop lashed to the reach and a cow was hitched to the tail-board. Sometimes the family was so numerous that part of it followed on horseback like a cavalcade and often supplemented the scanty rations by bringing in prairie chickens, antelope and other game. They slept under the wagon and made twenty miles between sleeps, day after day, when there were no ugly rivers to cross.



STANDARD PASSENGER TRAIN, GRAND TRUNK PACIFIC RAILWAY

The pioneer of northwestern Canada who goes out to take up a homestead or to buy a farm from the government along the Grand Trunk Pacific Railway, which is being extended rapidly across the continent through wheat fields of marvelous fertility, travels in an electric lighted sleeping car, takes his meals a la carte in a dining car and makes 400 miles a day and 400 miles a night.

When he drops off at the station recommended to him, he finds a real estate agent awaiting with an automobile to show him several available tracts of land for purchase. It often carries him 100 miles in any direction that he may see the prosperity of those who came in the last year or the year before, and thus confirm the statements that have been uttered and printed regarding the fertility and the promises of the land.

On every train are colonist sleepers in which the rates are about one-half of those of the regular Pullmans, and in hot weather they are the more comfortable of the two because they are finished in cool rattan instead of hot and dusty plush. Each colonist sleeper is provided with a stove on which travellers who bring their own baskets may heat their provisions or make coffee and tea—a provision that is highly appreciated.

The colonist sleepers go out filled, and usually come back empty, except once every three months, when after pay day they are loaded with track hands en route for Winnipeg for a spree. There they remain until their money is exhausted, and when they have slept off the effects of their debauch, they go to the nearest employment agency and apply for a job, which is always awaiting every able-bodied man without regard to his folly.

It is lamentable that some means cannot be devised to protect the laborers on the railways, the wheat farms, and other places of large employment against the temptation, which seems irresistible, to blow in their money as fast as they get it. At least one-half of the laboring element habitually waste their wages as soon as they receive them.

For that reason contractors have made it a rule to pay off only once in three months and farmers refuse to give money to extra hands until the harvest is over. One of the regular construction contractors on the Grand Trunk Pacific told me that he invariably lost 50 per cent. of his hands after every pay day, but most of them came back within the next thirty days, battered in body, remorseful of mind and dead broke.

* * *

The trains on the Grand Trunk westward through this wide and far-off country are as good as you will find on the New York Central or the Pennsylvania Railroads and better than the average in New England. The cars are new and are made in Canada; there always is a regular coach, a chair-car without extra charge for the comfort of women and babies, a smoker in which second-class passengers are stowed, a colonist sleeper, a regular Pullman and a dining car, all lighted with electricity which is generated in queer-looking boxes attached to the axles of the cars; and there is an electric fan over each door, which keeps the air in motion, greatly to the comfort of the passengers during the hot weather which has prevailed up here as it has everywhere else this summer.

Most of the passengers are well dressed people of good manners, and evidently in prosperous condition. The majority are young men and women. You seldom see a gray-haired man, and they seem to be abounding in energy and filled with purpose.

Commercial travellers are numerous and stacks of sample cases are seen on the platforms at the principal towns. At one place a large baggage-room was jammed full of trunks, and outside, under the eaves of the station, was a pile thirty feet long and eight feet high for which there was no place inside. Most of them were good-looking trunks, too, and not such as usually compose the baggage of immigrants.

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"Land-lookers" always can be identified by appearance and manner and the interest they take in conversing with passengers from local points. The majority of them seem to be prosperous, enterprising young men, well dressed, carrying suitcases, and taking their meals in the dining cars. They are all Americans, Englishmen, Scotchmen and Canadians from Ontario and other eastern provinces. It is surprising how many of them are of Canadian birth, but of late residents of the United States.

Occasionally there is a European family, Swedes, Germans or Italians, who are accommodated in the smoking car with their big bundles and numerous babies. They appear to know where they are going and most of them have friends to receive them when their destination is reached.

There are eighty-six stations on the Grand Trunk Pacific between Winnipeg and Edmonton, a distance of 792 miles, and nearly all of them are surrounded by thriving villages.

Each village has a neat looking hotel for those who can afford such a luxury and each has a long, low building convenient to the railway as a resthouse for immigrants, and equipped especially for the accommodation of Europeans. There is a large room with bunks, such as you see in the hold of a steamship, for men, and another for women, both provided with ample toilet facilities and cooking arrangements so that the patrons can prepare their own meals.

THE NUCLEUS OF A NEW TOWN, SASKATCHEWAN

In nearly every case arrangements exist with the hotel or restaurant keeper to provide such food as may be required at the lowest prices possible. In some cases these resthouses are provided by the town or the county authorities, and where the population is too small to sustain them they are furnished by the railway company.

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The most noticeable thing about these prairie towns are the stacks of agricultural machinery and implements, painted in brilliant reds, greens and yellows, and the huge piles of lumber. One company seems to have a lumber yard in every town, and, in order that the public many not overlook it, the office building and the fence that surrounds the piles of boards are painted a brilliant red.

Every here and there as our train rushed across the prairies we passed long strings of cars on side tracks, loaded with thrashing machines, self-binders, gang-plows, traction engines and other machinery, and other cars loaded with steel rails, ties, spikes, fish-plates and all kinds of railway construction material that were being pushed to the front as if somebody was in a hurry for them.

Machinery is an absolute necessity for farming in this country owing to the size of the farms and the scarcity of labor, and traction engines now are almost universal. Most of this machinery is from the United States.

From the moment the train on the transcontinental emerges from the forest of Ontario and enters the prairie province of Manitoba until it takes to the woods again west of Edmonton there is always a wheat field to be seen from the north or south windows of the car. Sometimes it is continuous on both sides. This wheat field ultimately may be a thousand miles long and nearly three hundred miles wide.

Winnipeg is what would be called in a mining country the "original claim." Winnipeg has other claims. It is the gateway to the west, the Chicago of Canada, and its inhabitants believe it is the thriftiest city on the continent.

Saskatoon, 466 miles west of Winnipeg, is the next promising and prosperous city in the wheat belt. Saskatoon also is well satisfied with itself and is called the Kansas City of Canada.

Three hundred and twenty-six miles west of Saskatoon we came to Edmonton, the Denver of the Dominion. Edmonton for a long time was the "Last House," the back door of the wheat field, the gateway to the wilderness.

Leaving Winnipeg, which is on the eastern edge of the wheat field, the line lies level for the first fifty miles through the prosperous town of Portage la Prairie, where the products of the fertile portage plains are assembled to be shipped to the markets of the world. In addition to the three Canadian railways Portage la Prairie is reached by the Great Northern and Northern Pacific lines from St. Paul.

West of Portage the land becomes more rolling, but still is open, and, if we except a narrow strip of sand hills which extend north from the international boundary to the timber lands that lie north of the wheat fields, it is fertile and fair.

* * *

The town of Rivers, named in honor of Sir Charles Rivers-Wilson, is the first divisional point west of Winnipeg. Beyond Rivers and between that point and Melville, the second divisional station, the road runs through a broken but still a good farming country, skirts the Qu'Appelle, crosses the Assiniboine River and passes into the province of Saskatchewan.

Melville represents the middle name of Charles M. Hays, president of all the Grand Trunks. This town, five years old, has 2,000 people and at present is installing a municipal electric light plant.

Beyond Melville is more prairie, then a stretch of lightly wooded lake lands called the Touchwood Hills, a famous ranching country, and just beyond the hills is the last mountain valley, a country into which thousands of American farmers have gone since this line was surveyed. The principal town is Nokomis, called the Junction City because there the Canadian Pacific crosses the Grand Trunk Pacific and the Canadian Northern shows a projected line into Nokomis on its time tables.

A party of tourists from Washington, D. C., bought a quarter section at Nokomis when the town was less than two years old. A part of their tract, within four blocks of both railway stations, has been laid out and is now being sold as town lots—the Washington addition to Nokomis.

Twenty-three miles west of Nokomis lies Watrous, the fourth divisional point of the Grand Trunk Pacific and the last one in the province of Saskatchewan is called Biggar. From there a branch is being built northwest to Battleford, one of the oldest towns of the Northwest Territory and formerly the capital.

Another line is building southwest across the Tramping Lake country to Calgary, chief city of Southern Alberta. The Tramping Lake district, which lies directly south of Scott, has received tens of thousands of American settlers, mostly homesteaders. Here the land is almost level and treeless, but very fertile.

* * *

Big blocks of black soil show where the sod has been broken for next year's crops and they are almost as wide and almost as many as the wheat fields. They promise an enormous increase in future harvests. Last year these prairies produced 115,000,000 bushels of wheat; this year the crop has been the best since 1905 and is estimated at 200,000,000 bushels; and the statisticians are predicting 1,000,000,000 bushels for the year 1920.

The land is not all good for wheat. There are streaks of lean and streaks of fat, but the lean streaks are excellent for grazing, which is a good thing and will encourage diversified farming.

After all, the wealth of this region, and it will be unbounded, will come from the wheat fields. As Cy Warman puts it in one of his prairie ballads:

Let nation banter nation with their battle flags unfurled,
The state may stand secure behind a frowning fleet;
God's sunshine on Saskatchewan—her fields shall feed the world,
For the soul of the Saskatchewan is a little grain of wheat.

GRAND TRUNK PACIFIC CUT ACROSS ROCKIES IS LOWEST GRADE

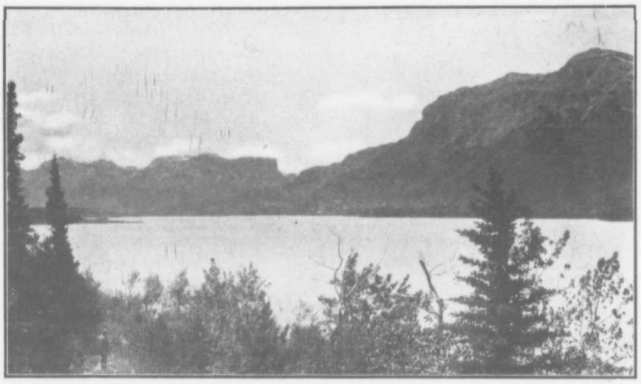
Yellowhead Pass is Only 3,712 Feet Above the Level of the Sea. Towns Develop Fast.

Farmers Forcing Government Into Socialistic Way of Handling Grain.

SASKATCHEWAN, Sept. 19, 1911.—Winnipeg is 767 feet above the sea; 300 miles west the Grand Trunk Pacific railway station at Goodeve is 2,102 feet above the sea, and the track continues to rise until it reaches Edmonton, which is 2,179 feet—792 miles from Winnipeg. The westward grade toward the mountains is very gentle up to the summit in Yellowhead Pass, through which it crosses the Rocky Mountains, 3,712 feet above the sea.

The grade is imperceptible the entire distance, and the curves are slight. There would be very few curves were it not for the innumerable lakes scattered all over the surface of Canada on both sides of the track.

I believe I explained in a previous letter that 13,000 lakes of an area of more than ten square miles are charted on the maps of Canada. Anyone who crosses the country on the Grand Trunk Pacific will be easily convinced of that fact and also will confirm the supposition that there are ten times as many more of smaller size. The passenger is scarcely ever out of sight of a lake, and many of them are picturesque.



BRULE LAKE, NEAR MIETTE HOT SPRINGS, ALBERTA

The scenery is all of the gentler sort until the mountain division is reached—vast prairies as level as a ballroom floor, vast forests, vast ranges, dotted with glistening gems of water like mirrors set in a frame of green and divided by crooked, swift flowing, tawny rivers with high mud banks and fringes of stumps and snags and driftwood that have been left stranded during the annual floods.

In one place the train runs over a straight track for nearly sixty miles; there is another straight piece of nearly fifty miles, and as you look down the right of way the rails seem to come together and narrow down to a point as sharp as a needle.

The right of way is enclosed on both sides by wire mesh fences the entire distance. This is required by law and the fences are inspected every three months by order of the railway department.

* * *

One of the objects sought by the engineers who laid out the Grand Trunk Pacific Line was to obtain the slightest grade possible in crossing the great backbone of the continent, because the science of transportation has determined long since that curves and grades are money-eaters and cut down dividends more than anything else in the operating branch of a railway. Thorough explorations of the Rocky Mountains from Puget Sound to Alaska resulted in the adoption of the Yellowhead Pass, which long ago was used by the Hudson's Bay Company in transporting its furs to the Columbia River and carrying back merchandise to trade with the Indians.

The Yellowhead Pass came just right for the Grand Trunk Pacific, being almost of the same latitude as Prince Rupert, the port selected as the Pacific terminal of the road.

In approaching the Yellowhead Pass from Winnipeg the rise is gradual and almost regular, with a maximum of only one-half of 1 per cent., or twenty-six feet to the mile, which is less than that of any road that crosses the continent and no greater than the ordinary grade on the prairies westbound in the United States.

There is only one summit the entire distance; only one watershed and the maximum altitude is only 3,712 feet. This is due to the fact that the several ranges of

mountains that run parallel to the Pacific along the western portion of the American continent reach their maximum altitude in the fortieth parallel and gradually recede both north and south until the minimum altitude is found on the Isthmus of Panama and in the northern part of British Columbia.

* * *

The Canadian Pacific crosses two summits, with a maximum altitude of 5,299 feet and a maximum gradient of 116 feet to the mile.

The Great Northern has two summits of a maximum altitude of 5,202 feet and a maximum gradient of 116 feet to the mile.

The Northern Pacific has three summits, with a maximum altitude of 5,569 feet and a maximum gradient of 116 feet to the mile.

The Union Pacific has three summits, with a maximum altitude of 8,247 feet and a maximum gradient of 116 feet to the mile.

The Oregon Railway and Navigation Line of the Southern Pacific encounters five summits in reaching Portland, Oregon, with a maximum altitude of 8,247 feet and a maximum gradient of 106 feet to the mile.

The Western Pacific crosses two summits, having a maximum altitude of 5,712 feet and a maximum gradient of 52.8 feet to the mile.

The Atchison, Topeka and Sante Fe Railway surmounts six summits, with a maximum altitude of 7,510 feet and a maximum gradient of 175 feet to the mile.

The Grand Trunk Pacific crosses only one summit with a maximum altitude of 3,712 feet and a maximum gradient of 21 feet to the mile.

* * *

Between Winnipeg and Edmonton, a distance of 792 miles, are eighty-six stations and townsites which have been divided into lots and placed on the market for sale. It has been the custom on some railways for the officials personally to enjoy the profits of townsite enterprises, but in the case of the Grand Trunk Pacific that branch of the business was intrusted to a corporation organized for the purpose and called the Grand Trunk Pacific Town and Development Company. The Grand Trunk Pacific Railway Company is the principal shareholder, so that whatever profits have been derived from this source have gone to the stockholders of the railway and not to its employees.

There are two elevators at every station and sometimes three, belonging to independent companies, so that the farmers cannot complain of monopoly; but the rates are the same and there is an impression that the companies have the same stockholders, although they are under separate management. The provincial government of Manitoba recently has purchased all the elevators outside of the large cities in that province to satisfy the Wheat Growers' Association and will run them in the future precisely as they have been conducted by private owners.

The provincial government receives the grain from the farmers, gives them warehouse receipts, which are as good as cash at any bank or store, and stands the risk of depreciation in price, destruction by fire or other losses, which are paid from the public treasury. In that way the farmers are insured against any loss at the expense of the taxpayers of the province.

Similar privileges are being demanded now by the live stock men, who want the government to provide abattoirs and cold storage warehouses, purchase their cattle, sheep and hogs at the nearest station, slaughter the beasts, dress the meat and dispose of it in the market at public expense without any risk to the shipper.

The tendency toward paternalism and government ownership of public utilities is very strong. The government has given stupendous subventions to transportation companies, and now the farmers insist it is their turn to be relieved from all risks in grain growing and cattle ranching on the same principle that the railroads have been guaranteed interest upon their bonds.

The government officials accuse American immigrants of introducing and fostering these socialistic ideas, which are discussed in the village debating societies and at the meeting of the local grain growers' associations during the long winter evenings, and are formulated into political platforms to which candidates for the provincial legislatures and the Dominion parliament are required to pledge themselves before they can obtain a nomination.

The eighty-six villages along the line are rapidly filling up with well-to-do and intelligent people, and, on the principle that birds of a feather flock together, some of them are composed almost entirely of Americans, others of English and Scotchmen, and the remainder of Canadians from Ontario and other eastern provinces. These thriving towns with from 600 to 2,000 population have appeared where three years ago was a bare prairie, and every one of them has churches, schoolhouses, libraries and comfortable cottages of excellent architecture.

There is a striking contrast between these towns and those which first dotted the prairies of the United States. Few hardships need be borne by the pioneers of this country, although the winters are long and intensely cold. Most of the settlers come here with considerable money. As Consul General Jones stated in his interview, those who came last year averaged $1,000 each, which is sufficient to give them a comfortable start until they reap their first harvest, which can be converted into cash instantly at the nearest elevator, and is sufficient to pay their expenses to a milder climate for the winter months.

The homestead laws give a quarter section of 160 acres to any person who is the sole head of a family or any man over 18 years of age, upon the payment of a fee of $10. Homesteaders also may pre-empt land at $3 an acre. The conditions are six months' residence, $300 worth of improvements and the cultivation of at least thirty acres each year for three years.

Wild land can be purchased for $10 an acre upward, according to the location. Near all the railway stations homestead rights and farms that are improved and cultivated can be purchased for $25 an acre and upward.

* * *

There are telephones everywhere. Some of the larger towns have electric lights and the Standard Oil Company, operating under the name of the Imperial Oil Company, has a distributing station in every village and does a great public service in furnishing good light at low prices.

The climate is about the same as that of Minnesota and the Dakotas. The extremes of heat and cold probably are greater than anywhere else on earth—ranging 150 degrees. The thermometer often goes down to 50 degrees below zero and it often goes to 100 above, but there is an absence of wind, the atmosphere is stimulating and the doctors say it is an absolute specific for tuberculosis.

There is no spring. Summer arrives with the most astonishing regularity between the 15th and 20th of April. As someone has said, "It comes leaping across the prairies at the rate of 250 miles a day," and, once begun the warm weather continues until the first of September. The nights are cool, the thermometer often falling as low as 50 degrees, and that is considered one of the secrets of the superiority of the No. 1 hard wheat that brings the highest price in the market.

I heard a discussion the other day in which two eminent agricultural scientists demonstrated that owing to the length of the days—for it is light at 3 o'clock in the morning and you can read your newspaper at 10 o'clock at night without difficulty—there are just as many hours of sunshine on parallel 53 as there are 40 degrees nearer the equator.

