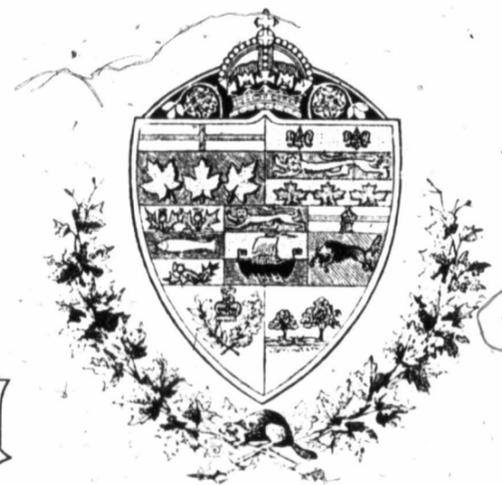




CANADA.....

FROM OCEAN

TO OCEAN....



AN ILLUSTRATED VOLUME SETTING FORTH THE RICHNESS OF CANADIAN RESOURCES
AND THE MONUMENTS OF CANADIAN ENTERPRISE

TORONTO
THE DOMINION PUBLISHING COMPANY
96 FREEHOLD BUILDING

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Woods, J. L.

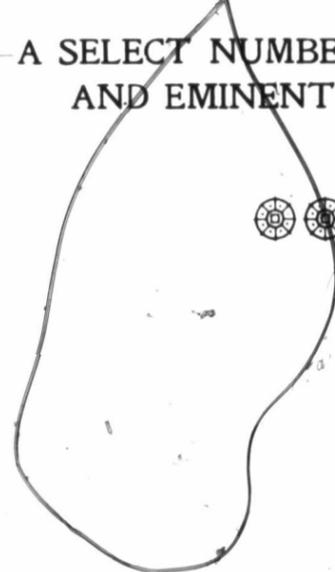
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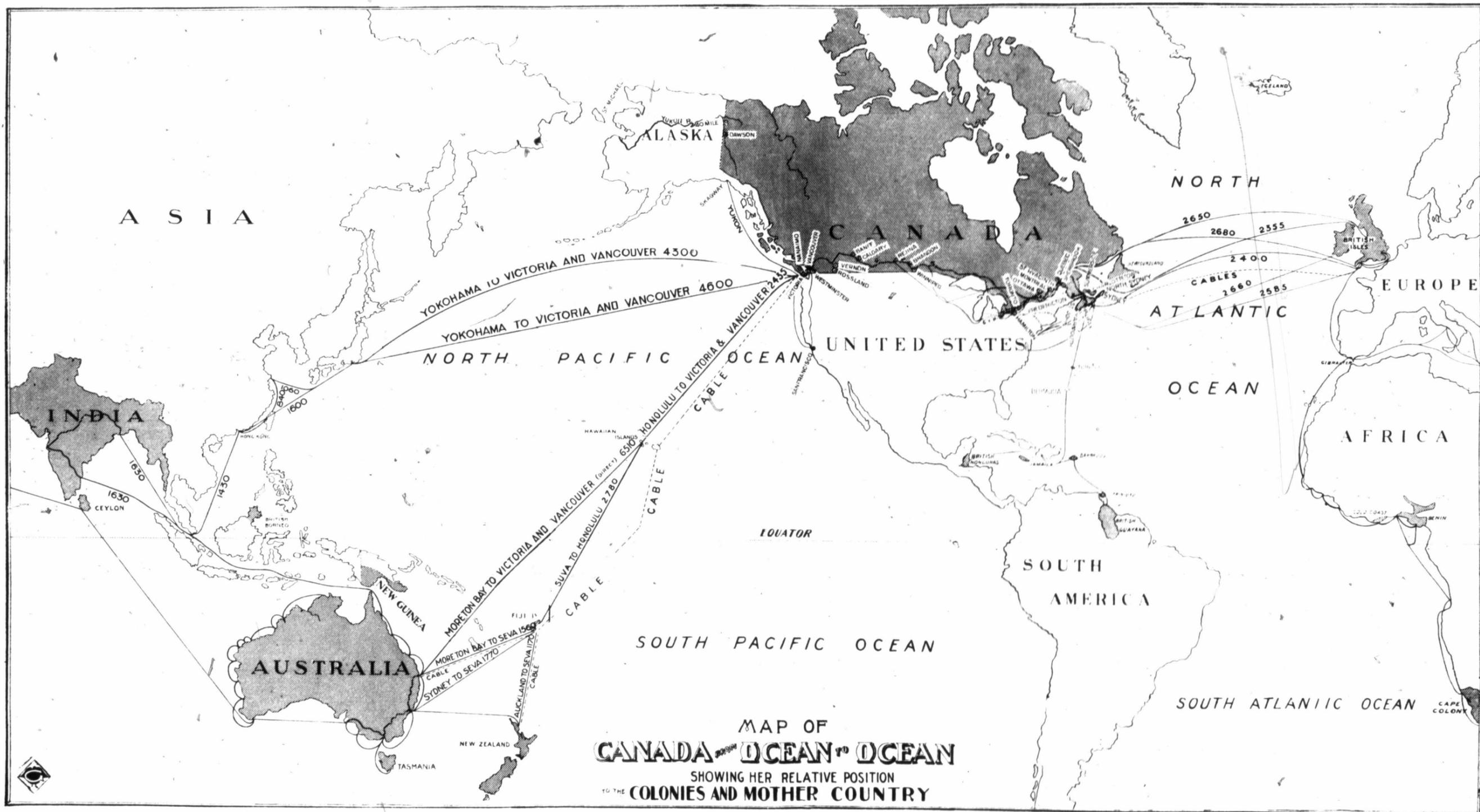
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Compiled by J. Lawler Woods.

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PREFACE OF THE PUBLISHERS

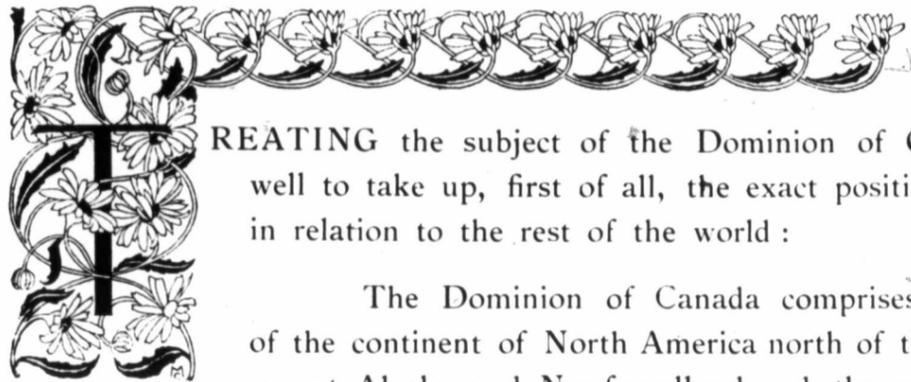


THE publication placed before the World in the following pages has been designed chiefly to serve as a commercial guide to the Dominion of Canada. In the past, excellent publications have been issued in which Canada has been exploited scenically and scientifically. Distinguished men have dwelt upon the attractions she possesses for the painter, the scientist and the historian. Never, however, has there been a conscientious attempt to depict in a permanent form the attractions she possesses for the man of trade and commerce who, after all, comes before the artist and the scholar in all the world's civilizations. The Editor of the present volume has had the assistance of those best qualified to speak on such matters, and most of its pages have had the immediate supervision of the Provincial Governments of Canada. The Editor can, therefore, lay claim to the prime requisite of a commercial guide, absolute accuracy.



DOMINION PARLIAMENT BUILDINGS, MAIN BUILDING, OTTAWA.

THE DOMINION OF CANADA



TREATING the subject of the Dominion of Canada it will be well to take up, first of all, the exact position of the country in relation to the rest of the world:

The Dominion of Canada comprises all that portion of the continent of North America north of the United States, except Alaska and Newfoundland and the coast of Labrador. Canada is entirely self-governing and self-maintaining, and is not called upon to pay any taxes whatever to the Mother Country, its connection with Great Britain being almost wholly a matter of loyalty and affection. It consists (1) of seven Provinces: Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, Manitoba and British Columbia, which, in their self-governing powers and their relation to the general government, correspond very closely to the different States in the American Union, excepting that for all local laws they are practically self-governing; (2) of four territories, Assiniboia, Alberta, Saskatchewan and Athabasca, which correspond somewhat to the American territories, and are also in a measure self-governed districts; (3) of four other territories, Ungava, Franklin, Mackenzie and Yukon, which are administered by the Federal Government; and (4) the district of Keewatin, which is under the jurisdiction of the lieutenant-governor of Manitoba. The capital of the whole Dominion is Ottawa, which takes its name from the important river which bears the same title, and was selected by Queen Victoria as the seat of the Federal Administration.

The area of Canada figures up to 3,456,000 square miles, which is almost 500,000 square miles more than the total area of the United States, exclusive of Alaska, and not far short of being equal to the area of all Europe. About 150,000 square miles of this area is taken up by lakes and rivers, providing magnificent waterways for the manufacturer; when all the necessary allowances have been made, there still remains in Canada an immense area with soil fertile enough and climate favorable enough for all the purposes of a highly civilized population. As a prominent American journalist, who recently made a trip through Western Canada, says:

“The members of the American Press Association made the acquaintance of the Canadians of the Northwest and learned something of the vast extent of their territory and of its great resources, which are destined to make it our most formidable commercial competitor in the world's markets for the sale of agricultural products. We learned that the Northwest Territory of Canada, instead of being a barren waste, as taught by geographies of a quarter of a century ago, is capable of sustaining an empire of 50,000,000 of people.”

