

AUGUST, 1902

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# THE NATIONAL MONTHLY OF CANADA.

*WMDC*

WORLD'S PROGRESS

PRINCIPAL GRANT AND  
QUEEN'S COLLEGE

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CANADIAN COMMERCE

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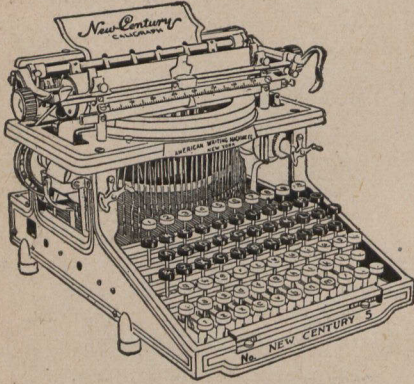
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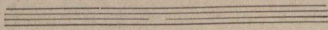
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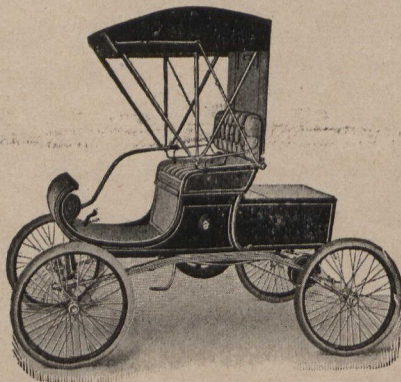
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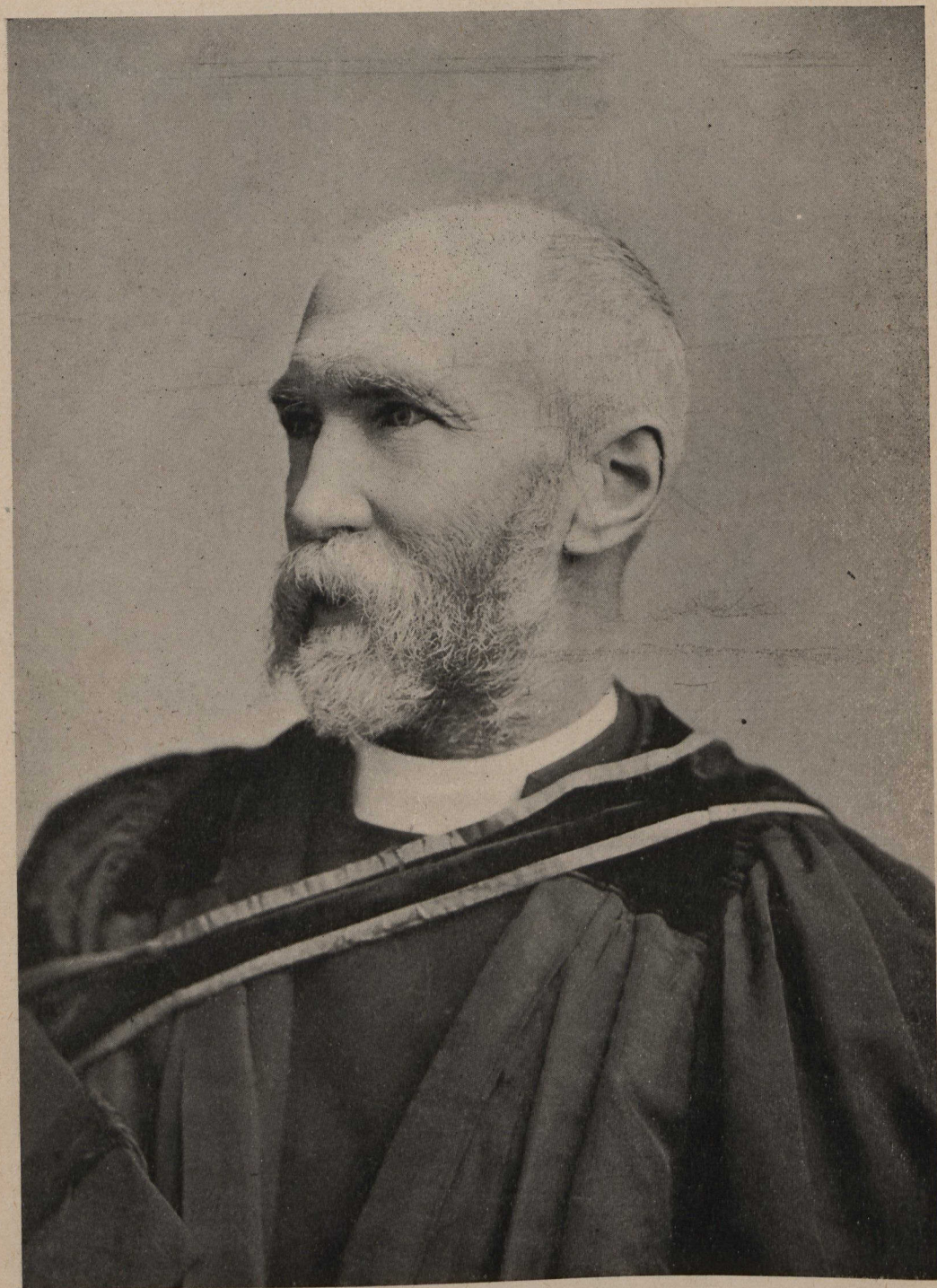
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PRINCIPAL GEORGE M. GRANT

# THE NATIONAL MONTHLY OF CANADA

VOL. I

AUGUST, 1902

No. 2

## THE WORLD'S PROGRESS

THE coronation of King Edward VII., which was to have taken place on June 26th, was unfortunately postponed by the sudden illness of the King, necessitating an operation a few days before the great ceremony would have been observed. For a week His Majesty lay in a very serious condition, and his recovery seemed to be doubtful. His illness was due to appendicitis, aggravated somewhat by the nervous strain of the coronation preparations. The operation, however, was very successful, and the King proved a better patient than was expected. At the end of ten days he was pronounced out of danger, though his full recovery will necessarily be prolonged. The entire nation and Empire passed quickly from an expectant interest in the coronation to a dramatic dread of possible danger, and then to a great relief as the better news followed. All the coronation celebrations were cancelled at an immense loss, the foreign representatives returning home. The King being now convalescent it is planned to hold the postponed ceremonies on the ninth of this month, on a quieter and less pretentious scale.

### The End of the War

Peace in South Africa was declared on June 1st. The negotiations between the British authorities and the Boer leaders at Pretoria were concluded on May 31st, when the terms were signed by both

parties, the welcome news being given out the following day. The terms of peace were that the burghers should lay down their arms and acknowledge British sovereignty; prisoners of war would be repatriated and would be free from civil and criminal proceedings, except in extreme cases; a civil Government would be established in which the natives should have representation as soon as circumstances permit, leading to self-government. The terms, of which these are the most important features, were agreed to by the Boer people with much willingness, and apparently South Africa is as greatly pleased with the results as even England is. The work of surrendering began at once and in two weeks' time over 17,000 had formally laid down their arms in the Transvaal and Orange River Colony. This was the greater part of the entire forces then remaining on the field. July 10th was named as the latest date on which burghers and rebels might surrender. On June 16th Lord Kitchener handed over the South African Constabulary to the civil authorities, thus closing the military operations.

### What Britain Has Done

The South African war lasted two years and eight months, the first Boer march being made on October 14th, 1899. It was the longest war in the century, as it was also the most remarkable. It cost Great Britain something over \$825,000,000, and her entire



forces sent to the field numbered about 280,000 men. The total British losses by death were 21,000, while 9,500 were prisoners or missing; 71,000 were sent home as invalids. Of this grand total over 7,000 men were Canadians, sent in four contingents, of whom 230 met their death. As a result of the war the marriage and birth rate in England shows a marked decrease. At this immense cost of money and men Great Britain has established the principle of manhood liberty which she fought to defend, and has gained two colonies, which are to be known as the Orange River Colony and the Vaal River Colony in place of their former Boer names, the Orange Free State and the Transvaal.

### What Britain Will Do

The task of reorganization which Britain must now take up is admittedly one of great difficulty. The prospect, however, is full of promise, and one of the most encouraging signs is the evident submission and acquiescence of the Boers themselves who, now that the war is at an end, are disposed to become law-abiding subjects of a power whose justice and generosity they at last recognize and acknowledge. As a final step in connection with the war a Royal commission will be appointed to make a general enquiry into the affairs of the campaign from its beginning to the end. The more arduous work yet to be done is the providing of an efficient system of government. The industrial conditions of the country are, as a natural result of the war, more or less chaotic. Every assistance is to be given to the burghers in the repossession of their farms and the rebuilding of their homes, a fund of \$15,000,000 being provided for this purpose. Loans will also be made on very favorable terms, and it is hoped that the business of the country may be restored to its former footing at an early date. The school system has been already given some attention. The Dutch language will be recognized in common with English. The militia will be retained for some time, insurrections on the part of the few irreconcilables being quite probable; but as soon as the conditions of

the country will permit gradual steps toward representative government and full civic autonomy will be taken. For some time to come progress in South Africa must continue to be at the cost of constant vigilance, but there is no doubt that better days have dawned for the new colonies and that under British rule they will have increased content and prosperity.

### Ireland's Indifference

Practically the whole world, from sister nations and governments to church courts, congratulated England and the King upon the termination of the war. Even the Boers at Pretoria cheered the King and sang the national anthem. Ireland remained stolidly silent. Such interest as was shown was on the other side; a monument was erected at Armagh in honor of an Irishman who fought in South Africa in the Boer army, but for British heroes there was no praise. The attitude of the Irish people is most unfortunate. A large proportion of them would seem to be absolutely irreconcilable, though of course there is a saving element of loyalty here and there. Politically the situation is becoming more and more difficult; the Irish members are persistent and vehement in their opposition to the Government, and the question of the future relations of the two countries is a vexed one.

### The Colonial Conference

The presence in London, for the coronation, of the Premiers of Canada, Australia, New Zealand, and other British colonies was taken advantage of by holding a colonial conference, at which matters of mutual interest were considered. The main purpose of the conference was to secure an interchange of views upon trade, postal, and tariff issues, both as concerning the relations of the colonies with one another and the mother country. The premiers met with Mr. Chamberlain, who also held consultations with the ministers from the various colonies also in London at the time. At this writing the results of the conference cannot be announced, but a number of topics were to have been dis-

cussed which have a vital bearing upon the welfare of the Empire. The plan of thus conferring with the colonial representatives is an excellent one and a radical departure from the "little Englander" policy. As the representative of Canada, Sir Wilfrid Laurier was to be consulted especially upon the question of a fast Atlantic steamboat service, such an enterprise being felt in both countries to be a necessity for the development of the English-Canadian trade.

### Two Steamship Combines

This question of the steamship business is a very live one in England, where the Morgan combine, referred to in our last issue, has wakened much alarm. It is feared, and certainly with some reason, that the control of the Atlantic carrying-trade will pass into the hands of American capitalists unless some active measures are taken to offset the remarkable aggressiveness now being manifested by Mr. Morgan and his associates. The "merger" was virtually a complete purchase of five different Atlantic lines, with the understanding that for the present the British vessels should continue under the British flag. It is impossible, however, to convince the people of England that this is not merely an entering wedge and that the ultimate purpose of the combinesters is to acquire and monopolize the carrying-trade of the Atlantic, thus endangering not only England's commercial supremacy but her naval auxiliary resources as well. Much concern and anxiety was expressed. However real or unreal these fears may be, it is certain that the combine would receive the greater portion of the freighting between Canada and England and, as alluded to in another article in this number, it was felt that the time had come for the establishment of an independent all-British line to meet this danger and also to meet an existing need regardless of the combine. The Canadian Pacific Railway Company were first mentioned as the promoters of this new enterprise, but more recently a partial arrangement has been made by the Cunard, Allan and Beaver steamship lines with the British Government, whereby a regular fast service

of six boats will be maintained to Canada, subsidized by both governments. This new combination will be in a position to compete with the other and will at the same time provide a service that has been long needed. The Colonial Office warmly approves of the plan, but final arrangements were postponed until the Conference. It is this matter which the Canadian Premier will help decide.

### European News in Brief

The visit of President Loubet to the Czar, in May, has been followed by expressions of very good feeling between France and Russia. It has also had results in popularizing the democratic idea in Russia and in convincing Germany that she is somewhat isolated. On M. Loubet's return the Premier, M. Waldeck-Rousseau, retired from office, and the president appointed a new ministry, with M. Combes as premier. It is the intention of the new Government to economize, making reductions in all the services.

Spain's boy-king attained his majority (sixteen years) and the throne on May 17th. He is said to be well trained, intellectual and energetic. He is in favor of the Reform party and it is believed that a period of progress is ahead for Spain. The labor troubles, however, still continue. In Portugal, the sister kingdom, King Carlos is said to be contemplating abdication because of the bankrupt condition of the country and the threatened revolution.

Italy's finances show a slight improvement, though still at a low ebb. King Victor Emmanuel, however, is possessed of great personal wealth and he has been investing some of it in America, having recently paid \$8,000,000 for a tract of coal land in West Virginia. His intention is to sell coal to his Government at a profit.

Germany is taking measures to strengthen the German element in Poland. The policy of the Government is to keep the rights of the Poles restricted by maintaining a German ascendancy. This appears to be an effort chiefly aimed at the customs and manners, for a larger measure of

liberty has been gradually accorded to Poland, the Germans being recognized, however, as the masters.

### **The State of Russia**

The famine in Siberia is spreading. The distress is great and the authorities are unable to cope with the problem of how to relieve it. In the Baltic provinces the crops are very backward. In central Russia, however, the prospect is better and conditions more satisfactory.

It is said that Czar Nicholas will soon give the Empire a reform constitution. Russia certainly needs reform, and the sooner it comes the better it will be for the suffering masses. But it is only a promise thus far, and Russian promises are uncertain.

The revolutionary movement is gaining ground in the army. Several officers are suspected of conducting an agitation against "the Czar and despotism."

### **In China and Japan**

The Chinese Government, in order to meet Russian objections, will undertake that any railways from Peking to the Great Wall will be built without the aid of foreign capital. Respect for Russia's wishes may prove embarrassing to China's finances.

A monopoly of the opium trade throughout the Chinese Empire was sought by a German firm, whose offer of \$15,000,000 the Government refused. The scheme was opposed by the ministers and court officials.

Japan is reported to be planning an active naval expansion, to begin in 1904. The funds are not yet forthcoming, a foreign loan being looked upon with disfavor.

The Japanese Government is taking measures to regulate the banking system and provide against extreme speculation.

### **Disaster in the West Indies**

Later investigations have shown the disaster at St. Pierre, on the French Island of Martinique, to have been the worst in recent years and in some respects the worst

for twenty centuries. The ruin of St. Pierre was complete, and subsequent eruptions of Mont Pelee have buried the site of the doomed city still deeper, so that no further attempt will be made to recover bodies or to restore the city. It will be left beneath its ashes as a dreary monument to the 30,000 souls who perished on May 8th. The volcano is still active and its near vicinity will probably never be inhabited again. The panic of the people in other districts has now subsided and measures are being taken to re-populate the outlying villages. The business of the island has received, however, an almost irreparable set back, its one city being obliterated, and in a manner which makes the disaster the more terrible: an outburst of fire and gas which in twenty minutes had burned and buried the city and suffocated its entire population. Similar but less severe disaster occurred in the British Island of St. Vincent, where a large amount of property was destroyed and nearly a thousand lives lost. A chain of connected volcanoes is believed to exist in the West Indian archipelago, extending also to the mainland of Central America.

### **The United States**

The American Government is being congratulated upon the fulfilment of its pledge to grant the Cubans the right of self-government. The island republic is beginning better days. President Palma has chosen his cabinet, and the cleansing of the cities, begun under the American occupation, will continue. There are still eight hundred American soldiers on the island, in readiness for emergency. It is not certain or even probable that the Cubans will prove themselves altogether capable of self-government, and very likely the last chapter will be their complete annexation to the United States. It were well if the Cuban experiment were possible in the Philippines.

The British ambassador at Washington, succeeding Lord Pauncefoot who died on May 24th, will be the Hon. Michael H. Herbert, a capable though less distinguished statesman than his predecessor.

The purchase of the Danish West Indies has been shelved for a year, that being the proposal made by the United States and agreed to by King Christian.

The Senate has passed a bill for the construction of a dam across the St. Lawrence River from Adams Island, in Canadian territory, to Galops Island, in United States territory. This would overcome the Galops Rapids and divert navigation to the Galops canal or south of Galops Island, changing the present route of Canadian steamers very considerably. The scheme is somewhat visionary.

Negotiations with Great Britain are contemplated in connection with the regulation of the Alaskan sealing fisheries. The herds of fur seals are being ruthlessly slaughtered and strict measures will be necessary to preserve the industry. Past restrictions have failed.

Temporary relief has been given to the condition of the meat market by a Government injunction against the Beef Trust. The Trust has until August 4th to make reply to the complaints laid against them. An interesting experiment in this connection is the recent importation of frozen meat from New Zealand.

### The Coal Strike

On May 13th 147,000 miners went on strike in the anthracite coal districts of Pennsylvania. The tie-up of the mines

was complete, and the situation has since grown acute. In the first four weeks the total losses due to the strike were estimated to be fully \$25,000,000. The number of collieries involved is 357, and 30,000 railroad men are also affected. Considerable suffering has already occurred and order has been preserved in some places with difficulty. A systematic boycott of all who favor the operators, or who have business dealings with them, has been inaugurated. Such extreme measures as a temporary sympathetic strike of all trades in the United States have been suggested. A national convention was held on July 17th at Indianapolis, to consider the calling out of all the soft coal miners as well, but this step was fortunately not decided upon by the delegates. The original demands of the miners, which still form the matter of dispute, were for higher wages, shorter hours, and change in the weighing methods. These the operators firmly refused, preferring to close their properties and stand fight, and they also refused to accept arbitration. The situation promises to be protracted and its effects are already noticeable in a shortening of the coal supply and increase of prices throughout the United States and Canada. While the summer season is the most favorable for a coal strike from the consumers' point of view, such a gigantic conflict of labor and capital as this cannot continue without great and far-reaching loss. The American Government has made an investigation.

## OUR OWN COUNTRY

### St. Lawrence Navigation

**I**MPORTANT changes are to be made in the lighting system of the St. Lawrence River, by which the navigation of Canada's great waterway will be rendered much safer. The insurance rate is at present considerably higher than the American rate, and a lowering of this will be the natural consequence of the improvements, which include stronger lights and signals

along the Newfoundland coast and at the danger spots from there to Montreal, changes in the present signal system, and investigation of the tides and currents. For this work an appropriation of \$280,000 was made at the last session. Much satisfaction is expressed among shipping men and insurance companies that these long-needed improvements are now under way; it is said, however, that to make the St. Lawrence route the great commercial high

way which it was evidently intended to be, still greater measures will be necessary to ensure the fullest confidence of safety. It is not, generally speaking, a dangerous route, but it has its bad places, and serious accidents have occurred.

### Quebec the Terminal Port

When the fast Atlantic line materializes the termini will most likely be Quebec during the open season, and in the winter Halifax for passengers and St. John for freight. As a step in readiness for the expected traffic thus created, Quebec harbor is to be improved to the extent of \$100,000, one-tenth of the estimated amount which will ultimately be expended. The Louise embankment is to be extended and increased berth accommodation afforded by dredging. There is at present only a depth of twenty-five feet in the harbor. Quebec is admirably situated for a national terminal port, having rail connection east, west, and south, and the contemplated harbor improvements will greatly enhance its seaport facilities.

### The Ontario Elections

The polls cast in Ontario on May 29th, returned the Liberal Government with a working majority of three members. The aggregate ballot showed some important gains for the Opposition, while in some districts the results were complicated, necessitating recounts and appeals. The comparatively even balance of the two parties will probably give rise to some close debating and hard-fought issues in the next session of the House. A legislature thus composed no doubt represents more fully the political interests of the country as a whole, but leaves the Government at the mercy of a few supporters who may sometimes hold individual conscience higher than party faith and vote on the other side. That type of politician is rare but not unknown.

### A Canadian Medical Council

While the medical laws in Canada are on general principles the same in all the provinces, a system of provincial registra-

tion has heretofore operated as a barrier against that interchange of men and ideas which would seem to be of inestimable benefit in the medical profession. A bill presented in Parliament by Dr. Roddick and passed toward the close of the session, provides for the establishment of a Dominion Medical Council and an uniform standard all over Canada. This Council is to be composed of representatives from all the provinces and the colleges. Before it becomes operative, however, the consent of each provincial legislature is necessary. Some opposition is anticipated in Quebec.

### The Boom in the West

The new country in the Assiniboia and Saskatchewan districts promises to be of Canada's best. Land is being rapidly bought up and settlers are coming in to take possession, while the new railroad will open up immense tracts of what will undoubtedly be the best grain-raising land in the Dominion. One of the most recent purchases on a large scale is that of an American syndicate which has secured a million acres between Regina and the Saskatchewan, with the intention of carrying out a great colonization scheme. A large number of settlers from the Western States will be brought in.

### An Irrigation Scheme

The Bow River District in Alberta is in its present state unfruitful, but believing that it has great possibilities the Canadian Pacific Railway is planning to reclaim this vast territory by a great irrigation scheme, which will be an extension of the Lethbridge system already in operation. The plan is to divert the waters of the Bow River through the country and thus fructify what is naturally a dry land belt, past experiments of this kind having proved very satisfactory. The Company will ask for the necessary legislation at the next session, and both Federal and Territorial assistance is expected.

### Increased Grain Acreage

All the grain crops in Manitoba show an increase of acreage over last year. The

following figures are evidence of the great proportions of the farming industry in one province alone: Wheat, 2,039,040 acres; oats, 725,060; barley, 329,790; flax, 41,200. The total increase is 223,149 acres.

### **Fruit as Well as Grain**

That the North-West is capable of raising fruit as well as wheat is the conclusion reached by a series of experiments in apple culture in Manitoba and the Territories. Under Government direction experiments in crossing hardy Canadian varieties with the dwarfed species which grow in Siberia have produced an apple well adapted to the northern climate and of good quality. Similar experiments have been made with cherries, plums and berries. One of the chief disadvantages of the West has been its want of native fruits, and this now bids to be overcome.

### **A Salmon Combine**

About fifty of the sixty-nine salmon canneries in British Columbia have recently come under the control of a syndicate representing American and Canadian capital. The financing was done by a Toronto broker, the price paid being \$1,250,000. The combine will virtually control the salmon market and as an investment it is undoubtedly a profitable one, while it will also unify and develop the fishing industry of the Pacific coast.