The many lakes are credited with keeping off early summer and autumn frosts and perhaps they have a good deal to do with it.

* * *

On the western slope the temperature is very much milder than on the prairies and the thermometer seldom goes down to freezing point because of the chinook winds. The explanation of the warmth is that the rain clouds of the American interior are drawn up by the sun and float off toward the Pacific. They are then carried northward by the trade winds and, as they pass over the earth, raise the normal temperature of the entire region.

The Grand Trunk Pacific crosses several large rivers, including the Saskatchewan, the Athabasca, and the Pembina. In the foothills of the Rocky Mountains are vast coal deposits now being developed by Canadian and Scotch capitalists, which the government geologists declare are practically inexhaustible.

VAST CANADIAN WASTE BECOMES WHEAT EMPIRE

Saskatchewan, Once Arid Wilderness, Produces World's Best Grain. Cities Grow Like Magic.

Government Building 4,600 Miles of Irrigation Canals in Alberta Province.

SASKATOON, Canada, Sept. 20.—The Province of Saskatchewan lies between the forty-ninth and sixtieth parallels of north latitude and between meridians 102 and 110 degrees of longitude west from Greenwich. Its southern border is the international boundary between Canada and the United States. South of Saskatchewan are the States of North Dakota and Montana; east of it is the Canadian Province of Manitoba; west of it is the Province of Alberta, and on the north and northeast it is bounded by the unorganized northwest territories.

Its greatest length is 760 miles; its width on the south is 393 miles; at the middle 300 miles, and at the northern boundary it has a width of 277 miles. The area of this quadrangle is 250,650 square miles, of which 8,318 square miles is water. The land surface contains 155,092,480 acres.

* * *

The province is traversed by both branches of the Saskatchewan, which is the largest river in Canada; indeed, the province derives its names from this, an Indian word, meaning "rushing water." The river has its source in the Rocky Mountains,

and after rushing in an impetuous way across the plains for a distance of 1,200 miles empties into Lake Winnipeg, and through the chain of lakes drained by the Nelson River into Hudson Bay. The South Saskatchewan River enters the province 1,892 feet above sea level. About 200 miles farther down the river, at the elbow, where it turns sharply to the northeast, its elevation is 1,683 feet; at Saskatoon it is 145 feet lower, and at the confluence of the north and south branches below Prince Albert it is about 1,250 feet above the level of Hudson Bay. The north branch of the Saskatchewan is 1,689 feet above the sea level at Fort Pitt, near its entrance to the province; 1,500 feet at the mouth of Battle River and 1,360 feet at the town of Prince Albert.

Between the confluence of the two branches and where it empties into Lake Winnipeg it falls 540 feet—a total fall in its course from the intersection of the provincial boundary by the South Saskatchewan to where it empties into Lake Winnipeg of 1,182 feet. The principal tributaries of the Saskatchewan River are in Alberta.

Farther north, the Churchill River, 1,000 miles in length, drains an area of about 115,000 square miles, which contains many large lakes. There are also a number of smaller streams, whose beds are cut down into the prairie almost as deeply, thus showing that at some time they have been swift-running rivers.

Saskatchewan has several large lakes, the most important of which are found in the north, and are connected with the Churchill and other rivers. The largest is Lake Athabasca, with an area of 2,842 square miles. Reindeer Lake has 2,437 and Wollaston 906 square miles.

* * *

Not many years ago the popular impression concerning the great plain lying west of Ontario and north of our western states was that, by reason of climatic conditions, it was unsuited to the growing of grain crops or even for residence, but a few of the more resolute and enterprising farmers of eastern Canada pushed their way into this region, vast as an empire, and demonstrated that the climate is suited to the production of the best grain and live stock in the world, and that it is eminently healthful and invigorating.

The British Islands lie in the same latitude as the Province of Saskatchewan, Denmark, the Netherlands, Belguim, and the northern part of Manitoba. Edinburgh, Scotland, is farther north than any of the settled parts of Saskatchewan. Christiania, the capital of Norway, and St. Petersburg, Russia, are in the sixtieth parallel of north latitude, the northern boundary of Saskatchewan.

The climate of Great Britain and other countries in northern Europe is, of course, moderated by the Gulf Stream, and it is recognized that the influence of the ocean everywhere in regulating climatic conditions and reducing extremes is important. There are, however, a number of features pertaining to the climate of Saskatchewan that combine to make it agreeable. The elevation above the sea, which is from 1,500 to 3,000 feet, insures clear and dry atmosphere; the comparatively light precipitation, adequate, however, for all practical purposes; the equable temperature during the winter months, the light snowfall, the very large proportion of bright, sunshiny days, the summer breezes and the ozone laden, pure air—these are features of the climate of Saskatchewan that may be emphasized. Nor are there ever devastations by storm or flood, earthquake or cyclone that are reported with awful frequency from other parts of the world.

* * *

In 1901 settlement was confined mostly to a narrow belt of territory extending about fifty miles west of the boundary of Manitoba. At present the area that may be regarded as being populated, though sparsely in places it is true, is many times

greater in extent than that settled in 1901, and several towns contain more inhabitants than were in the entire province then. The events of the last five or six years have demonstrated that millions of acres of land that previously were regarded as of little value for agricultural purposes are capable of producing magnificent crops of cereals. Similarly the future may demonstrate that those tracts of land within the provincial boundaries, which are believed to be better fitted for grazing than for agricultural purposes, are well suited to the growing of grain.

Naturally the older settled portions of Saskatchewan lie along the international border, where is to be found the famous wheat district of Indian Head, and both there and in the Regina district may be found farms which have been under crop for a quarter of a century.

MIXED FARMING NEAR EDMONTON, ALBERTA

The character of the buildings erected on most of the farms is the best evidence of the prosperity which has attended the efforts of the owners. There are to be seen many beautiful homes, surrounded and adorned by attractive gardens, neat fences and other unmistakable signs of taste and prosperity.

Like its sister province Manitoba, Saskatchewan, is served by three railway systems, which cover what must be regarded as an extraordinary extent of the new country, when it is borne in mind that ten years ago the province was practically uninhabited. Branch lines are under construction in many directions and these will bring all the settled districts within reasonable reach of markets and open up vast areas of new country.

A recent and interesting feature of the development of this province is that not very long ago the plains west and south of Moose Jaw, which have been considered

only fit for ranching, are to-day being rapidly taken up by substantial farmers, many of them from the United States, who, by the adoption of what is known as "dry farming," are transforming these plains into vast wheat fields.

* * *

Stock raising is general throughout the province. The animals require shelter during the winter. In many parts of the province natural conditions render it eminently suitable for mixed farming and dairying. There is a splendid market for butter, especially during the winter months, and in recent years the supply has not been equal to the demand. Co-operative dairying is gradually progressing and the creameries now in operation are being well supported. Most of the creameries are under the direction of the department of agriculture of the provincial government at Regina. The butter is sold by the department, and twice a month cash is advanced on cream delivered by the farmers. Such advances are based upon the wholesale price of butter at the time and are forwarded regularly even if the butter is not sold. The payment constitutes an advance only. Twice in each year the season's business is balanced up, only the actual cost of manufacturing being debited to the patrons.

* * *

Regina, the capital of the province, has a population of about 17,500, is growing rapidly, and will unquestionably become an important city.

Prince Albert, with a population of 10,000, is situated on the Saskatchewan River about the middle of the province. It is the centre of a charming district, well wooded and watered and offering great attractions to immigrants in search of homes.

Moose Jaw is an important business centre, and has a population of some 15,000.

Saskatoon, the rival of Regina, has a population of about 18,000. It is a thriving town and the seat of the state university.

The province is dotted throughout with towns and villages built up by people who are comparatively recent arrivals in the country, and find within them profitable occupation for themselves and their children not available elsewhere.

As the prairies to the eastward have become famous for their hard spring wheat, so Alberta has become known as a great producer of winter wheat, and the government has undertaken what is claimed to be the greatest irrigation project in the world, requiring 4,600 miles of canals and ditches and costing $12,124,426, according to present estimates.

The western section has 1,039,620 acres, of which 320,000 have already been brought under irrigation by 1,600 miles of canals and ditches at a cost of $3,578,876.

The eastern section has an area of 1,156,224 acres, of which 540,000 are now being reclaimed by the construction of 3,000 miles of canals and ditches at an estimated cost of $8,585,558.

The irrigated land is purchased far in advance of the completion of the ditches, and the development of the country is on a parallel with that which has attended the reclamation projects in the arid regions of the United States. Land which had no value a few years ago is now in demand at a minimum of $20 an acre.

In 1900 the area of winter wheat in southern Alberta was 502 acres. In 1910 it was 650,000 acres, and the increase still goes on. The yield of this wheat, known as "Alberta red," is claimed to be the highest in the world. It averages forty bushels an acre and oftens runs to sixty bushels. It has a great advantage in ripening at least four weeks earlier than spring wheat and thus escapes climatic perils.

* * *

Calgary is often regarded as the commercial metropolis of the middle west, and is a busy, rapidly growing city of 35,000 inhabitants, with manufacturing establish-

ments which will have an output of $8,000,000 this year. The municipality, as in nearly all the towns of Western Canada, owns and operates an electric light and power plant and the street railway. Both bring a profit into the treasury.

Medicine Hat is another thriving town, with a population of 7,500 situated on the south branch of the Saskatchewan River, and has a very valuable asset in an unlimited supply of natural gas, which is used to produce heat, light and power, and will be an important factor in the mechanical development of that section. All of the neighboring towns cherish a confidence that they too have reservoirs of natural fuel beneath them and borings have been made in several places.

Lethbridge also has great advantages, being in the centre of the southern Alberta wheat fields and surrounded by coal deposits which are said to be unlimited. Five mines are now being worked with a daily output of 1,200 tons each.

LAKE OF HEALING AID IN BOOSTING WATROUS, CANADA

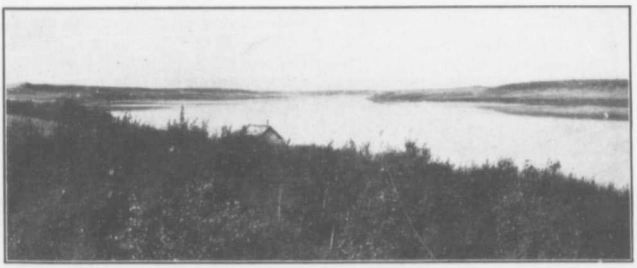
Analysis Shows Water Nearly Same as That Found Near Budapest. Long Known to Indians.

"Sweat Lodge," Where They Boiled Out Rheumatism and Fevers, Remains.

WATROUS, Canada, Sept. 21, 1911.—There is a lake of medicinal water fourteen miles long, an average of three-quarters of a mile wide and an average of twenty-five feet deep, three miles from the thriving little town of Watrous, and 408 miles west of Winnipeg. It lies in a depression of the prairie, the shape of a crescent, surrounded by banks which rise an average of 100 feet above the water and slope gradually back from the rim.

A portion of the south shore is well wooded, a forest of spruce and poplars running down almost to the edge of the water, which is encircled by a narrow little beach of fine gravel. The remainder of the shore is as bare as a billiard ball, but the bluffs are not cut up into ravines and gullies like those that inclose most other lakes. Within the woods are several springs of pure, sweet water, two or three of them within a stone's throw of the lake.

The analysis of the water of the lake is almost precisely that of the Hunyadi Janos springs near Budapest, the only difference being that Manitou Lake contains



LAKE MANITOU, WATROUS, SASKATCHEWAN

no bi-carbonate of soda, and the Hunyadi springs contain no bi-carbonate of magnesia. Practically the same proportions of suphates of magnesium, sodium and calcium, chloride of sodium, ozide of iron and silica appear in both analysis, while the specific gravity of the Manitou is 1.06 and that of the Hunyadi waters 1.05.

There is also a striking similarity to the waters of the Sprudel spring at Carlsbad, although the proportions are quite different. The analysis was made by Dr. Milton Hersey, professor of chemistry at McGill University, Montreal.

The lake has a gravel bottom and is ninety feet deep in places. There is no inlet or outlet, although it receives the drainage of a narrow basin. There are unmistakable evidences of springs in the bottom from which the water rises with such force as to create a decided current, much colder than the body of the lake. One of the springs is so powerful that it will toss about a stone weighing four or five pounds as if it were a chip of wood.

The altitude is 2,200 feet above the Pacific Ocean; the temperature of the water averages 55 degrees, and although almost as heavy as glycerin, it is white and clear and perfectly colorless and the slightest wind that agitates it will create a fringe of foam like soapsuds the entire margin of the beach. This foam can also be caused by beating the water with an oar or a stick or even a towel, and it will remain for hours floating about on the surface in flakes as big as a barrel.

Bathers can float without the slightest effort. Indeed, it is impossible for a human being to sink below the surface, as in the waters of the Great Salt Lake, and every one who enters feels at first a curious sensation which has been compared to a sponge bath of alcohol.

* * *

When taken internally the water is a strong cathartic, but leaves no disagreeable effects. A small bottling establishment has been located upon the shore at which the water is put up in three forms. The first, to be used medicinally, is absolutely pure, six ounces being the maximum dose.

It also is diluted 50 per cent. with water from the springs on the bank and carbonated for a milder cathartic, with a pint as the maximum dose. This form is recommended by physicians to be used regularly before breakfast for all kinds of internal diseases.

The third form is one part lake water to four parts spring water, carbonated and flavored with lime juice, sarsaparilla, ginger and vanilla, as a beverage.

The water is also reduced to salts by primitive processes, generally ordinary boiling in iron kettles. After being boiled awhile an oily scum will form upon the surface which is skimmed off and used to make a salve which is very healing for wounds and irritations of the skin. It is called Manitou Oil Salve, and is sold by the druggists along the line of the Grand Trunk Pacific as far as Winnipeg.

After the oil is skimmed off, the boiling is continued awhile longer, and when the water is allowed to cool salts are precipitated to the bottom of the kettle in the form of fine crystals. They are put up in small quantities by local druggists and sold in Winnipeg and elsewhere, having the same properties and being used for the same ailments as the Sprudel salts of Carlsbad.

* * *

It is a singular fact that this remarkable body of water is surrounded on all sides by pure, sweet lakes. There are hundreds of them in the neighborhood; they cover about 15 per cent. of the area of this district; yet, so far as tests have been made, no other water in Saskatchewan contains medicinal qualities.

A little village has gathered on the shore of the lake about three miles from the railway town of Watrous, and from the early spring to late in the autumn the beach is fringed with canvas tents. Thirty or forty comfortable cabins have been built by citizens of Watrous, who locate their families there for the summer and go back and forth night and morning in wagons or automobiles. There is a bath-house accommodating twenty or thirty people, a primitive massage establishment kept by a colored man from Detroit, a restaurant, a boathouse and one or two other buildings, all on a primitive scale.

Most of them belong to an Irish-Canadian who was smart enough to locate a homestead on the bank in early times and still is convinced that he has a bonanza. Nearly all of the southern shore has been taken up, but the northern bank is still government land, and is allowed to remain such because of its inaccessibility. People might cross the lake in boats or have the option of driving around either end, but thus far there is no road.

* * *

The Grand Trunk Railway Company has made plans for a hotel and sanitarium, which will be erected for the accommodation of next season's patrons, and will be large enough to hold 100 guests. There have been some remarkable cures of rheumatism, nervous prostration, diseases of the skin and digestive and alimentary organs, and particularly the kidneys. The people of Watrous will give you the name of the patients and tell you all about them, because nearly every one who has come here for treatment thus far is from the immediate neighborhood and no deception could possibly be practiced.

The local doctors can call up on the telephone half a dozen of their patients who have been relieved by using the waters both internally and externally, and in cases of skin diseases relief has been found in remarkably quick time. I had a talk with one of the physicians who offered to introduce me to several patients who were enthusiastic over the beneficial effects they had enjoyed from the use of the waters, especially for rheumatism; and the camps around the edge of the lake were filled with grateful people who always are ready to give testimony from their own experience.

* * *

The rector of the English church thinks that Longfellow in Hiawatha must have referred to Manitou Lake when he used these words:

Forth then issued Hiawatha,
Wandered eastward, wandered westward,
Teaching men the use of simples,
And the antidotes of poisons,
And the cure of all diseases,
Thus was first made known to mortals,
All the mystery of Medamin,
All the sacred art of healing.

The scene of Hiawatha is among the Ojibways on the southern shore of Lake Superior, but the Lake of Manitou was known ages before Longfellow was born. One has only to converse with older Indians to learn that large companies from different tribes travelled annually toward the north, bringing their sick and suffering to receive the gift of

Gitche Manitou the Mighty,
The creator of the nations
Who looked upon them with compassion,
With paternal love and pity.

There is no doubt Indians used to come here years ago and a "sweat lodge" still remains near the western end of the lake. Halfbreeds, who still live in the neighborhood, say Indians with rheumatism or burning fever were transported across the country in the travois, or hammock, and in some cases simply drank the water; in other cases they bathed in the lake, while those who suffered with rheumatism were treated in the "sweat lodges."

The lodge was made by digging a hole in the ground three or four feet deep, lining it with small boulders, and sheltering it with an airproof tepee. A great fire was then started in the hole until the stones which lined it were thoroughly heated. Then water from the lake was sprinkled upon them and created a steam laden with medicinal properties as dense and hot as was desired. In the meantime the patient drank cup after cup of the water. After a thorough sweat he plunged into the cold lake for an instant and then was wrapped in blankets and laid in a sheltered place to perspire.

The halfbreeds say the cure was certain and permanent and it usually required only five or six such treatments as I have described.

* * *

The chief towns on the new Grand Trunk Pacific Railway running from Winnipeg to the Rocky Mountains, are Rivers, Melville, Watrous, Saskatoon, Biggar, Wainwright, Edmonton, Edson and Fitzhugh—the latter being within Yellowhead Pass and the present end of the track. Each town has its individuality, each its special attractions, and each its sources of prosperity, even as we are told that one star differeth from another star in glory.

Some of the towns are inhabited almost exclusively by native Canadians from the same section of Ontario. The inhabitants of others are native Canadians who have been living and farming for some years in the United States, others are American, Scotch and others English colonists, while some are mixed.

WATROUS, SASKATCHEWAN

Watrous is an American town, and was three years old on the 28th of last July, when the census enumerators found 1,600 people. On September 1, 1910, the population was 1,080, an increase of 520 in nine months. On July 28, 1909, when the town was a year old, it had 452 inhabitants. A recent assessment for taxation found property to the amount of $1,500,000. All the people are well-to-do, and most of them came with considerable working capital from various parts of Minnesota, Wisconsin, Iowa and the Dakotas.