Over 900,000 square miles of the Dominion of Canada are already occupied, and of the occupied area fully one-half has been “improved.” The older Provinces are, acre for acre, as suitable for agricultural pursuits as is the land in any other portion of the known world. Manitoba, the Prairie Province, is almost one vast wheat field, with its productivity unequalled anywhere. The No. 1 hard wheat grown there is unsurpassed; the average yield per acre is very high, being anywhere from 18 to 40 bushels, and even higher yields are very frequently known. It generally brings from 5 to 10 cents per bushel

more than the wheat grown in the more southern latitudes, on account of its quality. British Columbia is a land of almost infinite possibilities, not only because of its mineral and timber resources, but also because of its capabilities for agriculture and fruit growing. The Territories are so vast an area, that no general description of them is possible, but it may be said that the great wheat valley of the Saskatchewan, the sheltered grazing country of Alberta,



DOMINION PARLIAMENT BUILDINGS—WEST BLOCK—OTTAWA.

and the great plains of the Peace River Valley in Athabasca are regions adapted in soil and climate to sustain a hardy and vigorous people. Within the past few years, there has been a wonderful immigration into the Territories as well as into British Columbia and Manitoba. As railways are projected and constructed, the settlement is crowding to the front. Many of these

settlers have formerly been residents of the American Union, while a large number have come direct from Europe, and their testimony is that they enjoy the climate, and that their prospects for making comfortable homes for themselves are beyond any question. Many of these, also, who are taking up these lands—the free homestead lands of Western Canada—are ex-Canadians, Canadians who have resided some time in the United States: Their attention is now being directed to Newer Canada, or Western Canada, the term by which it is familiarly known.

On this rich land of God's giving the best minds of Great Britain have planted a stable and flexible system of government, which insures peace and rapid development. The administrative system established in Canada under the Union Act of 1867 is a federal union, having a general or central government controlling matters essential to the general development, the permanency, and the unity of the whole Dominion; and a number of Local or Provincial Governments, having the control and management of certain matters naturally and conveniently falling within their defined jurisdiction; while each government is administered in accordance with the British system of parliamentary institutions. Representatives to these governments are elected by the people, the House of Commons, or Federal Government, now consisting of 213 members; the number of representatives in the Local or Provincial Government varying according to the size of the Province.

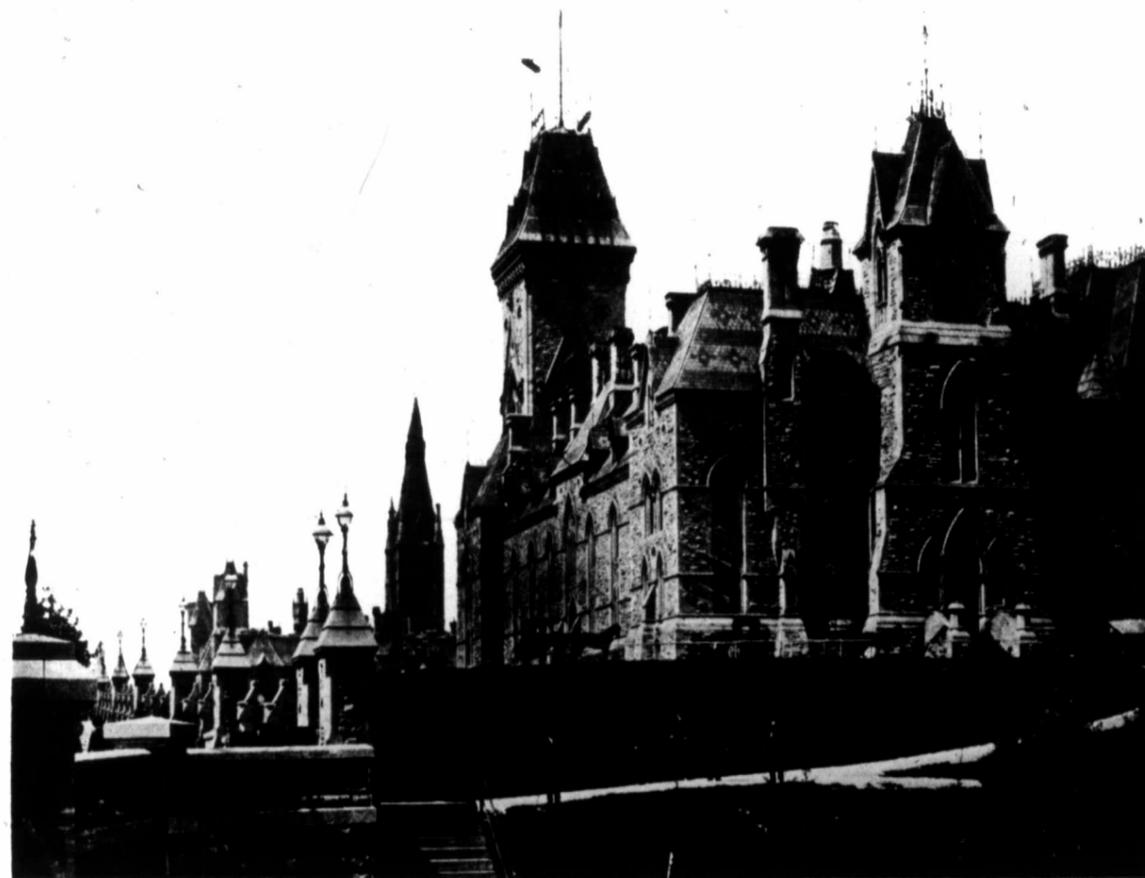
The Provinces will be treated in detail in the ensuing pages. Summarized briefly they are as follows:

British Columbia	Population, 408,173; area, 407,300 square miles.
Manitoba	Population, 116,021; area, 116,021 square miles.
Ontario	Population, 2,111,221; area, 222,000 square miles.
Quebec	Population, 1,488,300; area, 228,900 square miles.
New Brunswick	Population, 321,200; area, 28,200 square miles.
Nova Scotia	Population, 450,396; area, 20,000 square miles.
Prince Edward Island	Population, 109,078; area, 2,000 square miles.



In all these provinces there is a lieutenant-governor appointed for five years by the governor-general of the Dominion in council, and aided by an executive council of eight or less members, who have seats in the legislature, and are responsible to the popular house in accordance with the principles of English parliamentary government. In Nova Scotia and Quebec there is a legislative council of 20 and 24 members respectively, appointed by the lieutenant-governor in council of each province. The assembly in these provinces consist of 38 and 73 members respectively, elected for four years in Nova Scotia, and for five years in Quebec, on a limited franchise based on property and income. The speaker of the legislative council is appointed by the crown. In the five other provinces there is only one house, an elected assembly, viz.: Ontario, 94 members; New Brunswick, 41; Prince Edward Island, 30; Manitoba, 40; British Columbia, 33. In all these provinces there is manhood suffrage, limited by residence and citizenship, but in Prince Edward Island 15 are elected on a special real estate qualification. In all of these provinces the duration of the assembly is four years, unless sooner dissolved. Sessions are annual. In all of the provinces the speakers of the assemblies are elected by the members. In both houses members are paid. Members require no property qualification. The legislative powers of the legislatures are defined by the British North America Act of 1867. Widows and unmarried women, when taxed, can vote at municipal elections in Ontario and the Northwest Territories. In Manitoba and British Columbia all women who are taxed in their own right can vote at such elections. The various territories of the Northwest, as enumerated above, have representative but not responsible government. A lieutenant-governor with a small executive council administers their affairs, and the resident populace voice their views through a joint assembly of 26 members. The franchise is based on household qualification, Indians being excluded. The assembly elects its own speaker, has a duration of four years, unless sooner dissolved, and meets once every year. Members do not require a property qualification, and are paid a small indemnity. The legislative powers are defined by a Dominion act, and are, as nearly as practicable, those of provincial assemblies. Municipal institutions have been established in towns and rural districts in imitation of the Ontario system.

At the last census the population was above 120,000 souls, exclusive of the Klondyke district, which is under a separate and wholly paternal government. The total area of the Territories is about 2,500,000 square miles.