Permission has been given to some American canners to build a large salmon hatchery on the Fraser River as a means of preserving the fisheries of Puget Sound. The Canadian combine will share the benefits of this hatchery.

### **New Ontario**

Settlers are going into the Temiskaming region in such numbers that it is impossible to build colonization roads as fast as they are needed. An appropriation of \$20,000 was made this year for the purpose, but it is with difficulty that sufficient laborers can be found to spare the time from their own clearings. Farm sites are being taken up by settlers from Dakota and Minnesota as well as from the older parts of Canada.

### **A Canadian Immigration Office**

An important move toward making Canada better known in the outside world is the establishment of a new Immigration Office in the heart of London. This office, which will be in a fine business block now under construction, will serve the purposes of an information bureau and will be headquarters for all those who wish to know about Britain's premier colony. Its location was wisely chosen, being in the central part of the city and among other establishments which will make creditable surroundings. A permanent exhibition of Canadian minerals and products will be kept there, and the office will be in charge of an expert staff who have knowledge of the country they represent. "Canada" is to be emblazoned on the building by day and by night, and the best possible display made of the exhibits. This method of advertising cannot fail to attract attention, and as a recruiting agency with thoroughly up-to-date methods, the new Immigration Office will, without doubt prove of great benefit to Canada. It will serve an useful purpose if it do no more than help the English people to realize where and what Canada is.

### **A Way Out of Labor Troubles**

The effectiveness of third-party mediation in labor difficulties was once more illustrated in the case of a strike among the employees of the Toronto Street Railway, which lasted from June 21st to 24th. The strike threatened to be serious, but the Board of Trade intervened and succeeded in effecting a compromise on both sides. The dispute between the Canadian Pacific Railway and the trackmen has also been settled. Arbitration was accepted, and the men have gained by it.

### **Changes in Postal Laws**

Efforts have been made for some time to secure more favorable postal rates, between England and Canada, on papers and second-class matter. There is a specially strong desire to have more of the standard English magazines and periodicals circulating in Canada. At present the high rate

of postage on these brings their net price much greater than the American publications which, having the benefit of a lower rate, are carried over in immense quantities and very widely read. The desire is to put English and American literature on the same footing. At the same time the Canadian publisher is handicapped by having to pay a heavy postage on everything he sends to England. The English authorities were asked if a more favorable rate could not be arranged, but the reply was not encouraging, being to the effect that the existing rate is the lowest that the expenses of the service permit, that the service in the United States at the lower rate is a source of loss, and that if Canada desires to put English and American literature on the same footing she should raise the rate from Canada to the States, and the latter would then retaliate with a similar raise. Evidently the Canadian post-master-general has taken a suggestion from this, for the announcement was made a few weeks ago that an increase of nearly double is to be made on all second-class matter both within and without the Dominion. Letters and newspaper or magazine publications are not included in this, their rates remaining the same. Thus, to say nothing of the increased expense which will fall upon Canadian business men, the prospect of any better postal conditions between Canada and England seems to be as remote as ever. Reform in this direction is much needed, but both governments claim that it costs too much.

### Important Matters in Brief

The Marconi towers at Glace Bay, Cape Breton, are completed, and experimental work has been begun.

A municipal telephone system is still favored in Ottawa, and an effort is likely to be made in that direction in the near future.

The Dominion Government will lay a cable from Anticosti to the Magdalen Islands, a distance of 116 miles.

The crop prospects throughout Canada are on the whole excellent.

The Toronto Industrial Exhibition will be held September 1st-12th.

The Canadian route across the continent has been shortened in time to ninety-five hours, the C. P. R. Imperial Limited having been newly equipped.

Six Swiss guides have been engaged by the C. P. R. for service in the Rockies.

The catch of mackerel along the Cape Breton coast is the best for fifteen years.

One of the latest railway propositions is a double-track electric road from the borders of Canada to the Gulf of Mexico, starting near the Lake of the Woods and following the Mississippi Valley. The syndicate which has conceived this scheme is composed of Mississippi capitalists.

A combine of the leading boot and shoe manufacturers in Canada is proposed. A general meeting to consider the matter will be held this summer.

The Department of Agriculture is making experiments with seed samples with a view to improving the quality and eliminating the weeds.

Messrs. Ralph Smith, M.P., and A. W. Puttee, M.P., now in England, are making a study of the Labor movement in that country, especially in such respects as will bear also upon conditions in Canada. Their investigations are expected to have some influence upon legislation likely to be proposed in the next Parliament.

On May 22nd an explosion in the Coal Creek coal mines at Fernie, B.C., caused the death of 150 miners. The disaster is something of a mystery, though the commission appointed to investigate report it to have been due to an accumulation of coal dust. A relief fund of \$35,000 has been organized.

The appropriations made by the last Parliament for the Yukon district amounted to \$2,804,000 of which \$128,000 is to be expended on new roads.

Enforcement of the Fruit Marks Act will be supervised this year by inspectors under Government employ. Violations were frequent last season.



PROFESSORS' RESIDENCE, WHERE DR. GRANT LIVED

## PRINCIPAL GRANT AND HIS WORK

### AN APPRECIATION

CANADA has produced many great men. Notable among the greatest of her sons was Principal Grant; and it is Canada's loss that he is dead. His fame arose from his connection of a quarter-century with Queen's University; his merit of fame arose from the strength of his own personality. His death on May 10th has been followed by universal and unstinted expression of admiration, both for the man and for his work. That he was a nationalist in the truest sense; that he gloried in Canada's greatness and did much to build up a stronger patriotism; that he was a scholar and teacher of depth and breadth and liberal views; that he accomplished a work little short of wonderful, which lives after him as his best and most lasting monument: these are tributes such as have been recently paid him by sin-

cere admirers, who have also recognized the sterling qualities of his manhood and the excellence of his personal character. These professional and personal qualities were recognized, at least in some measure, while he was still alive. His position was a testimony of public trust, and he was honored though he was sometimes criticized. The spirit of greatness must surely have been in this man.

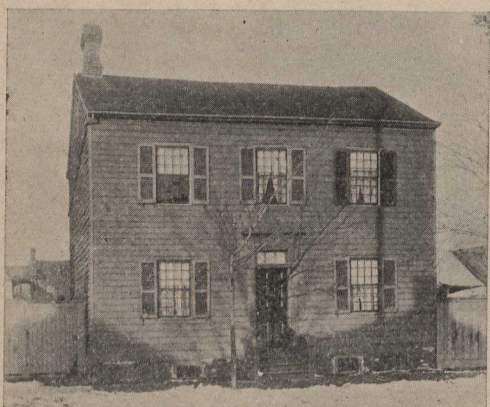
#### *The Beginning of His Career*

George M. Grant was a native Canadian. He was born at Albert Mines, Nova Scotia, in 1835, of Scottish parentage. His early country life was well fitted to give a simple and healthful background to the larger life of his later years. He began his career at Pictou Academy, walking every day ten miles from his home to his



classes: he was already the master of a strong purpose. Having decided for the ministry he entered West River Seminary, and from there he went to Glasgow University, at the age of eighteen years. At Glasgow he was a brilliant student and was graduated from that famous school with honors. In 1860 he was ordained to the ministry of the Presbyterian Church in Canada, resisting the temptation to remain in Scotland, where his abilities were already recognized. This was one of the first evidences of his thorough patriotism.

After a pastorate in Prince Edward Island he was called in 1863 to St. Matthew's Church, Halifax, where he was eminently



THE BUILDING IN WHICH QUEEN'S COLLEGE  
WAS STARTED

successful during a fourteen years' pastorate. In 1877 he left Halifax to begin the work at Queen's. He had always taken a keen interest in educational movements; and he was moreover a man of ability. It was natural, therefore, that when the governors of Queen's University were looking for a man capable of guiding and shaping the future affairs of the university, they should turn to Dr. Grant, whose attainments were now far-known. He recognized the importance of the work, resigned his charge, and went to Kingston.

As the master of Queen's Dr. Grant's career was remarkable. His policy was one of expansion, always abreast of the times and not infrequently in advance. He was a leader and an organizer. At the

time he assumed the principalship, Queen's was facing a crisis because of the withdrawal of Government assistance. At that time, too, the University was a single two-storied building in which not more than two hundred students attended classes. Dr. Grant grappled manfully with the problem of finances. The crisis was met, and to-day there are six large buildings on the campus, and the student attendance is over 800. The college property is now both extensive and handsome and is still growing.

The equipment and teaching staff stood in need of enlarging and improving as well as the buildings. This was in fact the first task to which Dr. Grant addressed himself. By virtue partly of his own repute, and having a keen instinct and a full appreciation of merit in others, he drew to the college a professorial staff of marked ability. He was also able to raise the endowment, then very small, to \$400,000, its present proportions.

### A Great Administrator

To thus raise an institution from comparative meagreness to unquestioned greatness was a work which might well have occupied a lifetime, and must surely have made his soul burn within him. It was hard work, too. It demanded constant vigilance and untiring effort. Dr. Grant visited all parts of Canada, attended the official courts of the Church, and made journeys to the United States and England, putting forward the claims of his college at home and studying ways and means abroad. For both the endowment and building funds he raised a grand total of nearly half a million dollars, an achievement in itself. The energy which was a part of his natural life he instilled into others, and thus the remarkable development of the University in the last two decades has been due directly or indirectly to the exertion of its many-sided principal. Work like this was professionalism, business, and statesmanship combined.

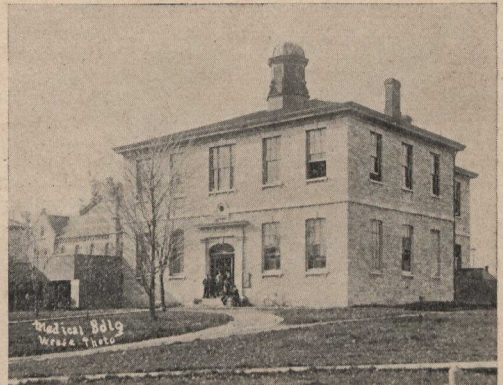
The administrative department of his work occupied a great portion of Principal Grant's time and attention. It was, however, educational work of the most practical

kind, and it was in the capacity of what might be called the business manager of Queen's that he earned much of his reputation. For back of his expansion policy and his campaigns for funds was a definite idea of what he considered education to be and mean, and thus his administrative abilities formed part and parcel of his supreme talent as an educationist. He was also himself a teacher. His classes were in the theological department, and there he was an equal success, being clear, forceful and practical in his methods. As principal he had the oversight of all the faculties, and while himself more closely connected with Theology he acted as the helmsman of the entire university.

It was largely through Dr. Grant's efforts that a School of Mining was established at Kingston, now affiliated with Queen's, and adding much to the importance of Kingston as an educational centre. In such enterprises as these the great president had always a lively interest; he was one of the earliest advocates of technical or manual training.

### A Prophet of the Nation

Dr. Grant was a public man. He was one who saw clearly the possibilities and opportunities which were before his country; he was indeed among the first to recognize the future greatness of the North-West. In 1872, while still living in Halifax, he accompanied Sir Sanford Fleming on a surveying tour for the proposed Canadian Pacific Railway in the then unknown West. Returning home he published an account of his travels in a book, "From Ocean to Ocean," and this book did much to reveal to the Canadian public the greatness of their country. He was also the editor of "Picturesque Canada," an extended guide-book of the whole Dominion. He was ever an Imperial Federationist and though he was not a politician he perceived with keen and statesmanlike sagacity the direction in which public affairs were tending. The nationhood he advocated in his addresses, lectures, and writings, was that sturdy, upright, energetic nationhood of which he himself was a noble type. He loved



QUEEN'S COLLEGE IN 1877, WHEN DR. GRANT FIRST CAME

Canada, and such a man as this was well fitted to inspire a like spirit in the young men who came to him as pupils. His interest in matters of public importance was maintained to the last; his ringing utterance not long ago that Canada should bear a part in the defence of the Empire will serve as an illustration. His wide acquaintance with Canada, his varied experience and his faith in the country's future as well as his point of view, are admirably and interestingly summed up in an address which he delivered in 1887 before the Canadian Club of New York and from which the following is a quotation :

It has been my lot to live for a time in almost every one of our provinces, and to cross the whole Dominion again and again, from ocean to ocean, by steamer and canoe, by rail and buck-board, on horse-back and on foot, and I have found, in the remotest settlements, a remarkable acquaintance with public questions and much soundness of judgment and feeling with regard to them; a high average purity of individual and family life, and a steady growth of national sentiment. I have sat with the blackened toilers in the coal mines of Pictou and Cape Breton, the darkness made visible by the little lamps hanging from their sooty foreheads; have worshipped with pious Highlanders in log-huts, in fertile glens and on hillsides, where the forest gives place slowly to the plough, and preached to assembled thousands, seated on grassy hillocks and prostrate trees; have fished and sailed with the hardy mariners, who find "every harbor, from Sable to Causeau, a home"; have ridden under the willows of Evangeline's country, and gazed from north and south mountains on a sea of apple blossoms; have talked with gold miners, fishermen, farmers, merchants, students, and have learned to respect my fellow-countrymen and to sympathise with their provincial life, and to see that it was not antagonistic, but intended to be the handmaid to a true national life. Go there, not altogether in the spirit of "Baddeck and that sort of

thing." Pass from Annapolis Royal into the Bay of Fundy, and then canoe up the rivers, shaded by the great trees of New Brunswick. Live a while with the habitants of Quebec, admire their industry, frugality and courtesy; hear their carols and songs, that blend the forgotten music of Normandy and Brittany with the music of Canadian woods; music and song, as well as language and religion, rooting in them devotion to "Our Language, our Laws, our Institutions." Live in historic Quebec and experience the hospitality of Montreal. Pass through the Province of Ontario, itself possessing the resources of a kingdom. Sail on lakes great enough to be called seas, along rugged Laurentian coasts, or take the new North-West passage by land that the Canadian Pacific has opened up from the upper Ottawa through a thousand miles once declared impracticable for railways and now yielding treasures of wood and copper and silver, till you come to that great prairie ocean, that sea of green and gold whose billows extend for nigh another thousand miles to the Rocky Mountains, out of which great provinces like Minnesota and Dakota will be carved in the immediate future. And when you have reached the Pacific, and look back over all the panorama that unrolls itself before your mental vision you will not doubt that this country has a future. You will thank God that you belong to a generation to whom the duty has been assigned of laying its foundations; and knowing that the solidity of any construction is in proportion to the faith, the virtue, and the self-sacrifice that has been wrought into the foundation, you will pray that for one you may not be found wanting.

### A Man of Varied Interests

Dr. Grant might have been a successful college president and taken no more than a passing interest in anything outside his college work; but not so Dr. Grant. He was not only a college man, but a



THE MEDICAL SCHOOL

preacher, writer, traveller, lecturer and a student of affairs. He was a practical man and a man whose opinions were held in respect. He did a great work in building

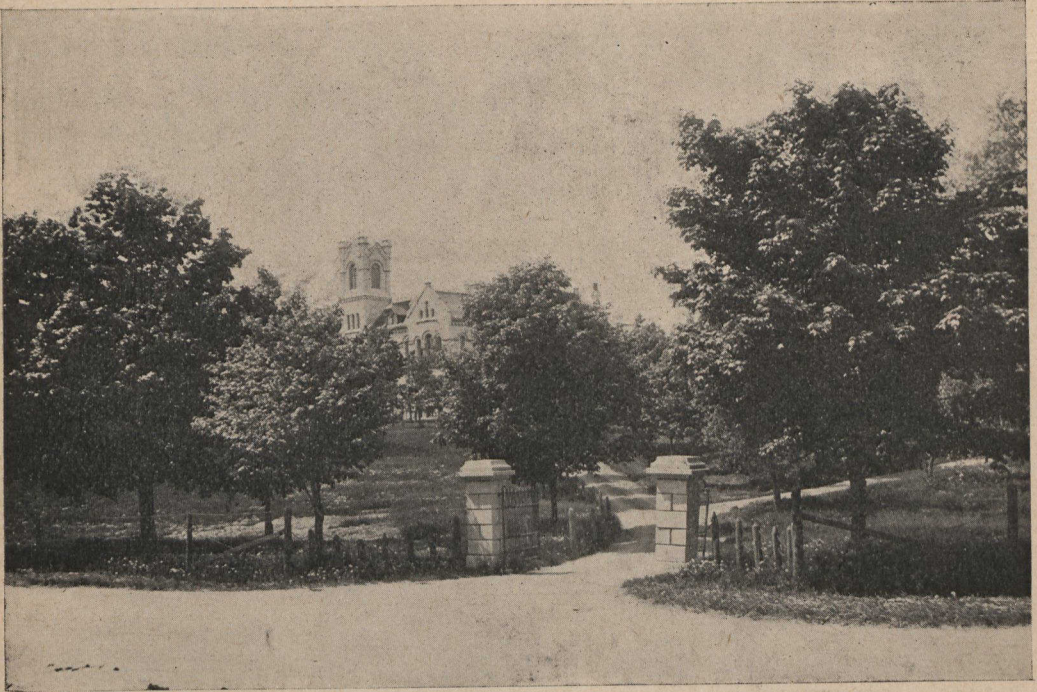
up a Canadian institution of learning; he did perhaps a greater work in inspiring others than himself with progressive Canadianism. We need more such men.

And so Dr. Grant is not to be remembered only as a college president, although his work in that direction entitles him to honored memory, but also as a nation-builder who helped to form a wider patriotic sentiment. In this sense the whole Dominion shares the benefits of his life-work.

Dr. Grant was an honored son also of the church in which his life was spent. Canadian Presbyterians recognize that they have lost a leader. The theological faculty of Queen's University is Presbyterian; but in its other departments it is thoroughly unsectarian, its aim being to teach whomsoever will. Dr. Grant, however, labored long and diligently in the service of his church, in which he held important offices at different times.

Beside the two books already referred to Dr. Grant was the author of "Advantages of Imperial Federation," "Our National Objects and Aims," and five religious works.

Personally the Principal of Queen's was a man of simple, honest-hearted manner. His honors sat on him lightly. To all his students he was a friend, as he was also to his fellow-citizens and his colleagues, in and out of the college. He was always thorough in his methods; thoroughness and energy were in fact the controlling motives of his life and the secret of his success. He was a man of firm convictions. He was quick to make conclusions and slow to change, yet always reasonable, and willing to yield when convinced. Where he carried his point, after-events have generally shown him to have been right. Chancellor Wallace says of him: "His winning and masterful personality, his dauntless courage and conquering hopefulness, his wide, far vision and mighty purpose made him a statesman as well as an educator, a prophet of the nation and the empire, as well as a man of affairs."



THE APPROACH TO QUEEN'S

## A GREAT CANADIAN SCHOOL

QUEEN'S University, where Dr. Grant's life-work as principal was done, is one of the three leading institutions of learning in Canada. It is an institution of which the country is rightly proud, being fully alive, active, hopeful, well organized, and well equipped. Its reputation is national. Canadian colleges are rapidly taking rank among the best in America, and Queen's is admittedly one of our strongest and best. The great advance which it has made in the last twenty-five years is very largely the result of one-man's work, and the name of Dr. Grant is inseparably connected with the history and development of the University which he served from 1877 to the time of his death.

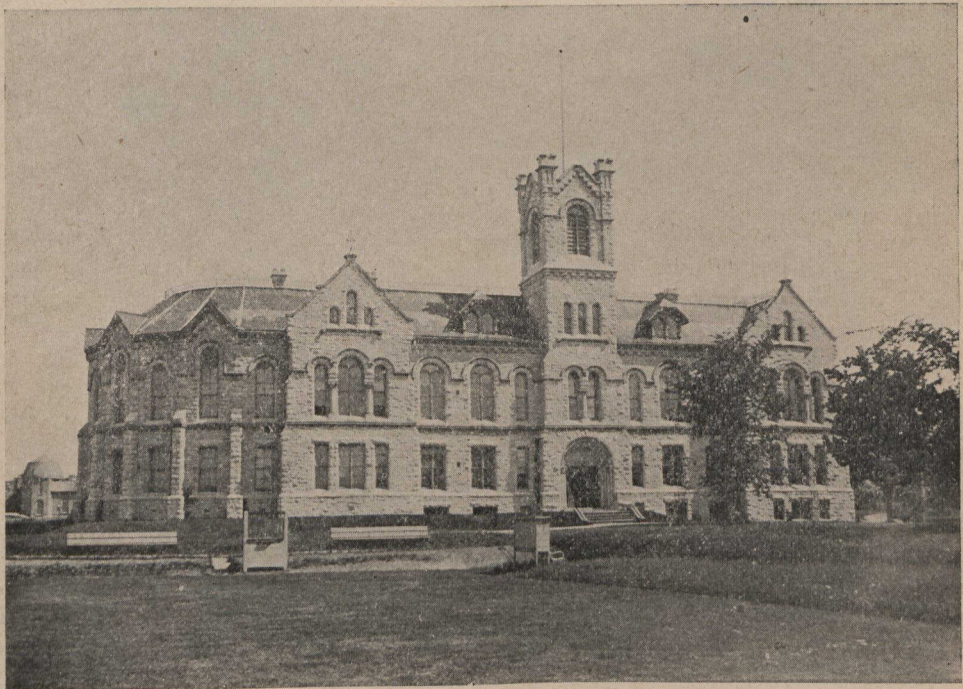
The present proportions of Queen's University have been already mentioned, in brief, in the foregoing article. They are the more noteworthy in comparison with

the modest beginnings in 1841, when the College was incorporated by Royal charter. The first premises occupied were in a two-storied wooden building on Colborne Street, in the days before Kingston had become the fine stone-built city that it now is. There the foundations of what has since grown to be a great educational system, were laid, meeting a need that at that early date was felt to exist in the eastern part of Ontario. The first forward step was taken some ten or twelve years later, when a movement began for a new and larger building. This was accomplished, and during the fifties and sixties what is now the professors' residence was used as the college premises, being for some time fairly adequate to the requirements. When Dr. Grant came, in 1877, he found the University housed in a third building, which is now used as the Medical School.