Every homestead has been taken up in the neighborhood, and for a radius of four or five miles around about every acre is cultivated, first with wheat, then oats, barley, flax and hay in order. There are three elevators, and every sidetrack is filled with grain cars patiently awaiting their loads.

There are two banks, a fire engine and a full brass band, which is two years old and gives concerts up and down the line of the Grand Trunk Pacific, and also at Regina, Saskatoon and Edmonton, where their performances have been highly commended. There are an amateur dramatic society, a choral society, a reading club, a football team, a baseball team, tennis and hockey clubs, a block of reinforced concrete, two hotels, with a third in contemplation, a substantial town hall and a dozen streets lined with substantial and artistic residences.

The book store and schoolhouse would do credit to any city in the country, and the latter is filled with youngsters under the instruction of a principal and three normal school graduates. The spiritual needs of the community are supplied by Anglican, Presbyterian, Moravian, Methodist and Lutheran churches, all of them having settled pastors of recognized ability. And, last but not least, as an educator and sustainer of all that is good, is the Watrous Signal, a weekly paper edited by Mr. Garrett, who formerly managed the Witness of Bradford, Ontario. With all these attractions and advantages, including a healing lake, Watrous ought to thrive.

SASKATOON MART OF THE CANADIAN WHEAT FRONTIER

Metropolis 612 Miles South of Hudson Bay now has 18,000 People. Fortunes Made in Grain.

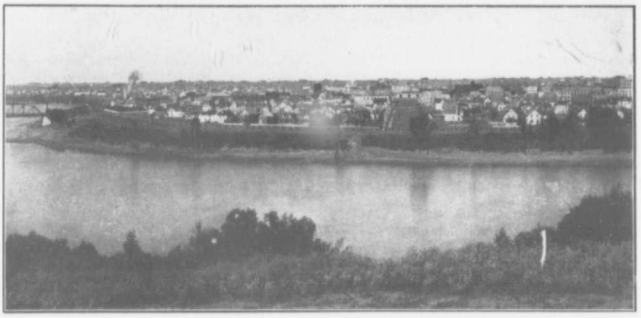
Land Bought for $6 an Acre Sells for $600—Chicagoan's Crop Brings $63,000.

SASKATOON, Canada, Sept. 22, 1911.—Taking everything into consideration I do not believe there is a more promising frontier city than Saskatoon, the metropolis of northern Saskatchewan, Canada, and, although it has eager and envious rivals, they must concede its attraction and advantages.

Saskatoon is 466 miles north of west from Winnipeg, 1,854 miles from Montreal and 612 miles southwest of Hudson Bay.

Saskatoon certainly is a wonder for rapid growth. In 1903 it had a population of 113, in 1906 it had 3,100, in 1910 it had 15,680, and the census of 1911, which has not yet been announced, is expected to show 18,000 people. You can judge something from the building statistics. In 1907 there were new buildings erected worth $377,211, and in 1910 the new buildings cost $2,817,771.

Saskatoon has one of the best locations of all cities in Canada, both as regards geography and topography. It stands in the centre of one of the richest wheat regions that has ever been known in all the world, and the Saskatchewan River, which means "rushing waters" in the Blackfoot language, flows through the city, broad,



SASKATOON, SASKATCHEWAN

deep and tawny, and its banks are lined with artistic and comfortable villas. The Saskatchewan River rises near the United States boundary in the Province of Alberta. There are two large branches known as the north and the south, which unite and form a stream as large as the Missouri at Bismarck, and it flows north like all Canadian rivers.

At Saskatoon it is crossed by four bridges. That built by the municipality for teams and pedestrians is 1,000 feet long; the Canadian Northern Railway bridge is of the same length; the Canadian Pacific bridge is 1,300 feet and the Grand Trunk bridge is 1,530.

The government has had a Boston landscape architect out here planning a system of parks and twenty miles of boulevards, and both banks of the river will be reserved for park purposes. Among other things in this "Land of Great Endeavor" is an automobile drive of ninety miles along the southern shore. With a foresight that is unusual among boomers of pioneer cities the people of Saskatoon reserved 274 acres for playgrounds and pleasure places in the heart of the community, while the land was unoccupied and cheap, instead of waiting until the future great city had arrived.

* * *

Saskatoon is a city of young men, mostly Americans and Canadians who have lived on the southern side of the border. You can judge of the character of the population when I tell you that 437 university graduates assembled here a year ago from the Province of Saskatchewan to form a convocation for the new university of this province. Nearly 80 per cent. of the population of Saskatoon are either native Americans or Canadians from Minnesota, the two Dakotas, Winconsin and Iowa; about 12 per cent. are Canadians from Ontario, and the remainder are English, Scotch, Swedes and Russians. Nearly every one of them came with a fair amount of working capital, and was thus able to get a good start. There were no adventurers, no gamblers, no hoboes, among the number. There are no mines or factories to

attract rough characters, there have been no labor troubles, and, as a matter of fact, there are very few laborers in town. There is a most urgent need of mechanics of every trade, for almost the entire population are farmers and business men. Nearly all are of the Anglo-Saxon race; men of education and high ideals, with a remarkable degree of public spirit and enterprise. All of the American immigrants have been naturalized and take an active part in politics.

* * *

Saskatoon would grow faster than it does if labor was not so scarce. There is plenty of building material, bricks, stone and lumber, to be had at a reasonable price, but no one to put it together; there are no houses to rent in the place; almost everybody owns his own home and if a man builds a house he usually occupies it himself. The enterprise of the capitalists here does not seem to comprehend the building of residences, although business blocks of large dimensions and modern conveniences are being multiplied rapidly and there are several hotels. A new six-story hotel, called the King George, which cost $300,000, is just being completed.

Farm labor is of course scarce. Five thousand harvesters were brought into the Saskatoon district from the east this fall and were paid $3 a day and board. Some of them have decided to remain, but the majority of them went back to Ontario.

There are fourteen churches, representing nine religious denominations. Each of them has its own house of worship and is self-supporting. There are a flourishing Y.M.C.A. and six fine schoolhouses, which have to be enlarged every year because they are crowded with children. The school attendance averaged 296 in the year 1906. It averaged 1,660 last year and this fall more than 2,000 children are enrolled in the public schools. The school houses are constructed on the latest and most approved principles and are as thoroughly equipped as any in the City of Boston. The people of Saskatoon have high ideals and consider education as important as food.

* * *

There is a $5,000,000 university here, of which I will tell you in another letter. It is the most extraordinary thing in Canada. The site selected for it is remarkably picturesque. The campus embraces 1,333 acres of land with a half-mile of well-wooded parking along the river front. The main buildings, which will be finished in November, at a cost of $1,000,000, occupy a commanding position overlooking both the river and the city. The architecture is similar to that of the University of Chicago and the buildings were designed by architects from the office of Shepley, Rutan & Collidge, of Boston. A hundred years from now they will be as beautiful as the colleges at Oxford. A theological seminary of the Church of England, called Emanuel College, has been given room upon the campus, although the university is strictly nonsectarian, and other denominations will receive the same hospitality, provided they erect buildings that will harmonize with the architectural scheme. It is desired to concentrate the forces for higher education in one place. A provincial normal school and a collegiate institute, or preparatory school, with a building costing $125,000, have been in existence for three years, with about 250 students. Other preparatory departments will appear later.

The first building to be erected for the university is for teaching students in art and agriculture. It is 220 feet long, 52 feet wide, with two wings 110 feet long and thirty feet wide, and in the centre at the rear is an auditorium capable of seating 600 people. The second building is a dormitory for the accommodation of 175 students with a dining hall and kitchen. Other buildings now in progress are for the

college of agriculture, the engineering department and power-house to supply heat and light. There is a live stock pavilion nearly completed and tenders are being asked for three residences, a stable for the stock and a general sewerage system.

These are all immediate necessities and students are standing around waiting for them. There were 107 matriculated last year. This fall 150 or more are expected.

As soon as they are required, several other buildings will be provided for the several departments of arts, science, education, engineering, law, medicine and pharmacy, and additional dormitories. The plan is all laid out. There will be no helter-skeltering. The locations of all future buildings and their architectural designs are already adopted and will be adhered to, so as to have a harmonious group surrounding a convocation hall, placed at the head of a ravine which leads down about 800 feet to the river.

* * *

Thus you will see that the people of Saskatchewan have not only high ideals, but ambitions for their posterity.

They already think of other things besides the wheat crop and the price of land; there are a hundred wholesale mercantile establishments in the city and a philharmonic society; there are thirteen banks and three trust companies and an amateur dramatic society; they have here the best race track west of Winnipeg, and a woman's club which takes an active part in municipal affairs. There are numerous other clubs, a literary society and a fair ground which is claimed to be the most beautiful in all Canada.

There never has been a business failure in Saskatoon, and the reason is that there has never been a crop failure. One retail establishment did a business of $800,000 last year. Saskatoon is the largest market for agricultural implements west of Winnipeg. The manager of the International Harvester Company, local, says that he sold $1,250,000 worth of machinery last year and that his sales will go over $2,000,000 this year. And there are forty-nine other establishments.

The wheat crop is this immediate vicinity was worth $111,570,000 at the elevators in 1909; $110,000,000 in 1910, which was a lean year, and the estimated value for 1911 is $150,000,000, or an average of $1,630 per farm. The average yield for the entire province of Saskatchewan is placed at 23 bushels per acre for wheat, 47.1 for oats, 32.1 for barley and 10.1 bushels for flaxseed. One farmer, Fred Engen by name, is harvesting 20,000 bushels of wheat, 10,000 bushels of oats and 60,000 bushels of flaxseed.

The most extraordinary stories are told about the increase in values of land. For example, Hermann Schmidt, who came here from Winona, Minn., six years ago, bought 640 acres of land adjoining the city for $6 an acre. He sold 320 acres to the university last year for $75 an acre, and the remainder of his farm was sold yesterday for $600 an acre to a Winnipeg syndicate which will lay it out in town lots.

Fred. Diechon came here from Chicago in 1904 and bought 5,000 acres at $5 an acre. He planted it to wheat in 1905 and has since taken out an average net profit of $17.50 an acre after paying all expenses. Last year he sold his wheat for $63,000.

The greatest need of the town is flour mills to grind the wheat, and cattle and hogs to eat the by-products; linseed oil mills to grind up the flaxseed, linen mills to weave the flax straw into fabrics, and cordage factories to turn it into twine and rope.

There are 85,000 farms in this neighborhood under cultivation, assessed at an average of $21.54 an acre, but there are 50,000,000 acres still unoccupied.

The total assessment of property in the city in 1906 was $750,000; in 1910 it was $10,748,000, and in 1911 it is $13,000,000. The receipts from taxes increased 20 per cent. from last year, although the rate was reduced from 22 to 17 mills on the dollar.

The City of Saskatoon owes $1,510,637 in the form of bonds issued to pay for electric light plants, water works, sewers, street improvements, and a dam and power plant in the Saskatchewan River, thirteen miles below, which will develop 6,000 horse power. Street car tracks are now being laid by the municipality and cars will be running next spring. Municipal ownership of all public utilities has been the idea from the start, operated on such a basis as to pay the interest upon the bonds and the expense of maintenance and repair.

An idea of the growth of business may be had from the fact that the sales of postage stamps increased 273 per cent. during the last twelve months.

COSTLIEST SCHOOL IN WORLD BUILT IN FRONTIER CITY

Saskatchewan University on Canada Prairie Bare Ten Years Ago. Five Million is Spent.

College Represents Investment of $150 for Every Person in Province.

SASKATOON, Canada, Sept. 23.—Any person may be excused for showing incredulity when I say that the Province of Saskatchewan, with a population of 341,521 by the last census, has founded a $5,000,000 university at the Town of Saskatoon, which of itself is no older than the average child in the kindergartens of the United States. There is a strong conviction that the census which was taken in July will disclose half a million inhabitants, but even that population could scarcely be expected to maintain more than a half-million dollar university. What would John Harvard or Elihu Yale or Thomas Jefferson or John Witherspoon have said if they had been told that in this year of our Lord the dwellers upon a prairie that was absolutely bare ten years ago should employ a celebrated firm of architects to design a group of Tudoresque buildings costing a million dollars a thousand miles west of the Great Lakes to furnish the instruction demanded by the sons of the farmers who have taken up homes in that vicinity?

* * *

The Saskatchewan University is the biggest and the most significant thing I have seen in Canada. It is one of the biggest and most significant things that ever happened. Taking everything into consideration it is greater than the University of Oxford or the University of Bologna or the University of Leipsic or the universities of Berlin or Paris. It represents an investment greater than any educational institution that has been founded since the beginning of the world. Although the founders have mortgaged the future to pay for it, it represents an investment of nearly one hundred and fifty dollars for every man, woman and child in the province.

* * *

When I asked President Murray why Saskatchewan should attempt a university upon such a large scale, he replied:

"Perhaps the best answer is to be found in the president's first report, in which he compares Wisconsin with Saskatchewan. Wisconsin University began to grow about forty years ago. To-day it has 350 instructors, over 4,000 students, an annual income of about $1,000,000, and buildings costing at least $4,000,000. It reaches in its

extension work 100,000 people and saves the state at least $1,500,000 annually by its discoveries. Wisconsin's population was about 300,000 in 1860, and in each decade it added about 300,000. Its area is 56,000 square miles. Saskatchewan's area is five times as great—250,000 square miles—with a population of 90,000 in 1901, 257,000 in 1906 and at least 450,000 in 1911. If Wisconsin accomplished so much in forty years is it madness to expect the same of Saskatchewan?

"To-day Saskatchewan has over 150 students in the universities and colleges of eastern Canada, and sixty students in Manitoba and the East.

"Thirty years ago universities and agricultural colleges had to prove to the people that they were useful. To-day in Saskatchewan, thanks to the good work of the universities and agricultural colleges of eastern Canada and of the western states, there is not a farmer or business man in Saskatchewan who is actively hostile to higher education.

* * *

"As early as 1889 the people of Saskatchewan appealed to the Dominion parliament for a land grant to found a university. There were at that date within the territories about two hundred schools, with an enrollment of 1,000 children and an expenditure of $60,000. The Dominion government answered that the request was premature, and not until the country had been divided and created into separate provinces could a question of the nature be finally and advantageously dealt with.

"The next year the university graduates residing within the territories were summoned to a meeting to discuss plans for a university. In 1891 eastern universities were requested to hold examinations in various centres in the territories. Twelve years later, in 1903, the legislative council passed an ordinance providing for the organization of a university for the northwest territories. At that date there were about one thousand schools with a population of 40,000 and an expenditure of over $200,000. Nothing, however, was done until 1907, two years after the country had been divided and erected into separate provinces. In that year both Saskatchewan and Alberta passed university acts and began actively to organize universities.

* * *

"The University of Saskatchewan received its first students in 1909. That year Saskatchewan alone, about one-half of the old territories, had over 2,000 organized school districts, of which nearly 1,700 were in operation with an enrollment of 54,000 children, an expenditure of over $1,000,000 on teachers' salaries and a total expenditure of $3,500,000. School districts were being organized at the rate of one every day in the year, Sundays excepted.

"From the first it was decided to place the university beyond the interference of political parties. For this purpose the University Act placed the ultimate control in the hands of a convocation, consisting of university graduates resident at that date within the province. The convocation elects the chancellor and twelve of the seventeen members of the senate, which has oversight of the educational work of the university. The senate in turn appoints five members of the board of governors, the government appointing three more; the president being the ninth. The governors manage the business affairs of the university. This organization is unique and has the merit of having succeeded in removing the university from the suspicion of being controlled by political interests.

* * *

"The university is also non-sectarian, but it has embarked on a policy of gathering about it a number of affiliated theological schools in order that the various

interests of the province can meet and mingle in the university campus. With the same end in view the governors and the senate are encouraging institutions representing different nationalities and the different professions or callings to ally themselves with the university and where possible to come to the campus.

"From the outset it was decided to bring into the university the various professional schools and above all the college of agriculture. It was held that the state university of an agricultural province should give a prominent place to the great industry of the province and bring the college of agriculture into the closest union with the other departments of the university. This was a new departure in Canada, though not a novelty in the United States.

"To provide for these plans large grounds were necessary. A campus of 293 acres for buildings, a farm of 880 acres, and an experimental plot of 160 acres of virgin prairie, a total of 1,333 acres, were purchased at a cost of $150,000.

"All persons in the province recognize that nothing but scientific methods will obtain the best results, and in the distant future insure against soil exhaustion. Hence the farmers must be educated; then again the demand for teachers for the public schools is enormous. Each teaching day since the province was erected in 1905 has seen a new school district organized.

* * *

"Saskatoon, for example, was first settled by Ontario people, flooded in 1903 by the Barr Colony from England, and with the opening up of the Dundurn and Goose Lake districts, filled with Americans from North Dakota and Minnesota. The Americans are progressive and not a few of them are among the best citizens, such as Frederick Engen, A. H. Hanson, Commissioner Snell and Alderman LeValley.

"The city accords to the university the highest place of honor among her institutions. The university includes a college of arts and science and a college of agriculture. It has in affiliation the Anglican Divinity School with sixty students. It offers courses leading to degrees in arts, science and agriculture, provides short courses for farmers, and through its extension work in agriculture reaches at least 25,000 people.

* * *

"The president, Dr. Murray, came from Dalhousie University, Nova Scotia, but received his training in the neighboring province of New Brunswick and the University of Edinburgh, Scotland. Dean Rutherford, of the college of agriculture, was born in Ontario and received his training in Guelph and at Ames, Iowa, and taught in Manitoba. Dean Ling of the college of arts was born in Ontario, educated in Toronto and at Columbia University, New York, where he was assistant professor for a short time. Three of the professors were educated in England and Ireland, three received part of their education in Harvard, two in Columbia, one in Cornell, one in Iowa, one in Illinois and the others in Canada.

"The courses follow closely those of the universities and colleges of Ontario and in standard will be similar to those of the United States. We have decided to qualify for admission to the Carnegie Foundation. The cost of tuition is $15 a year in agriculture and $30 in arts. Board will cost about $5 a week. As soon as the demand warrants it and funds are available a department of household science will be established. Women, however, are already admitted to all the courses open to men on equal terms.

"The provincial department of education regulates the public and high school system of the province. It prescribes the courses of study, the text-books, licenses the teachers, inspects the schools and contributes to their support."

TOIL OF PIONEERS REAPS FORTUNES ON THE FRONTIER

Saskatchewan Farmer Relates How Arid Soil Was Transformed. Value of Land is High.

Former Wisconsin Man Now Has 4,500 Acres, Elevator and Owns Railroad.