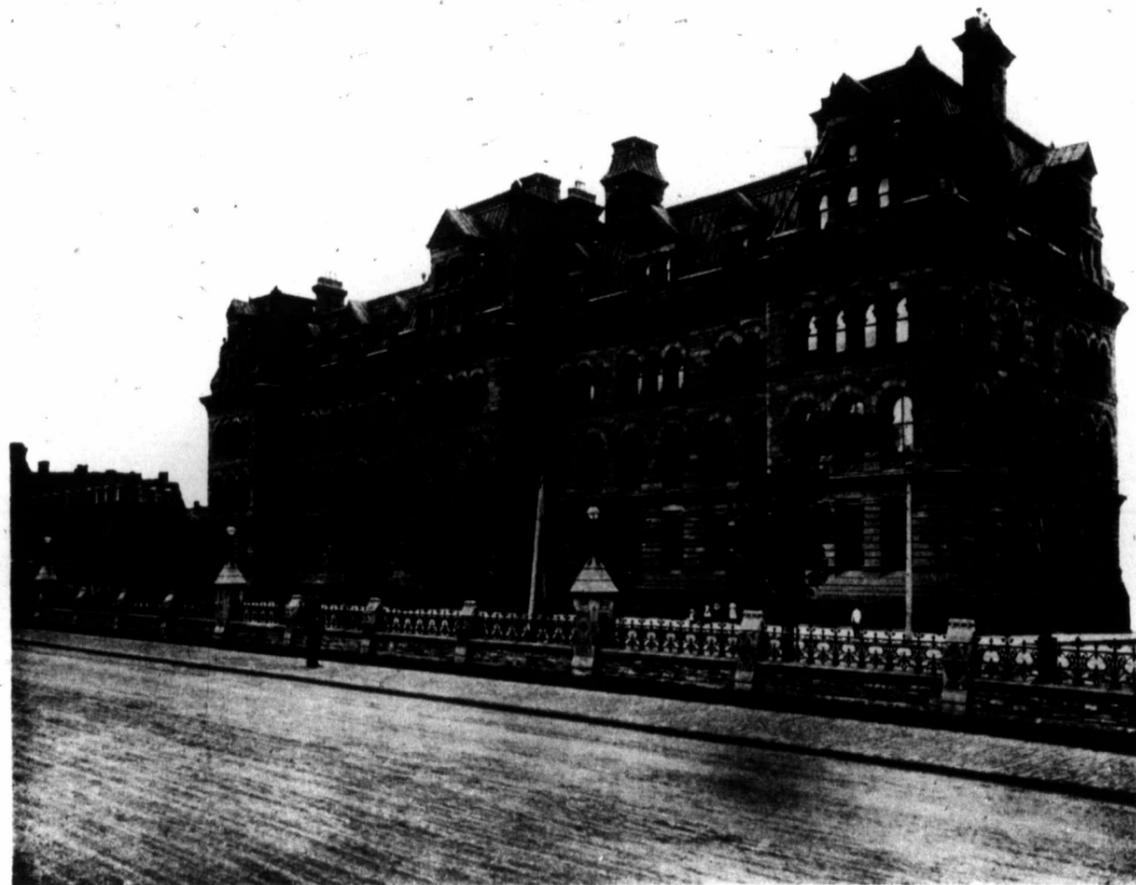


DOMINION PARLIAMENT BUILDINGS, EAST BLOCK, OTTAWA.

In closing this brief summary of the Dominion of Canada, the following statistics, furnished by the Government of Canada, become of supreme interest:

*** AREAS ***

Total area of the world (not including oceans or seas),	40,756,745	square miles.
Total area of the British Empire	11,552,531	" "
Total area of Canada.....	3,653,946	" "



DOMINION PARLIAMENT BUILDINGS—LANGEVIN BLOCK—OTTAWA.

That is, the area of the British Empire is about one-quarter of the world's area as above given.

That is, the area of Canada is about one-thirteenth of world's area as above given.

That is, the area of Canada is nearly one-third of area of British Empire.

*** DISTANCES ***

From Liverpool to Halifax.....	2,475	miles.
From Liverpool to New York	3,105	"
From Liverpool (through Canada via Vancouver) to Yokohama	9,994	"
From Liverpool (via New York and San Francisco) to Yokohama.....	10,911	"
From Liverpool (via Suez Canal) to Yokohama	11,280	"
From Montreal (via Vancouver) to Yokohama	7,189	"

CANADIAN COMMERCE

	TOTAL IMPORTS. VALUE.	TOTAL EXPORTS. VALUE.
1888	\$110,894,630	\$ 90,203,000
1898	140,305,950	164,152,683
Increase....	\$ 29,411,320	\$ 73,949,683

CERTAIN EXPORTS COMPARED

	THE MINE.	THE FISHERIES.	THE FOREST.
1888	\$ 4,110,937	\$ 7,793,183*	\$21,302,814
1898	14,463,256	10,841,661	26,511,539
Increase.....	\$10,352,319	\$ 3,048,478	\$ 5,208,725

	THE FARM.	MANUFACTURES.
1888	\$40,155,657	\$ 4,161,282
1898	77,364,755	10,678,316
Increase....	\$37,209,098	\$ 6,517,034

BANKING INTERESTS

	AVERAGE NOTES IN DAILY CIRCULATION.	DEPOSITS.
Sept., 1887	\$33,765,610	\$114,954,591
Sept., 1898	40,071,143	244,630,165
Increase.....	\$ 6,305,533	\$129,675,574

TOTAL DEPOSITS IN SAVINGS BANKS

	TOTAL DEPOSITS.
June 30th, 1887	\$50,924,418
June 30th, 1898	65,149,970
Increase	\$14,225,552

RAILWAY INTERESTS

	TONS OF FREIGHT CARRIED.	EARNINGS.
1887	\$16,356,335	\$38,842,010
1897	25,300,331	52,353,277
Increase.....	\$8,943,996	\$13,511,267

OUTPUT OF MINERAL PRODUCTS

	VALUE.
1887	\$11,365,705
1897	28,789,173
Increase	\$17,423,468

THE PROVINCE OF BRITISH COLUMBIA



BRITISH COLUMBIA is the most westerly province of Canada, and extends for about 700 miles north and south, and nearly 500 east and west. Its limits extend from the 49th parallel—the international boundary line between Canada and the United States—on the south to the 60th degree of north latitude, and from the summit of the Rocky

Mountains westward to the Pacific Ocean, Vancouver Island and Queen Charlotte Islands being included within its bounds. It contains an area of 383,000 square miles, in which are mountain ranges, numerous forests, many fruitful valleys and splendid waterways. The Rocky Mountains separate it from the rest of Canada, while the Pacific Ocean bounds it on the west, except for nearly 300 miles on the extreme north, where the Alaskan possessions of the United States interpose between it and the sea.

The principal harbors of British Columbia are Esquimalt, the headquarters of H.M. Pacific Squadron, Victoria and Nanaimo, in Vancouver Island; Vancouver Coal Harbour and English Bay (at the entrance of Burrard Inlet) on the mainland. There is a dry dock at Esquimalt 450 feet long with width of 90 feet at the entrance, making the province an invaluable outpost of the British Empire.

Of the rivers of British Columbia the principal are the Fraser, the Columbia, the Thompson, the Kootenay, the Skeena, the Stikine, the Liard, and the Peace. The Fraser is the great watercourse of the province. It rises in the northern part of the Rocky Mountains, runs for about 200 miles in two branches in a westerly direction, and then in one stream runs due south for nearly 400 miles before turning to rush through the gorges of the coast

range to the Straits of Georgia. Its total length is about 740 miles. On its way it receives the waters of numerous important minor rivers.

The Columbia is a large river rising in the south-eastern part of the province, in the neighborhood of the Rocky Mountains, near the Kootenay Lake. This lake is now traversed by regular steamboat service. The Columbia runs north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into the State of Washington. It is this loop made by the abrupt turn of the river that is known as the "Big Bend of the Columbia." The Kootenay waters fall into the returning branch of this loop some distance south of the main line of the railway. The Columbia drains a total area of 195,000 square miles.

There are several climates in British Columbia. In the southern portion, both of the mainland and of Vancouver Island, the climate is superior to that of southern England or central France. In this section of the province snow seldom falls, and then lies but a few hours or days. Vegetation remains green, and the flowers are bright through the greater part of nearly every winter; while in spring and summer disagreeable east winds, excessively heavy rains and long-continued fogs are unknown. Generally speaking, spring commences in February in all parts of the province west of the Cascade Mountains. East of these mountains the winters are short but sharp, continuing from six to ten or twelve weeks, with a temperature down sometimes as low as 20 or even 30 Fahrenheit. Summers in this region are correspondingly warm. In the northern portions of the province the cold of winter is severe; but everywhere the climate is salubrious and healthy.

Gold, silver and copper, besides other minerals, are found both on the mainland of British Columbia, Vancouver Island and the Queen Charlotte Islands, and to the far north beyond the limits of the province in that division

of Canada known as the Northwest Territories. It is in that division that the Yukon River and its marvellous gold discoveries are situated, and these are reached at present only by way of British Columbia. It is impossible to say where within the limits of British Columbia immense discoveries will not be made.

The British Columbia Bureau of Mines gives the total mineral production of that country from its earliest history, commencing with 1858, down to the commencement of the present year. The total production for all years is stated to be as follows:—

Gold (placer)	\$57,704,855
Gold (quartz)	2,177,869
Silver	4,028,224
Lead	1,606,427
Copper	254,802
Coal and Coke	33,934,427
Building stone, etc	1,200,000
Other materials	25,000

\$100,931,604

The province is divided into several districts containing an unprecedentedly varied wealth of the products of the earth. The chief cities of the Island will be dealt with in detail hereafter. A brief summary of the characteristics of the various sections of this immense province first becomes necessary.



LEGISLATIVE BUILDINGS, VICTORIA, B.C.

Vancouver Island is the largest on the west coast of America, being about 240 miles long, and with an average breadth of about 50 miles, and contains an estimated area of about 15,000 square miles. It is separated from the mainland portion of British Columbia by the Straits or Gulf of Georgia, at distances varying from 20 to 60 miles, and from the State of Washington in the United States by the Strait of San Juan de Fuca. The coast line, more particularly on the west side, is broken by numerous inlets of the sea, some of which run up to the interior of the Island for many miles between precipitous cliffs, backed by high rugged mountains, which are clothed in fir, hemlock and cedar. At some points are sheltered bays which receive small streams, watering an open-gladed country, having a growth of wild flowers and grasses—the white clover, sweet grass, cowslip, wild timothy and a profusion of berries. The two ends of Vancouver Island are, comparatively speaking, flat, but there are mountains in the interior ranging from 6,000 to 8,000 feet on the highest ridges. The interior of the Island, still unsettled at any distance from the sea coast, is largely interspersed with lakes and small streams. The surface is beautifully diversified by mountains, hills and rich valleys, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement and fruit-growing.