Very shortly after the new principal be-

gan work, a building campaign, greater than ever, was inaugurated. As a result, the college moved its quarters in 1880 to the present Arts building, a fine edifice in early English style, which had just been completed at a cost of \$50,000. This was Dr. Grant's first achievement in college-building. The people of Kingston contributed largely to the fund, and Queen's assumed with its new quarters the aspect of an university rather than a school. Increased teaching facilities, new classes, and

Queen's is now at the very height of prosperity and outward growth. Last year a third story was added to the Medical School, at a cost of \$10,000, and the movement for a new Arts building began to assume tangible shape at the same time. The building opened in 1880 had become inadequate ten years later, so greatly had the work increased. The ratepayers of Kingston were asked to vote \$50,000 for a new building. They did so by a large majority, thus giving evidence of the confi-



THE MAIN BUILDING

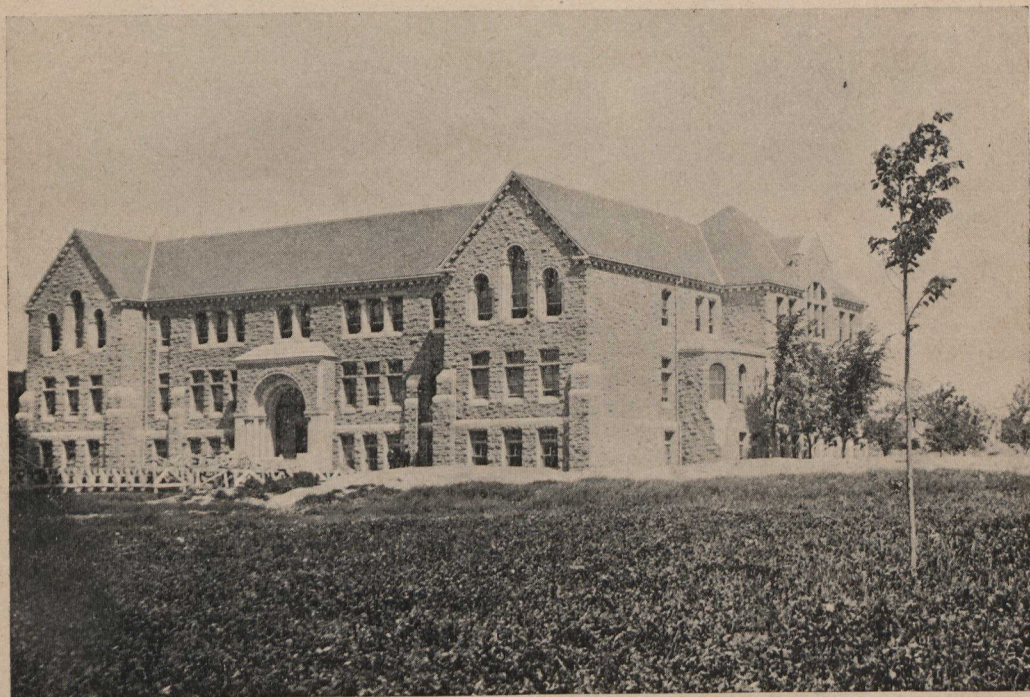
new professors attracted numbers of students, and Dr. Grant's expansion policy was amply justified by results.

At the present day Queen's premises give proof and promise of remarkable growth. The college grounds, which are beautifully situated on the edge of the city, have, beside the three buildings already referred to, a fine Science Hall, two mechanical laboratories, and three large structures in course of erection. A fourth is to be commenced this year. Thus

dence placed in Principal Grant by the people among whom he lived and worked. This structure, which is to be known as the Kingston City Arts Building, will be opened next fall, when the class-work of the Arts and Theology faculties will be divided between it and the present building, which also contains the library and offices. Adjoining the new Arts building will be the Grant Convocation Hall, not yet commenced. The funds for this have been raised by the students and graduates,

amounting to \$31,000, which covers also the equipment of the two buildings. The Hall will have accommodation for 1,200, and will include also new quarters for the Astronomical Observatory. The Convocation Hall will furnish an interesting illustration of student enterprise. The County of Frontenac was asked to build the Hall, but the vote taken on the question was adverse; the students thereupon took the matter in their own hands, and have themselves assumed the responsibility of

Queen's students take classes at the School of Mining, and in future the Science work of Queen's will be done entirely through the School, the laboratory and physical equipment being transferred to the new buildings. Thus they are all practically parts of one university, while formally distinct. The School of Mining is under the patronage of the Ontario Government, by whose assistance the new buildings are being erected. The grant for both is \$100,000. One of these buildings, the En-



THE NEW ARTS BUILDING

the entire building and its equipment. The other two buildings now being erected are for the School of Mining. This institution is in affiliation with Queen's. Though under entirely separate management. The relations between the two institutions are very close. The Mining School is on the Queen's campus, has heretofore used Queen's buildings, and will continue to use a portion of Queen's apparatus; all degrees are also conferred by the larger institution. On the other hand,

engineering Building, will be ready for the next college term. It will contain classrooms, engineering work-shops, and powerhouse, also furnishing light and heat for the entire group of buildings, which are to be connected for the purpose by a new underground system. The other building, only recently commenced and to be ready for the following year, will be devoted to Mineralogy, Geology and Physics.

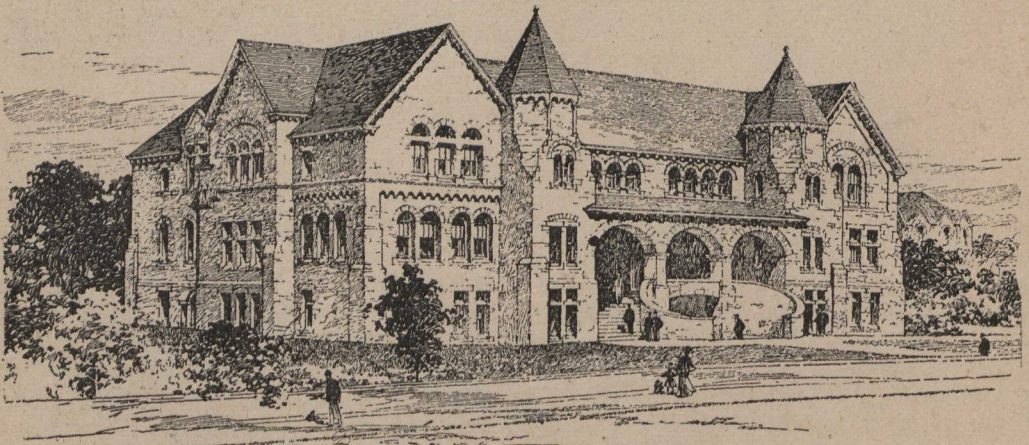
The School of Mining is one of the most important educational institutions in Can-



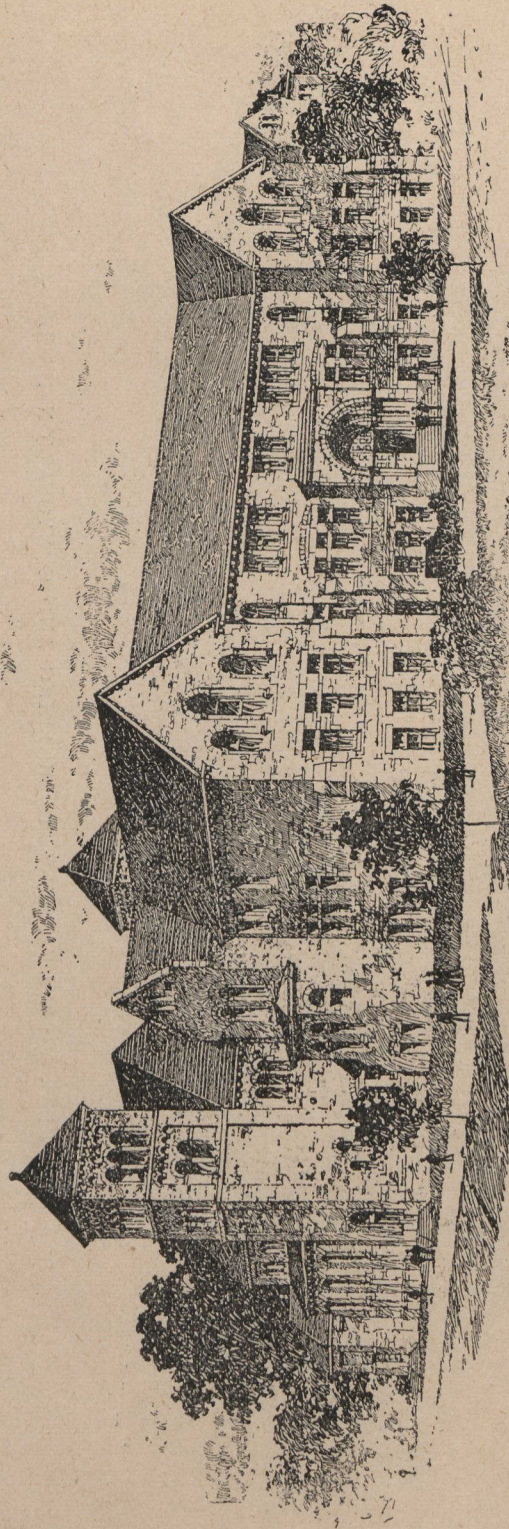
THE NEW ENGINEERING BUILDING AND THE CARRUTHERS SCIENCE HALL

ada. Kingston is situated in a district rich in mineral deposits, and the facilities for practical investigation are thus excellent. A general training in engineering is provided, the course given conjointly by Queen's and the School being manual as well as theoretical. In the laboratories there are assaying shops, furnace rooms,

stamp mill, crushers, smith shops, and well equipped departments for metal working, carpentry, etc. The milling laboratory at Queen's was the first built in Canada. The entire system is thorough and eminently practical, and the opportunity to work with his hands as well as with his brain is of inestimable benefit to the



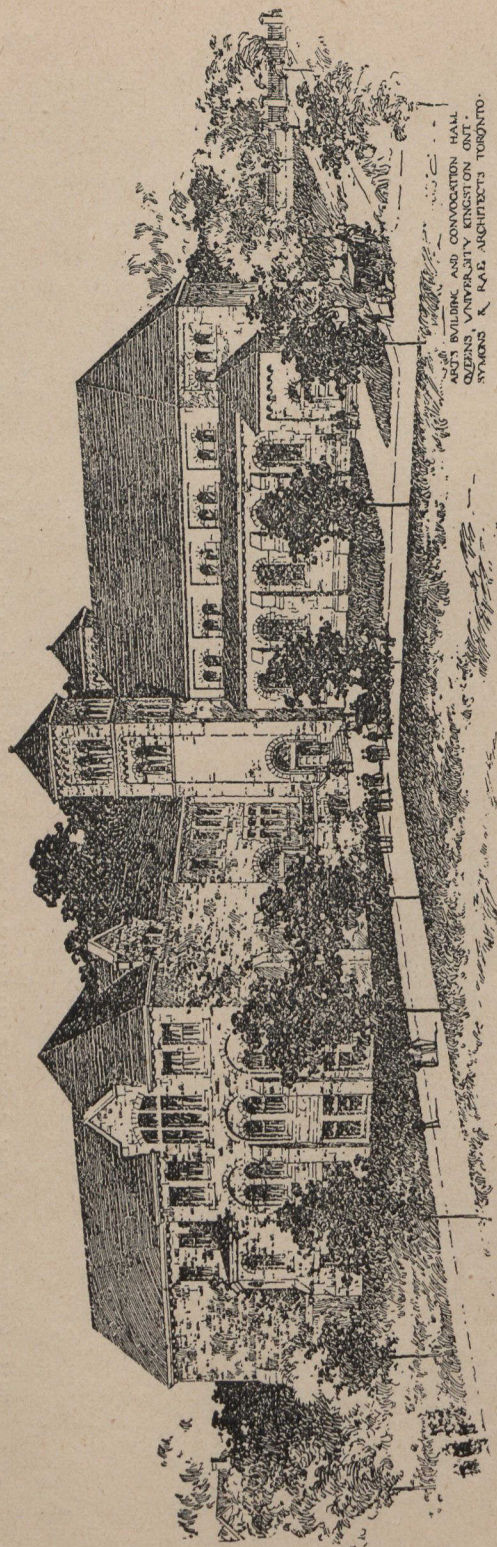
THE NEW MINERALOGY BUILDING



ARTS BUILDING AND CONVOCATION HALL  
QUEEN'S UNIVERSITY, KINGSTON, ONT.  
SMYTH & BAE, ARCHITECTS, TORONTO.

THE KINGSTON CITY ARTS BUILDING AND THE CONTEMPLATED GRANT CONVOCATION HALL





NEW ARTS BUILDING AND CONVOCATION HALL  
QUEEN'S UNIVERSITY KINGSTON ONT.  
STUBBS & RAE ARCHITECTS TORONTO.

A REAR VIEW OF NEW ARTS BUILDING AND CONVOCATION HALL

student. The engineers and mining experts thus trained are the men who will be able to intelligently develop not only New Ontario, but new Canada. Government support can hardly be more wisely given. Dr. Grant was deeply interested in this work, and was very largely instrumental in its being established.

All the buildings, new and old, are of Kingston limestone. The new ones, especially, are models of college architecture. They are simple but handsome, and are in every respect modern. When completed the University premises will be fully adequate and eminently creditable. The significance of these building operations is considerable. Seldom has there been known in Canada, in connection with any public institution, so extensive improvements in prosecution at one time. The college campus has for some months been a hive of activity, which speaks eloquently of the spirit of growth working in the entire system. It is a most encouraging sign for Canadian education, and it has been made possible by persistent agitation on the one hand and the generosity of public and individual benefactors on the other hand.

Queen's University confers degrees in the four faculties of Arts, Theology, Medi-

cine and Science. The student attendance last session was as follows:—Arts, 497; Theology, 31; Medicine, 187; Science, 105. Queen's is thus a little world in itself. The Arts, being the largest roll, will receive special attention with the addition of the new building next fall. The Medical School has facilities in connection with the Kingston General Hospital, and an able teaching staff. The Theological department is Presbyterian. The entire University staff of professors, demonstrators, and examiners numbers over sixty.

The library at Queen's contains 37,000 volumes, and the museum has 25,000 specimens of minerals, flowers, animal life, fossils, etc. The observatory is equipped with sidereal instruments and clocks.

Thus equipped with buildings, apparatus, and teachers, Queen's is fully entitled to rank as a great Canadian school. No business institution in the Dominion has shown a more remarkable development or given better evidence of a Canadian spirit of progress. And while Queen's feels the loss of her great leader, Dr. Grant, the work will be continued with unlesened energy, and will be still further widened within the next few years.

## THE EXPANSION OF CANADIAN COMMERCE

A FORWARD MOVEMENT OF INDUSTRIAL INTERESTS, MARKED BY MAGNIFICENT OPPORTUNITIES FOR THE EXTENSION OF TRADE IN MANY NEW AND IMPORTANT MARKETS.—THE DEVELOPMENT OF IMPERIAL COMMERCE.—CANADA'S GREAT PROSPECTS.

BY A. W. FULLERTON

THESE are the days of enterprise and business enthusiasm. Commerce is on the forward move, and daring methods are taking the place of those which have ceased to meet conditions. In these modern developments and movements Canada has had a share. Her commercial history divides into three periods:

first, the period of national infancy, when she could produce only small portions of the staples which she herself needed; second, the period of self-dependence, her native industries having developed and become more fully equal to her own demands; and third, the period of expansion, when gradually a surplus became available in

various industries for export to other countries, out of which a great national traffic has been shaping itself and giving business life to the country. In this third period we are now well advanced; it is late enough in the day to say that we have passed, in most directions, the experimental stage; it is still too soon to say that we have reached, even approximately, our highest point, for great as has been the growth of Canadian commerce, it is now facing a future expansion which will prove its present standing to be, comparatively, a mere beginning. This is no idle boast; it is a business fact, and according as our people realize it, will be the measure of their own prosperity and the speed with which our country will assume a front place among the nations.

#### Making Canada Better Known

There are two natural conditions which make Canada pre-eminently fitted for a commercial nation. They are: her immense resources of farm, forest, and mine; and her geographical situation, providing on either side an open highway to the world's markets. Only a third factor is wanted, and that, too, we have abundantly: business energy on the part of our people. A great disadvantage heretofore has been the comparative ignorance of Canada outside her own borders. Only gradually has it become known that Canada is a land of natural wealth, and that she has the possibilities of feeding the world. As the facts and figures of Canada's greatness have been grasped by other peoples, commercial relations with them have followed, and it is apparent that further dealings will follow whatever efficient advertising Canadians themselves can do. But the world's markets have not been opened to us altogether unasked. If some business has come of its own accord, it is not, at least, a safe principle of modern commerce. Business must be *made*, must be solicited, sought for; and the expansion of Canadian trade into new fields can only be effected, on any extensive scale, by persistent "drumming." Canadian business men have, indeed, secured much of their trade in this way—by themselves opening up the mar-

ket; but it more than ever applies to what new trade lies in the future.

#### The Old and the New Markets

The commerce of Canada will have future growth in two directions, namely, in an increase of business in markets already opened up, and in the exploitation of new fields. There is a wide scope for further operations in the markets which have been handling Canadian goods for several decades, and improved facilities of reaching them constitute now the chief condition of success; but the expansion and fuller development of our industries, as well as the ambitious enterprise of our business men, require that new trade channels be opened up, and that commercial transactions be established over a wider area, and in all possible directions. By a new market is not to be understood necessarily one to which Canadian goods have never gone before. There is scarcely a country in the world, civilized and accessible, which has not been reached by Canadian products of some kind and in some measure. But past dealings in many places have been merely experiments, and they are practically virgin soil for the Canadian trader. Our business dealings with England cover a longer period than with any other country; yet in many lines England is still a new market for us, and in the prospects for future trade expansion, England is to be counted on for increase both in existing lines and in new ones. Nova Scotia has sent manufactured wares to China and Japan; Canadian-made agricultural implements have gone to Australia; Africa has had our grain and flour; our farm and fish produce have sold in the West Indies; but all of these, in view of the opportunities for future trade, are new markets. They have not been "worked" yet, and in these and other directions lies the promise for Canada's trade expansion.

#### The Yukon Trade

Within our own borders, though not easy of access, is one of these new markets which it will profit Canadian manufacturers to heed more carefully. There is a great

opening for trade in the Yukon. The recent development of that country has paved the way for a great inter-Canadian traffic, which, however, has not yet assumed the proportions that would be expected. The Yukon trade is still largely in the hands of American dealers, who have apparently made a fuller study of the situation, and have succeeded more especially in meeting the conditions and requirements of the northern trade. Much of the business transacted from Vancouver and Victoria is really under American control, the goods being re-shipped from these points after paying duty. The consumer in the Yukon expresses a marked preference, too, for the American goods. He claims that the Canadian hams and butter are inferior, that the canned goods are too clumsily prepared, and that the miners' tools are of too heavy a make. The American article is prepared in more convenient form, and is better fitted to his requirements. In this there is no reflection upon the quality of Canadian manufactures, but merely the fact that the American tradesman on the Western Coast has paid more heed to the demands of the market, and has cured the hams, and churned the butter, and shaped the tools so as to answer the particular purpose of the prospective purchaser. The Canadian tradesman can do the same, and quite as efficiently, if he will. The Yukon market is ready for him, and it will pay him to study its requirements more carefully. Meanwhile, the Canadian Government will probably appoint a commission to investigate the trade conditions of the Yukon. This instance is an illustration, much to the point, of what was recently claimed by a prominent Canadian banker: that the people of Canada should acquaint themselves more fully with their own country, its resources, conditions, and needs. He went so far as to say that he considered Canadians the most backward people in the world in that public spirit which comes from knowledge and appreciation of their country's greatness. The heritage of the Canadian nation is one of immense wealth and opportunity, and our own people have not yet fully realized it.

### British Preferential Tariffs

A conference of Dominion Boards of Trade was held in Toronto in June, which was noteworthy, at least, because it represented the most active commercial organizations in Canada. The scope of the conference was both domestic and imperial. Its chief business was concerned with the best methods of extending Canadian trade within the Empire, and to that end it discussed preferential tariffs, steamship services, and improved postal and cable facilities. As a body it had no legislative powers, but its deliberations will be of value to the Government as indicative of the feeling of leading business men in matters which are sure to require parliamentary attention. The most important resolution adopted was one favoring a preference by Great Britain of colonial products over foreign products. This point of view is gaining ground, both in Canada and in England. It is apparent that England is gradually getting away from her free trade policy, and the logic of her present position seems to be that if she is to hold the commercial respect of her colonies she must abandon her policy of the open door to foreign nations, so that she may come into closer relations with the colonies by granting them a preference. This is Mr. Chamberlain's theory, and Sir Michael Hicks-Beach has admitted that the British Government may, after consultation with the colonial premiers, be induced to exempt colonial produce in the interests of Imperial trade, although he denies that the Government's purpose in imposing the new duties is to make a preference possible. Should such a preference be granted, Canada's trade with England would show speedy increase, and not only Canadian produce, but Canadian manufactures would find a wider market in the English centres of population.

### Great Opportunities in Australia

So far as inter-colonial trade is concerned the outlook is most promising in the direction of Australia. Manufactures are much further advanced in Canada than in the antipodean colony, and a demand has already sprung up for certain lines of

Canadian wares. Australia annually imports from other countries to the amount of \$250,000,000, and to a great extent an importing nation she must always remain, her own products being more especially agricultural and pastoral. There is thus a great opportunity for trade with Canada, a large amount of these imports being of a kind that we can most successfully and profitably manufacture. A number of the more important lines that are in demand in Australia, and all of which Canada can well supply, are as follows: Furniture, boots and shoes, cotton goods, agricultural machinery and implements, buggies and wagons, steel rails and plates, and paper. In some of these lines there is already a flourishing trade, notably in agricultural implements; thousands of bicycles have also been shipped. A sufficient amount of furniture has gone over to show that the Australians are ready to buy it, and in cottons and paper the controlling trade would be given to Canada if satisfactory freight rates could be secured. The steamship service presents the great difficulty. The rates on existing lines bring the landed cost of some goods eighty-five per cent. in advance of the invoice price. Shipments are made chiefly via New York, the long rail transportation to the Pacific proving too expensive to be practicable for Eastern shippers. The solution of the problem is the inauguration of a direct line of steamers sailing from Canadian ports on the Atlantic to Melbourne and Sydney via Cape Town. The charges would be at least as low as from New York, and being an all-British line could be justifiably subsidized. As cargoes increased, rates would go down, and it would seem that the Canadian-Australia line would have excellent prospects of success. It would also furnish what is entirely wanting now—direct communication with South Africa, where there are also great opportunities for Canadian trade. Such a line is one of the possibilities of the next few years, and will be greatly welcomed by Canadian exporters. A resolution in favor of it was passed by the Toronto conference of the Boards of Trade, and it is also one of the matters discussed at the Colonial Conference.