Saskatoon, Sept. 24.—Fred. Engen, one of the leading citizens of Saskatchewan Province, has had an active part in the building of this city and the development of the country round about. Mr. Engen has a model farm of 4,500 acres, with model buildings and the most modern machinery. He has his own side tracks from the railways, his own elevator, and this year he will thrash 20,000 bushels of wheat, 10,000 bushels of oats and 60,000 bushels of flaxseed. Next year he will have 6,500 acres in crop and will cultivate that area with only twenty or thirty men, but will use almost as many traction engines.

Mr. Engen was born in Tromsoe, Norway, north of the arctic circle, and came over to this country about twenty-five years ago. He lived in La Crosse, Wis., for three years, and then moved to North Dakota, where he remained until he came to Saskatoon in 1903. He married Miss Lund, of Minneapolis, whose family came from Norway in early days, and were among the first settlers of Minnesota. Mrs. Engen is the first white woman to cross these plains and has spent months at a time with her husband on horseback, exploring and selecting land. Mr. Engen declares that she is responsible for his success in Saskatchewan.

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When I asked him the history of the place he told an interesting story: "Henry Smith, with his wife and six children," he said, "came out here in 1884 from Ontario, and started farming in a small way 160 miles from the nearest white neighbor. There were plenty of Blackfeet Indians around, but they were friendly, and were the only company the family had. Smith formally entered 160 acres of land. He could have had any amount, but did not need it, because he could use all the Northwest Territory for the pasture of his cattle. When he landed here he had just $2 in money, but he did not even need that, because there was no place to spend it, and nothing to spend it for. In a couple of years, however, he had a bunch of cattle to market and drove them down to Moose Jaw, where there was quite a settlement. From that time he used to go to Moose Jaw annually to sell his cattle and trade.

* * *

"In 1900 a temperance colony, organized in eastern Canada, bought 500,000 acres of land at $2 an acre in this neighborhood. But it did not succeed very well. It was difficult to get many people to come out into a wilderness like this, and most of those who came did not stay. The company failed and tried to induce the government to take back the land at $1 an acre. This entire section was pronounced by the government official surveyors as unfit for human habitation, and the Hudson Bay people of course told the same story, until the present liberal government came into power, and Clifford Sifton, Minister of the Interior, adopted a vigorous immigration campaign. Among other things he employed Colonel Davidson of St. Paul to advertise the lands and bring in settlers, and set aside a large tract of land for them. Davidson and his associates, as soon as the Canadian Northern Railway was finished,

brought in carloads of land-lookers, and in 1904 the settlers began to buy land. Since then all of this western country, covering millions of acres, has been homesteaded, the same as the western part of the United States.

"Eighty per cent. of the homesteaders are Americans – mostly sons of farmers from Minnesota, the Dakotas, Iowa and other northwestern states, who sold their farms down there for $100 an acre and bought equally good or better land here for $5 an acre and upward, or got a homestead by living on it six months a year for three years, cultivating thirty acres of land and paying a fee of $10.

"Saskatoon, which, in the Blackfoot language, is the name of a lovely little berry, was on the east side of the Saskatchewan River, and Utana, meaning 'the first born,' was on the west side, and both have since been joined by five bridges.

"I came in the spring of 1903, when there were 113 people, men, women and children, in the two towns. Now there are about 18,000, and at least 2,000 of them are children in the schools. I started in buying and selling land and have handled more than 500,000 acres in this district. At first I bought land from $3.50 to $6.50 an acre and sold it from $5.50 to $7.50. Those same lands now sell from $25 to $100 an acre.

"This has always been 'a law and order town.' The settlers have been respectable, educated, high-class people. This has been no place for adventurers, gamblers or saloon-keepers. Nearly all of the population are Anglo-Saxons and many of them are from the best farms in the best farming districts of the United States. We have had no bums, no 'bad' men and no tramps, and, while we have had failures, they would have been failures anywhere they might have settled, and I never knew a town which had so few of them.

* * *

"Six miles from the city, even two or three years ago, a settler could pick the most beautiful land for nothing by homesteading. Herds of black-tailed deer and antelope were running over what are now the finest wheat farms in the state. There are no homesteads left. Everything has been taken up, and it is difficult to persuade any of our farmers to sell at prices that would be considered reasonable by a stranger. We realize what the land is worth. We know what it will produce, and perhaps those who think our prices high will come and accept our estimate when they have a little more experience.

"In the Goose Lake country, for example, which lies along the Saskatchewan River for fifty miles, extending southwest to the boundary of Alberta and north to Scott, there will be from 20,000,000 to 25,000,000 bushels of grain this year. The people in that section were sitting up there idle four years ago because they had no railroad. But as soon as the railroad was built the farmers began to plow and plant and the crops have grown from nothing to over 20,000,000 bushels. More than a million acres is in grain—wheat, oats, barley and flax.

"Flax is a very valuable crop. I have 3,000 acres in flax. I am now cutting it, and by the most conservative estimate it will thrash out twenty bushels an acre, or 60,000 bushels, and will sell for $2 a bushel in the local market. Unfortunately we have no way to make use of the straw. We have to burn it, because we have no place to ship it to. There is no market, although it is worth a great deal of money, and labor is so scarce here that we cannot utilize it ourselves. The experimenting that has been going on for some time has demonstrated that our coarse straw is suitable for fabrics, for cordage and for binding twine, and we ought to have factories in Saskatoon that will utilize a large share of the crop.

"We have not been much embarrassed by the lack of labor. We are used to it. Everybody farms by machinery and there are as many gasoline engines as there are men on most of our farms. About 5,000 extra harvesters were brought into this district during the last few weeks from Ontario and the United States and we paid them $3 a day and board. A certain number of men are necessary on a large farm, but all the planting, cultivating, reaping and thrashing is done by traction engines. We break the land, we pack it, disk it, seed it and harrow it all in one operation by a gasoline engine. In harvesting we hitch from four to six binders back of an engine and cut a swath from twenty-four to thirty-six feet in width. When the crop is removed from the field we prepare the land for next year's seeding all in one operation. When threshing time comes, instead of pitching the shocks into the thrasher with a fork, we have an elevator hauled by a team which picks up the shock and drops it into the bundle wagon fast enough to keep the thresher going; thereby eliminating more than three-fourths of the men that were formerly employed.

"This introduction of machinery has increased profits by lessening the cost of farming by at least 60 per cent., because the great part of the expense under the old system was for men and horses. It would require 100 men and 100 horses to run my farm in the old way, but I never employ more than twenty men and have only a half dozen horses; but I have four gasoline engines and any amount of other machinery. The work is done 100 per cent. better that would be possible under the old system, and the saving in cultivation is at least 50 per cent.

"The farmers in this part of Canada are passing into mixed farming more and more. Formerly it was a one-crop country. It has been found profitable to raise hogs, cattle, horses, poultry and other live stock, and potatoes, cabbages, onions and other vegetables. We cannot raise corn. It has never been a success up here, but we are growing alfalfa in great shape, and are making a success of diversified farming, although the land is new and we have to grope our way carefully along in the dark.

"We owe the movement toward diversified farming to the influence of the agricultural college, which is doing a wonderful work in this province. The university's extension work is practically important. Hundreds of our young men will come in from the farm to study the science of agriculture at the new university, and they will be many times as well qualified to work out their destiny and enrich this country than if they had failed to receive the instruction, but there are several thousand farmers, quite as eager to learn, who cannot leave their places and go to college. Therefore, the university extension work was organized to reach them, and it has been a tremendous success. The professors from the agricultural college announce in advance that they will be at a certain village at a certain time and they take in all the towns in turn. At every place the farmers come in by the thousands to listen to the demonstrations concerning the best methods of farming, of applying fertilizers, of making the most profitable use of their labor and they learn a great deal that is of the highest importance to them. They appreciate the privilege. This is shown by the fact that more than 25,000 farmers attended the demonstrations last year.

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"Nowhere in all the world is the value of education appreciated so highly as in Saskatchewan. You can recognize that by the number and the size of our schoolhouses and the average attendance, which I venture to say is as high as has ever been recorded in any city of our population, although we are only eight years old. This is a public spirited community as well as an enterprising one, and it insists upon having the very best of everything, especially in education.

"You doubtless have seen the buildings that have been erected for the University of Saskatchewan. They will give you an idea of public sentiment concerning education. Although we have only about 45,000 people in this province, we are building a $5,000,000 university, and $1,500,000 of that sum has already been appropriated and expended for land and buildings. In the faculty we are getting the best men that can be found, and the universities of Wisconsin and Illinois have been adopted as our models for organization and administration.

"The president, Dr. Murray, is one of the biggest men in Canada, and has shown a foresight and sagacity which is in keeping with the spirit of the twentieth century in a new country whose future development is beyond the most vivid imagination. Dr. Murray has been able to grasp the importance of his position and the size of his responsibility, for education is the only foundation for real happiness and contentment that life can afford.

"Professor Griggs, the head of the engineering department, is a genius, and has shown his calibre by the manner in which he had directed the erection of the buildings. The young men of this province are fortunate in having such an eminent and inspiring teacher.

"Professor Rutherford, dean of the agricultural school, is from the agricultural college at Ames, Iowa, a man of unusual intelligence and energy, with a great capacity for work and a penetration which has enabled him to perceive what is wanted. He has a very attractive personality, and, although he has been here but a short time, is already beloved by every one who knows him. The agricultural will be the most important department of the university for the next two generations at any rate, and under his direction the farm life in this province will be greatly improved and made more happy and profitable."

WESTERN CANADA LIFE FREE FROM DISORDER

Church is First Institution Established in Towns of the Great Northwest. Murder is Seldom Known.

Sabbath is Observed Strictly and Liquor Regulations are Rigidly Enforced.

SASKATOON, Sept. 25, 1911.—The people of Canada take great satisfaction in the fact that they have never had a "wild west." Such scenes of disorder and depravity as were common all along the frontier of the United States have never been witnessed in the northwest territories. There never have been Indian wars or massacres; no army every has camped or left a trail on these prairies; there never has been a lynching since anyone can remember; there never have been hold-ups or train robberies, and the custom of shooting-up the town never has been introduced in this part of the world.

The first institution to be established in a new town in the states was a saloon; in Canada it has invariably been a church or a schoolhouse. Frontier settlements from the start have observed the Sabbath as commanded by the scriptures to an extent that would seem Puritanical in Ohio or even Connecticut, the state of the blue laws. Sunday observance—church attendance, saloon restrictions and instructions in the scriptures—is much more common and general in Canada than in the United States, and is not only justified, but required by public sentiment.

The "Lord's Day Act" of the Dominion parliament ratifies the Ten Commandments, and has been supplemented by local legislation in several of the provinces. In Quebec, which is almost exclusively French and Roman Catholic, what is known as the European Sunday is observed. Everybody goes to mass in the morning and has a good time in the afternoon—picnics, parties, festivals, games and amusements of all kinds, and even dancing being permitted by the priests, and wine and beer flow freely.

In the Presbyterian provinces, however, Sunday newspapers are prohibited, nor is it lawful for newsboys to ply their trade upon the streets. Everything is closed except drug stores and barber shops, and in some places the latter are closed at church time. No mail deliveries are permitted. Every postoffice throughout the Dominion is closed. In some places livery stables and garages are compelled to suspend, and it is possible to hire carriages or automobiles only for funerals or on doctors' certificates.

No ball games or other sports are allowed in the Dominion on Sunday, although men continue to play golf and tennis on the grounds of the country clubs everywhere. No boats can be hired in many places, but there is no attempt to prevent men from sailing their own. Shooting and fishing on Sunday are prohibited, but the latter provision is not enforced in many communities.

In the province of Ontario only through express trains and freight trains carrying fruit and other perishable goods are allowed to be run. No trains can be made up or start from any point in Ontario; no switching is allowed and no excursion trains except in the French sections of the province.

When King George was visiting Canada as Prince of Wales, he was caught and held up for twenty-four hours because of this "Lord's Day Act." In cities of 50,000 population or more street cars are permitted to run on Sunday because of the distances but in smaller places they are prohibited.

All manual labor of whatever sort is prohibited, in workshops, mines, lumber camps and on the farms, and only acts of necessity and mercy are permitted.

* * *

This Sunday law is not strictly enforced in certain places, but they are few, and the extent of its enforcement everywhere depends upon public sentiment, precisely as it is with the prohibition law in the United States. Where the public will sustain the police in overlooking violations, in permitting Sunday ball games, picnics and vaudeville performances they are generally allowed, but as a rule every wheel stops and every form of labor and sport is suspended from midnight of Saturday until sunrise on Monday morning.

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It seems odd to one who is familiar with conditions on the American frontier to find village after village and town after town without a saloon, and, although there is no theoretical prohibition, the regulations governing the sale of liquor are more effective than any prohibition law I have ever known.

Licenses to sell liquor in the original package, to be carried away, or to be consumed on the premises, are granted by the excise commission of the provincial government upon the payment of a fee so large that the business is unprofitable except in towns of considerable population and in the large cities. To get a license the applicant must have an actual hotel with accommodations for twenty-five persons in the dining-room, pantry and kitchen, and twenty-five bedrooms completely furnished, and all these conditions must be strictly complied with.

Furthermore, there are no signs to indicate where a thirsty man can get a drink. At none of the eighty-six stations along the Grand Trunk Railway between Winnipeg and Edmonton did I see the word "saloon" or its equivalent on any signboard. The nearest to it is a legal notice which appears in the form of a small sheet of black enamelled tin inscribed with the words, "Licensed to sell spirituous and malt liquors by the glass or bottle." Some of them have the words, "To be consumed on the premises."

* * *

There are "blind tigers." Last year 129 persons were arrested in the province of Saskatchewan for violations of the excise law and 168 persons in Alberta province. In each province four of the accused persons escaped conviction. The others who were convicted lost their licenses, and never again will be able to obtain them; all of them paid fines varying from $50 to $250, and where it was a second conviction the offenders paid fines of $1,000, and were sent to prison for one year. A third conviction is followed by five years' imprisonment and a fine of $5,000.

In Winnipeg, "the wonder city," which has drawn into its turbulent and excited populace representatives of every race and condition of men, the Sunday law is very strictly observed. When 7 o'clock arrives on Saturday night the bar-keeper in every saloon throws a cotton spread over his bottles and silverware, turns out the light and locks the doors until 7 o'clock Monday morning, and, while it is no doubt possible for the initiated to get a drink in the meantime, a stranger is deeply impressed with the manner in which the law is enforced. The same conditions prevail throughout all Western Canada.

There is very little crime. Seventy-seven per cent. of the cases in the criminal courts are larceny, embezzlements, frauds and swindling operations, while only 23 per cent. are cases of disorder, assault, homicide and burglary. Murders are almost unknown. There are more homicides in the District of Columbia every year than in all Canada.

There are reasons for all this and they are apparent to every observing visitor. In the first place the character of the settlers in the western provinces of Canada is unusual. They are almost entirely men of education and property, engaged in agriculture and mercantile transactions with very little manufacturing or mining. There is nothing to attract gamblers or adventurers, and there never has been a cowboy population similar to those picturesque characters that have kept up the interest in the frontier of the United States from the Canadian boundary to the Rio Grande. Among the people of Canada there is a reverence for law such as is found in Great Britain, and a respect for authority that is exhibited in London and other British cities whenever a "bobby" lifts his forefinger.

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Another reason is the charter of the police, who are kept free from political influences, are almost all retired soldiers with honor medals, are appointed after examination into their morals and manners as well as their mental qualifications, and are promoted for merit.

Another reason is the simple, direct and prompt proceedings of the Canadian courts. They are intended to protect the public and punish crime and vice. A judge in a criminal court considers it his business to ascertain all of the facts bearing on the case before him and the rules of evidence are sufficiently elastic to permit him to do so. Nor does he permit justice to be defeated by technicalities. If the accused is guilty he is punished, but, as everybody will tell you up here, "there's no monkeying with justice."

The strongest influence for law and order on the frontier and among these scattered settlements, however, is the Northwestern Mounted Police—one of the most famous and effective forces in the world, which is composed of fifty-one officers and 600 men, having jurisdiction over a territory half as large as the United States and extending from the great lakes to the Pacific Ocean and from the American boundary to the Arctic circle. They are like the Irish constabulary, and the Basigliari of Italy and Spain. The force is composed almost entirely of young Englishmen. It was organized in 1873, at the time the confederation was established and is commanded by a commissioner, whose headquarters are at Regina.

The duties of the Northwestern Mounted Police are the enforcement of law and the preservation of order, and those who are familiar with the history of Western Canada will tell you that they have performed their duty with extraordinary courage, intelligence and tact, and that their efficiency could scarcely be surpassed.

* * *

We occasionally see them at the railway stations—stalwart, soldierly young men in campaign hats, riding breeches, high boots and scarlet coats. The latter is a badge of authority recognized by every Canadian and every aborigine in the Dominion. That red coat has exercised a hypnotic influence among turbulent masses of people on frequent occasions, and particularly in early times when the Indians were untamed. The savages of the Canadian plains always understood the red coat to represent the authority of the Great Mother Queen Victoria and were willing to trust its honesty and judgment to the limit. And to the credit of the Northwestern Mounted Police and the authority they represent it may be said that the confidence of the savage was never betrayed.

It is a historical fact that when a band of several hundred renegade Indians captured on the warpath in the United States were marched with an escort of 700 United States regulars to the boundary to be delivered over to the Canadian authorities, only three men were there to receive them—a corporal and two privates of the Northwestern Mounted Police, and the Indian prisioners stood more in awe of them than they did of the entire United States army.

* * *

It may be said that with the exception of the Riel rebellion, which was an organized protest against the amalgamation of the Northwestern Territories into the Confederation of Canada, there never has been an insurrection among the Canadian Indians since the Northwest Mounted Police had supervision over them, and it should be added that no member of that force ever has been murdered, tortured or treated with indignity by the Indians.

The history of the Indian policy in the Dominion will furnish a striking series of contrasts to that of the United States.

* * *

The conduct of the Northwestern Mounted Police in preserving peace in the Klondike has been almost miraculous, and the heroic achievements and adventures of individual members of the force in cases of epidemics, disasters and other occurrences which try men's souls has added to their reputation.

The moral effect of such a force, in preventing lawlessness and disorder, in punishing crime and protecting persons and property in such a vast territory, is difficult to understand, but up here they will tell you that it is due to the splendid character of the men who compose the force, to the discipline of the organization,

to the public sentiment which sustains it, and to a realization on the part of the criminal classes that public sentiment in Canada, and the authority of the entire British Empire, is behind every officer and every private of the Northwestern Mounted Police in the performance of every duty.

EDMONTON IS HUB OF VAST EMPIRE WAITING TILLERS

Alberta District Destined to Become World's Largest Wheat Belt. Room for Ten Million.