In other parts the soil is light and of little depth, but it is heavily wooded with valuable timber. In the island lakes and in the indentations of the coast there is a plentiful supply of fish, and a fair variety of game on shore. The scenery is picturesque and varied.

The Island is rich in mineral wealth, besides the great coal mines of Nanaimo, whose output amounts to 1,000,000 tons annually, there being discoveries of gold and other valuable metals in several districts. The region about Alberni has recently come into prominence owing to the rich "fields," and it is expected that this district will rank high among the gold-producing centres of the north as developments, already well under way, progress. Some of the rocks of the Island furnish excellent building material, the gray granite being equal to Scotch and English granites.

The New Westminster district is situated at the south-western corner of the province.

In the southern portion of this district there is a good deal of excellent farming land, particularly in the delta of the Fraser River. The soil there is rich and strong, the climate mild, resembling that of England, with more marked seasons of rain and dry weather, and heavy yields are obtained without much labor. Very large returns of wheat have been got from land in this locality—as much as 62 bushels from a measured acre, 90 bushels of oats per acre, and hay that yielded $3\frac{1}{2}$ to 5 tons to the acre, and frequently two crops, totalling six tons. Experiments have of late years been made in fruit-growing, with the most satisfactory results—apples, plums, pears, cherries and all the smaller fruits being grown in profusion, and at the Experimental Farm at Agassiz figs have been produced.

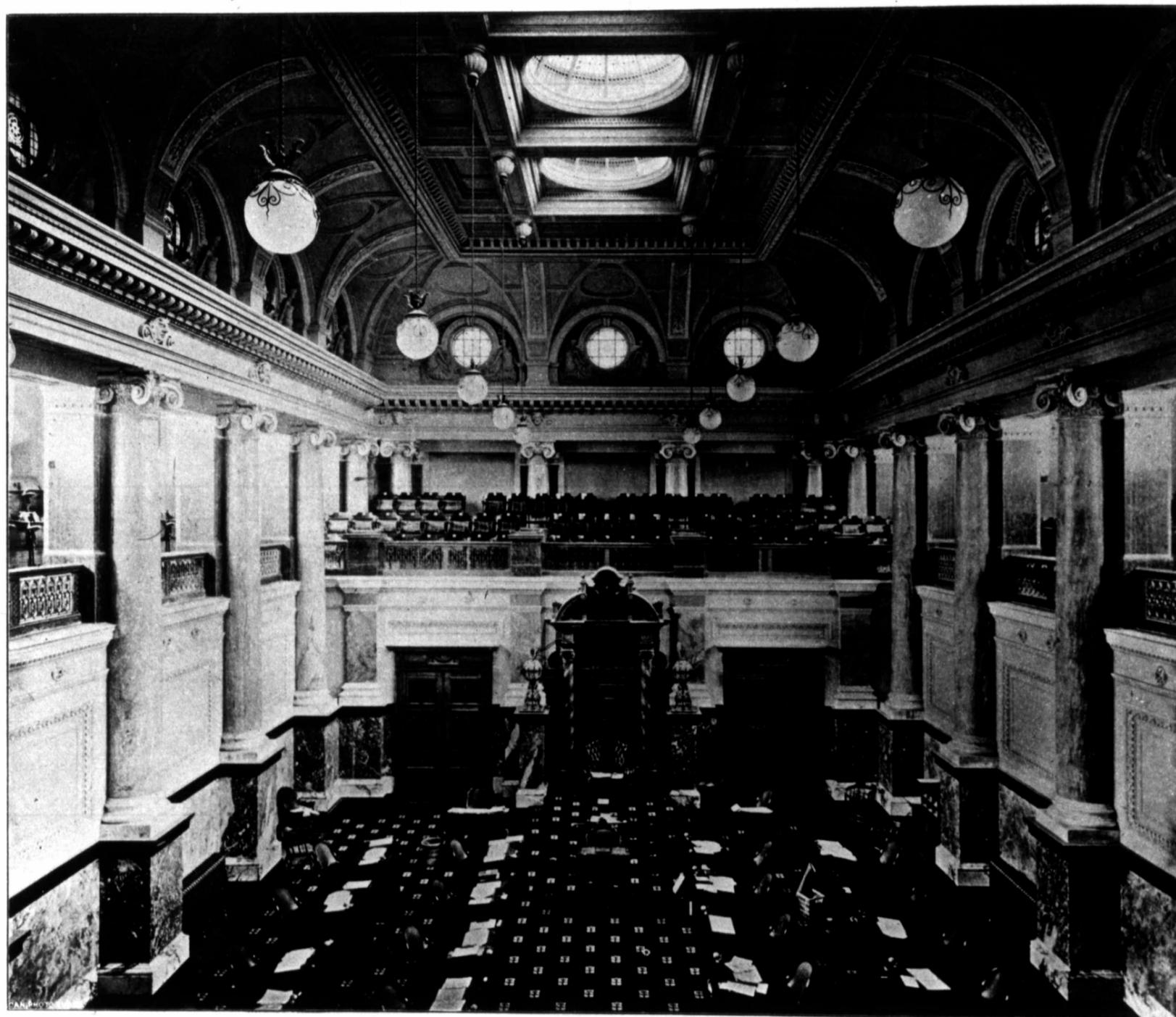
The Lillooet district lies directly south of Cariboo, and is bisected by the Fraser River. The country is as yet only sparsely settled, the principal settlements being in the vicinity of the Fraser River, though there are other settlements at Clinton, Lillooet and elsewhere which, when the projected Cariboo Railway is built, will rapidly become of more importance. This district is rapidly coming to the front as a gold producer. Considerable milling gold is found near the town of Lillooet. Several promising quartz-bearing locations are being developed in this district, and as machinery capable of treating the refractory ores are the most improved methods, the excellent results already attained are attracting miners and mining men in large numbers. There is, moreover, a large area of the finest grazing land in this district, and cattle thrive well. The valleys are wonderfully rich, and fruit of an excellent quality, chiefly apples, is grown; peaches, pears and plums are also cultivated, and smaller fruits grow in profusion.

The Yale district is on the east of Lillooet and New Westminster. The district affords openings for miners, lumbermen, farmers and ranchmen. For the purpose of localizing the information here given, this district of the province may be sub-divided into the Nicola, the Okanagan and the North

Thompson countries. The Nicola valley, forming the central part of the Yale district, while specially adapted to pastoral pursuits, is well fitted for agriculture and the growth of all classes of cereals. The crops already grown are excellent in quality and the yield exceptionally large. Nicola valley is becoming as famous for its grain, roots, vegetables and fruits of all kinds as it has been for its bunch grass fed cattle.

The valley is also rich in its mineral deposits. There is a large area of bituminous and good coking coal at Coldwater, where magnetic iron ore is likewise found. The richest platinum mines on the continent have been discovered on Tulameen and Slate Creeks.

The Okanagan valley, south of the Canadian Pacific Railway, and east of the Nicola valley, is one of the finest sections in the whole province for agriculture and stock-raising pursuits. In this part are to be found the most extensive farms in the province, as well as the largest cattle ranges. Okanagan is famous as a grain-growing country. For many years this industry was not prosecuted vigorously, but of late a marked change has taken place in this respect, and samples of wheat raised in Okanagan, sent to the Vienna Exposition, were awarded the highest premiums and bronze medals.



LEGISLATIVE BUILDINGS, VICTORIA, B.C.—LEGISLATIVE HALL.

The West Kootenay district is the next east of Yale, embracing, with East Kootenay, an area of 16,500,000 acres. West Kootenay is chiefly remarkable for its great mineral wealth. Marvellously rich deposits have been discovered in different sections, and new finds are almost daily made. There is still a large area not yet prospected which will doubtless yield even more phenomenal returns of precious ores. It is a country of illimitable possibilities, but is only passing the early stages of development, when the vast area of hidden wealth is considered. Great strides, however, have already been made, and many of the camps, notably in the Trail Creek, Rossland, Kaslo-Slocan, Ainsworth and Nelson districts, are completely equipped for mining operations. In the Lardeau, Big Bend and other parts of this rich region, mining is profitably carried on, and as capital is acquired through the working of the mines, or is brought in, the output of ore will be immensely increased.

East Kootenay, lying between West Kootenay and the eastern boundary of the province, comprises the larger part of the famous Kootenay region of British Columbia, which is entered from the east at Golden, on the Canadian Pacific Railway.

East Kootenay, though not yet opened to the same extent as West Kootenay, is known to be a rich mineral country, and men are now actively engaged in working its new mines and prospecting for others. The selection of the Crow's Nest Pass route for a short line of the Canadian Pacific Railway, and the probable construction of branch roads and other lines within a few years, will add marvellously to its prosperity. East Kootenay is, speaking generally, a good agricultural and pastoral as well as mining country, and during the past year has added a large number of actual farmers to its population who have taken up and are cultivating land.

Nearly the whole of the area of the Kootenay valley described is a bunch grass country, affording excellent grazing. The grass country is 250 miles long, of an average width of five miles, besides a number of lateral valleys of more limited extent. It is safe to say that the whole of the valley is

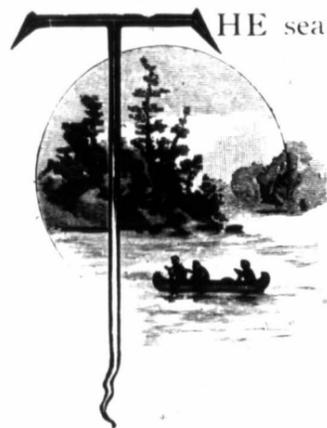
fertile, though except in a few places its agricultural capabilities have not been tested.