### Business with South Africa

The South African trade bids well to become important. In this respect the war has been of benefit to Canada. With very few exceptions the supplies sent from here for the army have given complete satisfaction, and the Imperial Government looks with favor upon Canadian products. These supplies have been chiefly flour, hay and oats, and one order given in May calls for 20,000 tons of flour and 4,000 tons of oats. Such transactions as these between the Government and a colony serve to attract favorable attention, and as a result, now that the war is over, and when its marks have disappeared, Canada will be found to have gained a permanent market for large quantities of her produce. For several years the South African colonies will be in need of supplies, until such time as their own industries are restored to a state of efficiency; and meanwhile a demand will have arisen for Canadian manufactures as well as Canadian produce. It is a precept of the Empire that South Africa has a great future in store; it is Canada's opportunity to share from the first in her commercial development. As in the case of Australia, to reach this new market there must be a direct steamship service, and the proposition above referred to, namely, a Canadian-Australian line with Cape Town as a port of call, answers the mutual needs of the three colonies, and will put Canada in touch with markets practically unlimited. The Department of Trade and Commerce has already sent a Canadian Agent to South Africa.

### Expansion in the West Indies

Another market which can with profit be more extensively cultivated is the West Indies. Owing to the uncertain conditions which have obtained in those islands for some time, the total trade with Canada does not amount to as much as it did thirty years ago; but on the other hand, for the last five years it has shown a steady annual increase, and with a more favorable prospect at present there is every reason to believe that business relations between Canada and the West Indies will not only

regain, but soon exceed their former proportions. The initiative cannot be expected to be taken by the West Indies; it falls to the Canadian business men to awaken commercial enthusiasm, and to open up the new markets. The great staple export for which Canada should find an increasing demand in the West Indies is flour; fish and potatoes have figured largely in the cargoes from the Maritime Provinces for many years, while lumber goes in whole vessel-loads. Heretofore, flour has been bought chiefly from the United States, but there are signs of a change in this respect, and flour has, perhaps, a better opening than any of the other items mentioned. In return Canada buys sugar, bananas and oranges, with other tropical produce. The Island of Jamaica alone produces 20,000,000 bunches of bananas a year; Canada consumes 600,000 bunches, of which only about 12,000 come from Jamaica. Of Canada's total importation of 40,000,000 oranges only one-tenth of that number come from Jamaica, whose yield is 100,000,000. There are thus resources in one island alone to supply Canada's demand for tropical fruits. Other markets are available in Trinidad, Bermuda and Demerara, all of which islands will take Canadian produce in exchange, and to a limited extent Canadian manufactures. The total importations of the islands amount to \$45,000,000. Canada's dealings can best be carried on with the British West Indies, and the same question of preferential tariff that applies to the other colonies applies here as well. Similarly steamship connection is an important factor. The service has hitherto been inadequate, but it is now receiving more attention. The Government recently made a contract with a Halifax line for a monthly service to Jamaica at a subsidy of \$1,150 per trip. Another line from St. John is

being advocated. As a means of developing the West Indian trade the Canadian Manufacturers' Association suggests that there should be Canadian agents or representatives stationed throughout the islands, whose duty it should be to personally represent Canadian manufacturers, initiate Canadian business, and control shipments. The Association recently sent a deputation to investigate the conditions and opportunities, and it found that there was a prevailing ignorance concerning Canada, especially as regards its industrial interests. To overcome this lack of information the establishment of accredited representatives is proposed.

### Canada is Reaching Out

Thus in four widely separated parts of the world there are exceptional opportunities for the expansion of Canadian trade. If present prospects are to be counted as any evidence of future achievement, the commerce of Canada is entering upon an area of unprecedented prosperity, and greater and wider proportions than have ever been before. The watchword now is expansion; our business interests are reaching out. And not only is there a growth in the newer fields, but every now and then one hears of increased business in unsuspected directions. Last year fifty thousand tons of Nova Scotia coal went to Norway, Denmark, and other countries in Europe, and this year the quantity will be doubled. Clyde foundries are now importing Canadian pig iron, fifty-three thousand tons being used last year. What with these Old Country markets, the new ones in the British colonies, and the new fields opening up in our own country, as well as our trade with the United States, there would seem to be ample scope for commercial activity in Canada, and ample encouragement for the progressive man of business.

# SHIP AND RAILWAY PROJECTS IN CANADA

THE DEVELOPMENT OF NATIONAL COMMERCE AND THE OPENING UP OF NEW COUNTRY.—A GREAT NUMBER OF PROPOSED NEW ROUTES BY WHICH IMMENSE NATURAL RESOURCES WILL BE REACHED AND COLONIZATION ENCOURAGED.

By J. H. A. THOMSON

THE surest sign of industrial progress and the most tangible token of a country's future development is the improving and increasing of transit facilities; for a tendency in this direction on the part of government or private capitalists implies, as a matter of course, that there is something in the country to be carried, some resources which means of carriage will develop. The "spirit of commerce" is typified by a steamship or a railway train, and it is safe to say that the wonderful progress of the two American nations has been due, first of all, to a wealth of natural resources, but nearly as much to the great transit systems which are interwoven across and through the continent, or ply the ocean from either shore. A great country calls for strong enterprises, and the greatness that lies inherent in North American soil has only been made an utilizable quantity by that network of iron tracks which has become one of the wonders of the world. No more conclusive proof of Canada's growth could be given than to point to the history of our railroads and steamship lines, and no more encouraging evidence of increasing growth is to be had than the remarkable activity now being manifested in the still further promotion of national traffic. It is a fact known to even the most casual reader that the possibilities of Canada's undeveloped resources, especially west and north, are so great as to be almost beyond the grasp of figures; the *open sesame* to these treasures is simply a means of getting to them and carrying them away. The many ship and railway projects already more or less advanced mean

much for the greater Dominion that is to be, and the very number of these projects, aside from the immense proportions of the more important of them, is an interesting feature of the new industrial movement, the significance of which not everyone fully realizes.

## The Fast Atlantic Line

As a means of opening a wider market to Canadian products, which is an apparent necessity if our products are to be increased, a new line of steamships across the Atlantic would be of incalculable benefit, and is now considered a probability. Such an enterprise has been talked about for several years, and at one time very nearly materialized; it has never been forgotten, and has been given a fresh impetus by the recent formation of an Atlantic shipping combine, whose operations are thought to be of possible danger to Canadian interests. In Parliament, where the matter was partially discussed, it was held that the time was fitting for the establishment of a Canadian line which, subsidized by the Government, could successfully compete with any foreign line, and would place Canada in an independent position, there being ample business with the European markets to support such a line. Should the combine prove an actual menace, the Canadian line would prove the only efficient remedy, and even if the alarm be found false, there is still need of a more adequate weekly service between Canada and England, where also it is meeting with favor and is not a little hoped for. Negotiations are now being made, it is said, by the Canadian

Government, looking to the establishment of a new line within two years. The Canadian Pacific Railway was first mentioned as the probable promoter, and in any arrangement will be a party. With such a backing, and under government control, the enterprise would have the confidence of the Canadian public, and would supply a missing link in our traffic system. It is certain, at some date and in some way, to be accomplished.

### A New Type of Grain Carriers

With the ocean steamers at their terminal ports awaiting cargoes, the problem next arising is the transportation from the interior. The facilities hitherto available for moving the Western wheat crop have been insufficient, and this is our most important export, for which increased provision will be necessary each year. To meet this want, so far as transport on the Lakes is concerned, a new project is now on foot which has the marks of uniqueness as well as profitability. It is a proposition to build a fleet of cargo-boats of the tubular type. The promoter, Mr. F. A. Knapp, is the inventor of the Knapp roller boat, the experiments with which probably led to a modification in the more practical form of a boat that is round but does not roll. The new steamer will be 250 feet long, will weigh only 500 tons, and will carry 95,000 bushels, while the ordinary canal steamer carries only 65,000 bushels. The tubular steamer, it is claimed, can be built and operated at a much lower rate, thus making possible a correspondingly lower freight rate. Each vessel will carry its own elevator equipment. The cylindrical form not only gives more room, but ensures a greater strength and an equal seaworthiness. As a grain carrier or general freighter on inland waters the Knapp boat promises to be a profitable innovation. A company has been incorporated, and it is intended to have one or more steamers in operation next fall.

### Proposed Canal Systems

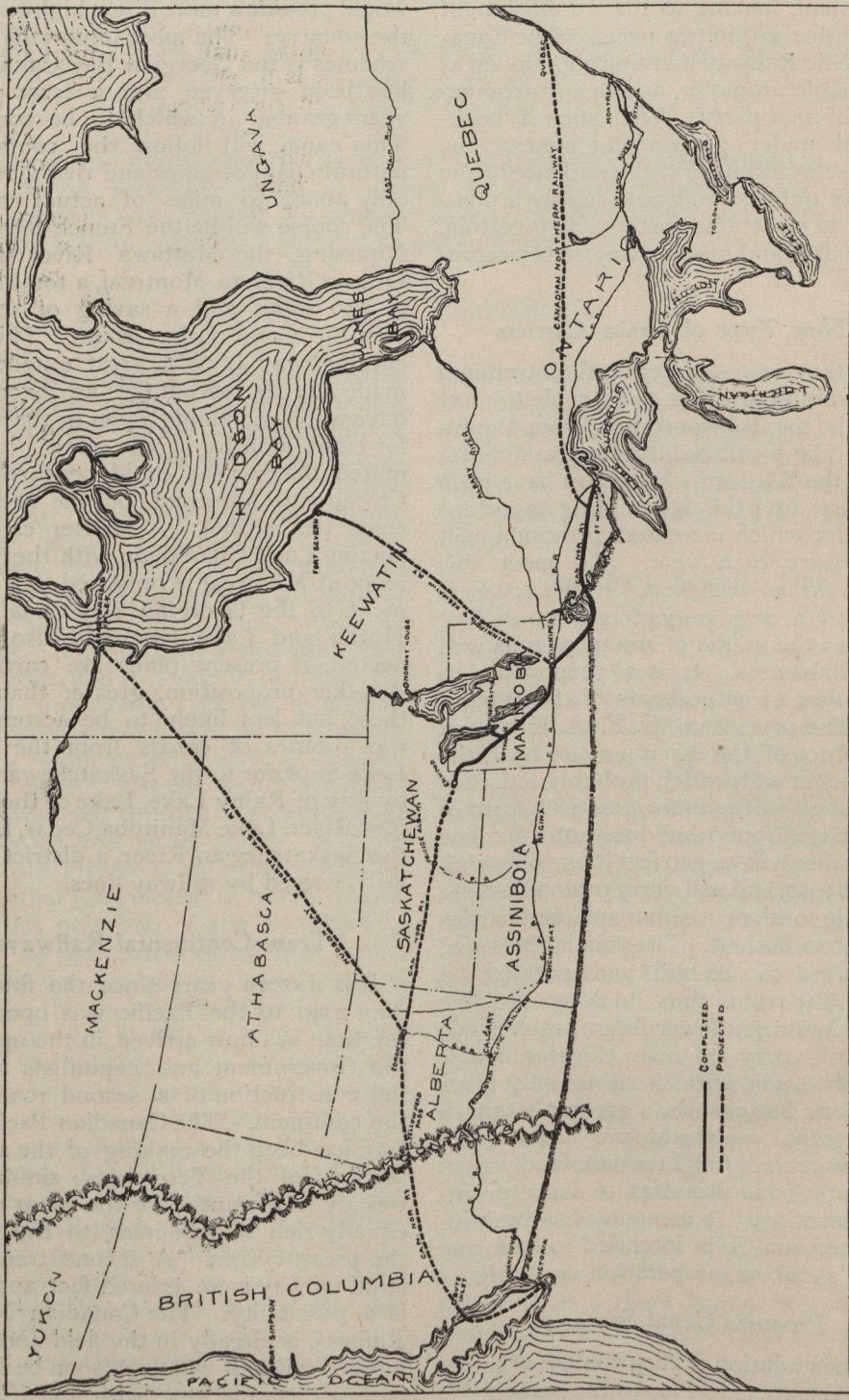
Another solution of the problem of transporting Western produce to the seaboard is proposed in the form of inland canals, which

would provide a more direct highway across the country. The most important of these schemes is the Georgian Bay Canal, which has been surveyed and a term of eight years granted in which to be completed. This canal will follow the course of a natural chain of lakes and rivers, requiring only about 30 miles of actual canalling. The course will be the French River, Lake Nipissing, the Mattawa River and the Ottawa River, to Montreal, a total distance of 440 miles and a saving of 300 miles over the Great Lakes route. This shortcut highway is to a great extent ready-made and the advantages are exceptional, navigation remaining open in these waters for eight months of the year. It is estimated that wheat could be carried from Chicago to Montreal for one and a half cents per bushel. A shorter canal connecting Lake Champlain with the St. Lawrence at Montreal is proposed as a complement to the Georgian Bay Canal. Lake Huron and Lake Erie will also be connected, if present plans are carried out. Another proposition, greater than any of these, but less likely to be accomplished, was a series of canals from the head of Lake Superior to the Saskatchewan Valley by way of Rainy Lake, Lake of the Woods, Red River, Lake Manitoba, Cedar, Lake and the Saskatchewan River, a district already well covered by railway lines.

### Trans-Continental Railways

It is sixteen years since the first Canadian road to the Pacific was opened, and the time has now arrived, in the opinion of the Government and capitalists alike, for the construction of a second road across the continent. The Canadian Pacific Railway has been the making of the southern sections of the Territories; similar facilities are now wanted for the great country, equally rich in resources, to the north of the present lines. A second transcontinental railway is an assured fact, and a third is a possibility. The Canadian Northern Railway is already in the field and operating 800 miles of what will soon be a system partially competitive with the Canadian Pacific, but tapping in its Western branches





THE NEW TRANS-CONTINENTAL RAILWAY AND ITS CONNECTIONS

an entirely new country. The road is now completed from Port Arthur, on Lake Superior, to Erwood, just beyond the extreme north-west corner of Manitoba, through which province it passes diagonally, with a number of branch lines. Westward from Erwood, its present terminus, extension is to be made at once to Prince Albert, and then to Edmonton, thus paralleling the C.P.R. at a distance northward of 150 miles. This connection of Prince Albert and Edmonton, a stretch of 300 miles, is regarded as one of the most important features of Western colonization. It will open up an area of twenty million acres of land, which means homes for half a million people. It is a region now almost unoccupied but abundantly rich in all that goes to make good farming country. Northern Alberta and the valley of the Saskatchewan are destined to be a settlers' Mecca.

From Edmonton the Canadian Northern will continue to the Coast, crossing the Rockies at the Yellow Head Pass and terminating on the mainland, it is expected, at Bute Inlet; then passing through Vancouver Island to Victoria. From Winnipeg to Victoria by this route, will be 1,640 miles. A through line from Lake Superior will thus be provided, traversing a country which not only needs it, but can give it sufficient business to make it pay. Eastward the objective point is Quebec. The route from Port Arthur to Quebec will probably be in as direct a line as possible north of the C.P.R., with branches to Ottawa and Montreal. When the entire system is an accomplished fact, Canada will have a second trans-continental railway of probably as great importance as the first.

There are two other projects for Pacific roads which are not illustrated in the accompanying map because they are less certain and their routes but vaguely defined. Charters have been granted, but it will probably be a long step from the charters to actual construction. Indeed, a charter to the Trans-Canada Railway Company has been in existence for a number of years, but operations thus far have been confined to only a few miles of track. The company now offers, however,

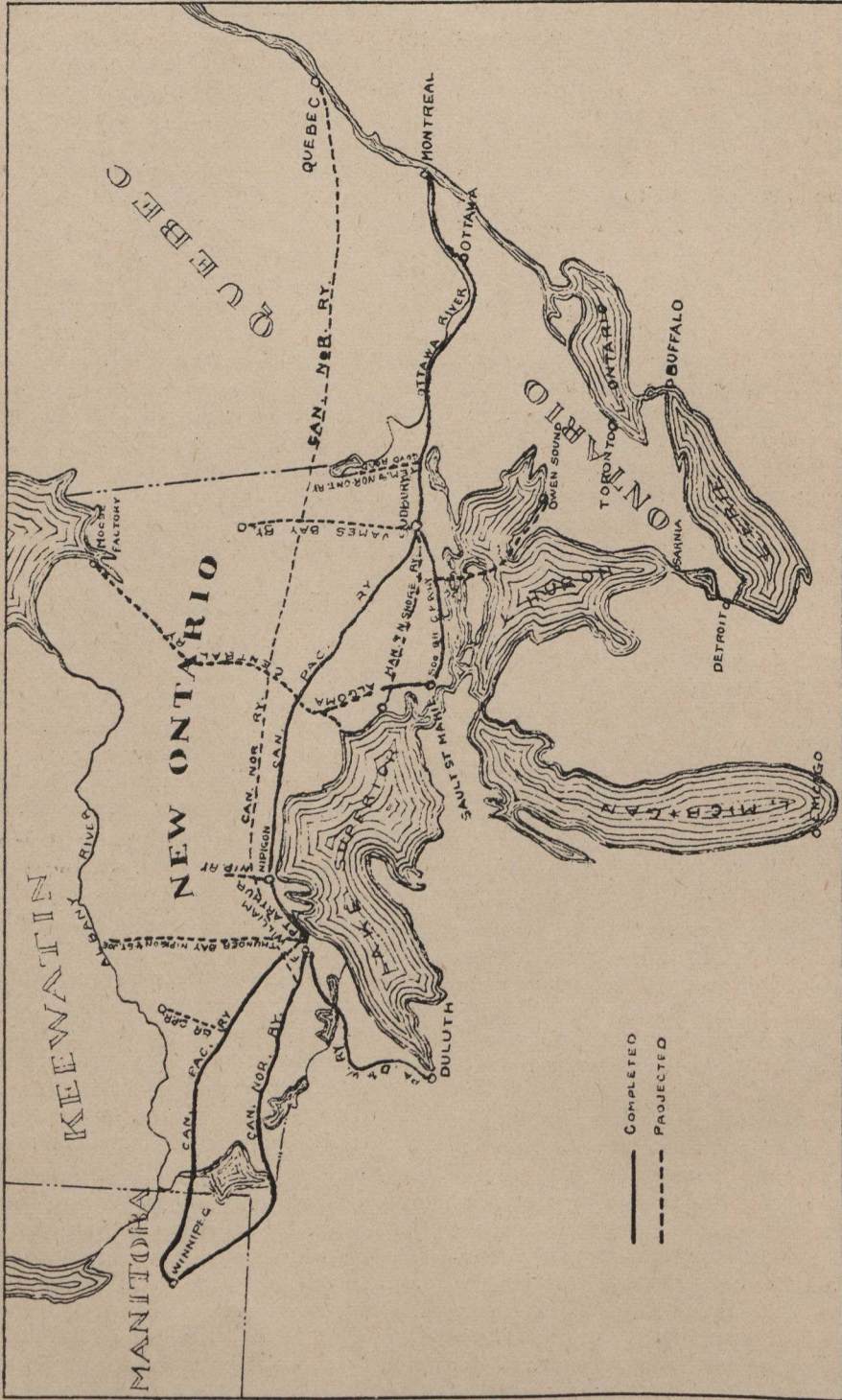
to build the road within ten years, without government assistance. A proposed route is Quebec to Fort Simpson, on the Pacific coast, via James Bay and Norway House. A glance at the map will show that this would be a comparatively straight course and would shorten the distance to the northern Pacific coast very considerably. Another charter was given in the recent session to a project known as the Canada Central Railway, to start from French River and run through Northern Ontario, Manitoba and the Territories, crossing the Rockies at Yellowstone Pass and then dividing into branch lines southward and coastward. This road will be met at French River by the Quebec and Lake Huron Railway, an air line from Quebec, for which a contract has been already let. There is business in sight for the latter road by its connections with lake steamers.

#### Keewatin and the Yukon

A district awaiting development, with great lumber resources as yet untouched, is Keewatin, on the West of Hudson Bay. It is proposed to pierce this unexploited country by two railway lines, for which charters have been granted. The Hudson Bay and North-Western Railway is a project to connect Edmonton, in Alberta, with Chesterfield Inlet, on the north of Hudson Bay, and the Manitoba and Keewatin Railway will connect Winnipeg and Fort Severn.

In the Yukon there are a number of short lines projected. The Klondike Mines Railway is to be extended to Stewart River; the Yukon Pacific is proposed to run from a point on the Chilkat River to White Horse, and the Coast Yukon Railway from Kitamaat, near Port Simpson, to Dawson.

There are also several short lines projected in various parts of the Territories, to act as feeders to lines already existing, and to open up the country more widely. Among the more important of these is the Medicine Hat and Northern Alberta, which will run from Medicine Hat to a point on the Saskatchewan near its bend north-east of Edmonton.



PROJECTED RAILWAY LINES IN NEW ONTARIO

### The New Ontario Railways

Railway projects are nowhere more numerous, and nowhere is progress more evident, than in what has come to be known as New Ontario. Between the Great Lakes and James Bay there is a country of immense mineral, forest, and agricultural wealth, as yet in its natural state. Adapted to colonization purposes to a degree rivaling the most fertile districts of the West, and already attracting the attention of would-be settlers, this new Ontario is waiting for the railway. Five separate lines are now under way, and three of them will ultimately reach James Bay, thus crossing from three different points an area which totals 16,000,000 acres, and whose products vary from iron and pulpwood to apples and wheat. Of these roads the one which will likely be first to reach James Bay is the Algoma Central, from Sault Ste. Marie to Michipicoten, then north and north-east along Moose River to Moose Factory, a total distance of 450 miles. Some seventy-five miles of the road are already completed and in operation, and it is hoped to have it completed in two years. It passes through immense timber districts, and the pulpwood industry promises to be of great importance. The Algoma Central is promoted by F. H. Clergue, and will form a part of the great industrial system centering at Sault Ste. Marie.

At the eastern limit of the Province another road is aiming toward the north-land under the name of the Temiskaming and Northern Ontario Railway, the first section of which will be from North Bay to Liskeard, at the head of Lake Temiskaming. This road is being built by the Ontario Government, the first sod being turned on May 10th. There are settlers in the Temiskaming country already, and thousands more will follow the advent of the railway.

Between the Clergue and the Government roads is another, the James Bay Railway, the charter of which is held by Mackenzie & Mann. This will run from Parry Sound to Sudbury on the C.P.R., thence north to Abitibi Lake. Construction on the Parry Sound end has been commenced.