Only 2 Per Cent. of 140,000 Square Miles Touched by Farmers' Plow.

EDMONTON, Alberta, Sept. 26, 1911.—The province of Alberta contains about 281,000 square miles of territory, more than half of which is susceptible of agriculture and capable of producing annually more wheat than is harvested in the entire United States and the Argentine Republic combined. Beyond these wheat fields lies an empire stretching away to the arctic circle in one direction a distance of 2,000 miles; and westward to the Rocky Mountains and beyond, a distance of 400 miles.

All of this territory will be dependent upon Edmonton for supplies of every description and Edmonton will be the market for its produce.

JASPER AVENUE, EDMONTON, ALBERTA

The immediate contributary area, known as Central Alberta, the richest and the most fertile and the earliest portion of that great area to be developed, includes about 70,000 square miles, and at the present rate of development, will be alive with wheat farmers within the next ten years. Within this territory this season nearly two million acres of land are under crop, an increase of more than 60 per cent. over the area harvested last year. According to the official reports from the Dominion Department of Agriculture on the last day of August, the winter wheat will average twenty-eight bushels per acre throughout the province, spring wheat twenty-eight bushels, oats sixty-five bushels and barley thirty-eight bushels.

Many people will be interested in a comparison of the acreage of the different grains harvested this year and last year in this far-off province:

	Acres	
	1911	1910
Winter wheat	183,454	142,467
Spring wheat	672,754	450,493
Oats	705,345	492,589
Barley	123,247	90,901
Flax	40,343	15,271
Other grains	174,857	1,600
Total	1,900,000	1,193,321

The averages given above are official and include the entire province, but it is common to find 40 or 45 bushels of wheat, 100 bushels of oats and 50 bushels of barley to the acre.

There is room for 10,000,000 people in Alberta province, for it is double the size of the United Kingdom, which has 45,000,000. Of the 100,000,000 acres of farm land that is immediately available only 2 per cent. has ever seen a plow. The cultivated farms are assessed at an average of $20.46 per acre and the wild land from $3 an acre upward. The soil is a rich black vegetable loam, varying from twelve to thirty inches in depth, with a subsoil of clay. In other places there is a light, sandy soil of comparatively low fertility, covered with a thick growth of underbrush. It would be considered very good land in most countries, but here it is worthless except for pastures.

The climate in Central Alberta is about the same as that of Winnipeg and Northern Minnesota and Dakota. The snowfall is less than in any other part of the Dominion east of the Rocky Mountains. It never exceeds twelve inches and frequently will be no more than three or four inches. No railroad train has ever been stalled by snow in the province, and snow plows have never been needed. The thermometer varies 150 degrees during the year. In the middle of July and August the mercury often runs up to 95 and 100 degrees, and in the winter it will curl up down in the bulb 50 and 60 below zero.

* * *

Alberta need not be a one-crop country, although grain is most profitable and the easiest of cultivation. Diversified farming is beginning to be practiced and potatoes, turnips, carrots, cabbages, hay and alfalfa grow as abundantly as wheat or oats. Potatoes yield from 120 to 130 bushels an acre and are of a fine quality.

The Dominion census of 1906 showed a population of 273,859 for this enormous area, but it was an increase from 73,022 in 1901, and from 22,227 in 1897, while in 1881 the enumerators found only 18,075 people in the entire province. A census

was taken last August, but the returns are not in. The disappointment will be universal if they do not show at least 400,000 population, and the boosters are claiming 450,000.

Probably 40 per cent. are of Canadian birth, 30 per cent. are natives of the United States, 15 per cent. are British, 5 per cent. are Scotch, and the rest are Swedes, Norwegians, Russians and other races.

The Americans are nearly all farmers, although there are a few in every town and city in the mercantile business and speculating in real estate. There is a good deal of complaint from the Britishers because the Americans want to get rich quick and do not contribute to the development of the natural resources of the country. They do not open coal mines or drill gas wells or build flour mills, but buy and sell real estate.

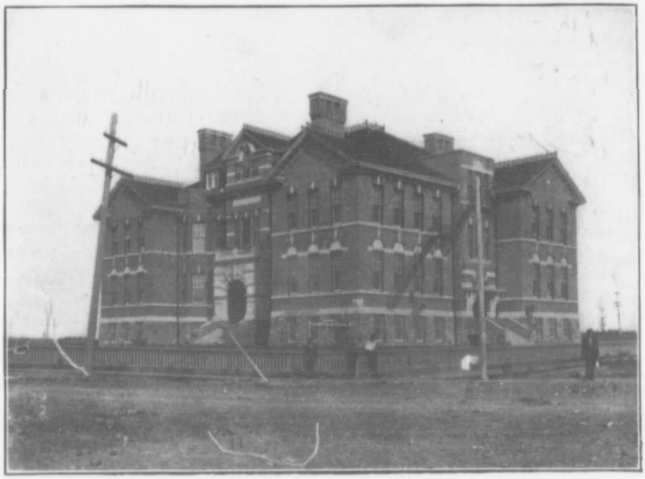
* * *

The River Saskatchewan, a wide, swift, tawny stream, with mud banks, which will remind you of the Missouri, encircles the City of Edmonton and used to be of great importance for commerce, but the railroads have taken its place. The Saskatchewan is the largest river in Canada, except the St. Lawrence, being 1,600 miles long. There are two branches, which come together 350 miles east of Edmonton, near the town of Prince Albert, and empty into Lake Winnipeg. It is navigable for light draft stern-wheel steamers for more than 500 miles, but the swift current and many rapids make up-stream work very slow. Formerly the Hudson's Bay Company had a fleet of steamers engaged in carrying furs and merchandise, and Edmonton was the most important distributing point, but the traffic is now reduced to a few small boats and barges hauling coal, brick, stone and other building material, and two or three excursion steamers. The government is making a survey to ascertain whether it will pay to deepen the channel.

* * *

S. F. Fisher, the energetic secretary of the Edmonton board of trade, explained the commercial situation to me and said that the river makes no difference in freight. Edmonton has two railroads, the Grand Trunk Pacific and the Canadian Northern, and the Canadian Pacific has a branch running from Calgary to Strathcona, the twin town of Edmonton, on the other side of the river. To get into the city it is building a bridge that will cost a million and a quarter of dollars across the Saskatchewan.

Mr. Fisher says that the freight from Liverpool is only a few cents more per hundred weight than from New York. At present the carload rate for fourth-class merchandise from New York is $1.62, while from Liverpool it is $1.70. Rates from Chicago are a little lower, but are about the same as those from Montreal. In a large consignment of freight there is scarcely any perceptible difference between New York and Liverpool, and between Chicago and Montreal. For that reason the merchants buy a great deal more in England than is generally supposed. Mr. Fisher says they bring from the old country their mining and brickmaking machinery, their household goods, china, crockery, hosiery, fine cottons, woolens and other dress goods, drugs and medicines, ammunition, hardware and cutlery, and various other merchandise, but no agricultural machinery—because, he says, they have not enough horses in Alberta to haul the English machines.



PUBLIC SCHOOL, EDMONTON, ALBERTA

From the United States they get every line of goods (except foodstuffs), machinery and tools of all kinds, electrical apparatus and appliances, glassware, cheap pottery, boots and shoes, cheap cotton goods and everything else they need, although the trade in agricultural machinery is the most important.

* * *

During the year 1910 the entire imports from the United States into Canada were valued at $239,070,549; from the British Empire, $112,312,760; from France, $10,175,679; and from Germany, $7,958,264. Of the total of $391,852,692 imports $241,961,556 paid duty and $149,891,000 came in free.

The custom house at Edmonton collected $417,812 in duties during the first eight months of this year, as against $219,573 during the corresponding period of 1910, which shows an increase of 90 per cent. The volume of trade of 1911 thus far is estimated at $52,700,000, which is 60 per cent. in advance of the corresponding period for the previous year.

The customs collections at Edmonton for the last three years are as follows:

1908	$228,252
1909	269,538
1910	363,736
1911 (estimated)	500,000

The wholesale trade of Edmonton in 1905 did not exceed $3,000,000. This year it will exceed $60,000,000.

In 1908 the sales of postage stamps at Edmonton amounted to $57,870; in 1909 they were $70,063; in 1910 they were $83,411, and in 1911, for the first eight months, they have been $68,557, an increase of 35 per cent. from the corresponding period of last year.

The bank clearings in 1908 were $38,486,496; in 1909 they were $51,501,018; in 1910 they were $71,633,115, and for the first eight months of this year they are $70,315,033, an increase of 67 per cent.

Last year the building permits represented an investment of $2,162,356. For the first eight months of this year they represent an investment of $2,706,780.

The street railways of Edmonton carried 2,148,893 passengers in the year 1909, and the earnings were $92,211. In 1910 they carried 3,688,859 passengers and the earnings were $157,511. In the first eight months of 1911 they carried 3,768,004 passengers and their earnings were $158,097.

These figures indicate the rapid growth of Edmonton, which has been continuous for several years without a boom or any undue excitement. Nearly all the newcomers bring money with them and invest it in farms or homes. The population has doubled twice during the last six years, and it is expected that the recent enumeration, the results of which have not been announced, will show a population of 28,000 or 30,000 for the city.

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There are no vacant houses in Edmonton, and there has not been one since anybody can remember. During the year 1910, 600 residences were erected, most of them for the use of their owners. The others were all sold before they were completed and most of them before they were begun. Building permits already have been issued this year for nearly 1,000 houses, and they are all occupied by the builders or purchasers as fast as they are completed. It would seem to be a profitable opportunity for capitalists to build houses for sale or rent, but when such a thing is suggested people explain that they can get bigger dividends from their money in other ways. Some of the residences are quite pretentious, but most of them are comfortable cottages, which will cost from $4,000 to $7,500 in the United States. Up here they cost about 25 per cent. more on account of higher wages and higher prices for building material. There are several brick kilns running full blast without being able to supply the demand. The city is surrounded by forests, and the principal industry is operating saw-mills, but lumber is very high. The cost of everything rests upon the price of labor, and there is a great demand for mechanics of all the trades. The wages paid here, however, for carpenters, bricklayers, masons, tinners, painters and other members of the building trades are no higher than are paid in Washington or Chicago, and the men work ten hours here, while they work only eight hours in the United States.

Great expectations have been aroused by the discovery of natural gas in several places in the province of Alberta, and if the reports received here are to be believed, one of the wells eclipses everything heretofore found on the American continent, with a flow of 29,000,000 cubic feet every twenty-four hours. This abundance of natural fuel will, of course, be of inestimable value in developing the manufacturing industries. At present they are limited to sawmills, flour mills and mills for dressing building material.

EARLY EDMONTON HOME TO PIONEER TRADERS FOR FUR

Post Established Over a Hundred Years Ago by Hudson's Bay Company. Head of Oregon Trail.

Now Centre of Unbounded Wheat Fields and Immense Deposits of Coal.

EDMONTON, Canada, Sept. 27, 1911.—Edmonton, the capital of the Province of Alberta, is the farthest north of Canadian cities, being in latitude 53 degrees, at an altitude of 2,200 feet, and on the line with central Siberia, Kamskatka, Labrador and Finland. It sits in the midst of unbounded wheat fields and coal deposits that have been estimated by the official geologists at 60,000,000 tons.

Edmonton is thirty hours by train west of Winnipeg, a distance of 793 miles; it is 312 miles north of the international boundary and very nearly in the centre of the Province of Alberta. One hundred years ago it was second in importance of all the posts of the Hudson's Bay Company, and some of the old log warehouses of that far-reaching monopoly are still standing.

OLD HUDSON'S BAY POST, EDMONTON, ALBERTA

The company continues to trade for furs, which are brought in by Indians and half-breeds from the lakes and rivers of the north, and the volume of its business is said to be larger and more profitable than it ever was. It maintains the largest department store in the city and that means within a radius of more than 400 miles.

* * *

Edmonton House, as it was known, was built in 1795 and originally called Fort des Prairie. This was the time when the rivalry of the Hudson's Bay Company with the Northwest Fur Company was most active, and Edmonton House was intended as a counter check to the Northwest Company's post called Fort Augustus, built in 1788. The two companies were amalgamated in 1823, when Edmonton House became the central post of a vast territory and one of the most important of all the trading establishments in America. A stockade, defended by canon, encircled the storehouses and residences of the officials and some of the employees, while on the outside were the cabins of half-breeds and other traders, hunters and trappers.

The Indians of the dreaded Blackfoot confederacy, across the border, in what is now the United States, did not permit the factors of the Hudson's Bay Company to enter their territory, but used to come here twice a year to trade. They frequently met here their hereditary foes, the Crees, and several bloody encounters occurred on the site of the city which is now covered with comfortable villas, vegetable gardens, piles of drain pipe, paving materials, baby carriages, piano boxes, automobiles and other evidences of civilization.

* * *

At Edmonton House were fitted out the expeditions which transported furs and brought back merchandise by the Saskatchewan River from Winnipeg and Lake Superior, and from this point also the Oregon Trail commenced.

The Columbia River rises in the foothills of Mount Hooker and Mount Lyall, about sixty miles west of Yellowhead Pass, and flows through a series of narrow lakes before it crosses the boundary into the United States. Deputations from Astoria, near the mouth of the Columbia on the Pacific Ocean would come up by that great river, bringing merchandise and meet deputations bringing furs from Edmonton at a little lake known as the "The Committees' Punch Bowl," near the junction of the Whirlpool and Wood rivers. There they exchanged burdens. The trail is well known to-day.

The greater part of the supplies for the Hudson's Bay Company's employees at Edmonton came by boat from Winnipeg, by way of Lake Winnipeg and the Saskatchewan River, and the arrival of the "brigade of boats," laden with merchandise to trade with the Indians and provisions to feed the people at the agency, and their departure laden with furs, were the most important events of the year.

* * *

"North and west of the prairie provinces, where the swaying sea of golden grain breaks upon the 'bluffs' the timbered shore of that sea of gold, lies Ruperts Land," said Cy Warman, the other day. "Here 241 years ago the honorable governor and company of gentlemen adventurers of England began trading under the name of the Hudson's Bay Company. This is the oldest trading company in the world. No corporation ever held such absolute power, the power to pardon or to condemn to death those who violated the law of the land—a law made and enforced by themselves. Those who knew the wide Northwest, the inhabitants thereof, and this ancient and honorable company, will agree that the real story of the Hudson's Bay Company has never been told.

"The fiction stock of average writers is passed on from one to another as the years go by. Sometimes the tales are improved by telling, but nearly always the story in substance remains the same. We are told of timber wolves eating men in the forests, yet natural history students have sought for years to fix this crime or to find the remains of a man who had been eaten by wolves.

* * *

"Wild stories are told also of how the Hudson's Bay factors used to take fierce delight in pasturing free-traders on the barren prairies with the thermometer 50 degrees below zero; but never one of them ever returned to tell the tale. Moreover, no one has ever been able to produce a witness to such barbarity.

"And then there is the story of the factor's liking for long guns, because he was supposed to make an Indian stack buffalo robes until the pile reached the top of the rifle, but nobody has yet come forward to say, 'I have seen this thing.' As a matter

of fact the Indians' liking for a long gun was born of the belief that a long gun would shoot and kill a long way off. In one popular story is a reference to stolen bacon at York Factory a dozen years before any bacon was ever seen there. These ancient stories should be put away and some new fiction introduced.

* * *

"The Hudson's Bay Company has always been criticized for trying to keep its hunting grounds to itself, and for failing to notify the world that a lot of land in the Canadian Northwest was fair, fertile and fit for settlement. We forget that it was not in the colonization business, and naturally sought the preservation of the wild as its explorers found it. We forget, too, that until very recent years, no one dreamed of the riches, resources and possibilities of the Canadian Northwest.

"Only seven years ago a Canadian-born American discovered a long stretch of wild land with a railway running through it that nobody wanted. He bought it—1,000,000 acres of it—and began selling it and settling it up. His critics, Canadians who had known of its existence for years, said it was a shame to induce people to buy farms in this territory because it was not fit for settlement. Meanwhile, the Yanko-Canadian went right on selling section after section and township after township. The towns were named and their names were painted on narrow pieces of board and tacked to the telegraph poles. At half a dozen sidings box cars were ditched and these became stations.

"At the end of a year this block of land and a quarter of a million acres acquired from the government were more than half sold, for the most part to Americans and eastern Canadians, who moved in and began to build houses and barns, and to plant and to reap. One man bought 5,000 acres at $5 an acre, and in 1905 his net profits were $17.50 an acre. When this happened the critics of the colonization company, who had declared it a shame to plant people in those worthless fields, because they would starve and stagger back over the boundary and damn the whole Dominion, did not say, 'We were mistaken; we are glad it has turned out differently,' but they said: 'It's a crime to sell such good land at such a low price.' And there you are. The people who lived in Canada, even in the west, did not believe the territory was as valuable as it is; then, why should we blame the Hudson's Bay Company for hiding these secrets for a century or so?

* * *

"When the railways began to reach into the west," continued Mr. Warman, "many people said, 'This is the end of the Hudson's Bay Company,' but the Hudson's Bay Company adjusted itself to the new conditions. It profited by the building of railways in the first place, because it was in a position to outfit the surveying parties, to guide and direct them; and it was in a position to supply the grading camps, to feed and clothe the builders.

"Instead of closing the trading posts the company enlarged them, turned them into departmental stores and went right on doing business at the old stand. In Winnipeg to-day it is building a great warehouse for the gathering and housing of stores for all the west. Their trappers to-day have to go a little further into the forest, but they fetch out the furs as surely as they did 100 years ago, and more of them.

"The Hudson's Bay Company has a great asset in its lands. When it surrendered its right to run things in the Canadian west, the company, under agreement with the government, retained two sections in each township. Much of this land remains unsold. Lately, as values have increased, owing to increased transportation facilities,

the company has adopted the policy of parting with only half a section where it owns the whole, or a quarter of a section where it has half a section, and has usually sold to actual settlers, who immediately begin to improve the land. This adds at once from 25 per cent. to 50 per cent. to the value of the land still retained by the company.

* *

"The directing genius of the Hudson Bay Company on this continent is Mr. C. C. Chipman, its commissioner at Winnipeg. Five years ago a land boomer asked Mr. Chipman why he did not advertise and sell the company's land. 'Because,' said the commissioner, 'we could not employ the money where it would earn anything like what it is earning through the natural increase in the price of land.'

"He was right. To be sure, they did not take the land off the market, but they did not go about seeking buyers.

"Many of the old customs still obtain at Winnipeg, which is the head house of the Hudson's Bay Company in Canada. When the flag flies over the commissioner's residence at Selkirk you know the commissioner is at home. And, by the same token, when the flag does not fly, you know the commissioner is not at home.