The Cariboo district lies north of the Lillooet district, and immediately west of the Northwest Territories of Canada. The famed Cariboo mines, from which millions of dollars of gold have been taken, are in this district. This is still a virgin field for the miner, the immense output of yellow metal being the result of explorations and operations necessarily confined to the surface, the enormous cost and almost insuperable difficulties of transporting heavy machinery necessitating the employment of the most primitive appliances in mining. These obstacles to the full development of the marvellously rich gold fields of Cariboo have been largely overcome by the construction of the Canadian Pacific, and the improvement of the great highway from that railway to northern British Columbia, with the result that the work of development has recently been vigorously and extensively prosecuted.

The Cassiar district is the most northerly district of British Columbia, and occupies the whole western portion of the province from the 26° longitude. It is not an agricultural country, but contains some very rich gold mines, and indications are numerous of further mineral wealth to be developed. There are some prosperous fish-canning establishments on the coast, and parts of the district are thickly timbered. Communication with the Cassiar district is principally by water. Steamers start at regular dates from Victoria for the Skeena River, Port Simpson and other points on the coast within the district.



City of Victoria



THE seat of government for the Province of British Columbia is at Victoria, a lovely city situated at the southern extremity of Vancouver Island. Here are the Parliament buildings, courts, government offices, and here also the headquarters of Her Majesty's fleet in the North Pacific. It follows, therefore, that the social life of the province should centre here; here the young pioneer who is busy most of the year building up the province in the mine and the forest comes for a little social relaxation. The society of Victoria is of the most charming character; a well educated and wealthy populace which has seen much of the world tends to make this city of the Pacific a social paradise. Nine-tenths of the city's residents own their homes, and if in business their business premises. It follows, therefore, that a healthy, progressive civic life must exist here.

To its own natural advantages, apparent to intelligent observers even before the axe had been laid to the first tree on its site, Victoria owes, not only its birth, but its growth in population, wealth and commercial importance. It has had no artificial aid; no world-wide advertising of the untold values of the virgin mines and forests in the tributary country, or the wealth of its adjacent waters.

Fifty years ago, before immigration to the shores of the Pacific was attracted by the discovery of gold in California, Fort Victoria had an existence. The gold-seekers were preceded by the fur-dealers, and the first house in what is now the capital of British Columbia was that of one of the adventurous traders of the Hudson's Bay Company. As years rolled on, the importance of the post on the southern extremity of Vancouver Island became more and more recognized. Population increased; the Hudson's Bay Company, with its store-keepers, trappers, and traders, forming one important class; while another, drawn from the ships of the Royal Navy, which paid frequent visits to the shores of Vancouver Island, more gradually became a noticeable feature of its society.

Then came news of gold discoveries in various parts of the country tributary to the struggling settlement, and then the influx of the army of the Argonauts. From California, where they tasted the sweet and the bitter of the gold fever, the treasure-seekers, with pick and shovel, poured into Victoria, equipped themselves, and passed on in hundreds and thousands to the Fraser, or to Cariboo. The history of Victoria's life during the "sixties" is the history of many places in the West, which gold finds have made famous in a day.

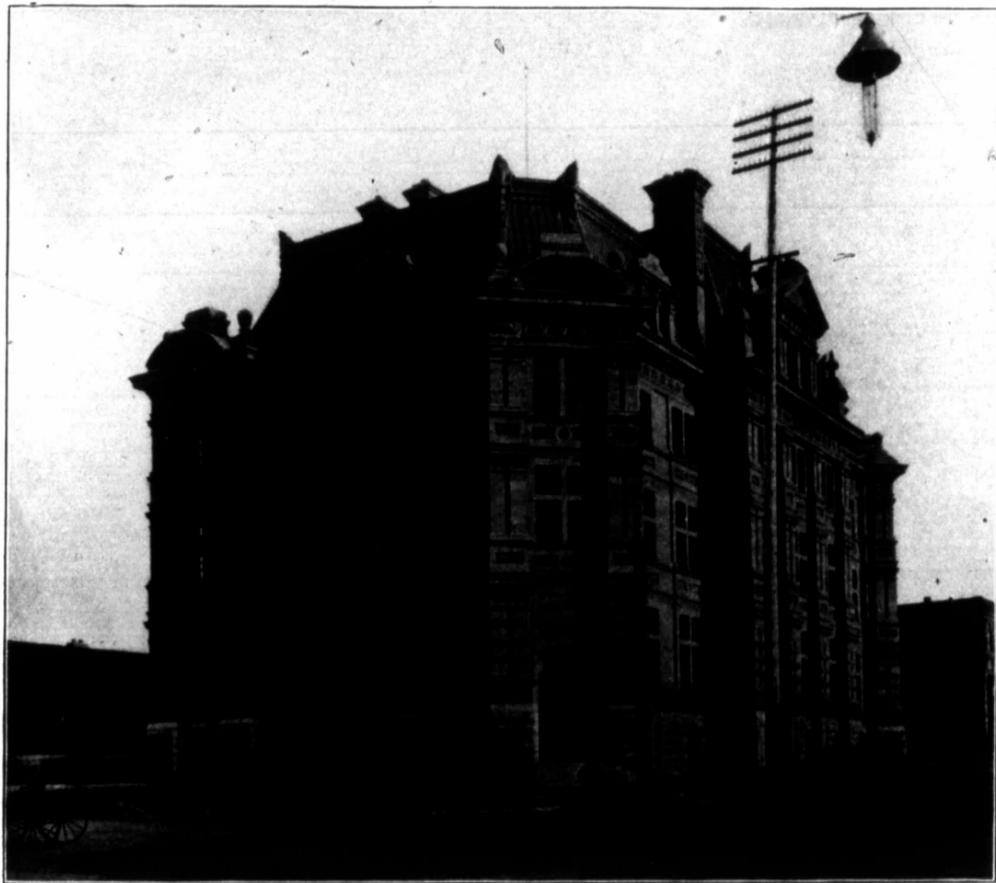
The mad search for riches made the village a city—and one, while the excitement was at its height, of considerable population and constantly changing character. After the fever came the reaction, which even more tried the young and struggling city. Many of its citizens, however, knew its worth, and Victoria passed the crisis safely, and commenced the steady, substantial



CITY HALL, VICTORIA, B.C.

growth which has led to its recognition to-day as the wealthiest city—for its size—upon the American continent.

Located at the southern extremity of Vancouver Island, the situation of Victoria is remarkable for its beauty and its adaptability to the purposes of commerce. The city rises gradually from the Straits of San Juan de Fuca, and from the land-locked harbor in which its extensive shipping lies in safety. The grades from the water-side, through the business section to the suburbs, are all gentle, and no high bluffs, alike dangerous and inconvenient, mar any of the wide and well kept streets. The harbor and shipping facilities cannot be surpassed. By the expenditure of hundreds of thousands of dollars, pri-

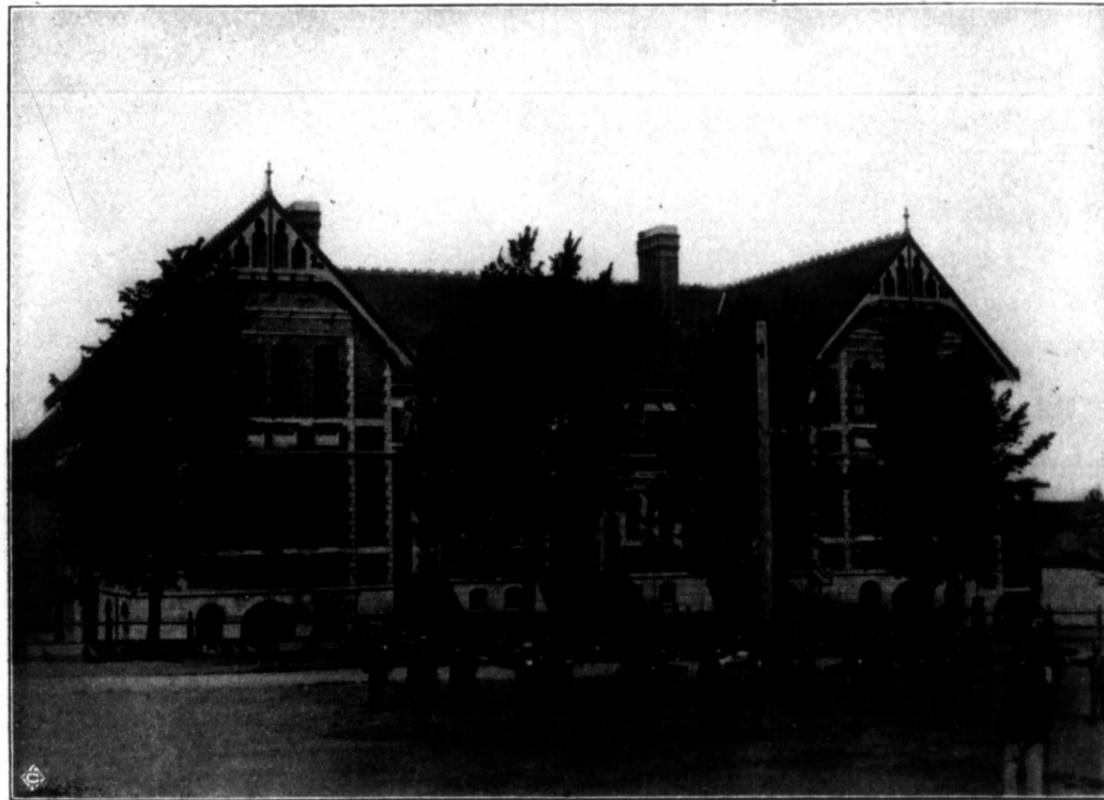


POST OFFICE, VICTORIA, B.C.