A fourth road northward will cover a district of New Ontario further west. The Thunder Bay, Nepigon and St. Joe Railway is projected from Port Arthur to the Albany River, *via* Lake Nepigon, a distance of 250 miles. This country is rich in minerals. The charter for the road has been granted, and operations will probably be commenced at an early date.

Still another project is the Nepigon Railway, which was recently chartered, to connect Nepigon Bay and James Bay, *via* the Albany River. The original purpose was to continue northward across the Albany, Severn, and Nelson Rivers to Fort Churchill, but the Hudson Bay Company holding a previous charter for this route, the Nepigon route was changed to James Bay only.

From a point on the Algoma Central, north of Sault Ste. Marie, will run the Manitoulin and North Shore Railway, midway between the two C.P.R. lines, and terminating its main section at Sudbury. Near Sudbury it will turn south, cross Manitoulin Island, and pass through Indian Peninsula to Owen Sound and Meaford. The passage from Manitoulin Island to the mainland will be made by ferry. This road, which is another Clergue line, will give all-year communication to a part of old as well as new Ontario which has hitherto been shut off during the winter months. Manitoulin Island is very fertile, and will become a great stock-raising country; while the new districts to be opened up on the north shore are the centre of the nickel deposits. Contracts for construction work have been called for.

### In the Maritime Provinces

Railway projects are less numerous in the Eastern Provinces, but a number of roads are being promoted in Nova Scotia. Mackenzie & Mann have the contract for the South Shore Railway, which will connect Halifax and Yarmouth along the Atlantic coast. The distance will be 250 miles, and the road is already in operation from Yarmouth to Barrington. This is the first road to which the Nova Scotia Government has given a loan. The Nova Scotia

Eastern Railway is to run through Pictou and Guysboro counties, and the Midland Railway will connect Truro and Halifax. Construction is being done on both, and on the latter, trains are already running for a part of the way. Several short lines are proposed in the coal districts in the eastern counties. The Strait of Canso is to be bridged at a cost of \$5,000,000. The location will probably be Port Hastings, on the Cape Breton side, and Cape Porcupine, on the Nova Scotia side. The Cape Breton Railway will build from North Sydney to Margaree, through one of the best sections of the island. The Prince Edward Island Railway is being extended from Charlottetown to Murray Harbor.

#### A Multitude of Schemes

Beside the projects which have been named in the foregoing list, there are a great number of less important charters recently given by both the federal and the provincial governments, in Ontario, Manitoba and British Columbia especially. Many of these it is not at all likely will ever

be built, being evidently intended for purposes of speculation. Yet, that the most important of the roads, those which are really a necessity, will be built is certain, and ultimately the plans and routes, which at first appear almost stupendous, will reach actual proportions as great as those now suggested. It is safe to say that in five years' time Canada will have railroads in the West and in the north, through sections that are now primeval forest or unbroken prairie, and that following the railways there will be many thousands of new settlers developing country which is now valueless because it is out of reach. Back of the greater number of these railroad projects are capable and responsible men, and their intention is for business. On many of the lines work is already well advanced; the Government has given liberal assistance; the country and the settlers are waiting, and the prospects are of the brightest. Canada is now in a time of expansion, and one of the best signs of the times is the remarkable activity being shown by the builders of railroads.

## THE CANADIAN PACIFIC RAILWAY

By J. MACDONALD OXLEY

THE Canadian Pacific Railway holds a unique position among the great enterprises of the world. It cannot lay claim to controlling the greatest mileage, to possessing the largest capital or to showing the biggest traffic receipts, but it can boast of being the only railroad which traverses a continent, reaching from ocean to ocean over its own lines every foot of the way, the only railroad which has kept for itself the various franchises, such as the telegraph service, the sleeping-car service, the hotel service, and so forth, that other roads have leased out, and finally, a road which has never defaulted on its interest, nor been in the hands of a receiver.

Concerning this remarkable railroad it may be very well said that it was at the

start a national enterprise, that it is now a national highway, and that it will be to Canada a national heirloom. It is the main artery through which the life blood of the country flows from province to province, from the Atlantic to the Pacific, and yet there were many times during the various stages of its promotion and prosecution when, judged according to all human standards, the chances seemed to be ten to one that it would prove the cause of national ruin.

Certainly for a colony not overburdened with cash, and having a population numbering only a few millions, thinly scattered across the continent, to undertake the longest continuous line of railway ever constructed, for the purpose of binding her



HEAD OFFICES, MONTREAL, OF THE CANADIAN PACIFIC RAILWAY

sundered provinces together, was one of those daring ventures, the wisdom of which can be justified only by their success, and it is particularly pleasant to have the knowledge that in this case the results have, to quote the phrase of the market, exceeded the most sanguine expectations of the promoters.

There are many claimants to the credit of being the first to suggest a trans-continental line, and the task of deciding between them does not fall within the province of the present writer. The idea was one that would inevitably suggest itself as the country grew, and when the remote western province of British Columbia made it an express condition of her joining the confederation of the eastern provinces so successfully effected in 1867, that the railway should be begun at once, and completed within ten years, what had hitherto

been a mere subject for discussion, now became a matter of solemn obligation.

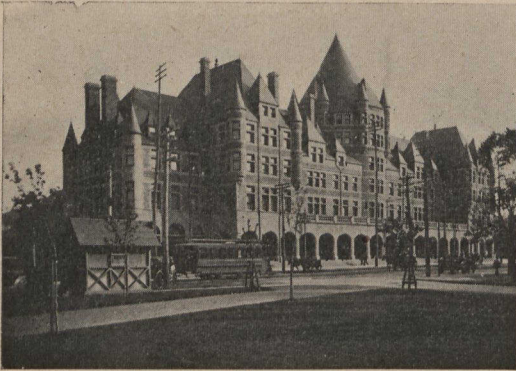
This was in 1871, and the Federal government of the day set about carrying out the contract with due diligence. But it proved a more difficult task than they had reckoned upon, and three companies had been formed and failed, and one government fell from power in trying to fulfil it, with the result that British Columbia was fain in 1875 to consent to a ten years' extension of the time allowed.

Even then construction proceeded very slowly and spasmodically until 1878 when the late Sir John A. Macdonald returned to power, and ably assisted by Sir Charles Tupper, then Minister of Railways, put new life into the work. Two years later they succeeded in transferring the bulk of the undertaking to a strong syndicate of Canadian, American and European capitalists,

out of which in time developed the present corporation, and the company, with Sir William Van Horne as its chief officer, attacked the vast work with such marvellous vigor and skill that their entire portion of it was completed in less than half the time stipulated, and the Government, not to be outdone by private energy, took only a few months over the five years to finish up its part.

Thus it came about that in June, 1886, the first through train for the Pacific Coast pulled out of the station at Montreal and safely accomplished the most memorable railway journey in the history of the Dominion.

As one to-day rolls easily and swiftly in a luxurious palace car over the three thou-



PLACÉ VIGER HOTEL AND STATION, MONTREAL

sand miles that intervene between the head of navigation on the Atlantic side, and tide-water on the Pacific coast it is not easy to realize the gigantic difficulties which had to be overcome by the brave builders of the road. No problem that ever perplexed an engineer was absent from this tremendous task. Tunnels, trestles, bridges, rock cuttings and earth embankments, loops, and spirals, and switchbacks, snow-sheds and avalanche deflectors, all had to be provided, and that on a scale of unparalleled liberality. Verily, the engineering corps had no sinecure.

The section of the road running around the north shore of Lake Superior and that which penetrates the mountain ranges of British Columbia were, of course, the most difficult and costly.

To overcome the stern resistance of the rocks which form the northern boundary of the great lake incredible quantities of dynamite had to be used, the enormous sum of \$7,500,000 being expended on this single item. During 1884-85 nearly ten thousand laborers were steadily employed there, and one ninety-mile section is reported to have cost little short of ten million dollars.

Nor were these stubborn rocks the worst difficulty. Here and there morasses, locally known as "muskegs," were encountered, which had to be crossed, and some of which seemed to be veritable bottomless pits, swallowing tens of thousands of tons of gravel, and yet refusing to afford a solid pathway, until the builders more than once well-nigh despaired of success.

Some years ago, when the present writer was making the trip across, his train came to a halt in that northern wilderness, and it appeared that the track had become unsafe, and it was necessary to have the cars drawn over the dangerous spot one at a time. Yet many thousand tons of solid material had been dumped into this treacherous swamp before the line was laid across it.

But at last both rock and morass were conquered, and, having reached Winnipeg, connection was made with the prairie section which had already been completed. It was on this part of the road that all previous achievements in rapid railroad building were cast into the shade, and the record then made still stands unchallenged.

Very much easier the work of course was, than that through the rocks and swamps of the Lake Superior section, or that among the gorges and glaciers of the mountains. But do not suppose that the prairie is like one long billiard table. There is really very little level country west of Winnipeg; it is all up and down hill, and it took 17,000 cubic yards of earth-work in each mile to raise the rails to a level, and put the line out of reach of the winter snow. And do not suppose that the rails were just stretched out on the flat earth with a spike here and there and then left. The line was meant for many a year's hard wear. It was laid from one end only, full tied and full spiked, and in no case were

rails hauled ahead by teams; they were always laid continuously.

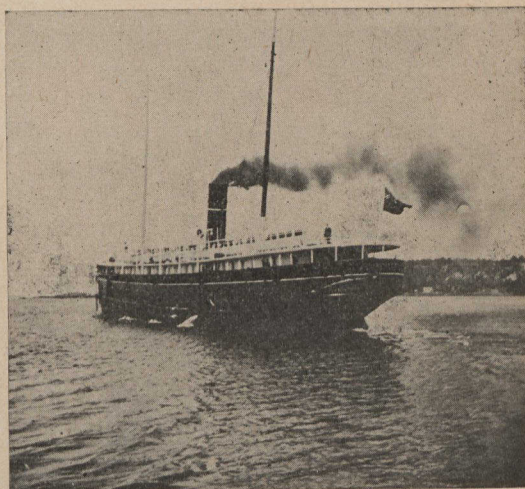
With the work thus thoroughly done, what was the record? It was begun in May, 1881, just three months after Parliament set its seal to the charter, and before the end of that year trains were running over 165 miles westward from Winnipeg. In seven or eight months of 1882, 419 miles were added, and in 1883 another 376 miles, and thus in three seasons the whole 962 miles were covered by one continuous pair of steel rails.

During seven weeks of 1882, or in forty-two working days—for the record shows that the C.P.R. rested from its labors on the Sunday—134 miles of main track were laid, or an average of 3.19 miles per day, exclusive of sidings. In 1883 even this average was exceeded. In eight weeks, or forty-eight working days, 166 miles were laid, or an average of 5.46 miles per day, while on one day the record reached the enormous figure of 6.38 miles, requiring 2,120 rails, or 640 tons of steel.

Each day the contents of from twenty to twenty-five 20-ton cars of rails and fastenings, and from forty to fifty cars of ties and other materials, were laid by the sixty different working parties. Nearly all this heavy material had to be brought an average of 1000 miles by rail; while every stone and piece of timber and every morsel of food for the army of hungry men and horses had to come from distant Winnipeg. Very different this from railway building in a settled land, where food and material are almost at your feet. One who saw the work done tells in *Engineering* that where not a stick of timber and no preparation for work could be seen one day, the next would show two or three spans of nicely-finished bridge, and twenty-four hours afterwards the rails would be laid, and trains working regularly over it. The prairie having been crossed, there now came the supreme difficulty of the undertaking, to cross the three great mountain ranges rising up like giants to stop the way, whose craggy flanks were pierced by the seemingly impassible canons, whereby the Columbia, the Kootenay,

the Fraser and the Thompson rivers rushed impetuously toward the Pacific Ocean.

Already many millions of dollars had been vainly spent in surveys, seeking to find a practicable pass through this sea of mountains, but the dogged Scotsmen, who directed the Syndicate, and who are now known as Lord Strathcona and Lord Mount Stephen, with the present Sir William Van Horne as their commander in the field, were not the men to be daunted by that. They knew no such word as fail. Their engineers climbed crags, penetrated canons, swung suspended over precipices, and cut their way through forests, until presently the Kicking-Horse Pass (so called from one of the engineers being kicked by a



S.S. ALBERTA, UPPER LAKE ROUTE

pack-horse there) was discovered, and the Gordian Knot was cut.

In the forty-four miles between the summit of the Rocky Mountains and the mouth of the Kicking-Horse Pass, the line makes a sheer descent of 2,757 feet, and this meant crossing the Kicking-Horse River nine times, the drilling by hand of 370,000 cubic yards of hard rock, and the meeting of many landslips. Then came a gap of 220 miles, in which two mountain ranges, the Selkirks and the Gold Range had to be crossed.

What all this meant you can well realize to-day, as you climb for mile after mile

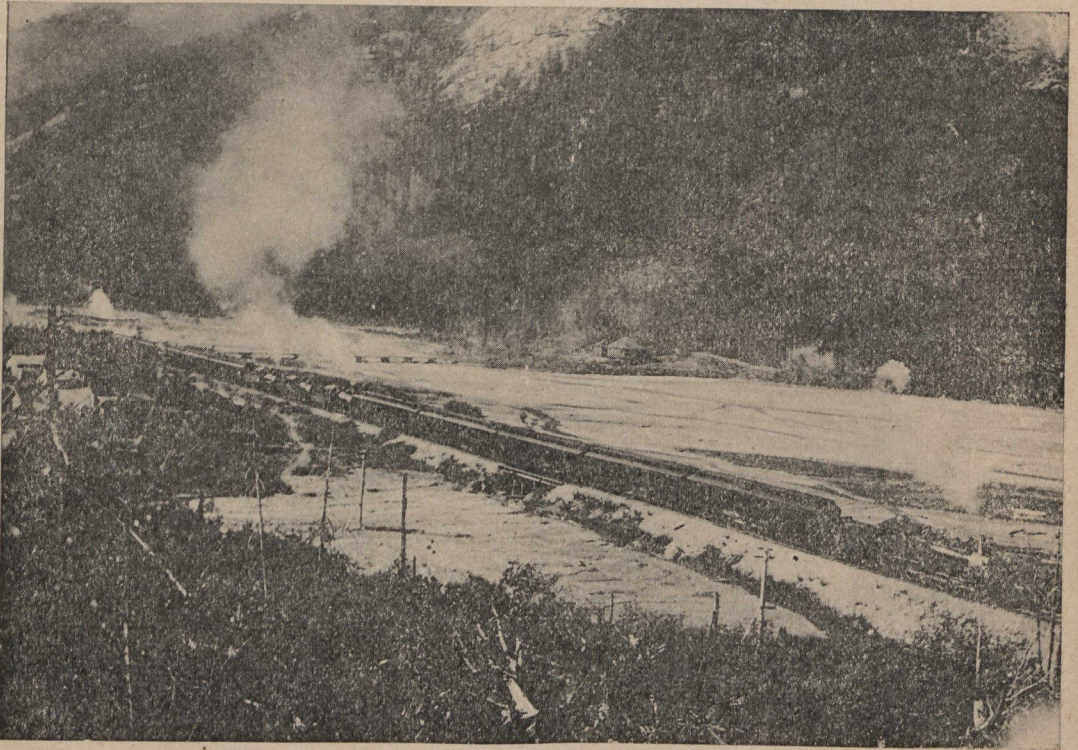


along the mountain sides, through forests of gigantic trees, and at last reach the summit. And when you reach that summit, what groups of mountain peaks are all around you, each in the icy grasp of a glacier, and each sending mountain torrents into the deep gorges through which the railway calmly threads its way in great curves and loops, as though it had been a fixture there for ages.

It was really a giant's task to find amid these treacherous glaciers and majestic

spike! Was it to be a golden one, driven amid a flow of champagne, as on other American roads? Not at all. It was just as good a spike as any on the road, and no better; and, said the matter-of-fact Mr. Van Horne, "those who want to see it driven will have to pay full fare."

Thus, in four and a half years, five years in advance of contract date, was the North American continent spanned for the first time by one through line, and the experience of years has shown how well the work



THE C.P.R. "IMPERIAL LIMITED" AT FIELD, B.C.

mountain slopes a safe pathway for a railway, but the intrepid engineers managed it, and they managed it so quickly, that when on November 5th, 1885, the first Montreal train reached a point in Eagle Pass, near the second crossing of the Columbia River, it found the two construction parties, one working from the east and the other from the west, face to face, with only one rail waiting to make the line complete from sea to sea. And now for the last

was done. What Columbus set out to discover, what the Sieur de la Salle dreamed away his days in desiring, and what Franklin and many another hero gave their lives to find—a new route to China and India—was quickly found and opened to the world by this doughty band of engineers and navvies.

The entire cost of the railway and equipment has been in round numbers \$225,000,000. Toward this huge total the

Dominion Government contributed \$25,000,000 in cash and 25,000,000 acres of land, and another \$5,000,000 was granted by various Provinces and municipalities; the remainder being made up of \$65,000,000 capital stock; \$90,000,000 preference and debenture stock, together with the proceeds of land grant bonds, and of land sales. The last annual report (June 30th, 1901) showed a cash surplus exceeding \$9,000,000. Dividends at the rate of 4 per cent. have been regularly paid upon the common stock with the exception of one year, until recently when the rate was raised to 5 per cent., paid semi-annually. The preference and debenture stock is guaranteed at 4 per cent. and the land grant bonds at  $3\frac{1}{2}$  per cent.

More than once during the period of construction it became imperative for the Dominion Government to render assistance to the Syndicate, and at one time a loan of \$30,000,000, since repaid in full, was made. But the company has never defaulted upon any of its obligations, nor failed to return advances.

Human nature is proverbially ungrateful. No sooner was the road in full running order than the North-West settlers and merchants began to complain in regard to the freight rates charged in local traffic, and to clamor so loudly and persistently that at length the matter had to become the subject of parliamentary investigation. The position was briefly this:

The people, ignoring the fact that the C.P.R. was at first no better than a gigantic experiment of whose ultimate success very many were profoundly sceptical, and the further fact that but for the C.P.R. they would be without railway facilities altogether, demanded that the rates charged should approximate those of the long established roads running through thickly settled districts. They asserted that the policy of the management was to charge all that the traffic would bear, and this simply meant extortions under which the country could not prosper.

On the other hand the railway company contended that in view of all the circumstances their charges were positively moderate. The expense of construction and

equipment had been enormous; large sections of the road traversed utterly barren country, yielding no traffic whatever; in their through business they had to compete with the American transcontinental roads, and consequently could not charge high rates; and finally, as was conclusively shown before the Committee of Enquiry, their local rates were actually much below those obtained by their rivals over the Border where conditions were practically the same.

It was a case where there was much to be said on both sides, and where some compromise was essential. This was effected through the good offices of the Government, and although a fair amount of grumbling may still be heard, upon the whole the present relations between the Company and the people are creditably harmonious.

The United States, when it had a population of forty millions of people, only with difficulty carried a line from St. Paul, in the heart of the continent, to San Francisco on the Pacific coast, and all the world applauded the engineering feat. Canada with five millions of people, completed a much greater undertaking—a line from ocean to ocean—in a far shorter period. Verily, British pluck has not quite become a thing of by-gone days!

Among the cheerful predictions made by those who bitterly opposed the rapid construction of the road was that the earnings would not for a generation be sufficient to pay for the grease required to lubricate the car-wheels, but no sooner was the work complete than the energetic far-seeing men who directed its destinies set themselves to falsify this benevolent forecast.

No possible source of revenue was neglected. Upon every telegram sent along its lines, upon every book and paper bought by a passenger, upon every apple, orange, banana, or cigar sold by the seductive train-boy, upon every meal served, and upon every berth slept in, the company itself makes a profit.

Not only so, but it has built a chain of hotels, beginning with the magnificent "Frontenac" at Quebec, and ending with the luxurious "Vancouver," at Vancouver,

which it operates for its own benefit, and perfectly managed they are too.

Elevators by the score belong to it through the North-West and at the terminal shipping points, and finally it possesses several lines of steamships of which the superb *Empresses* which voyage between Vancouver and the great commercial capitals of the Far Orient are, of course, the most notable.

trunk road which would act as feeders. With what energy and success in spite of much opposition, this policy has been pursued, may be judged from the fact that the original three thousand miles of the Canadian Pacific have now grown to no less than 8,356, not including the Minneapolis, St. Paul, and Sault Ste. Marie, and the Duluth, South Shore and Atlantic lines, totalling nearly two thousand miles more,



C.P.R. BRIDGE, FRASER CANON

No sooner was the Canadian line established in thorough working order than attention was given to the securing of such connections with the railroad system of the United States as would conduce to the development of traffic, and also to the building or leasing of branch lines north and south and east and west from the

are entirely controlled by, and worked in the direct interest of the Canadian Pacific.

The financial results of the operation of these ten thousand miles of road have been such as to surpass the brightest hopes, and to more than fulfil the most roseate predictions of those who had faith in the gigantic enterprise. A glance at the

balance sheet for the year 1901 will suffice to make this clear.

The gross earnings reached the huge total of \$30,855,000—while the working expenses were only \$18,745,000. Adding interest earned on deposits and loans, and deducting fixed charges there remained a net surplus of \$5,736,000 out of which it was easy to pay the 4 per cent. dividend on the preference stocks, and a 5 per cent. dividend on the common stocks, and to make a substantial addition to the cash balance on hand, bringing it up to the imposing figure of \$9,800,000. Splendid as these results seem, those of the current year bid fair to cast them completely into the shade. Both the traffic returns and the receipts from land sales show huge increases, and the recent rapid rise in the price of the stock is due to no mere manipulation of the market, but to the appreciation by the investing public of the enhanced value of the security.

To the officials and stockholders, the economical management of the road and the securing of good dividends are doubtless matters of far livelier interest than all the magnificence of the Selkirks, or the marvels of Japan; but in the eyes of the great public, to whom railways simply furnish facilities for sight-seeing, the Canadian Pacific is notable because it has unlocked one of nature's most glorious treasure-houses of beauty, and offers a new and supremely attractive highway to the Orient.

One commanding advantage that it possesses over all transcontinental rivals I must not fail to mention. There are no dreary distances of desert, no depressing leagues of sage-bush and alkali to be traversed. From the time that the train pulls out of Winnipeg until the huge Mogul engine begins to push its panting way up among the foot-hills of the Rocky Mountains there is not one tie embedded in barren ground. The whole illimitable prairie, if not already under cultivation, is simply waiting to be asked for the harvest it lies ready to yield.