"Often it has been said that the Hudson's Bay Company made slaves of the Indians of the north. But let any white man, prospector, pathfinder or free-trader try to allure those Indians from the Hudson's Bay Company and he will find a hard job. For generations the bush tribes have served the old trading company, and the fact that they are still faithful and loyal is positive proof that they had been fairly treated.

"There is an interesting story of an Indian who took service with the engineers who were laying out the line for the Grand Trunk Pacific. When he was paid off he went to Edmonton and cashed his check. He then went into a shop and spread his $17 on the counter and indicated that he would do business. He selected a pair of mittens, some tobacco, a knife and a red handkerchief. The clerk took what money he wanted from the $17 and gave the Indian back the change. Upon returning to Dunvegan he told the Hudson's Bay factor of the transaction.

" 'Show me,' said the factor, 'what you have bought, and what money you have left.' Now, it turned out that for about $3 worth of merchandise the Indian had paid a little over $10. When the factor explained this to the Cree the latter threw the rest of his money into the Peace River and declared he would have no more dealings with civilized people who lived in big towns, but would stick to the Hudson's Bay Company."

* * *

The Hudson's Bay Company was organized in 1670 by Prince Rupert and seventeen noblemen, who obtained a charter from the King to trade in furs and skins with the Indians of North America, and were "made, created and constituted the absolute lords and proprietors of all the territory" now known as Manitoba, Saskatchewan, Alberta and British Columbia, and the unorganized area around Hudson Bay. For more than a century these "merchant adventurers" had all they could do to maintain themselves against the Indians, the French and their rival, the Northwest Company, a combination of Englishmen and Scotchmen. As I have already mentioned, the two companies combined in 1823, and from that time on had a monopoly until, in 1856, the progressive element in Canada recognized that the Hudson's Bay Company, with its monopolistic rights and autocratic authority, was an obstacle to the development of the country.

An agitation was started which grew fiercer every year until 1869 the company surrendered all its title to all its territory except 50,000 acres to the Dominion govern-

ment for an indemnity of $1,500,000, relinquished its monopoly rights and political authority, and has since been conducting business like ordinary mercantile corporations. The headquarters of the company are in London with Lord Strathcona as president, and its Canadian affairs are administered by C. C. Chipman, whose title is commissioner and whose headquarters are in Winnipeg."

ALBERTA BUILDS $500,000 SCHOOL AT STRATHCONA

Although Province Has Only 300,000 People, it Plans Big University. Two Towns Will Unite.

Edmonton and Rival City Across Gulf to be Joined by $1,250,000 Bridge.

EDMONTON, Alberta, Sept. 28.—Like the Provinces of Ontario, Manitoba and Saskatchewan, the Province of Alberta has its university, although it is not on so extensive a scale as the others. Every Canadian province must have a university as the summit of its educational system, and, although Alberta has only about 300,000 inhabitants, less than the population of the District of Columbia, or Delaware, or Porto Rico, she has an ambition and a pride that is not measured by population, and when the call was issued to organize a convocation, 364 graduates of British and Canadian universities came forward.

The Alberta University is to be a half-million-dollar institution. The provincial government has purchased 258 acres of land in the town of Strathcona, immediately across the Saskatchewan River from the statehouse in Edmonton, as a campus, and paid $150,000 for it. It is one of the finest sites that can be imagined, although twenty years hence there will be painful regret that three or four times as much land was not acquired, while it was cheap and unoccupied as it is to-day. The University of Saskatchewan has more than 1,300 acres—which is evidence of the wisdom and sagacity of its founders—and while money is scarce in Alberta, it is no scarcer in a comparative sense than it ever will be, and, according to the expectations of everybody land will double in value every year for the next ten years or more. It would be an act of wisdom if the legislature should borrow money to buy a tract three times as large as that which has already been purchased, and upon which the university buildings are now being erected.

The existence of the University of Alberta began by legislative enactment in 1906 when the chancellor, vice-chancellor, the senate and the convocation were designated and authorized to undertake the organization of the institution of higher learning at Edmonton, the capital of the province. Chief Justice Stuart of the provincial supreme court at Calgary was chosen chancellor, Henry Marshall Tory of McGill University was chosen chancellor, and a senate composed of fifteen members was appointed, ten by the government and five by the convocation, which consisted of all the graduates of Canadian and British universities in the province.

The faculty of arts and sciences began instruction the 1st of September, 1908, with forty-five students. The second year opened in September, 1909, with 103 students; the third year opened in September, 1910, with 129 students, and the fourth year is just about to begin with 150 students. There are four courses, arts and sciences, agriculture, law and medicine and a faculty of thirteen professors and instructors from McGill, California, Harvard, Toronto, Leipzig, Jena, Yale, Johns Hopkins and Paris universities.

Women and men are on equal footing in every respect, and probably one-third of the students this year will be women. Under the act of incorporation the senate was authorized to bring affiliated colleges into the scheme, and two sectarian institutions, Alberta College, a theological training school of the Methodist Church, and the Presbyterian Theological College have taken advantage of the privilege. There will be no connection between the affiliated institutions and the university except that members of the faculties may give instructions in both, and all graduates will receive their diplomas from the president of the university.

The Methodists already have erected a building for lecture-rooms and dormitories at a cost of $100,000 and the Presbyterians are expected to make similar provisions for their students next year.

The faculty of Alberta College already has been elected by the Methodist conference, and consists of four preachers of local reputation for Biblical learning and soundness of doctrine, and forty or fifty students have already been registered for the fall term.

* * *

The provincial legislature last winter appropriated $150,000 for the erection of a dormitory for students of the university, which will be used for the present both for lodgings and lectures. It will be completed in November. The foundations of a second building for the office of the administration, library, lecture-rooms and laboratories have been laid, and it will be ready for use at the opening of the fifth year of the institution, in 1912. This will also be paid for from an appropriation by the legislature. Authority has been granted for the issue of $500,000 of 4 per cent. bonds, maturing in thirty years, for further buildings as they may be needed in the future, and the institution will be supported perpetually by a tax of 12½ mills per acre upon all lands which have been alienated from the government and are in private ownership, 20 per cent. of the proceeds of all taxes on lands in unorganized portions of the province, 20 per cent. of all taxes collected from the corporations, and 50 per cent. of all the fees collected from inheritances. At present these revenues will amount to about $30,000 a year, which will be sufficient to maintain the institution, it is believed, with the tuition fees, which will amount to $4,000 or $5,000 a year.

* * *

In order to allay local jealousies the university was located on the opposite side of a great gulf, nearly a mile wide, from Edmonton, in the City of Strathcona, named in honor of Lord Strathcona, formerly Sir Donald Smith, who has been the official representative of the Canadian government in London for twenty years. The swift flowing river, Saskatchewan, fills the bottom of the gulf, and on its banks are sawmills, brickyards, various other manufacturies and two or three coal mines, within the city limits.

The city is preparing to build a bridge for street cars, carriages and pedestrians from the top of the bluff. There are two bridges at the bottom of the gulf, and loaded wagons, carriages and other vehicles are lifted and lowered between the river and the top of the bluff by a huge elevator owned and operated by the municipality.

There is to be a marriage of the two towns next winter. The date has not yet been fixed, but the ceremony will probably occur about the 1st of January. Edmonton claims 30,000 inhabitants; Strathcona claims 6,000. Both figures are probably an exaggeration. A conservative estimate would give them 30,000 combined.

There is a smaller proportion of Americans in the City of Edmonton than in other cities of Northwestern Canada, and a larger proportion of Britishers. The estimates given me are 20 per cent. Americans, 30 per cent. English, Welsh and Scotch; 40 per cent. Canadians, with a few from Russia, Sweden, Finland and other north countries of Europe. There must be a number of Russians here, however, for there are two Orthodox Greek churches. There are very few Italians or representatives of other Latin races.

Edmonton has several imposing houses of worship. The Presbyterian Church now being erected will be one of the largest in Canada, and is a reminder of the increase in real estate values in this enterprising city. The original site was bought in 1896 for $64.25, and it was sold in August, 1911, for $195,000—being $1,500 a front foot for 130 feet on Jasper avenue. The new site and the new church will cost $90,000, and it is estimated that the furnishing will require about $5,000 more, which will leave the congregation a fund of $100,000, which is to be invested as an endowment. The Christian Scientists have a hall in one of the business blocks with a library and reading-room. There is an attractive club to which most of the business men belong, and down in the valley of the Saskatchewan are golf links, tennis courts and other amusement grounds.

The Board of Trade, composed of public spirited business men, with an energetic and well-informed secretary, S. T. Fisher, takes the lead in all undertakings that will serve the welfare of the community, and is largely responsible for its prosperity and growth.

There are two daily newspapers, representing the two political parties, of considerable enterprise and wide circulation, and one of them, the Bulletin, is as old as the town.

* * *

The Hudson's Bay Company has many employees who married natives and raised large families of half-breeds, whose descendants are still hunting and trapping and bringing in furs to the company. Its principal headquarters are now at the town of Prince Albert on the Great Northern Railway. In the early '60s there was a gold excitement and thousands of prospectors tramped hundreds of miles across mountains and prairies looking for fortunes that did not exist.

The first white men, who did not belong to the Hudson's Bay Company to intrude upon its empire, were missionaries. A Methodist preacher named Rundle is said to have been the first. A few years after two Oblate fathers came in, and for a while there was a Catholic church within the stockade, but for some reason or another it was abandoned. In 1870, Rev. George McDougall, a Scotch Methodist parson of wonderful energy and faith arrived and set up a missionary station, and the next year induced a number of his fellow countrymen to come out and stake out claims on the river. That was the beginning of Edmonton. McDougall perished in a snowstorm a few years later, but the mission church he built still exists and is used for worship regularly every Sunday. The most active centre of business in Edmonton is now on the site of the mission, and the church was moved to a less valuable lot of ground several years ago.

* * *

Frank Oliver, Minister of the Interior in the present Cabinet and owner of the Edmonton Bulletin, is one of the oldest inhabitants. He arrived in 1876, when there were less than 200 inhabitants, nearly all of them employed at the fort. Oliver drove from Winnipeg across the plains with a caravan of loaded wagons drawn by oxen and made the journey of 900 miles in three months. He traded off his goods

with the Indians for furs, and thereafter made one trip a year to the base of supplies and back, which took him about six months

In 1880 a railway company made a survey through this country and was followed by several thousand settlers, but the route was afterward changed, and they were left high and dry. An irregular cluster of log cabins and small shacks were built on both banks of the river, but the people went to farming and made money. Among other evidences left on the trail by the railway people was a telegraph line which stopped about eighty miles from Edmonton. Settlers from Ontario, who were crazy for news, raised the money to extend the line to their town and subsidized an operator to come out here and keep them in communication with the outside world. In the performance of that duty he used to receive a bulletin of short scraps of news from Winnipeg once a week and nailed it up on the wall of his office, where everybody could read it.

That suggested an idea to Frank Oliver, and the next year, when he came out with his cargo of merchandise, he brought a toy printing press, made in Philadelphia, and two cases of nonpareil type. He forgot to bring a head for a paper, but the telegraph operator carved the words, "The Bulletin," out of birch bark. He spent his spare time, which hung heavy on his hands, putting into type the scraps of news that came over the wire and printing a few copies for distribution, and that is how "The Bul·'in" happened to be started.

ALBERTA BUILDS CAPITOL, MODEL FOR THE WORLD

Statehouse at Edmonton Has Noble Site on Saskatchewan River. Commission Rules City.

Metropolis Prospers Under Broad Government—Public Ownership Pays.

EDMONTON, Sept. 29, 1911.—Edmonton is the capital of the province of Alberta as well as the commercial metropolis, and one of the most perfect state capitols to be found in America or in the entire world is nearing completion here. It has a noble site upon a bluff overlooking the Saskatchewan River and the wide stretches of prairie that surround the city. Immediately in the foreground is a great gulf, through which the river flows. A little to the right is a magnificent railway bridge, being erected at a cost of a million and a quarter dollars. The piers of cut stone, 110 feet high, are completed and are awaiting the steel trusses. The bridge will be one of the finest in America. The rails will be 120 feet above the water and the distance between the abutments will be three-quarters of a mile.

Immediately opposite the statehouse, on the western bank of the river, a group of buildings for the Alberta University is now in course of erection. The campus of 350 acres which surrounds them corresponds to the site of the capitol, which occupies a portion of the site of the Hudson's Bay Company's stockade that was erected here a century ago. The capitol is of buff sandstone, four stories in height, of simple classic design, with a monumental portico sustained by six pillars, and a dome surmounted by a lantern 182 feet from the ground. The approach is impressive and the main entrance is reached by a wide flight of steps with balustrades on each side, embellished with bronze lamp-posts.

The interior of the building is well arranged for the accommodation of the provincial officials and the legislature of Alberta, which will assemble here for the first time in December, and it is expected that the building will be dedicated shortly after the beginning of the new year.

The form of municipal government at Edmonton is unique, although I am told that it originated and still prevails at the City of Fort William, the terminus of the Grand Trunk Railroad on Lake Superior about 200 miles north of Duluth. It is a modification of the Galveston or commission plan that is being introduced so rapidly in third and fourth class cities of the United States, and includes a feature of the German system.

Every two years the people elect a mayor and eight members of a city council at large, who form the legislative branch of the government and exercise general supervision as representatives of the people. The mayor is the presiding officer of the council. He is also the executive of the municipality and appoints all necessary subordinates subject to the confirmation of the council. He receives a salary of $3,000 a year. The members of the council are not paid. The subordinate officials need not be residents of the city. The mayor is expected to employ the best talent he can get to take charge of the street car lines, the electric light plant, the telephone system, the schools and other municipal undertakings. He appoints a street commissioner, who has charge of paving and sewerage, an auditor who looks after the accounts, assessors and collectors who have charge of taxes, license fees and other sources of revenues. All these men are paid liberal salaries, fixed by the mayor with the approval of the council.

* * *

The mayor grants licenses for the sale of liquors to hotels, but there are no saloons. In order to obtain a license a hotel must have at least twenty-five lodging-rooms, separate and completely furnished; a cot and a chair will not do. There must be a bed, bureau, washstand, wardrobe and two chairs in each room, and provisions in the kitchen and dining-room and a sufficient number of servants to take care of twenty-five guests. Bars must close at 10 o'clock every evening and at 7 o'clock Saturday nights, and must remain closed until 6 o'clock Monday morning. No wines, beer or liquor of any kind can be served in the dining-room of a hotel on Sunday, and the law is strictly enforced. The other day the newspapers contained an account of the prosecution of a restaurant-keeper who had been running a "blind tiger" in his place. He was fined $500 cash and was notified that a third offence—this appears to have been his second—would be punished by one year's imprisonment and the forfeiture of his restaurant license.

All public buildings in Edmonton have been erected with borrowed money, and the interest on the bonds is paid from the proceeds of the single tax.

Municipal ownership also prevails. The city owns all of the public utilities—the street car lines, the electric light plant, the water works and the telephone system. Telephones are rented for $20 a year for private houses and $30 a year for business houses. The city telephone lines connect with government lines, which are under the control of the postoffice department of the Dominion. The rates for long-distance messages are less than one-half those which prevail throughout the United States.

The public utilities are not operated for profit, but all of them are paying a surplus which goes into a sinking fund to be used in extensions and improvements. The original cost was paid by the proceeds of a loan.

There are several fine schoolhouses in Edmonton, which were paid for in the same way, and a dignified courthouse of classic architecture—one of the best I have ever seen—is just being completed and will be paid for by a special issue of bonds. The courts are maintained by a special tax on litigation. Any deficit is made up from the proceeds of the regular taxation.

* * *

Edmonton is a single-tax town and the greater part of the municipal revenue is derived by the collection of 14 mills on the dollar upon an assessment of 75 per cent. of the market value of real estate within the city limits. Additional revenue is derived from licenses and fees for permits. Pavements and sewers are paid for by special assessments on the property benefited.

The school districts are authorized to sell debentures, payable in a number of years, to cover the cost of school buildings and equipment. The provincial government makes a liberal annual grant toward the maintenance of public schools. All lands within the limits of the school district, other than government land, and in some cases certain other reservations, are taxed to meet the balance of current expenses of the schools and provide for maturing debentures. The non-resident land owner and residents without children are compelled to contribute toward the maintenance of the schools.

There are no government taxes, either federal or provincial, the province deriving its revenue from certain subsidies from the federal treasury, and various fees and licenses. The tax for school purposes is limited to not more than $16 a year on each quarter section of 160 acres, and for road improvement not more than $8 on each quarter section. Incorporated towns and villages arrange such matters to suit their own convenience.

The provincial department of public works undertakes all large expenditures in connection with roads, such as the building of bridges, and other heavy expenditures on main highways. The making and maintaining of side roads is left in the hands of the settlers interested. Local improvement districts are permitted to be organized and a rate may be levied on all taxable lands within the district, to be used for road improvement purposes.

The expenses of the administration of the provincial government are paid from a subsidy granted by the Dominion Government in lieu of the public lands within the limits of the province. This subsidy is in two forms—a cash allotment of several hundred thousand dollars and a donation of 80 cents per capita of the population. The new capitol, which will cost $2,000,000 or more, and the new university, for which $250,000 has been appropriated, are paid for by the issue of bonds.

While this peculiar form of government with the single-tax system does not please everybody, and has not given the satisfaction that was expected at the time of its adoption, the people believe that the principle is correct and that a few years of experience will smooth things out and correct the defects in the administration.

* * *

The people of Alberta claim the largest coal deposits in North America and they are getting out a good quality of bituminous coal at several points in this vicinity. There are three coal mines within the city limits of Edmonton. They supply the local demand, and the three railway companies whose lines converge here not only get their fuel from them, but are preparing to ship at least a thousand tons a day during the coming winter. The officials of the Dominion geological survey on their

maps show 10,600 square miles of coal beds in Alberta province, which is a fortunate possession when one considers the long winters, the low temperature and the scarcity of other fuel.

* * *

Four years ago an authorized agent of the immigration department of the Dominion government induced three or four families of colored people to come from Oklahoma to Alberta. He thought he was doing a good thing. They had sold their farms in Indian Territory, had plenty of ready money and were looking for new homes. He sold them large tracts of land and they came north, bringing two or three carloads of household effects, farm implements and other portable property. They were well received and prospered, and through their influence about forty other colored families from the same section of Oklahoma came up in the spring of 1909. Most of them settled in town. A few bought farms. The lack of labor made them welcome also, but some fanatical persons began to talk about a negro invasion, the newspapers took up the subject and when it was discovered that three or four hundred families were coming from Oklahoma the next year the government authorities were appealed to.