GOVERNMENT STREET, LOOKING NORTH, VICTORIA, B.C.

vate enterprise has constructed at the entrance to the harbor proper, docks capable of accommodating and sheltering in the roughest gale that blows, the largest steamships and sailing vessels to be found upon the waters of the Pacific. Their course from the ocean is a clear one, there being no dangerous and tortuous channels, and no shoals or rocks. At this outer dock abundant water and excellent wharfage is afforded for shipping of any draught. The shore line of Victoria harbor, which is entirely protected by the natural conformation of the land, is about seven miles in length, good anchorage being found in many places, while well appointed wharves extend for a mile or more in almost unbroken succession. Here it is that dozens of steamers and sailing craft of all sizes are to be found at all seasons of the year, receiving or discharging freight. The great majority of the wharves are lighted



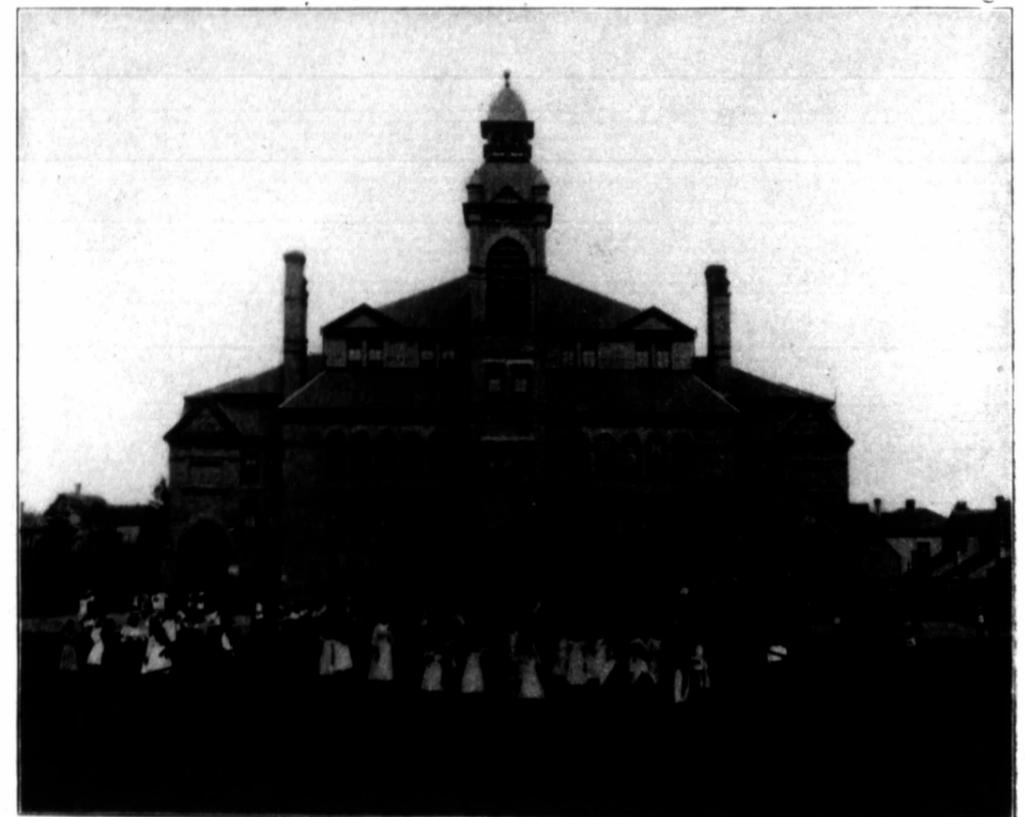
SOUTH PARK SCHOOL, VICTORIA, B.C.

by electricity, and all are provided with the most approved appliances for the quick despatch of business.

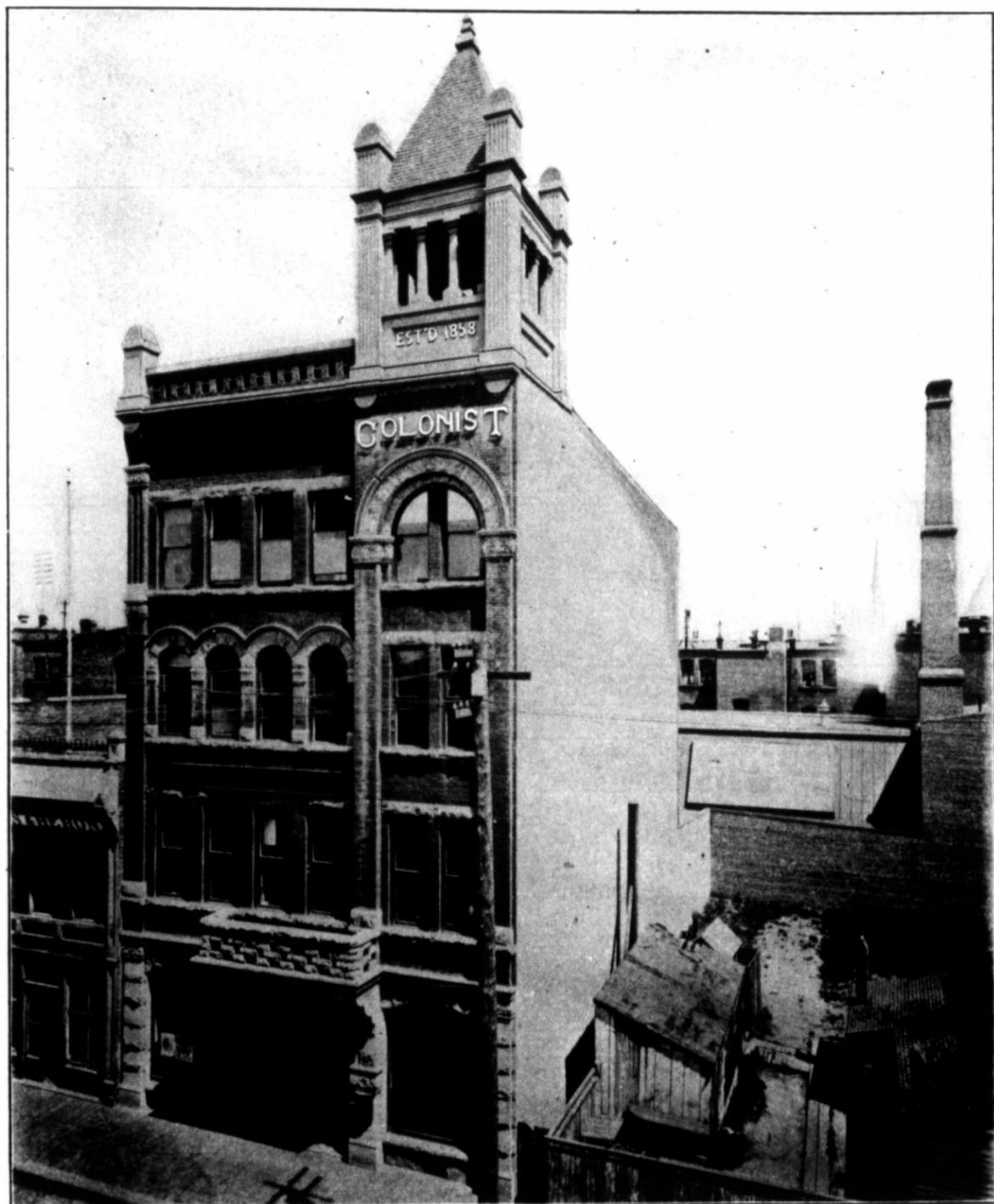
Victoria's business streets are wide and handsome. The policy of the people has been not to concentrate the business life of the city upon any one street. Hence her chief avenues are all bustling commercial thoroughfares, while a vast amount of substantial business is transacted daily in the wholesale districts. All of the business streets boast buildings of imposing design and the most modern arrangement, but the city differs materially from many others in the neighboring States, in that it is far from being built to meet a non-existent demand. Four and five storey blocks are uncommon, but every foot of accommodation provided is utilized. In this particular point will be seen the conservative policy which has made the city what it is; the boom policy,

so common to the cities of Puget Sound, is thoroughly lacking here; the business atmosphere is different; credits are maintained, and Eastern merchants always point with pride and confidence to their trade with this point; in the late unsettled financial feeling extending throughout most parts of the World, it may be confidently asserted that Victoria felt it less than any city on the Pacific, and, in fact, sent large sums of money to the Sound Cities to alleviate the stringency at those points. So great, in fact, is the credit of Victoria that the city bonds find a ready market at 4 per cent.

Scenically the situation of Victoria is grand. The well ordered, picturesque city in the foreground; beyond, the shimmering harbor and Straits, reflecting the deep blue of the sky; across this grand body of water, the Straits of Juan de Fuca, may be seen the glittering, snow-capped uneven line of



NORTH WARD SCHOOL, VICTORIA, B.C.