But it is only after the train has left Calgary behind, and is well on its way towards Banff that the scenic riches of the route break upon the traveller in all their splendor.

Thenceforward, until he reaches the Pacific, he is passing through a sea of mountains, where serrated peaks and vast pyramids of rock with curiously contorted and folded strata are followed by gigantic castellated masses, down whose gleaming sides the snow-white glaciers, like the waterfalls of Tennyson's Lotus-Land, "to fall and pause, and fall do seem," or the cascades, "like a downward smoke, slow-dropping veils of thinnest lawn do go" while others, yet again,

"Through wavering lights and shadows break,  
Rolling a troubled sheet of foam below."

Amidst such sublime scenery as this, before whose grandeur Mont Blanc and the Matterhorn must perforce bow their humbled heads, Coleridge might have caught inspiration for a yet nobler hymn than that which he penned in the Vale of Chamouni. Even as it is, his glowing lines seem strikingly appropriate:—

"Ye ice-falls! Ye that from the Mountain's brow  
Adown enormous ravines slope amain—  
Torrents, methinks, that heard a mighty voice,  
And stopped at once amid their maddest plunge!  
Motionless torrents! Silent cataracts!  
Who made you glorious as the gates of Heaven?"

I am sorry for the passenger who is in too much of a hurry to linger for a few days at Banff. It is a place of peculiar interest. Within easy reach of the home-like hotel provided by the railway company, is the Canadian National Park, inside whose ample boundaries may be found every possible variety of wonderful and charming scenery, and renowned mineral springs, which have already brought back health and strength to thousands of sufferers, and for the mountain-climber and sportsman, unlimited scope for the satisfying of their lofty ambitions.

Not content with the apparently inexhaustible wealth of natural beauty already at their command, the Company have been extending their explorations into the surrounding regions, with the happy result of discovering a trinity of mountain lakes so lovely as to beggar description. These are Lake Louise, a full thousand feet above the line of railway; Lake Agnes, nearly

two thousand feet higher still; and then five hundred feet below Lake Agnes, which feeds it by a torrent from its own pure bosom, lies Mirror Lake, a perfect circle of pellucid water, fringed with trees, that with the blue dome of heaven are mirrored in its depths.

This article would be incomplete without some brief reference to the men who are entitled to the chief credit for this grand achievement. The late Right Hon. Sir John A. Macdonald, and the Hon. Sir Charles Tupper were the statesmen who gave inspiration to the work, and bore the brunt of the many fierce battles in the House and on the hustings that were fought concerning it. Lord Strathcona and Lord Mount Stephen were the financiers whose splendid courage and faith enabled the enterprise to weather more than one storm that threatened to wreck it hopelessly, and Sir William Van Horne was the master builder, the imperial commander, whose stupendous powers of mind and body proved more than equal to every emergency, whose judgment never erred, whose energy never faltered, whose plans never miscarried, but who went on from victory to victory, until at last in the full tide of success, he was able to hand over his huge responsibility to one whom he has so thoroughly trained for the position, that when Sir Thomas Shaughnessy succeeded him in the Presidency of the road, there was not a quiver of anxiety felt in any quarter.

Sir William still holds the Chairmanship of the Board of Directors, and the Company continues to enjoy the benefit of his counsel, but he no longer takes any active

part in the direction of affairs, and is now devoting his attention to a great scheme for providing the island of Cuba with a railway system, of which he will no doubt make as brilliant a success as he has done of the Canadian Pacific.

For several reasons the Canadian Pacific Railway is now attracting an unusual amount of attention both in the New World and in the Old World. The peculiar independence of its position, the completeness of its equipment, the uniform success of its various ventures outside the strict province of railroading, the dazzling increases in revenue from different sources, the reiterated rumors that the railway kings on the other side of the line are casting covetous eyes upon our transcontinental highway, and "laying pipes," as the slang phrase is, to acquire control of it (a rumor, by the way, which Sir William Van Horne curtly designates as "rot"), and finally the possibility of a fast ocean steamship service being organized in connection with the C. P. R., and supported by government subsidies as an offset to the "Morganizing" of the great steamship lines running to New York. All these things have helped to bring the eyes of the world upon this remarkable railroad, and its coming history promises to be no less eventful and interesting than has been its past.

Whatever the future may hold in store, however, this can never be gainsaid that the development of the Dominion is in no small measure due to the Canadian Pacific Railway, and that it must ever continue to be an important factor in the progress and prosperity of the whole country.



MR. C. F. BROADHURST AND HIS POPULAR WIFE  
REPRESENTATIVES OF THE NATIONAL MONTHLY IN DAWSON CITY

# THE IMPRESSIONS OF JANEY CANUCK ABROAD

By EMILY FERGUSON

## CHAPTER IV.

### THE GENTLE CRAFT.

Wednesday, Aug. 31st.

Leigh is a little fishing village that sleeps near Hadleigh Castle.

Tawny-skinned, tar-grimed fishermen who look as if they existed only for the painter's brush, drowse idly in the sun, waiting the flow of tide, to set out for their fishing grounds. Others busy themselves mending sails or nets, and one old fellow tells me about "the gentle craft" of fishing for shrimps. The shrimp is a tiny cousin of the cray-fish. It is caught in a fine-meshed net, in the shallows at the Thames' mouth. Its fate is to be boiled alive and sent up to the London market. The fisher-folks live in quaint, one-storied houses with projecting eaves, dormer windows and roofs of red tiles. It is ebb-tide, and for a mile out the mud-banks are naked, except where turbid, beer-colored puddles dot the surface. Bare-footed, and with tucked up skirts, we slither along the slimy earth, and watch the grey-backed gulls swoop down on the ocean's flotsam with weird booming cry. We return treasure-trove with star and jelly-fish, fronds of crimped sea-weed, mussels and ocean miscellanies.

Tea is taken in a cosy hostelry which reminds us of Izaak Walton's description of "an honest ale-house, where we shall find a cleanly room, lavender in the window and twenty ballads stuck against the wall, and my hostess, I may tell you, is both cleanly and handsome and civil."

Hadleigh Castle is six hundred and fifty years young, for such it is in this land of

antiquities, yet it lies "in ruinous perfection." It is said to be the burial-place of Guthrun the Dane, to whom Alfred ceded East Anglia. Here in 1555, Dr. Rowland Taylor drank the cup of martyrdom. His "noble failure and heroic death," the maniac ferocity of his persecutors and the agony of his little flock, all go to make up one of the most touching episodes in the history of English martyrology. Near by General Booth has a seven hundred acre farm-colony and large brickfields. We ride home on our bicycles in the slow waning twilight and are watchful not to run afoul cart-horses on the road, for the outlook is cut short by high hedge-rows. The English roads are metaled and admirably adapted for wheeling.

At present our daily delight is a donkey-ride. There is a luxury in the realization that our doings, even when they have no more nefarious ends than donkey-riding, are wholly unnoticed. In a strange land we may "come like shadows, so depart." When I go riding there are many competitors for my favors, but I always select a thick-skinned quadruped; a rusty, ragged shirk whom I have christened "Israel Tarte." He has no marked contours, but might rather be described as ridgy-spined and raw-boned. His gait is limping and disjointed. He is lumpish and as opinionated as a first-year divinity student. He is not without his good qualities either, for he is patient under the most overwhelming vilification and is absolutely impervious to surprises.

My donkey-girl belabours poor Israel with something like a rail, at the same time giving it as her opinion that he intends going to roots, for he is a recalcitrant beast and persists in standing stock-still. The

wily wench only beats him as a matter of form, for she knows that these vigorous hints make no appreciable difference. When the shower of blows have ceased, without any warning, Israel makes a sudden dart and is off at an alarming pace. I find myself thrown forward on his neck which I lovingly encircle with my arms, and then hold on like grim death.

The donkey-girls laugh immoderately and so do I, till presently my hair bobs down my back, my hat is left behind, and breathless but happy, we run the round of the block and deposit our penny in the tin full two rods ahead of all rivals. Good old Israel!

While not quite as exciting, the pleasures of sea-bathing are equally keen. But here, in blissful colonial ignorance we offended the English proprieties, for the Padre accompanied us to our matutinal bath which is not the rule—not even the exception in England. Such naughty, uncivilized doings are relegated to all the rest of the world. I asked a lady the why and wherefore of it, and she assured me that the real reason was because the English women had shockingly bad figures. While it is quite true, that there is but little mystic seductiveness about the average form, this is hardly a valid reason, for their clothly bathing-suits make the ungainly figure passable, and on the other hand, cover the supple, sensuous curves of the uncorseted Venus. The children are thoroughly enjoying the surf-bathing. The pliant arms of Neptune embrace our fry of mermaids with great gentleness, and again in a boisterous mood, he throws them from his health-giving embraces panting and gasping on the sand. Sometimes, we go to the swimming baths, where we are not encumbered with too much clothing and where there are few onlookers to regard us stolidly. We splash about like water-spaniels, bob like corks, climb the ropes and then step out to be briskly rubbed down, feeling that at last we have discovered the fountain of youth.

Street orators are much in evidence here,

their usual topic being Anarchism or perhaps Socialism, for there is a wide difference in the two.

I listened this morning to a conceited Russian refugee, a young man, who was abusing his haven. Anarchism is his panacea for all the ills that flesh is heir to. He ranted, raved, and indulged in abuse of England and everything English. He talked much about equality and fraternity, but it was the fraternity which Sebastian Chamfort described as "A Brotherhood of Cain—that is, be my brother or I will kill thee." A quiet-looking man who was making table-mats for sale, suddenly got up and in vigorous English, punctuated with a kick, told Mr. Russian Bear he would get his neck stretched if he stayed there. He didn't stay.

The Socialist is more often a man with a factory-bleached skin, who talks of the extravagance of "'Is Royal 'Ighness, the Prince of Wales." He tells in a crude way of his own ill-paid labor and his harassing anxiety: he talks of the great army of the destitute, the submerged tenth, the other half; men, women, and children who are the victims of an industrial *regime* that demands human sacrifice, for it is their blood and agony that is transmuted into accursed gold.

The poor laborer hates the verminous filth of his home. He contends that his birth is like a dog's, his life like a dog's, and his burial like a dog's. His awful nightmare is the fear of being eventually gathered in by "the Union," by which term he means the workhouse. He believes in a great co-partnership of the classes, and would humble the "Robber Knights of Capital." He calls on the Church to prove her boast that Christianity can solve the social question. All the ministers are asking, he says, how they may reach the masses, when they know it can be done by substituting the Christianity of Christ for capitalistic Christianity. His story is one of fatalistic tragedy in its intensest developments. Perhaps Dean Farrar is right when he says, there is a poison in the sores



of Lazarus, against which Dives has no antidote.

We went last night by boat to Clacton, another popular seaside resort. The pier at Southend, from which we set out is the longest in the world, and is traversed by an electric tramway.

On the steamer I talked to a girl suffering from necrosis or match-maker's leprosy, more commonly known as "phossy jaw." She said it was caused by inhaling the fumes of the phosphorous used in tipping matches. The teeth ache and then drop out. She is now at this stage of the disease. Later the loathsome leprosy eats its way into the roof of the mouth, and inside the nose, when the jaw drops off. They sometimes lose their sight before death. This girl's wages were \$1.92 per week. Who is responsible? It is not nice to think about.

We passed the Norelights and other "street lamps of the ocean." A black, oily-backed whale was sighted making its way across the mouth of the Thames.

Torpedo-boat destroyers skimmed past us at the rate of forty miles an hour; they carry guns to sink torpedo boats. They are the sea-serpents of the nineteenth century. Those who man them are in great peril, but it is said there is no lack of volunteers for the work.

We bought our lunch in a confectioner's shop at Clacton, and ate it on the sun-lit stretch of sand that fronts the town. About us were the London "trippers" with their baskets plethoric of pork-pies, bologna sausages, and oranges. They buy gastronomic novelties in the fish line from itinerant peddlers, to round out their *menu*—whelks which are huge, tough snails, and winkles, or more correctly periwinkles, which they harpoon out of the shell with hair or hat pins. They eat enormous quantities of cockles, which are deluged with date vinegar and black pepper. Oysters, although expensive, are also much favored. These oysters are natives, and

are said to live almost wholly on typhoid germs. The devil beguiled me and I did eat some that had been reared in the Thames. A week later I saw by the newspapers that the corpses of two men had been uncovered by an unusually low tide. They had died from cholera and were thrown out of the vessel, close to the oyster beds.

While eating our lunch, we listened to the thrumming of guitars and the songs of music-hall "artists," the humor of which was not so intangible as to evade analysis. They border on the ragged edge of indecency. The "spoken" interpolation, though often dissolute, is immensely popular. It is only a heart full of immorality that could appreciate them.

We walked into the country, hoping to gather some bramble-berries, but alas! it is true that blackberries are green when they are red, and then too, their cruel talons guard them well. The wheat fields, white unto harvest, were gay with morning-glories, and crimson poppies. The summer air hung heavy with the odor of celandine, honeysuckle, rosemary, and rue. Everywhere I looked the landscape composed itself into a perfect picture, yet its prettiness tired me and I began to long for the bold features of our Canadian scenery, and for their sun-blistered hills. Walking through these sequestered rural districts, one sees over many of the cottages the words, "Lunch with Tea"; "Refreshments"; "Hot Water Furnished"; "Temperance Drinks." The England of *L'Allegro* does not seem to exist now, but has been succeeded by one that is more mercantile and less romantic.

In an old cemetery, the grave-digger with soil-stained hands turned up poor fragments of men without a qualm, for the mould was full of bones, full of the humid, greasy awfulness of human decay. I could not bear the sickly reek of the uncovered earth, and turned away to talk to a laborer who was rolling straw in bundles for the market.

He told us it would bring \$18.00 a cwt. He stigmatized Canadian "high" (hay) as rough; the best he said came from France. He told us of the wonderful new self-binders that the English had invented, and which were coming into use thereabouts.

The English crop more grain to the acre than we do—not that the Goddess of Plenty has shown any favoritism with her cornucopia—but because the soil is better cultivated and manured.

The farm waggon is a two-wheeled cart, with enormous hubs, and rims as thick as car-wheels. The farmer seems to have little conception of dynamics, for the horses are not hitched side by side, but tandem fashion. The first horse is quite two rods from the waggon, and so its tractorial force is materially lessened. It is not a mere conservative style, it is antediluvian.

The farm-laborer dresses in the traditional corduroy, and his trousers are kept comfortably baggy at the knee with a leather strap that buckles around each leg. Under the chin, he wears a fringe of whiskers—indeed, he is exactly like the pictures in the Christmas *Graphic*.

His unyielding leather boots are wooden-soled, and iron-shod. Nothing short of planing his feet would make them the shape of the boots. By their lack of elasticity or spring, the muscles of the feet are rendered absolutely useless, and the toes are reduced to mere fringes. The result is noticeable in his gait, for he does not lift his feet perpendicularly but shuffles along with a side motion.

I have been struck with the lack of curiosity and the vacuity of mind in their class. Perhaps their lager-thickened blood makes them dullards. The average laborer has, however, the saving grace of a politeness unknown to Canadians of the same rank, for he touches his hat when addressed, and if you impede his path, he does not gruffly shout—"Get out of the road, you there," but courteously says, "By your leave, Madam."

## CHAPTER V.

### OUT AND ABOUT.

Last week, I went to Shoeburyness where the Padre is speaking to the soldiers. It is an artillery station at which gunners from all parts of the world are trained, and important experiments in the military ordinance take place.

It was a phenomenally hot day for England. The air vibrated with waves of heat and there was nothing hid from the blinding lustre of the sun. At ebb tide, we walked across the sands past the Stallibras Gap, where in "the good old days" freebooters used to run their merchandise ashore.

An officer kindly showed us the guns. They are of horrible efficiency. England undoubtedly "puts her trust in reeking tube and iron shard." Enormous sums of money are required to meet the expense of practice on the long-gun range, but Papa Bull has the marvellous faculty of eating his cake and having it.

The average English artillery-man is an inferior marksman. More often he misses than he hits the bull's-eye, and generally he is far wide of it. A Canadian knows how to shoot before he enlists, but the Englishman who takes the Queen's shilling has probably never loaded a rifle, much less fired one. He has to be taught all that afterwards, and it is only after a long practice that he becomes a crack shot.

Mrs. Thomas Atkins lives in "the married quarters," which truth to tell, do not look enticing. She is granted two unfurnished rooms with coal and light. She draws no rations but gets her husband's pay weekly. Twelve per cent. of the soldiers are allowed to marry, but as a large proportion of these are non-commissioned officers, only three per cent. of the privates are married "with leave." No soldier must marry till he has served seven years for his Rachel, won two good conduct badges and must have at least \$25 in the savings bank. His pay does not alter on marriage, but his two

good conduct badges entitle him to four cents a day extra. Then he earns extra pay as an officer's servant, and his wife washes and sews for the unmarried soldiers. The wives of the soldiers who are married without leave are "not on the establishment." They cannot follow their husbands abroad, and there is no gratuity if their husbands are killed. There is a soldier's Home at Shoeburyness, where cosy reading-rooms, a chapel, a bar with food and temperance drinks, and other advantages may be enjoyed by the men. It is in charge of two ladies, who not only pay their own board, but give largely of their wealth to its maintenance.

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It may interest you to know that I have changed my lodging four times in the last two months, and my last stage is worse than the first. We are at present enjoying a minimum of accommodation at a maximum of cost—the cost including fleas innumerable, both small and great. The Padre says it was a flea who wrote "Fee-Fo-Fum, I smell the blood of an Englishman." I made brave to remonstrate with my first landlady, but the savage told me I had brought them myself. I could only assure her that my trunks were not equal to the capacity. I found later that they were everywhere, literally everywhere—diabolical, black incarnations making night hideous with their tickling inquisitiveness and persistent, voracious appetites. It is not to be wondered at, for a seaside landlady considers it an unheard of extravagance to change your bed-linen under a month, and as for towels, we found it absolutely obligatory to purchase a stock and have them laundered ourselves.

Soap is not supplied, and consequently we were often reduced to sore straits in our bird-of-passage life. We know enough to carry our own brushes, but the carrying of soap is a stage of civilization to which we have not yet attained. There was nothing for it but to lay violent hands on the Padre's stick of shaving-soap, till we were able to supply the deficiency.

All the boarding-houses are the same.

Each bedroom is furnished with a cumbersome wardrobe, a small dressing-table and a lumpy bed, with a bolster as round and as hard as a rolling-pin. There is a little closet-room, the blind is impracticable, the grate accursed, and you spot your frock with the abominable guttering candles. Unless you wish it cold, you order your bath with your dinner. There is no heat in the bath-room and often no lock on the door, so your teeth chatter like castanets and there is gooseflesh all over you. The landlady's respectability is outraged if you call yourself a "lodger." She is hypersensitive that you should be a "guest."

Her furniture, like her temper, is often out of joint. The chairs have a baneful trick of subsiding under your weight; the old crack in the water-pitcher is brought to your notice as a recent occurrence, and the paint gets scratched, for all of which we pay fabulous fines. Perhaps some day her head will come off, then I shall be tried for murder. She fears not God nor regards man. Sapphira might have envied her talent for lying. One day the long-suffering public will annihilate her in the germ.

She keeps a "slavey," or perhaps two, who serve up your sodden, puttified cutlets and brew your tea in alarming strength. The slavey soap-stones the front door-step and does not allow the brass knob to "rust unburnished." She cleans your boots, and brings your hot water, and in return, you must tip her. Like the landlady, she is a parasite and lives on your cold roast, your jam, and your butter. Indeed, "the landlady's cat" has a well-substantiated existence, and her appetite—Lord save us! If you speak of any remnant of food, she will say, "*that* little bit! Why, I threw it out." More often it "spoils." If you do not complain, you are "quite the lady."

The only way you can comfortably advise the landlady and her maids is to write your opinion of things in your diary. It is unailing.

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The Padre has been preaching in the Parish Church and so we met some of the

people. To-day, we accepted an invitation whose objective point was a picnic at Canewdon. The road was dotted with uncombed urchins of both sexes, turning cart-wheels and somersaults, with an eye to rewards, and with the imminent peril of sloughing off their last few rags. While we were reigned up to water the horses, an old man came near to "pass the time of day." He bowed profoundly and broadly hinted his willingness to relieve us of our spare pennies. It is the rule in England that in walking one keeps to the right, but in driving you keep to the left. Some wag has set this forth in the lines following:

"The rule of the road is a paradox quite,  
For if you are driving along, sir,  
If you'll keep to the left you'll surely go right,  
If you keep to the right you'll go wrong, sir."

The farmers were cutting their crops of mustard with sickles. We passed fields of nasturiums, vividly splendid in their gay audacity of scarlet and gold. The orchards were small and the trees woody. It would almost appear that the English pay more attention to the sword than the pruning hook.

Canewdon, which is really only a post office, is named after the Danish King Canute, who for a time made this his seat of Government.

The picnic was at the Rectory, which is at present in charge of a missionary, home from India on furlough. We found the games diverting in the extreme, and began to understand what the English term "yokel" meant. The Padre acted as starter. The heavily-booted country boys found it hard to run, and covered the ground with an awkward, tumbling gait. They had sack races, and wheelbarrow races, and finally the Padre instituted consolation prizes. He gave a shilling to the boy who could eat a sandwich quickest, and his knife to the one who could stand longest on his head, feats which at least did not require any great mental strain. Broad-hipped, clumsy women entered into the potato races with remarkable energy, but only one or two were able to finish. After

tea, which we ate in the shade of fig and mulberry trees, the Rector presented the prizes to the Sunday School children. During the afternoon, he had roundly boxed the ears of the boys and girls in a manner that made us open our eyes. Now, he began a running comment on the prizes that was quite as amazing: "Prize for attendance!—Annie Nie. She never would have secured it for good conduct. Prize for good conduct!—John Hawkins. We hope in the future he will come to Sunday School with clean hands." What a sensation this clergyman would be to a Canadian congregation. I suppose, however, it is the ill effects of the Indian climate on his general state of health, for he is really quite a fine man and his wife is charming.

The ladies of the parish had a "jumble" sale of cast-off clothing. I should say it was cast off more than once. It might be compared to the definition given by a Prime Minister, of a deputation. It is "a noun of multitude signifying many, but not much."

Before leaving we ascended the steeple of the church, which is seventy-five feet high. The church is gaunt, grey, and almost derelict. It is sullenly old.

Westcliff, Oct. 8th.