The more intelligent colored men who arrived the previous year were advised to notify their friends that they would not receive a cordial welcome, and a negro who had been working up the movement in Oklahoma received notice to suspend his immigration operations, but refused to do so. He had already made contracts with railway companies for transportation; he had already sold several farms to those who were coming, and plans for a new town had already been completed by a firm of American real estate agents in Edmonton.

* * *

The matter was discussed in parliament and in the provincial assembly, and exaggerated reports of a negro invasion were printed all over the province. The authorities undertook to stop the colored immigrants at the border and were successful in many cases. The immigration regulations, which are very much the same as those enforced in the ports of the United States, are more or less elastic. They call for medical examinations and provide that the inspectors shall satisfy themselves that the immigrant is of respectable character and that he is not likely to become a public charge. He must make sure that no imbecile or insane person, no convict or pauper crosses the line, and as the Canadian inspectors are allowed very wide latitude in the application of these rules, and greater discretionary powers than are intrusted to the inspectors of our immigration service, they found no difficulty in shutting out most of the colored people from Oklahoma. The medical inspectors found many of them diseased or defective; others were declared incapable of supporting themselves, and on various pretexts they were denied admission. Some of them went back to Oklahoma, others remained in North Dakota.

* * *

It was an unjust and arbitrary proceeding, for all of the colored people who came from Oklahoma were honest and industrious citizens, and most of them had considerable money from the sale of their farms. The Alberta officials, however, justify their action on the ground of public welfare. They explain that they did not reject the colored families as undesirable citizens, but felt it to be their duty to avoid any possibility of such friction between the two races as has occurred so frequently in the United States. They have troubles of their own at present without importing a race problem.

The statistics of the immigration department for 1911 show that 5,200 negroes have arrived in Canada from other countries since the year 1900, most of them from the United States, and when the returns of a census that has just been completed are published, the total number of negroes in Canada will be shown.

WEST DOMINION LAND OF PROMISE, TO HAVE RAILWAY

Grand Trunk Pacific Will Build From Winnipeg to the Pacific Coast. Aided by Government.

Skillful Engineering is Required to Lay Rails Over Mountainous Country.

LAKE HELENA AND WHITE HORN MOUNTAIN, CANADIAN ROCKY MOUNTAINS

EDSON, Canada, Sept. 30, 1911.—The distance from Winnipeg to the Pacific Ocean by the Grand Trunk Pacific is 1,756 miles. Owing to the physical character of the country, the western division of the road is subdivided into the prairie section and the mountain section, the former extending from Winnipeg via Edmonton to Wolf Creek, Alberta, a distance of 916 miles, and the latter to Prince Rupert, B.C., about 840 miles. This division will be built at the cost of the company, the government aiding by guaranteeing first mortgage bonds, principal and interest, for fifty years, to the extent of $13,000 a mile on the prairie section and for three-quarters of whatever the cost per mile may be on the mountain section.

The company is to pay the interest on the bonds issued on the prairie section and guaranteed by the government, from the date of the completion of the road (the interest during construction being provided for in the cost of construction), but the government will pay the interest on the bonds guaranteed by it on the mountain

section for the first seven years after the completion of the line, with no recourse on the company for the interest so paid.

Thereafter the company will pay the interest on the bonds guaranteed by the government, with the exception, however, that, should default be made by the company at any time during the next succeeding three years, the government will pay the interest, the company continuing in full possession of the property, and at the expiration of ten years after the completion of the mountain section any default of interest which may have been made by the company and paid by the government will be capitalized and be repayable by the company to the government.

* * *

The country through which the prairie section of the railway will pass, as I have already said, contains land now known to be well adapted to the growing of wheat, which, in extent, is four times the wheat growing area of the United States. This land, now being rapidly taken up by settlers, produces rich crops the first year of cultivation, and will furnish a large traffic for the railway as rapidly as it can be extended.

The mountain section, however, passing through mineral deposits and timber, will require a longer time for development, and, as stated, the government has therefore assumed the payment of the interest charges under its guarantee. Not until 1919 will the company be required to assume this liability beyond the interest charges on the one-quarter of the cost of construction.

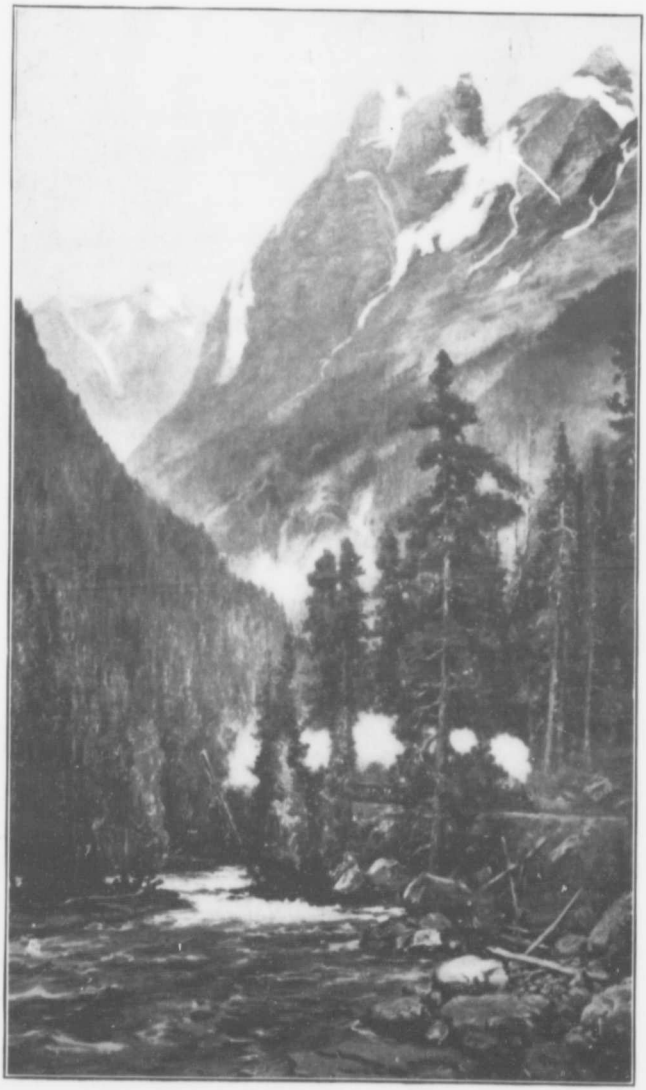
* * *

The Grand Trunk Pacific engineers had three passes to pick from in laying out the line to Prince Rupert—the Pine, the Peace and the Yellowhead. The Pine River Pass is lower than the Yellowhead, which was selected because it has the advantage of but one summit, and also because it has a better approach from the east. Always as one travels westward one expects, when entering the mountains, to find sharp curves and steep grades. There are no mountain grades here, however, and the rise, twenty-one feet to the mile, is precisely the same on the long approach from Edmonton to the Yellowhead Pass as it is crossing the prairies. This is possible here at the north because the Rocky Mountains are no longer a continuous range. They break up at the Peace River, and through the broken hills the engineers were able to locate what is for all practical purposes a level line. Along these grades much of the future wheat of Alberta and a little of that grown in Saskatchewan is expected to find its way to Prince Rupert and thence to Liverpool through the Panama Canal. The easy grades will enable this new national highway to transport four times the tonnage taken by the same hauling power over the average trans-mountain lines.

* * *

The track already is laid to Fitzhugh, at the summit of Yellowhead Pass, in the Rocky Mountains, 230 miles west of Edmonton and 1,114 miles west of Winnipeg, at an altitude of 3,712 feet above the sea level, which is reached by an average grade of four-tenths of one per cent. To attain this there has been some very skilful engineering, and, although the country is not rough, valleys have been filled up, viaducts have been built over gorges and ravines, streams have been diverted from their courses, portions of mountains have been blown down and shelves have been chiselled in the sides of cliffs in order to lay the rails.

Yellowhead Pass is practically level. The ascent and descent over the Grand Continental Divide will scarcely be perceived by the passengers, who hereafter will follow that route to and from the Pacific.



ENTRANCE TO THE YELLOWHEAD PASS, CANADIAN ROCKIES

Beyond Edmonton there is very little settlement, but stations have been placed ten miles apart, and those that have not been given names are called after the number of miles from the divisional point. A flourishing young "future great city" is Edson, the first division point, 130 miles from Edmonton and 922 from Winnipeg. It was a bare prairie a year ago, but is now the home of between 700 and 800 enterprising people who have applied to the provincial government for an act of incorporation.

Pembina is another promising young town. There is going to be a great deal of activity along this part of the road, because of the coal deposits, which seem to be unlimited and are now being developed by several companies. One of them was organized by Andrew Laidlaw, of Spokane; another by the Duke of Sutherland.

Let it be recorded before the fact is forgotten, or becomes a matter of dispute, that H. B. Round, of Edmonton, discovered first the value of this coal and organized the original development company, although a knowledge of its existence has excited interest throughout all Canada since the Hudson's Bay Company's expeditions followed this trail between Winnipeg and Portland, Oregon.

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The geological survey of Canada has made an estimate of 38,000,000 tons already in sight, as it were, and, what is very important from an economic standpoint, most of the seams can be opened on hillsides, so that the coal can be handled by gravity through chutes from the mouth of the tunnel into the cars or bins on the sidetracks along the main line of the Grand Trunk Pacific. There are unlimited quarries of building stone and material for making cement, and no end of timber and other resources. Large deposits of mica were discovered in the neighborhood of Yellowhead Pass years ago, but were abandoned because there was no demand for it and no facility for getting it out. Rumors concerning large deposits of iron, copper, galena and even gold also have been current for generations, and the mountain sides are now being searched by prospectors whose camp fires may be seen glimmering like stars when the sun goes down.

The "Pass" has been known for ages. It was used by the Indians from time immemorial, before the Hudson's Bay Company made it a thoroughfare. It was surveyed by the Canadian Pacific before the route of that railway was fixed, and at least one settler has been living on the old trail for more than thirty years—a squaw man, a hunter and trapper, who of late has been raising cattle and cultivating vegetables to feed the construction gangs. He is a "squatter" and has no proper title to his ranch, but the government will undoubtedly recognize the rights acquired by long residence.

There are innumerable lakes all the way from Edmonton through to the mountains. Some of them are very picturesque and furnish good fishing and shooting. Just now the ducks are skimming over the waters by the thousands and nobody seems to take any notice of them. Pioneer "resorters" have been taking up homesteads on some of the lakes and building cabins, to which they can retreat in the summer with their families, and one amateur hotel already has been opened.

* * *

The pass through the mountains is the centre of a government reserve, called Jasper Park, beginning 190 miles west of Edmonton, where the railroad crosses the Athabasca River, and from there following the Athabasca and the Miette rivers for fifty-nine miles. The park is ten miles wide, extending from peak to peak on either side, and it is enclosed in a forest reserve of several thousand square miles. To

preserve the timber from fire and the depredations of thieves a squad of forest rangers is always on hand, and they also are required to protect the scenery, which is very picturesque and in places sublime.

There are no foothills; the mountains are like the climate, which is without spring and fall. It jumps from winter to summer on schedule time and from summer to winter, just as the mountains shoot up to an altitude of ten and twelve thousand feet from the level of the prairie. The highest peak is Mount Robson, which rises 13,700 feet, with a three-sided pyramid at the crest.

The summits of all the mountains are bold and rugged. Their bases are clothed with evergreen forests reaching to the timber line, which is distinctly marked in every direction. Above it the monsters are stark naked, but fleecy clouds endeavor to shield their modesty and cold shrouds of eternal snow are wrapped around their summits.

At first the Pass of Yellowhead is wide and level, set with pretty lakes and divided by dashing rivers. The Athabasca is a swift and relentless stream. The Miette is much smaller and has less character, but partakes of the spirit of the mountains, for it dashes along without regard to the damage it may do, and when it rains, as is frequently the case in this climate, it swells up with a sense of its own power and washes away trestle work and embankments. The water of these rivers is of that peculiar light-green color that comes from glaciers and it is intensely cold. There are several glaciers in the mountains, but only one in sight, and that is sixty miles away.

* * *

We went up into the pass from Edmonton in the night, and when we awoke in the morning, discovered that we were held up by a washout. We watched the fearless and skillful bridge builders driving piles, laying cross-pieces, spiking braces and laying ties and rails until they had restored the connection, when Superintendent McCall gave us a switch engine and a caboose to go to the end of the track. We crept along for twenty-six miles through the pass over half-spiked rails and often stopped to watch gangs of men with pile drivers, travelling derricks, steam shovels and graders, building bridges and embankments and protecting the right of way against avalanches and washouts, and all day the wonder grew concerning the ease and rapidity with which railways are built by machinery.

There are construction camps all along the line, which contribute to the picturesqueness of the scene. Several thousands of men are living in tents and log cabins with corrals where animals are kept beside them, and long trains of box-cars and flat-cars filled with rails and other building material lie on the sidetracks.

We got our first glimpse of the proud and magnificent Athabasca River at the point where it widens and forms Brule Lake, and, just beyond, where the track skirts Jasper Lake, it passes Jasper House, a Hudson's Bay trading post for more than a century. Then, turning south, it deserts the Athabasca and joins the Miette, which flows the other way into the Pacific.

The Grand Trunk Pacific Company proposes to take advantage of the scenic beauties of the pass and has obtained permission from the government to develop Jasper Park as the Yosemite and the Yellowstone have been developed. And on the site of the ancient Hudson's Bay station it will build a hotel to be called Jasper House, which, hereafter, will be one of the show places of Canada.

* * *

The track is pushing on at the rate of five miles a day under the direction of G. W. Miller, of Sac City, Iowa, who has one of those wonderful track-laying machines

which can do the work of one hundred men, and yet, as the Irishman said so contemptuously, "it can't vote."

The old way of building railroads was to distribute the material along the grade for several miles beyond the finished track by teams of horses and mules, then place the ties and rails into position by hand and spike them together. In this way a well-trained gang could lay a mile a day, but the Roberts pioneer track-laying machine, which is being used here, has revolutionized the business, and, with a gang of a hundred man, can build five miles a day.

It consists of a train of ten or twelve flat cars, laden with ties, rails, spikes, fishplates and anglebars, with one locomotive at the head and another at the tail, and in advance of the former a far-reaching derrick, operated by a young man who sits in a revolving chair.

On each side of the cars is a continuous trough containing an endless belt, running slowly on spools. One of the belts is made of chains and the other of heavy leather set with spikes. On the flat cars groups of men roll the steel rails into the trough of chains, and they are carried slowly to the front, where the derrick seizes them, and, carefully guided by the young man in the chair, lowers them into position upon ties that have come a little earlier in the trough on the other side of the train and in the same way.

There is a stream of ties always passing through the trough, and gangs of men stand in line at the end—two and two—who grab the ties as they fall, place them on the right of way, and then return quickly to get another load. Other men are waiting to straighten them into position, and when the rail is lowered into place the spikers come along and drive their big rough nails as fast as you can count them. The locomotive grunts and the derrick groans, and when they can reach no farther the train takes a hunch at a signal from the young man who sits in the chair and the wheels of the first locomotive are pushed up to the end of the last rail.

It is a fascinating affair, this track-layer, and has hypnotic powers. The workmen seem to regard it with the indifference of familiarity, but a "tenderfoot" scarcely can tear himself away.

CANADIAN RAIL LINES TRIUMPH FOR AMERICANS

All Great Dominion Roads Except One Built by Yankee Genius. Hays' Career Brilliant.

Illinoisan Transforms Streaks of Rust Into Grand Trunk System.

FITZHUGH, B.C., Oct. 1, 1911.—The men who are building the Grand Trunk Pacific Railway, the second line across the continent, are Americans, although the project is backed by the Canadian government and the directors of the company are Englishmen, with their headquarters in Dashwood House, London. Charles M. Hays is the projector, promoter, president and the man higher up. He was the inspiration and is the power that is carrying the plan to completion. The contractors are Foley, Welsh and Stewart, of St. Paul. B. B. Kelliher, the chief engineer, was recently engaged upon the short line that the late David H. Moffatt was building through the mountains of Colorado from Denver to Salt Lake City; H. H. Brewer, general superintendent, came from the Wabash system; H. H. McCall, division superintendent, is

a Louisiana man, who came here from the Illinois Central, and the boss of the track-laying gangs is G. A. Miller, of Sac City, Iowa, who has laid ties and steel on all of the great railways of the Northwest.

* * *

With the single exception of the Canadian Northern, all the railways of the Dominion were conceived and constructed wholly or in part by Americans. Some of the builders have been knighted, to be sure, but they were "made in America." Sir William Van Horne is a brother of the middle west. He was originally a telegraph operator at Joliet, and later superintendent of the Chicago & Alton, and being genial, happy and artistic, was popular and strong.

* * *

Charles Melville Hays, the man who is doing things out here, was born in Rock Island, Ill., May 16, 1856. His father was a druggist—a restless wanderer who left his native state of Pennsylvania before Charles was born, and after spending a year or two at a dozen different places, went back to his native village, where he died when the boy was 17. A friend of the family got the latter a clerkship in the office of the Atlantic and Pacific Railway auditing department at St. Louis, and in 1873 he began his railroad career counting and checking up the punched tickets that the conductors sent in. He had an ambition to become a lawyer, and used to read law books in his boarding-house at night. He hoped to obtain a transfer into the legal department of the road, but fate determined otherwise, and within a year he was making the wheels go around in the operating department.

* * *

He remained in the service of the Atlantic and Pacific Railway for three years; then went over to the Missouri Pacific, where he served under the direction of A. A. Talmage, general superintendent, who was an ideal railroad manager. He was pushed up rapidly because he did things and did them well, and when the Gould interests got hold of the Wabash in 1886 he was appointed assistant to the general manager; three years later he was promoted to the first place, and when he was 37 years old was made vice-president of that system.

* * *

In January, 1896, the directors of the Grand Trunk Company of Canada, after looking about for several months to find the right sort of man, induced Mr. Hays to go to Montreal and take charge of the re-organization, regeneration and reconstruction of that railway, which had been going down for years, and had reached the point of decay which railway men describe as "two streaks of rust over a corduroy grade." Sir William Van Horne, who had risen from the key of a telegraph operator to be general superintendent of the St. Paul Road, had galvanized the corpse of the Canadian Pacific, and the Grand Trunk directors wanted some one who was capable of performing that operation on their property. Mr. Hays came to Canada and was given the right of way. He rebuilt all that part of the road east of the Great Lakes, annexed the Central Vermont so as to get an outlet to New York City at New London, built the Victoria Jubilee bridge over the St. Lawrence and the single span steel arch over the river above Niagara Falls, and double tracked the road for 878 miles from Montreal to Chicago with 100 pound rails.