OFFICE OF "THE DAILY COLONIST," VICTORIA, B.C.

peaks of the Olympic range, extending over the westerly part of the State of Washington; to their east, on the other side of Puget Sound, the forest-covered foot-hills, and then the mountains themselves of the Cascade range, towering into sight, and presided over by the great snow sentinels, Mount Baker, and the Sisters and Mount Rainer, the pride of Washington. Further to the north loom up the white saw-toothed peaks of the great ranges of British Columbia, while between them and the post of vision, extend the Straits of Georgia, dotted with innumerable islands. In park lands, pleasure and bathing beaches the city boasts beautiful environments. Beautiful drives extend from the city in all directions—to Goldstream, to various points on the sea coast, and to Esquimalt, three miles away, and also connected by electric railway. Here is the most perfect harbor on the coast, in which the stern warships of Britain are constantly to be found. Here, too, are the naval yard and dry dock, the latter built of huge blocks of cut stone, and capable of accommodating the largest ships of war and merchantmen on the seas. Oak Bay is another popular seaside suburb connected by the busy electric road. This is rapidly becoming the summer home of wealthy citizens, its charming surroundings, attractive beach, and facilities for every form of seaside enjoyment, and bringing it into constantly growing favor.

The city possesses an extensive system of water works, which is operated by the corporation, and which, with the well-equipped and well-disciplined fire department, reduces the fire risk to almost nothing. The water supply is drawn from a succession of spring-fed lakes, and passing over the filter beds, is distributed by steel mains, its purity being assured. Improvements to the system are constantly being made, and its efficiency maintained. The receipts from the water works form one of the principal items in the civic revenue. The sewage of the city is carried far out to sea by the tide, and the system is complete. The pavements are good, and a fine electric railway system exists.

By steamboats of exceptional elegance and speed, the city has daily connection with the Canadian Pacific Railway at Vancouver; the Northern Pacific at Tacoma, and the Union Pacific at Portland; while a regular service

is also maintained with San Francisco and all other coast points to the south; Alaska and the northern way ports; China and Japan; the Sound Cities; the West Coast; and the islands of the Gulf of Georgia. A railway connects the city with Nanaimo and Wellington, the chief centres of the coal mining district. A number of projects are, however, receiving attention, having for their object connection with the transcontinental systems to the north and south.

The climate compares very favorably with that of California. It is temperate at all seasons, the summer heat being softened by the breezes from mountain or sea. It is never oppressive, and the hottest days of the year are



THE "VICTORIA DAILY TIMES," VICTORIA, B.C.

invariably followed by cool and delightful evenings. The winter's rains, for snow is almost unknown, when properly provided for, are neither unhealthy nor unpleasant; and the longevity of Victorians testifies to the health-preserving qualities of the climate. To those who do not understand the cause of the mild winters in this section, it may be said that the Japan Current has a similar effect here to that of the Gulf Stream upon England; the winds during the winter are warm and heavily laden with moisture, which on the other side of the Straits are met by the cold peaks of the Olympic range; the moisture condensed is distributed in rather heavy rainfalls over the



RESIDENCE OF COMMODORE JOHN IRVING, VICTORIA, B.C.

Puget Sound country; but there being no such mountains to the west of Victoria, the rainfall is much less than at Seattle or Tacoma.

It follows from the position of the city that a large shipping trade should exist; hundreds of vessels of all classes come and go during the year, and the transient population of sailors runs far into the thousands.

Many conditions have combined to make Victoria the manufacturing centre of British Columbia. In addition to her enormous financial prestige, her admirable situation and shipping facilities, outside of her large and constantly increasing home demand, she stands in a central position to reach the world's markets as cheaply as any city of the Northwest. The policy of the city has been, and is, to encourage in every way possible with liberal aid the upbuilding of the manufacturing industries which are always the mainstay of a city's population, and hence this industry is growing yearly in extent and

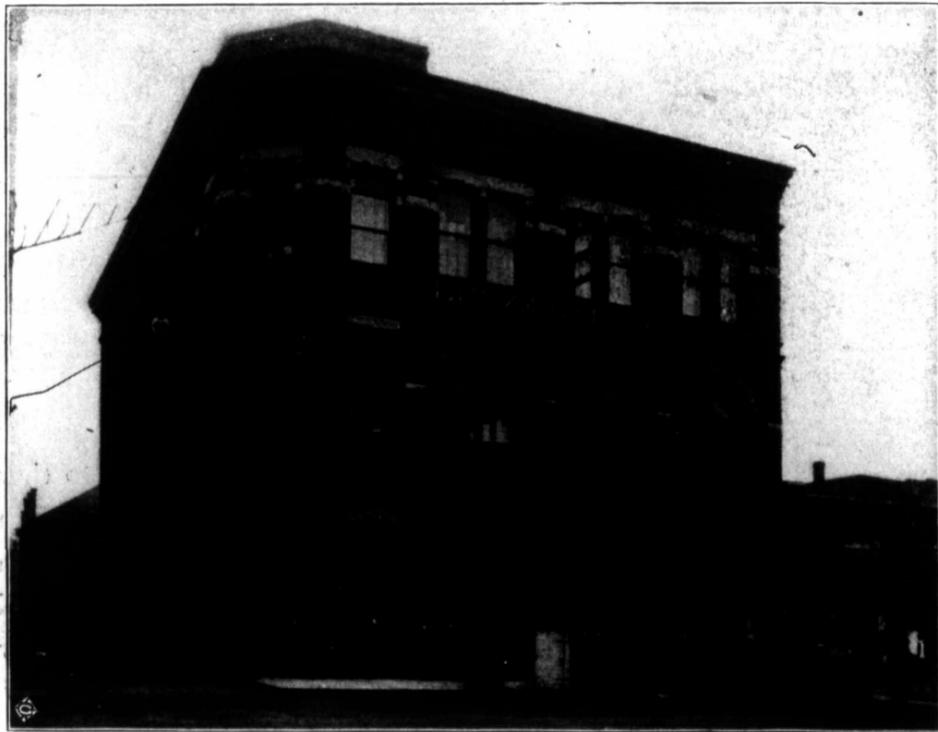
importance. At the head of the list stand the Albion Iron Works, which are capable of casting a stove or building a steamship, and possessing facilities superior to even the Union Works, San Francisco; roller flour and rice mills, soap works, shipbuilding yards, several large furniture manufactories, six breweries, two soda water manufactories, coffee and spice mills, a piano factory, carriage, boot and shoe and powder manufactories, brush works, stair building works, saw and planing mills, and sash and door factories in great numbers, Vancouver Iron Works, harness and trunk factory combined with a tannery, marble and granite works, shirt and clothing manufactories, pottery and terra cotta works, brick yards, large bakeries, a large lithographing house, printing establishments, in addition to box, tin can, wire works and match manufactories, and a host of others too numerous to mention. This list will serve to illustrate that the manufacturing importance of Victoria is greater to-day than that of any city of the Northwest; and these industries



THE DRIARD HOTEL, VICTORIA, B.C., REDON & HARTNAGEL, PROPRIETORS.

have sprung into existence from a purely commercial standpoint—because they would pay and thrive from the then existing demand. And, notwithstanding the lavish outlays in this direction, the field is constantly increasing; the markets in South America, Australia, Japan, China, India and Siberian Russia are open to the manufactured products of Victoria, which is nearer to them all (except to those of South America) than any city on the Pacific Coast; and in return this city can receive and does receive and manufacture their raw products for distribution in an opposite direction. It is here also of interest to note that importers from the Orient, on account of the existing conditions as above, find Victoria the most feasible headquarters at which to contract for importations to British Columbia and to the United States, the latter trade for them being even the larger of the two.

Foreign trade and manufacturing, however, can be no index of the large amount of business transacted between Victoria's wholesalers and the interior



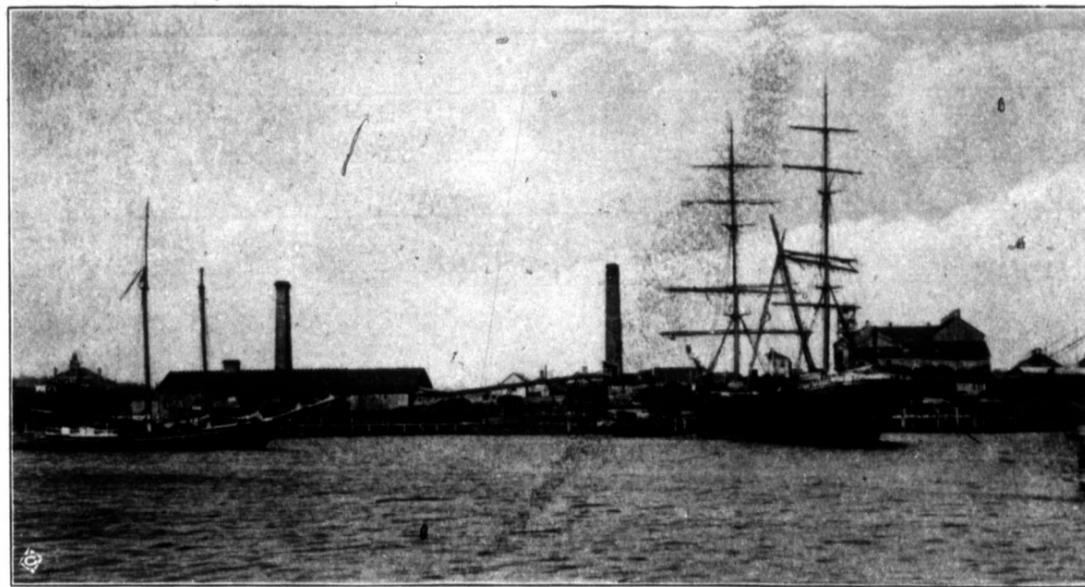
OFFICE AND WAREHOUSE OF LENZ & LEISER,
WHOLESALE DRY GOODS MERCHANTS,
YATES STREET, VICTORIA, B.C.