We were invited to "a house party," a few miles up the Thames for the pheasant shooting, which opened October 1st. I was surprised at the abundance of game. Indeed, it is so plentiful that I cannot see how the shooting of it can be called sport, for there is absolutely no precariousness about it. It savors much of "potting" chickens in a farmyard as they are made to fly around. The whole art seems to be in making the pheasants rise, which is accomplished by deploys sent into the cover. The birds are shot in great numbers, as they are on wing. Being fed on grain, the flesh of the pheasant has not a gamey flavor, but tastes like turkey meat. For this kind of sport, England is a paradise, as there are immense game preserves managed with the utmost care, and at a great cost.

When the crops have been taken off the fields, branches of thorn are stuck in the ground a rod or two apart to prevent poachers from passing over the fields with nets and capturing the birds as they feed or crouch there. The laws regarding poachers are very rigorous, and it is said to be safer to shoot a man than a rabbit.

Our host was a well-conditioned Englishman, athletically set up, and "skilled in all the craft of hunters." The gentlemen of the party talked incessantly of grouse-shooting, salmon-fishing, riding, yachting, deer-stalking, and cricket. They boast that the English understand horses and equine nature better than any people in the world, which is most probable. Riding and hunting are their fine arts, their highest accomplishments, and they certainly do both well. They are proud of the fact that the House of Commons adjourns on Derby Day. They like to tell you about their favorite horse, about its progenitors, its flying leaps over hurdles and stone walls, and of its marvellous feats of endurance.

Fox-hunting seems to take precedence over all other sports, for the English are keen animals of prey. Froude declares they cannot see a strange bird or animal without immediately wanting to kill it, and Charles Lamb quotes them as saying, "Here's a fine day, let us kill something."

An Englishman must always be "up and doing." He can only sit still at dinner or over hot punch. If he is rich, he wears Balmorals and hunts tame deer; if poor, he wears hobnails and kicks his wife. It is sport anyway, for it causes suffering to others and amusement to himself. Nevertheless, you cannot but admire these strapping, hardy Englishmen. It is their grain of cruelty and lust of blood that has given them such wonderful stamina, virility, and the indomitable rugged energy, without which they could never have attained the proud position of the World's Destiny Makers. A nation or people may become ultra-delicate and refined, consequently being the losers in vigor of thought, force, and brawn.

Our host took me over his estate and explained many things of interest. He

grumbled at the free-trade policy, which has brought the "Agriculturalists" face to face with a serious state of things. English methods of farming are expensive, and consequently they find it difficult to compete with Colonial grain and meat. He seemed somewhat amused when I gave it as my opinion that the trouble lay with themselves, for instead of bringing Canadian grain and meat to be eaten in England, they should be sending out Englishmen to eat it in Canada. The farm laborer gets only "a living wage." In winter his pay is about \$3.00 a week, and in summer \$4.00. Generally, there are perquisites—a free house, some vegetables, and often a gratuity of what is called "Michaelmas money" amounting to perhaps \$25.

We spent a day, too, at the game preserves at Hockley Woods, which are stocked with partridge, woodcock, pigeons, rabbits and pheasants innumerable. There was an unearthly quiet in the woods, except as we wandered about peering into the moss-cradles, or when occasionally a palpitating rabbit darted from its burrow and scurried across the dry leaves. We had tea under a huge green bay-tree, and spent the twilight hours of the long summer night gathering mushrooms, those toothsome "plants in masquerade" which grow profusely and in great perfection in this country.

\* \* \* \* \*

There is a charity-home here at the sea, where all the children are cripples. One puny weakling seems to be smashed all over, even her head being held up in a metal cage. Surely she is "bound in affliction and iron."

These children are brought up in wholesale fashion very much like a litter of puppies. Their features indicate their birth and station to be of a low origin. England is not an Elysium for children. There are too many, and they are often shamefully neglected. There have been disrespectful foreigners who have described England as "a furious centre of prolific vitality," for the rabbit-like fecundity of its people is remarkable.

# SIDELIGHTS ON CECIL RHODES

BY E. F. M.

HIS favorite form of exercise in youth was rowing. It was after a hard spin in an "eight" on the Isis that he contracted the severe chill which, settling on his lungs, led him to Africa. In 1873 he returned to Oriel College, Oxford, with the intention of entering the church. Once again his fondness for the Isis resulted in his catching another chill. The old lung trouble broke out again, and again he sought Africa. The ecclesiastical ambition seems to have stuck in his mind, for four years later a curious little story is told about him.

He was travelling by a jolting coach to Kimberley, and a fellow-passenger was greatly puzzled by the fact that Rhodes was constantly reading the Book of Common Prayer. At last Sir Charles Warren, for it was none other, was over-mastered by his curiosity. It was a strange sight to see a young digger deep in a prayer book. Sir Charles asked an explanation, and Mr. Rhodes simply said that he was learning by heart the Thirty-nine Articles with a view to passing a college examination.

According to a writer in the *London Telegraph*, Mr. Rhodes' mind was "cast in a classical mould." "I once laughingly suggested to Mr. Rhodes," he continued, "that on one or other of the appropriate kopjes in the neighborhood of Cape Town he should construct a model of the Parthenon on its original lines, and commission what sculptors he could find to supply it with reproductions of the finest Greek statuary. He jumped at the idea, merely remarking in parenthesis, that 'One has so little time, and though one is rich, one has not enough money for everything.' . . . 'I tell you what I would like to do,' he added later; 'they are always clamoring for a tax upon the output of diamonds at DeBeers—well, I would be quite willing to give them a tax of 2½ per cent. if they

would devote it to encouraging art and literature in every form in South Africa.'"

While admittedly a clear-headed man of business, and endued with acute financial instinct, he was considered by those who knew him as somewhat eccentric, and a dreamer of dreams. The "big idea" of his life was the expansion and consolidation of the British Empire. So vast were his Napoleonic ambitions and so insatiable his earth-hunger that Lobenguela described him as a man who "ate a whole continent for breakfast." In speaking once to some admirers Rhodes said, "To learn the secret of success, grasp a prominent idea, and make it the prominent idea of your life's work, for success will come sooner or later." In reply to the criticism that his schemes were chimerical he answered, "I am sometimes told my ideas are too big. Yes, I answer, they would be too big if I were living on a small island—Cyprus or St. Helena—but we must remember that we are living on the fringe of a continent. Our history is only beginning, and therefore big ideas are essential to progress." He further enlarged on this subject in one of his Raid speeches, when he said, "Having read the history of other countries, I saw that expansion was everything, and that the world's surface being limited, the great object of present humanity should be to take as much of the world as it possibly could."

At one period of his career it was thought that he meditated of South African Confederacy, with himself as President. He was asked in England, "Are you going to be the Bismarck or Washington of South Africa?" He replied with much seriousness, "Oh, Bismarck for choice, of course."

That the Dutch Nationalists with whom he worked on amicable terms looked upon him as their future ruler is shown by the

following astounding incident, which also throws great light on Rhodes' character. It occurred during the time that he was Prime Minister of Cape Colony. He gave an address to a great meeting at Bloemfontein on the subject of a United South Africa, and afterwards a leading Boer was delegated to call on him. Years afterwards Rhodes told the story :

"The Boer said, 'Mr. Rhodes, we want a United South Africa,' and I said, 'So do I. I am with you entirely. We *must* have a United South Africa!' He said, 'There is nothing in the way.' 'Well, I said, 'we are one.' 'Yes,' he replied, 'and we will take you as our leader, but there is one small thing, and that is, we must of course be independent of the rest of the world.' I said, 'No, you take me for either a rogue or a fool. I would be a rogue to forfeit all my history and all my traditions, and I would be a fool because I should be hated by my own countrymen and mistrusted by yours.'"

That the Empire was first in his dreams of conquest and not his own aggrandizement is illustrated by a story he told in one of his speeches: "I remember," he said, "in the impetuosity of my youth, I was talking to a man advanced in years, who was planting oak trees, and I said to him very gently, that the planting of oak trees by a man advanced in years seemed to me rather imaginative. He seized the point at once and said to me, 'You feel that I shall never enjoy the shade,' I said 'Yes,' and he replied: "I had the imagination and I know what that shade will be, and at any rate no one will ever alter those lines. I have laid my trees on certain lines; I know that I cannot expect more than to see them beyond a shrub, but with me rests the conception and the shade, and the glory.'"

But his life's aims included wider things than these. He had an ambitious project for the subjugation of the whole world under the control of the English-speaking peoples, in which America was to be co-ordinate with Britain and her colonies. One of his proposals for securing this end was the establishment of "a secret society of

millionaires organized on the plan of the Jesuits," who would be pledged to leave their wealth, not to "incompetent relatives," but to great public purposes.

#### An Apple-Cart Incident.

Only once in his career was Rhodes entirely staggered. It was when Jameson made his famous raid. Mr. Schreiner tells us that when he found Rhodes in his study at Groot Schuur, he found a man who had aged twenty years in as many hours. The great statesman was utterly dazed and quite unable to think coherently. All he could reiterate was, "Yes, yes, it is true. Old Jameson has upset my apple-cart. Twenty years we have been friends and now he goes in and ruins me. I cannot hinder him; I cannot destroy him, but old Jameson has upset my apple-cart." That was how he put it in the sore stress of his misery, but when he came out, his heart was not on his sleeve, for though horribly changed in appearance, he defiantly remarked to his would-be sympathizers, "Well, there is a little history being made; that's all."

Sidney Low, who knew him intimately, tells us that Rhodes never gained a more genuine triumph than when in 1897, he appeared before the Raid Committee in Westminster Hall. At the first examination he apparently was outclassed by the trained logicians of the bar, the subtle-minded statesmen, administrators, and scholars who sat around him and probed him to the soul with questions that stuck and stung. In comparison, Rhodes' language seemed unpolished, his methods uncertain, and his grasp of facts loose. He was like Gulliver, helpless before the Lilliputians, who pierced him with their small but painful arrows. But after his first appearance, Rhodes haughtily abandoned the rôle of the hunted, and assumed that of hunter, and by sheer weight of character and personality he succeeded. His witness-box became a throne, from which he interested, enthralled, bewildered, and overcame his hostile critics. With vigor and certitude, he lectured them on the aggressive designs of Germany, the intolerable conduct of "old Kruger," the

possibilities of the road to the North, and the paramount duty of Britain to seize the tide at its flood. It was a famous victory, and not the smallest tithe of his gratitude from posterity will be the fact that in Westminster by his words, and in Africa by his deeds, he killed the Little Englander. He has called England out of a creeping lethargy and has bade her go out and possess the earth.

Prior to his leaving Kimberley after the siege he made a speech, and concluded by saying: "We have done our duty in preserving and protecting the greatest commercial asset in the world—Her Majesty's flag." It is the opinion of statesmen of perspicuity that, had Rhodes been allowed a free hand in South Africa, unhampered by Chamberlain or Downing Street, he would have avoided the final war in South Africa, and by diplomacy would have accomplished practically the same results.

#### His Power Over Men.

It had nothing to do with "sugar doodling," which somebody has defined as the secret of this knack. His generosity, sense of justice, and a certain *bon homme* of disposition singled him out as a ruler and favorite. Although the rank and file of Rhodesia disliked the Chartered Company, it is strange that they never included Rhodes, who was the head of the organization, in their condemnation. When a man had a grievance against the Company, he would say, "I'll see Cecil John about it, and he will make *them* disgorge."

He turned everything and everybody to account, and this talent is as dangerous as dram-drinking. There were shrewd, industrial magnates, keen financiers and tireless men of action, worshippers of mammon, whose creeds could be summed up in the words, "I believe in Cecil Rhodes, maker of South Africa." Minds that were more logical, more subtle, and better trained surrendered unconditionally to his mesmeric influence.

His imperious power over men is illustrated by an incident that took place at the time of the Kimberley amalgamation. Rhodes came to Europe to raise a large sum of money, and wasted his time in the

ante-chamber of a high and mighty financier. At last the despot of the *Courses* said that he would consider the matter, and give Mr. Rhodes an answer in a few days. Now, the matter had been well considered already, and this was merely an evasion. "Sir," said young Mr. Rhodes quietly and simply, "I will call again in half an hour. If you are not ready with your answer then, I shall go elsewhere." Mr. Rhodes had not to go elsewhere.

It has always been the cause of much speculation how this young Englishman of independent mind and big ideas had such a deep affection for the gentle, saint-like Gordon. Perhaps their centre was the robust faith they both possessed in "God's Englishmen." That they did not see eye to eye on other topics is evidenced by a remark Gordon once made to him, "You are one of those men," he said, "who will never approve of anything not organized by yourself." When Gordon pressed him to go to Basutoland, Gordon said, "There are very few men in the world to whom I would make such an offer; but of course you will have your way." Rhodes felt that his work lay in Kimberley, and so refused. While Africa's history would have been different, so would that of Basutoland, for whether North or South, Rhodes was bound to make his mark in the history of the world.

Later, Gordon telegraphed Rhodes to Cape Town, asking him to go to Egypt to contest the power of the Mahdi, but Rhodes promptly declined.

'Tis a thousand pities that his phenomenal career was cut short when he was so much needed. Doubtless his neglect of his physical health hastened his end. He cared not a pin what he ate or drank so there was enough of it, or wherewithal he should be clothed so there was not too much of it. Added to this carelessness of his own well-being, he lived in a constant atmosphere of worry and excitement. It is the old story of

"A fiery soul which, working out its way,  
Fretted the pigmy body to decay,  
And o'er informed the tenement of clay."



# EDUCATION

## Dr. Grant's Successor

IT is as yet uncertain who the successor of Principal Grant will be. A number of names have been mentioned, but with little probability of appointment. The regulations of Queen's University at present require that the principal be a minister of the Presbyterian Church, and this stipulation bars some who would no doubt be otherwise strong candidates for the position. The connection between Queen's and the Presbyterian Church is likely to be placed on a different footing in the near future. It was one of the plans of Dr. Grant himself to separate the Arts Faculty and to make it more thoroughly independent and national, while still preserving the theological department in its traditional lines. This change is now being considered. But in any case it is felt that a man to take the place of the late Principal should be chosen with great care, and that he must be one who is capable of upholding the strong Canadian spirit which now centres at Queen's and which was so completely characteristic of Dr. Grant. The new principal should be himself a Canadian.

## Educational Reforms

In a recent address Inspector Hughes of the Toronto Schools, outlined some radical reforms in the local educational system which are of interest, and, from a man of his experience, of value. He claimed that educational methods had been almost revolutionized in the last twenty-five years and that education in general had changed as rapidly as any of the sciences. Still further changes were now in order to bring the local system in harmony with the tendencies of the times. Some of these changes he outlined as follows:

Much smaller School Boards.

In Toronto one board to manage education and with it the Public Library.

The schools open for the use of the people at night to become, by lecture courses, etc., a centre of social and intellectual advancement for the whole community.

Two courses of education throughout, with university degrees equally honorable, one based on mechanics, the other on culture.

In the city, for boys and girls alike, more planting and growing, more manual training and more play.

Mr. Hughes advocates the kindergarten, which he thinks should take the place of primary schools. He would have all children planting and cultivating flowers. The vacant lots should be ploughed up for the children to use as gardens. They needed more play and fresh air. The process of stuffing children with education rather than assisting them to develop their own selves was condemned.

## Notes

The late Dr. Grant left \$30,000 life insurance to Queen's University.

In the city of Toronto there are fifty-nine public schools, with 556 regular teachers and 126 kindergarten teachers.

A course of military instruction for teachers of cadet corps was given at Stanley Barracks, Toronto, commencing on July 7th.

A new School of Mining is to be opened in Halifax, N.S., in connection with Dalhousie University. Nova Scotia has large mining interests and such a school will be of practical benefit.

A fund for a new Convocation Hall for Toronto University has already passed the \$10,000 mark.

A fine new building for the Baron de Hirsch Institute, Montreal, has been opened on Bleury Street.

At a meeting of the Royal Society of Canada, in Toronto, the President's address by Dr. Loudon was on the subject of university research. Contrasting the colleges of Germany, England, Canada and the United States he found the Germans leading greatly in the direction of original research. Canadian and American universities were following the example of Germany to a marked extent, while England was giving more attention to reading and examinations.

Some interesting experiments in applied science were described at the same meeting by a McGill professor, which seemed to show that there were particles smaller than atoms. Recent discoveries in this line had been made by one of the professors at Cambridge, thus entitling the English colleges to at least some of the credit for original research.

A convention of American and Canadian architects held in Toronto in May discussed the establishment of a National School of Art, it being argued that such a school would be a means of unifying art theories and would lead to a more characteristic type of architectural design throughout the country. On the other hand it was held that better work could be done by letting the local schools develop on their own lines. There are already a number of such local schools in the various states and provinces, supplemented by the technical schools and partial courses at the colleges.

Mr. Carnegie is giving £100 scholarships to civil engineers, three of which have been awarded to British, American and Austrian candidates.

A movement for popular education is in progress in New York and suburbs. During the past winter 3,000 free lectures were given, attended by more than 900,000 persons.

In the United States alone the gifts for educational purposes in 1901 amounted to \$107,000,000 which was emphatically the record-breaker, the next largest having been \$62,000,000 in 1899. Rich men are now apparently vying with each other in the giving of their wealth to schools and colleges.

President Hadley of Yale looks upon gifts of money as something that may easily prove unfortunate. The modern college is already a huge business institution. The appropriation for the running of Columbia University for the next year is no less than \$1,099,160. There is no doubt danger in too much greatness of this kind.

The following division of a student's time is recommended by President Eliot of

Harvard: ten hours study, eight for sleep, two for exercise, and four for meals and social duties.

A McKinley scholarship of \$9,000 has been founded at McGill in honor of the late President.

And now Chinese is to be added to the list of modern languages. An endowment of \$112,000 has been given for a Chinese chair at Columbia University. The new professor will be Wu Tin Fang, Chinese Minister at Washington.

A university for women is to be opened this year at Moscow, and another at Tokio, Japan. The former will have medical, mathematical and scientific faculties, and owes its establishment to a wealthy Russian merchant.

Among the most important and most interesting educational movements in America is that known as the "Southern Educational Crusade," which, in brief, is a movement for improving the school systems of the rural districts of the South, where heretofore the cause of education has been seriously retarded by the race feeling and general indifference. The present is a move for popular improvement. It has a good financial backing and annual conferences are held for the purpose of discussion and organization. Mr. Robert C. Ogden, president of the recent conference, describes the scheme as follows:

The idea is this: Go into a locality, just as the Slater and Peabody Boards have done, and get the people to tax themselves. If there is not money enough to build a proper schoolhouse, costing say \$1,000, put \$500 with what the people will raise, and build it; then supplement what they will pay for teachers; get better teachers by paying more. Give the people of a locality these facilities for three or four years, and when they have had educational advantages for that period, then you may withdraw your support; they will take care of it themselves after that.

The conference has declared its purpose for schools that train the hand as well as the mind, and a number of model schools have already been opened. Aside from the immediate benefits of improved education this movement will tend greatly toward better relations between the races and between the South and North, much of the necessary funds coming from rich men of the North.

## LITERATURE

FROM THE GREAT LAKES TO THE WIDE WEST: By Bernard McEvoy.

THERE is a deal of information and no small measure of entertainment to be derived from the perusal of this brightly-written volume. Whether he talks of the fur-trade, the settlers, mines, architecture, the prairies, or Indians, Mr. McEvoy is always clever and breezy without the slightest touch of the schoolmaster. He has a happy way of telling us interesting things about Canada that we wonder we had not known before. His eyes are so very widely open that he has even seen a "feature" in Cardwell Junction, that den of gregarious discomfort where most of us have spent well-nigh interminable hours. He describes it as "the color symphony of fresh green poplars and aspens against dark pines." Now that he speaks of it, we have some such hazy recollections.

We started out from Toronto with Mr. McEvoy's book bulging out a plethoric hand-satchel, and it has been our constant companion on most of the route which he has described. We refer to it daily as we would to Bædecker, and find it quite as useful but much more lively. The author has the happy facility of summing up a place or scene in a few graphic words. Port Arthur he describes as "a lusty, independent youngster. Lake Superior is its washpot; over the adjacent rich mineral prospects it casts out its shoe." He, however, frankly acknowledges that British Columbia staggers him, for, taking us into his confidence, he says: "When you have exhausted all your adjectives on the general greatness of Canada and its immense resources, you still feel in British Columbia, that you want a special set. It almost needs an expletive added to every adjective and descriptive term you can think of, or find in the dictionary. Even then the effect is as poor as that of a Simian solo on an organ fit for the hand of a Sebastian Bach." Do not think from this that

the author suffers from a wordless incompetency. It is a sufficient refutation to say that he writes on *The Toronto Mail and Empire*.

Speaking of words, Mr. McEvoy has a queer fancy for the suffix *ish*, as exemplified in "longish," "latish," "old-timish," "smallish," "hotelish," "broadish" and "widish," and once in a while we get stuck fast in such a word as "circumferentiate." Nevertheless, he always calls a spade a spade and never by any chance a hoe. We were in the editorial sanctum of *The Nor'-West Farmer*, in Winnipeg, not long since, and there was much chuckling and holding of sides over a travelling Ontario scribe who had recently written of sheep as "Herefordshires."

The volume is made available by an index. It is copiously illustrated, and will undoubtedly be a "seller."—WILLIAM BRIGGS, Toronto.

### WITH THE TIBETANS IN TENT AND TEMPLE.

IT is good to read such a stirring volume as this. It possesses a deep interest on every page. Tibet has long been a closed land, but Dr. Susie Rijnhart, an Ontario woman, has penetrated many hundred miles to its interior and has given us in this book much interesting data concerning the social life, manners and customs of the Tibetans. She possesses a wonderful accuracy of observation and a capacity for seeing widely. Her literary style is quiet and dignified.

To us, the narrative is of unusual interest, for the late Petrus Rijnhart was our guest for a fortnight on his last journey to Tibet, and we learned to love the handsome, whole-souled Hollander. His wife's simple unfolding of the burial of their baby boy at the foot of the lonely Dang La Mountains is full of tender pathos. Mr. Rijnhart dug the grave while the stricken mother made a coffin from a drug box and

plucked wild asters and blue poppies from the hillside to soften the harshness of death.

A month later, Petrus Rijnhart went down to the tent of some hostile Tibetans leaving his wife to await his return. She never saw him again. For three nights and days the solitary woman awaited his return, and then turned her face towards Canada. She tells but little of the dumb fear and unmitigated tragedy of those awful hours, for in all crises of grief the heart is inapproachable. She leaves the reader to fill it in. Perhaps this is the truest art.—FLEMING H. REVELL, Toronto.