* * *

About this time the late Collis P. Huntington, one of the greatest of empire builders, died and Mr. Hays was invited to take charge of the Southern Pacific System. He went to San Francisco on Jan. 1, 1901, but remained there only seven

months, when he was recalled by the English directors of the Grand Trunk with higher rank and wider powers and an opportunity to construct a second transcontinental railway from ocean to ocean. That has been his greatest ambition and is now about half done.

Sir Wilfrid Laurier and his Liberal parliament made it possible by the enactment of necessary legislation in the years 1903 and 1904. The line is being constructed from Moncton, N.B., whence it will have access to the ports of St. John and Halifax by means of the Intercolonial Railway to Prince Rupert, B.C., a distance of approximately 3,600 miles, crossing the Rocky Mountains with a maximum grade of only four-tenths of 1 per cent., or twenty-one feet to the mile.

In addition to the presidency of the Grand Trunk and the Grand Trunk Pacific, Mr. Hays is president of all the subsidiary companies of those railways, embracing some 3,500 miles, in the Canadian Northwest, and the Grand Trunk Steamship Company, operating steamers on the Pacific coast between Seattle, Victoria, Vancouver, Prince Rupert and the Queen Charlotte Islands.

The improvement of the Grand Trunk System under Mr. Hays' administration has continued steadily until to-day it occupies a front rank with the railways of the world. He is in full authority over the company's affairs in America, the directors of the company and its shareholders, who number upward of 54,000 being located in England.

* * *

Down in St. Louis old railroaders remember Charley Hays as an extremely industrious young man with a lot of enthusiasm and a feverish anxiety to work. He had the delicate pallor, but not the stoop of a student of books. To-day he fits in harmoniously with his ruddy, roast beef associates on the Grand Trunk Board when they meet, twice a year at Dashwood House, London, E.C. His years at St. Louis, where he rose from a clerkship to a vice-presidency, furnished him a thorough education in the greatest of all universities, human experience. In that school he learned the art of management—first to manage himself, and second to manage others.

Although despising politics, Mr. Hays would have made a great politician because of his tact, his patience, his charming disposition and his personal magnetism. He possesses to a high degree that rare facility of imparting to others his ideas as well as his inspirations. His genius as a director is such as to inspire the confidence of all the men under his command so that they serve him with delight. He chooses his captains with care, and then holds them responsible for the conditions and the service of their branch of the business. He relieves friction between the heads of departments with genial tact; he is prompt to recognize and reward merit; he is always ready to accept suggestions from his subordinates and to give them full credit. Whatever makes for the betterment of the railway he has quickly adopted and worked out. He has spent much time and money to make the Grand Trunk attractive to railway men of every grade, especially to the trainmen, shopmen and those who are paid "wages" instead of "salaries." He has provided night schools in connection with the mechanical department for the training of apprentices, and scholarships in McGill University for a number who have shown special ability, interest and enthusiasm in their work. All this accounts for the loyalty and the efficiency of his subordinates and tends to the betterment of the service.

* * *

It is related by some of his associates in the old St. Louis days that his indifference to the clock on the wall of the big office in which he was working brought his first

promotion, transferring him from the passenger department to the office of the general manager, and if you will call at his large room on the third floor of the Grand Trunk Building in Montreal you will notice that there is no clock on his green tinted walls. There is a portrait of his predecessor, Sir Rivers Wilson, and several maps showing different parts of the system, but no clock, and, although he is very punctual to arrive in the morning, he never leaves his office until he has cleaned up his desk, and that is what he expects of every subordinate. He detests "clock service," as he calls it, and once said:

"Such men know only two stations on the line—Sundown and Payday."

Another tale that is told by his former associates in St. Louis is that when he finished his office work he went straight to a gymnasium and practiced for an hour every day. He lives a clean, temperate life, and that, with his regular habits, accounts for his extraordinary capacity for work and his ability to accomplish things. His only intemperance is work, and that, he argues, will never injure any one provided there is a night's rest between the days.

People in Montreal set their clocks by the passing of the president of the Grand Trunk through Victoria Square, as, rain or shine, he walks from his home to his office. He keeps no automobile and no one remembers ever seeing him in the family carriage. One of his neighbors in the next block went to New York for a visit, leaving the children in charge of a governess who was instructed to send a telegram daily reporting the situation in the household. On the third day she sent this telegram:

"Children getting along nicely. Mr. Hays one minute late this morning."

* * *

In appearance, Mr. Hays is short, stocky, but not stout. He has a large head, covered with fine, smooth iron-gray hair and conceals his cheeks and chin with a square trimmed beard. He is quick in his movements, as he is alert in his mind, and whatever he does is done with energy and enjoyment. He is bubbling over with humor and not only loves to tell a story, but is willing to listen to one—which is a rare accomplishment. He dresses neatly, chooses quiet patterns and colors, and loves good things to eat, but has a modest appetite. He has a democratic dignity in his manners and meets all men with a cheery, cordial smile, which is more influential in emergencies than the arguments of the legal department. Mr. Hays loves books and pictures and music, but his tastes are simple and unassuming. He might wear a title like Sir William Van Horne, Sir Thomas Shaughnessy and Sir William Mackenzie, but it is not to his taste. He declined a knighthood and a directorship in Canada's greatest bank in the same week.

* * *

One ambition of Mr. Hays remains unsatisfied, but it is in sight—that is to run the trains of the Grand Trunk Railway into the City of Boston over its own tracks. They reach the Atlantic Ocean at Portland, and Long Island Sound at New London; they will be laid in the centre of the business district of Providence this fall, and a campaign to obtain a right of way into the hub of the universe, in competition with the New York Central Company, which owns the Boston and Albany, and the New York, New Haven and Hartford Company, which owns everything else in New England, is going on, with a determination on both sides that means a long and a hot fight.

PRINCE RUPERT'S HARBOR TO GAIN TRADE TO ORIENT

New Route to Japan 500 Miles Shorter From Chicago Than Any Other.

To Finish Road in 1914.

English Syndicates Developing Mineral, Farming and Fishing Resources.

FITZHUGH, B.C., Oct. 2, 1911.—The last 1,000 miles of the Grand Trunk Pacific from Edmonton to the Yellowhead Pass of the Rocky Mountains is being built as rapidly as is consistent with solid, permanent work. This is called the "mountain section" and the construction has been given over to two firms of contractors, one of which is building from the ocean east, and the other through the mountains westward.

PRINCE RUPERT, B.C.

At the Pacific end 100 miles of track has been completed and ballasted to Vanarsdol and trains are running regularly. Grading has been finished 140 miles further eastward to Aldemere, and the superintendent hopes to start a service of one mixed train a day each way to that point some time during the winter, which is entirely possible as the weather on the Pacific slope is never so severe as to interfere with construction.

A contract has been let for the filling of the 410-mile gap between Aldemere and Tete Juane Cache, on the western entrance of Yellowhead Pass in the Rocky Mountains which will be completed by the end of 1913, and President Hays is very confident that through trains will be running from Winnipeg to Prince Rupert in time to assist in moving the harvest of 1914. By the time the Panama Canal is opened in 1915 traffic will be fully systematized and a fleet of steamers will be waiting in the harbor of Prince Rupert to be loaded with cargoes for Liverpool.

* * *

A contract has been let to a Seattle firm for the construction of docks, warehouses and elevators at Prince Rupert at a cost of $3,500,000, and a dry-dock to cost $2,500,000, capable of holding the biggest battleship that will be launched

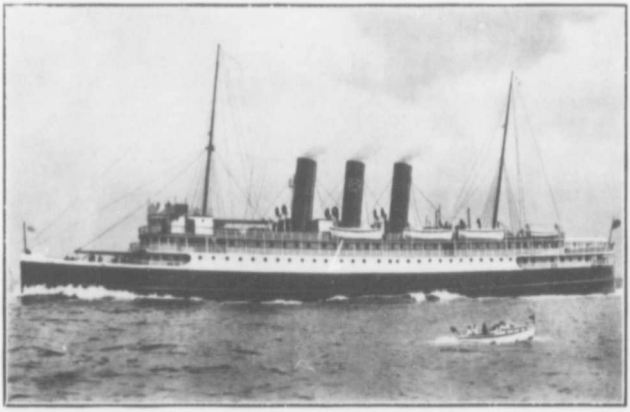
in this generation at least. Land has been obtained also for docks and warehouses at Vancouver and Victoria, where docks, warehouses and other requirements for handling cargoes for the Liverpool fleet will be ready when they are needed.

Prince Rupert has one of the finest natural harbors in the world. It is practically land-locked, two miles wide and fourteen miles long. It is 550 miles north of Vancouver, fifty miles south of the Alaskan boundary, and 483 miles nearer to Yokohama than any other Pacific port.

A second fleet of steamers will be constructed for a line to Japan, China and the Philippines, provided the company is unable to make satisfactory arrangements with some existing steamship company. There already is a regular line of steamers running from Prince Rupert to various ports along the coast of Alaska and as far south as Vancouver and Victoria. As soon as the railroad is completed this line will be enlarged by the addition of several vessels larger than those now in use.

The distance from Montreal, Chicago, St. Paul and Winnipeg to Japan and China by way of Port Prince Rupert is nearly 500 miles shorter, which is equivalent to at least thirty-six hours' sail, than by any other route. The sailing time between Prince Rupert and Alaska also is two days shorter than from any other port. That consideration is considered of great importance in the passenger if not in freight traffic.

At any rate the Grand Trunk Pacific is going after business on the Pacific and will provide such facilities as will give it advantages over its competitors. It, therefore, is a very important as well as an interesting proposition in its bearing upon the commerce of that ocean.



S.S. "PRINCE RUPERT"

Prince Rupert, which is chosen as the Pacific terminus of the Grand Trunk line, already has a population of more than 6,000 and is growing very rapidly. The harbor is as perfect as could be desired, as regards the depth of water, shelter from gales, and convenience of commerce, and at the same time is one of the most

picturesque on the Pacific coast. The town site occupies an amphitheatre of land sloping gently back for about two miles from the edge of the bay, with perfect conditions for drainage and sewerage.

The town site occupies the shore line of the bay for five or six miles and opposite are the Queen Charlotte Islands, which will offer delightful sites for villas, summer hotels and pleasure grounds. To the northwest, through a channel that offers wonderful scenery, is situated the Indian village of Metlakatla, known on the coast as the "Holy City," because all the inhabitants, who were savages a few years ago, have been converted to the Christian religion and persuaded to adopt the habits and customs of civilization through the influence of one man, Rev. Mr. Duncan, a self-sacrificing and devoted missionary of Christ. The Indians are engaged in packing salmon, manufacturing baskets and in other profitable industries.

* * *

The town site of Prince Rupert, which, by the way, was laid out by a Boston landscape architect, is owned jointly by the government of British Columbia, which has a quarter interest, and the Grand Trunk Pacific Town and Development Company, which has a three-quarters interest, and which is owned entirely by the railroad corporation.

It is about six miles long and two miles wide, and nearly one-fourth of the lots have been sold. Before an inch of ground was offered for sale ample reservations were made for parks, playgrounds, market-squares, schoolhouses and public buildings. The streets are wide and have been planted with trees and many of them are already sewered and laid with subways for telegraph and telephone lines, water and sewer pipes.

There has been no great boom or hysterical speculation, but solid capitalists from Wininpeg, Toronto, Montreal, Vancouver and other cities have invested considerable sums of money on their expectations and several hundred thousand dollars' worth of lots have been sold in London, where the Grand Trunk Town and Development Company has a regular agency.

One of the first buildings erected is a comfortable hotel called the "Prince Rupert Inn." The patronage was so great that it became necessary to erect an annex before the end of the first year. The first house in Prince Rupert was built in 1908. Now there are more than 1,500 houses.

The location may be found easily upon any map, although the town did not exist when the most recent atlases were published. It is near the mouth of Skeena River, opposite the north end of Graham Island of the Queen Charlotte group.

* * *

The line of the railway west of the Rocky Mountains has been graded about eighty miles east of Tete Jaune Cache. The entire distance from the summit of Yellowhead Pass in the Rocky Mountains to Prince Rupert is 830 miles. The route follows the valleys of the Fraser, Nechaco, Bulkley, Babine and Skeena rivers, which, with their tributaries, drain a large tract of what is considered the finest agricultural lands in British Columbia.

The valley of the Peace River alone offers room for 1,000,000 farmers on soil as good as can be found in any part of Canada. Concessions of the Grand Trunk Pacific include a branch line into that valley, which already has been surveyed and will be built when the main line is in operation.

Mineral resources of the mountain section of the new road have been subject to investigation by the geological survey of the Dominion government, and are well understood. The coal deposits are without limit. Geologists declare there is enough coal along the line of the road to furnish fuel for the entire world.

More than one hundred square miles of coal land has been taken up already and undoubtedly will be operated in the near future. The coal is similar to that of Alaska and the construction of this railroad to the coast and the development of these deposits may have an important effect upon Alaskan enterprises. There is also an abundance of coal on Queen Charlotte Island and surface indications of copper, silver and iron appear in many places. The country is full of prospectors, who are grubbing around in the forests, and hammering the rocks, without important discoveries up to this time.

* * *

A greater source of wealth will be the fisheries, for in the neighborhood of Prince Rupert are halibut, cod, and other staples beyond any other banks in the world. Millions of pounds of halibut have been taken annually for several years, and several hundred fishermen and laborers have been engaged along this coast. At least 5,000 people are employed during the season in packing salmon. Skeena River is one of the greatest salmon rivers in the world, and more than a million dollars' worth of fish were taken out of it this summer.

The halibut is smoked and dried and several carloads of fresh fish are sent down to Vancouver daily to be shipped to Boston and New York. Epicures may know all about it, but housewives who buy snow-white slices from their market men, and patrons of the clubs and restaurants in the cities of the East who order that satisfying fish from the bill of fare, will be difficult to convince that it was caught on the Pacific coast half-way between Puget Sound and Alaska and shipped 3,600 miles in refrigerator cars.

With the completion of the Grand Trunk Pacific this industry, now in its infancy, will be developed rapidly and will furnish not only freight for the railway but employment for hundreds of fishermen and laborers who will have their homes in Prince Rupert. Already a $400,000 company has been organized to engage in this business and it is building quarters in Prince Rupert.

* * *

It is interesting to know that a license has been granted to establish a whaling station within a few miles of Prince Rupert. The northern Pacific Ocean is now the most profitable whaling ground in all the seven seas and the industry has its headquarters at San Francisco, where the fleets outfit and bring their oil. The establishment of a station at Prince Rupert is a departure and promises something interesting.

Next to the fisheries the lumber trade is the most important. A large steam sawmill costing $300,000, located at Prince Rupert, is kept busy supplying the local demand for building material. Within a radius of 100 miles of the city the forests contain timber enough to keep twenty-five mills busy night and day for generations.

Until recently the halibut trade has been monopolized by the New England Fish Company, but Canadian capitalists are cutting in, and Sir George Doughty, M.P., head of the fishing trust of England, has sent two steam trawlers around from Grimsby to Prince Rupert and is expected to establish a large fleet. At present the products of these fisheries have to be shipped south 550 miles to Vancouver and then

carried across three ranges of mountains to the markets of the East, taking in transit from one week to ten days. With the completion of the Grand Trunk Pacific halibut can be delivered at Chicago in four days, and at New York and Boston in five days.

STREET SCENE, PRINCE RUPERT, B.C.

There has been a good deal of agitation out here lately because of the arrival of the Duke of Sutherland and a party of other noblemen who are the principal stockholders in the Western Canada Land Company.

This corporation owns a million or two acres of wild land—most of it in the red wheat belt on the Grand Trunk Pacific—which is now being surveyed and plotted for sale, and the general understanding is that the duke and his associates intend to colonize it with English and Scotch farmers. During their present visit they expect to close up the preliminaries preparatory to putting the land on the market.

The same syndicate also owns large tracts of timber in British Columbia and is getting ready to put them on the market.

A new and commendable idea in advertising has been devised by the company in the form of experimental farms to demonstrate what the soil will produce and how to produce it. It proposes to provide experienced instructors for the colonists at the start, because both theory and practice of farming in this section of the world are radically different from what the people who are coming have been accustomed to in the old country. The Duke of Sutherland is quoted as having predicted that the company would locate 10,000 Scotch and English families on their lands within the next five years, and their success will be as convincing an advertisement as could be devised for the attraction of other settlers.

There is a prosperous Mormon settlement of about 1,560 families called Kardston in southern Alberta, about 300 miles south of Edmonton. They have taken up large tracts of land and are cultivating it with great success Everybody is prosperous and Kardston is one of the most attractive places in Western Canada. Nearly two-thirds of the population are from Utah and Idaho and they brought with them the same habits of thrift and industry and the same watchful interest in the common welfare that has characterized the sect from the beginning. They have a church, a school, an amusement hall, a choral society, a literary society and other organizations for amusement and mental improvement, and their homes are fitted up with comforts which the other settlers in the neighborhood do not enjoy.

There was a good deal of prejudice against them at the start on account of their religion, but so far as the public can ascertain there have been no plural marriages, and the members of the colony have set a good example to the rest of the community in industry, thrift, morals and temperance, and the opposition is dying out. They do not allow saloons, gambling-houses, or other disreputable resorts, and if a man does not behave himself he is run out of town.

William E. Curtis

1850-1911

His work is done, his last line has been penned
And 'neath it Fate has written thus—"The End!"
He has departed for a far-off land
Beyond the deeps of space, to come no more—
He who could make us see and understand
That which we had not seen nor known before,
Has laid his useful, pleasing pen aside,
The last page turned, the final word supplied.

We who have learned to eagerly expect
His greeting day by day, year after year,
As if to each of us it came direct,
Shall miss him long and keep his memory dear;
We shall not soon forget the debt we owe
For all the hours that he has tinged with cheer,
For all the truths that he has let us know
And all the wonders he has made so clear.

The ones whom Fate the privilege denies
Of viewing scenes that he was pleased to praise,
Because he wrote, see through his kindly eyes
All that he found to gladden and amaze;
We who have travelled where his course was laid
And followed him through unfamiliar ways
Have learned how well he saw, how true he made
The pictures that he hung before our gaze.

His last long journey has been made; no more
Shall he send back from any far-off shore
A morning message to the ones who learned
Long since to prize his greeting day by day;
The ink is dry, the last page has been turned,
He travels on the long and unknown way;
His high reward is won, his last line penned,
And saddened thousands miss an absent friend.

—S. E. Kiser.