### THE LEOPARD'S SPOTS

A Romance of the White Man's Burden, 1865-1900  
By Thomas Dickson, Jr.

THIS book derives its title from the words, "Can the Ethiopian change his skin or the leopard his spots?"

The reader must unvail his mind when he takes up this story. We usually consider the negro question from the Northern standpoint, but here it finds treatment from the violent partisanship of the South. In its way, the work is almost as powerful as *Uncle Tom's Cabin*, of which it is a counterblast. Through history, argument, deduction, clash of battle, dramatic situations and political struggles, the writer carries you rapidly on, until in the last pages you reach his climax in the lynch-law. He does not defend lynching. If you have conceded his premise you cannot but do that yourself. It is a false premise and we hope you will not accept it, for the negro is not a mere black brute to whom education and liberty should be closed doors. In *Simon Legree*, the murderer of *Uncle Tom*, Mr. Dixon has given us as leperous a man as humanity could well produce, and still he is of the white race. Down south, it would appear, that nothing black on the surface goes—it must be concealed. Without appearing to preach, we might intimate that Jesus Christ himself had a dark skin, and once lived in Africa.

The lynching is pictured with a vividness hard to equal, and stamps the author as a man of rare genius. It is so awful that the

blood of the reader fairly sickens. *Tom Camp's* daughter, *Annie*, on her wedding eve is carried off to the woods by six negroes. In the fight that ensues *Annie* is shot and her body is brought home with a bullet mark in *the* temple. The years pass on and *Tom's* last idol, little *Flora*, a mere baby, is done to death by a negro fiend. The awful convulsions of the dying child, the broken arteries, the clenching of little fists, the screaming for "Father," and the fearsome rage of the stricken parent, are told in letters of fire. Livid and convulsed with volcanic passions he shrieks out, "Oh! if I only had him here before me now, and God Almighty would give me strength with these hands to tear his breast open and rip his heart out!—I—could—eat— it—like—a—wolf."

Then in the distance comes a murmur that is like the distant moaning of the wind in the hush that comes before the storm; the tread of a thousand feet—no cry, no word, only silence and hurrying feet. It is a crowd that hurries and does not shout. It is a fearful thing. There is something inhuman in its uncanny silence. The blood-blotched negro is tied to the stake and the terrible crowd surges to and fro. It seems "to melt into a great crawling, swaying creature, half reptile, half beast, half dragon, half man, with a thousand legs and a thousand eyes, and ten thousand gleaming teeth, with no ear to hear and no heart to pity." When the curtain lifts once more, there is naught but space and a little ash-pile made from the flesh of a living man.

Off in the cemetery, all through the night, *Tom Camp*, with bare hands, bleeding fingers, and broken finger-nails, digs open the grave of his little girl and sits by her holding her little stockings, and bonnet, and toys. He is talking to her. They lift him gently and lead him away a hopeless madman.

From an historical standpoint the book is a revelation as well as a romance. The author tells us that when the negroes assembled to be enrolled and to receive "the elective franchise," they brought empty jugs and bottles to carry it away.

The book abounds in quick fantastic

turns of thought as well as quotable passages. It is a very riot of kisses and blood with a dash of extra dry humor. What more could an exacting public ask?—  
WILLIAM BRIGGS, Toronto.

MARY E. JOHNSTON'S "AUDREY."

MISS JOHNSTON'S pen has not lost its cunning. Her latest work is in every way worthy the author's reputation. We have nothing for it but unmixed praise. *Audrey* is a real love story, the scene of which is laid in "Ole Virginny" in the days when it was called "the school for gentlemen." The story is well imagined, well-constructed well-sustained and will be read with unflagging interest. The men and women are no mere figures upon which to hang robes of the colonial period but are all alive with an intense humanity—all only *Audrey*, who though tricked out as a woman is nought else than a sprite. "In the woods she seemed the spirit of the woods, in the garden the spirit of the garden, in the water the spirit of the water." Beautiful *Audrey*! slim and supple as a stock of maize with all the charms of ingenuousness, of untouched freshness and of the most admirable ignorance in the world!

When this forest creature meets *Haward*, not knowing what else to do, she shyly puts her back against a tree, whereupon he begs her to "slip not yet within the bark," for "had I known, I should have brought an oblation of milk and honey."

In her early childhood, *Haward* had rescued *Audrey* from the Indians, who had murdered all her kin. He had left her in charge of one *Parson Darden*, a besotted rake who abused her. After a multi-colored career of eleven years spent abroad, *Haward* returned to Virginia thinking to love and wed the stately *Evelyn Bryd*, but the innocence and charm of *Audrey* captivated the heart of this man of the world. On this hinges an entrancing story of love and hate and passion and tragedy. The story does not end happily. Some readers may resent this, but yet it is the only possible conclusion, for in the nature of things, a man may not marry an angel. *Maclean*, a Highland officer taken at Pres-

ton and transported to Virginia, and *Jean Hugon*, a half-breed trader are drawn with unerring touch. None of the other characters quite equal them.

The author expresses herself in a pure and delicate English that glitters with bits of quiet humor. She has the subtle understanding of nature that is only found in persons of highly poetic temperament. It is a story that will linger long in the memory.—*George N. Morang, Toronto.*

FRANK R. STOCKTON'S "KATE BONNET."

TOLD in Mr. Stockton's own crisp, original manner, *Kate Bonnet* is uncommonly readable. The word Stockton has come to be synonymous with whimsicality and extravagant caprice. His latest book is no exception. It exhibits all the strong and wrong characteristics of the author. Every chapter is marked by some startling incident which no one else could invent or write, and which could never by any possibility have happened on land or sea. Opera—bouffe pirates, lace ruffles, tears, clash of cuttrasses, carronades, blood, bags of gold, marooned families, and Calvinism make up the queer jumble out of which the author has drawn out a most delectable story.

Nowhere in the book is there a more delightful dash of Stocktoniana than where *Blackbeard*, a ferocious chunk of fleshed iniquity bids *Ben Greenaway*, a pious old Presbyterian, convert him. "I don't want any of that lazy piety on board my vessel," cries the cut-throat. "If you don't reform me and do it rightly, I'll slice off both your ears." This old Calvinist is a piece of quaint character-drawing. He is always amusing and never tiresome. On the stage he would be irresistible.

The story relates the adventures of Master Stede Bonnet, an erstwhile sugar-planter in the Barbadoes, whose second wife, a fire-eating jade, was given to offensive personalities on the household in general and on Master Stede in particular. That was the beginning of it.

To escape fetters matrimonial, and to once more assert his authority in the world, this crushed worm purchased and rigged

out a vessel, stored it with nautical needfuls, and manned it with an unkempt horde of things. The vessel sailed from Bridgenorth under the mild-sounding appellation of *The Sarah Williams*, but once out, the black flag, with skull and bones—the “Jolly Roger” of the Spanish Main—was hoisted, and *The Revenge* began its piratical career. That was the way of it.

I abhor reviewers who tell conclusions. If you want to know the end of it and to follow the varied heart-affairs of Mistress Kate Bonnet, you must read it yourself. It will not be an irksome task.

Even while we are writing, word has come of the death of the author, Frank R.

Stockton, from cerebral hemorrhage. Although 68 years old his latest work shows him to have been still at heart a young man. He was a Philadelphian by birth and in early life was an engraver and draughtsman, but soon abandoned this occupation for journalism. He first came into prominence through his story “Rudder Grange,” and for a quarter of a century his record has been one of unbroken popularity. His best known work is the clever fantasia, “The Lady or the Tiger.” Mr. Stockton’s fun was always buoyant and spontaneous—never cumbrously constructed. His fertile imagination knew no bounds.—*The Copp, Clark Co.*

## FROM “LEAVES OF GRASS”

BY WALT. WHITMAN

### TO A PUPIL

Is reform needed? Is it through you?

The greater the reform needed, the greater the Personality you need to accomplish it.

You! do you not see how it would serve to have eyes, blood, complexion, clean and sweet?

Do you not see how it would serve to have such a body and soul that when you enter the crowd an atmosphere of desire and command enters with you, and everyone is impress’d with your Personality?

O the magnet! the flesh over and over!

Go, dear friend, if need be give up all else, and commence to-day to inure yourself to pluck, reality, self-esteem, definiteness, elevatedness,

Rest not till you rivet and publish yourself of your own Personality.

## FINANCE

**A**N authoritative idea may be obtained of the general business prosperity that has prevailed in Canada by consulting the trade figures issued by the Dominion Government for the past eleven months of the fiscal year. They are certainly of a most encouraging nature. For that period Canada's foreign trade on the basis of imports for consumption and exports on domestic merchandise only, exhibits an increase of nearly \$35,000,000, as compared with the same period of the previous fiscal year. The imports and exports for the former period totalled \$348,705,085, and for the latter period \$313,863,314. With coin and bullion and exports of foreign merchandise included, the increase in aggregate trade falls a little short of \$33,500,000, the total amounting to \$366,942,595 for the eleven months just ended, as against \$333,472,908 for the eleven months of 1900-1.

Trade conditions, too, are well reflected in the annual statements of the chartered banks, many of which hold their meetings during the month of June. In nearly every case the statements show that had it been considered advisable the banks were in a position to increase their dividend distributions to shareholders, and in a number of instances the banks distributed a portion of their increased earnings either by bonuses

or larger dividends, while at the same time adding to their cash reserves. With others the increases were added to the rest accounts, which was not so immediately satisfactory to the shareholders perhaps, but strengthened the position of the banks. The increase in the business of our banking institutions is a noticeable feature in all the reports, and the prediction is made that should trade continue to expand at its present rate further additions in the capital of some of the leading banks will necessarily follow.

Upon the condition of trade in this country perhaps no one is better equipped to speak than Mr. E. S. Clouston, General

Manager of the Bank of Montreal. At the annual meeting of that Institution Mr. Clouston said:

"Generally speaking, the past year has been a prosperous one for Canada. The revenues of the country are large; railway earnings are steadily increasing; farmers are prosperous; the outlook for lumber is improving, and the tide of immigration has set in with greater volume, ensuring to Western Canada, and, indeed to the whole country, more rapid progress in population and material prosperity. The natural resources of the country are being steadily developed; the output of coal is increasing, and it looks as if we were on the eve of important results in the iron and steel industry. There are indications also that the recent consolidation of the Atlantic steamship lines by an American syndicate will compel Canada in self-defence to take up the question of a fast Atlantic service, and if we wish to secure immigration, retain the traffic properly belonging to our own boats, and safeguard the interests of our commerce, we must see that the service, both passenger and freight, is second to none in speed and equipment. The Stock Exchanges of Canada have shown an activity unexampled in the history of the country, and although speculation has been rife there has been a certain foundation for the advance in the quotations of securities, and it is not exactly the wild reckless state of affairs that foreign critics profess to believe exists here. Still, there is danger of speculation being carried beyond legitimate bounds, and we have probably reached a point where investors and lenders would do well to look more closely into the intrinsic value of the securities they purchase or accept as collaterals."

So much for the past, but a confident note may be struck for the future. It is the crop prospects that are now engaging the attention of business men and manufacturers, and these are almost without exception of a highly satisfactory character. In Ontario the condition of the crops are

generally well-known and nothing but the most favorable reports continue to be received. In fruit a record year is looked for. The same story comes from the west where the unprecedented settlement this year has meant a large increase in the acreage, it being estimated that there are 213,149 acres more under cultivation this year than last, there being more than two million acres under wheat alone. Railway building is going on there as fast as material and men can be secured, in order that the enormous crop expected may be handled rapidly.

A gathering of business men that may result in events of far-reaching importance to the trade of the country, was the conference of Boards of Trade of the Dominion, recently held in Toronto. There were one hundred and twenty-five delegates present representing all the principal Boards of Trade of the Provinces and the Territories, and the resolutions passed were mostly representative of the business sentiment of the country. An exception may be made perhaps, to the resolution on the subject of defence. The conference had a two-fold object, first that the ideas of the delegates upon trade relations between Canada, the Mother Country, and the colonies might be placed in the hands of Sir Wilfrid Laurier before the conference of colonial premiers which Sir Wilfrid will attend in London, and second, that trade matters as affecting the Dominion itself might be freely discussed.

The most important matter taken up was the consideration of trade relations between Great Britain and the Colonies, and a resolution was carried advocating that England grant a preference upon all colonial products. The meeting was unanimous in this, but curiously enough no practical suggestion was made as to how such a preference could be carried out. In a meeting of merchants and manufacturers who are strong protectionists it was pointed out by some that, if we were to obtain a preference from England, Canada must in turn lower her duties on English goods. Woollen manufacturers in this country are already

complaining that the preference now existing is seriously injuring their interests, and at a recent meeting of the Canadian Colored Cotton Mills Company the preference was made an excuse for a poorer annual statement than usual, the president stating that those who had invested their money in manufacturing enterprises in Canada were suffering by the reduction that had been given in the preferential tariff. It was the practical point of how preferential trade was to be secured that Sir Wilfrid Laurier took up with a deputation from the conference which placed the resolutions in his hands. He asked if the manufacturers of this country were prepared to have tariff for tariff, and Mr. Robert Munro, President of the Canadian Manufacturers' Association, replied emphatically that they were not. There is a strong belief now, however, that the people of this country must face the issue, and before asking a preference from the Mother Country, state how far they are prepared to go in admitting English goods at a lower rate of duty to compete with Canadian manufacturers.

Upon the subject of defence the delegates showed many divergent opinions. Defence was considered as linked to trade, for a commerce to be developed must be defended. A few present favored a fund to be handed over to the British authorities, to be expended as the latter saw fit; but the sense of the meeting was overwhelmingly opposed to this. There were then practically two schools of thought dominating the meeting, one favoring the setting aside of a yearly fund in the Dominion budget for defence, to be expended by the Dominion Government. The second took the view that Canada was doing well enough now, that in time of trouble she could be always depended upon as in the South African War, and that after all the best means of defence was to make our own country powerful and wealthy by developing her natural resources rather than expending immense sums of money in armaments. How close the two bodies were divided is seen in the vote which by forty to thirty-two declared in favor of a defence sum in the Dominion budget.



The unsatisfactory feature of the vote to many present was that the resolution cannot now go out as the unanimous sentiment of the business men of this country.

Some of the other matters dealt with and approved of by the Conference were the subsidizing of a fast Atlantic line, a direct line of steamships between Canada, South Africa, and Australia, a better Pacific steamship service, a direct Pacific cable, the subsidizing of steel shipbuilding in Canada, a bonus on lead and lead products, and a reduction in the postal rates between Canada and Great Britain on newspapers and magazines.

One of those unfortunate labor troubles that sometimes result in disturbing the business of an entire continent is the strike of the miners in the anthracite regions of Pennsylvania and Virginia. In Canada no appreciable effect has been felt, but on the other side many manufacturers have been inconvenienced because of the higher price of coal. The strike is now in its sixth week, and 165,000 men and boys are out. In some quarters the opinion is expressed that the strike was an ill-advised one, and certainly some of the most conservative of the leaders among the men did all they could to prevent it. The majority carried the day, however. No agreement between the mine owners and the miners appears to have resulted satisfactorily. Only last year a new agreement was made, but since that time no less than 128 strikes in the anthracite districts have occurred. The real cause of the strike is the determination of the operators to resist any further demands from the Union. The loss in wages since the strike began amounts to over six million dollars. Should the mine owners win, and they seem confident of success, they propose to reduce the number of miners by one-third, and will not attempt to resume work at all the collieries, but those that are operated will be so continuously. When the men are all working they dig out of the ground in a year 55,000,000 tons of the world's best coal, worth \$200,000,000 wholesale when it gets to market. The men who dig it and clean it

and get it on the cars take \$50,000,000 for their share, the railroads take \$90,000,000 for hauling, someone, somewhere, gets the remaining \$60,000,000.

An opinion was ventured in this department in the last issue that the collapse of the Dominion Securities Company might result in the option on the Canada Atlantic Railway not being taken up. This is exactly what has occurred, Dr. Seward Webb, of New York, who held the option, having withdrawn. It is understood that negotiations are now on between the owners of the road and the Dominion Government by which the latter would guarantee interest on the stock of the railway and utilize it as an extension of the Intercolonial. Such an arrangement would give the latter road a through grain route from the western lakes to the Atlantic seaboard.

Some fortunes are said to have been made through the recent advance in the Canadian Pacific Railway which has just passed through a very persistent boom, followed by the inevitable reaction, in which many small holders suffered. The heavy earnings of the company, the prospects ahead of it, rumors that it would control the proposed fast Atlantic steamship service, ridiculous stories that J. Pierpont Morgan was endeavoring to secure the road, were all used successfully by the several Canadian pools operating in the stock to advance the price, and it is hinted that treachery on the part of some of the members of these pools in unloading was responsible for the rapid decline. Very many people however, have purchased the stock as an investment guided solely by its future prospects.

The latest Canadian combination is that of the canning factories of British Columbia, forty-five concerns having amalgamated with a combined capital of \$4,000,000. There is also talk of the amalgamation of the principal boot and shoe manufacturers of the Dominion, but nothing has come out of this yet.

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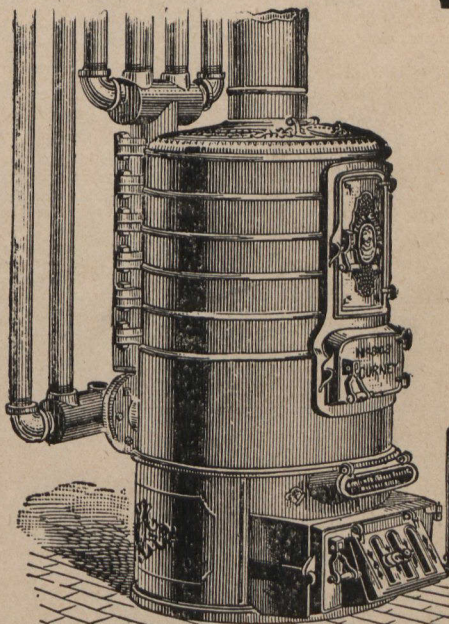
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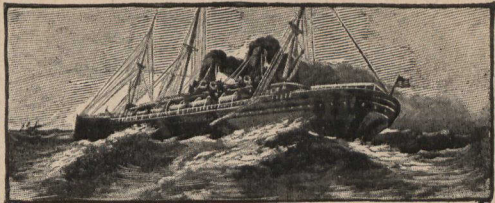
- 1st—More Underwood Typewriters have been sold in Canada in three years than all other makes combined.
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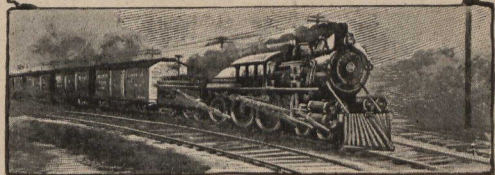


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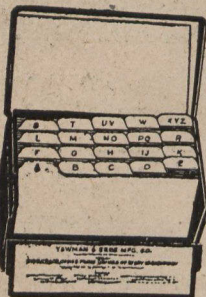


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**The Rev. Arthur Murphy, M.A.**

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Loses all its magnificence on an ordinary key board. How much more does an ordinary performer need a good instrument? We offer you the best in the piano world to-day.

"I had not the slightest idea that such a magnificent instrument as the Heintzman & Co. Concert Grand Piano was manufactured in Canada. Its sympathetic richness and brilliancy of tone and its wonderful singing quality, combined with the delicate ease of touch, easily place this instrument in the front rank of the leading manufacturers of the world."

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**Ye Old Firm of Heintzman & Co.**

## A Piano Bargain.

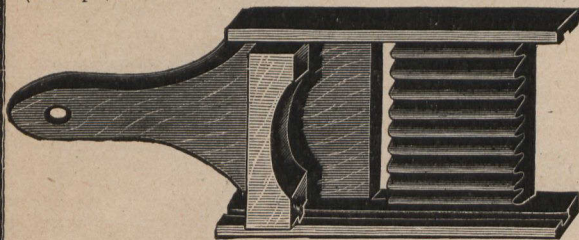
We offer readers of the NATIONAL MAGAZINE a very special bargain in a handsome Howard Piano, made in Cincinnati. This instrument stands 4 feet 8 inches high, in a beautiful walnut case, 7 1/3 octaves, 3 pedals. It is a brand-new piano for which manufacturers would charge \$375. We make it a special at \$285—\$10 cash and \$6 a month.

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### 10<sup>TH</sup> ANNUAL STATEMENT

OF THE

# York County Loan and Savings Company

(INCORPORATED)

.... OF ....

TORONTO, CANADA, DECEMBER 31, 1901

Since organization, ten years ago, this Company has paid in cash to members **\$1,530,311.02**. All **withdrawals** have been **paid promptly**. Every dollar paid in, with interest, being returned to the withdrawing member when the required period has been reached.

#### ASSETS.

Mortgage Loans on Real Estate	- - -	\$642,954.04
Real Estate	- - -	513,955.38
Loans on this Company's Stock	- - -	70,051.60
Accrued Interest	- - -	7,785.70
Advances to Borrowers, Taxes, Insurance, etc.	- - -	3,136.74
Accounts Receivable	- - -	1,050.97
Furniture and Fixtures	- - -	6.69
The Molsons Bank	- - -	27,408.43
Cash on hand	- - -	9,774.47
<b>Total Assets</b>	- - -	<b>\$1,282,808.26</b>

#### LIABILITIES.

Capital Stock Paid in	- - -	\$1,013,590.17
Dividends Credited	- - -	37,079.34
Amount Due Borrowers on Uncompleted Loans	- - -	1,771.14
Borrowers' Sinking Fund	- - -	42,675.48
Mortgages Assumed for Members	- - -	11,300.00
Reserve Fund	- - -	45,000.00
Contingent Account	- - -	131,392.13
<b>Total Liabilities</b>	- - -	<b>\$1,282,808.26</b>

THOMAS G. HAND, } Auditors.  
G. A. HARPER, }

JOSEPH PHILLIPS, President.  
A. T. HUNTER, LL.B., Vice-President.  
R. H. SANDERSON, Building Inspector.

V. ROBIN, Treasurer.  
E. J. BURT, Supervisor.

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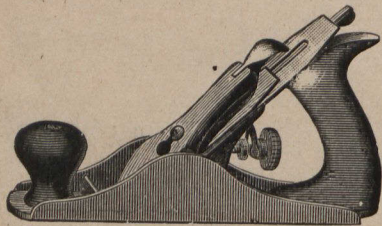
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