towns of the Island and Mainland, all of which draw their supplies from the capital. The mining districts must import their provisions and machinery; the salmon canneries of the Fraser and the northern rivers must be kept in tin and other materials of the industry; the sealing fleet must be fitted out annually and vessels built here, and to meet these demands requires a liberal use of capital, which is returned, with interest, in the products of the mines



OFFICE AND WAREHOUSE OF WILSON BROS.,
WHOLESALE GROCERS, YATES STREET,
VICTORIA, B.C.

and the canneries, and the catch of the sealing schooners brought home in the fall. Victoria is the headquarters of the salmon industry, and from here the output of the province is shipped annually to the markets of the old world, a fleet of sailing vessels being utilized in this trade alone. Victoria merchants are largely interested in the development of the gold and silver mines of the interior, the coal and quicksilver claims on the Island and the important



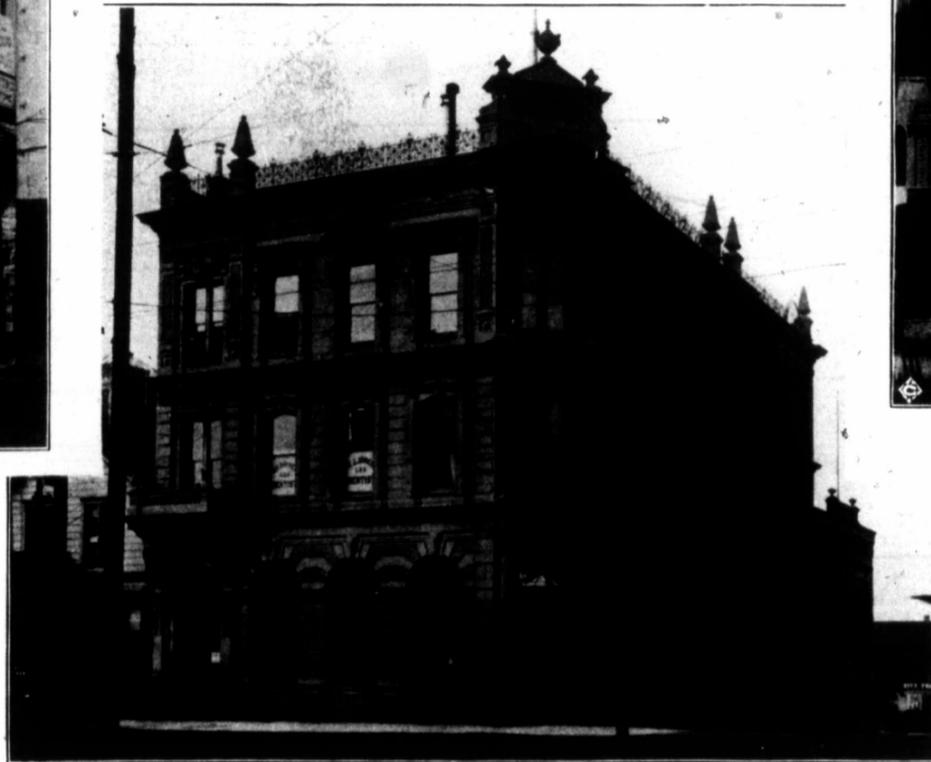
OFFICE, WHARVES AND LUMBER MILLS OF JOSEPH A. SAYWARD, VICTORIA, B.C.



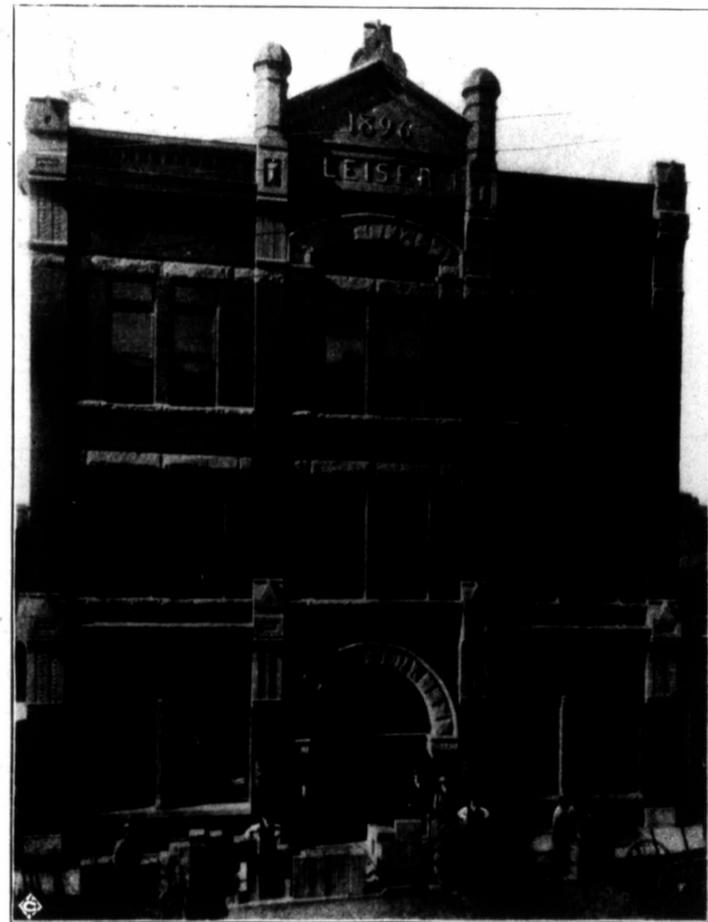
ERSKINE WALL & CO'S ITALIAN WAREHOUSE,
COR. FORT AND GOVERNMENT STREETS,
VICTORIA, B.C.

timber resources in all sections of the province, contiguous to water. The operations in each direction indicated naturally tend to advance Victoria. The fifty schooners comprising the sealing fleet being owned, and annually fitted out here, also play an important part in the

business of the city. Farming in the district surrounding Victoria is advancing steadily, and in all branches of agriculture, including hop raising, fruit growing, sheep culture and dairying, a large and unsatisfied market invites the attention of practical men. The demand is still far in excess of the supply. Deep sea fisheries may also be counted among the industries which offer rich inducements to capital and labor here. These matters are more particularly referred to in the chapter following, relating to the country tributary to Victoria.

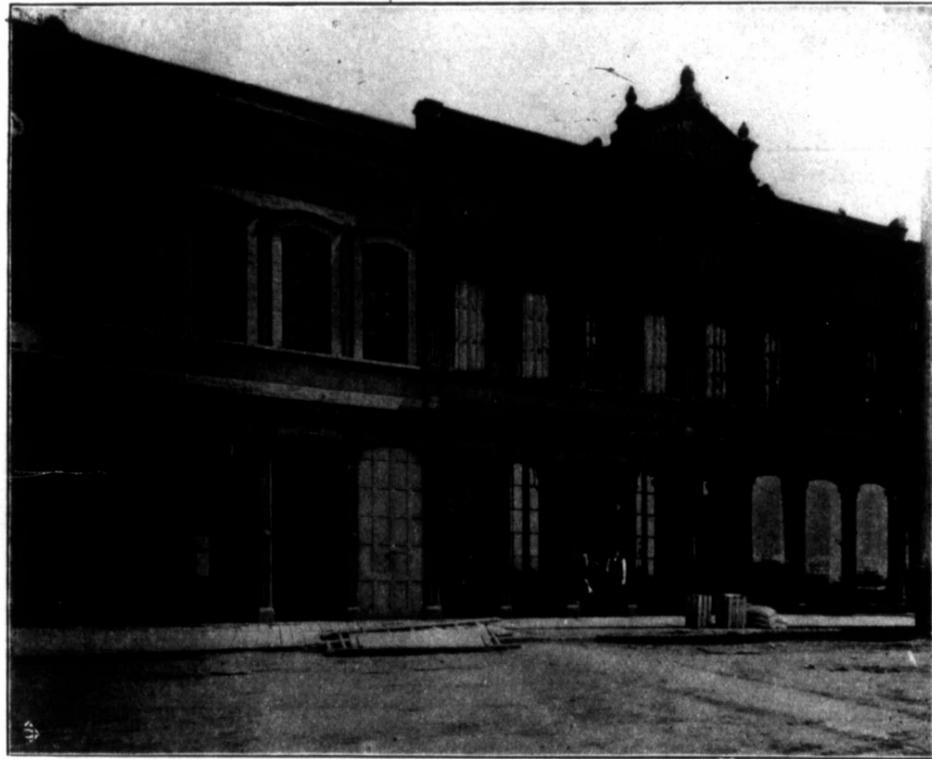


BANK OF BRITISH COLUMBIA, VICTORIA, B.C.
HEAD OFFICE, 60 LOMBARD STREET, LONDON, ENGLAND. BRANCHES IN BRITISH COLUMBIA,
VICTORIA, VANCOUVER, NEW WESTMINSTER, NANAIMO, KAMLOOPS, NELSON, SANDON
AND KASLO. IN THE UNITED STATES, SAN FRANCISCO AND PORTLAND, OREGON.



OFFICE AND WAREHOUSE OF SIMON LEISER & CO.,
WHOLESALE GROCERS, 14 AND 16 YATES
STREET, VICTORIA, B.C.

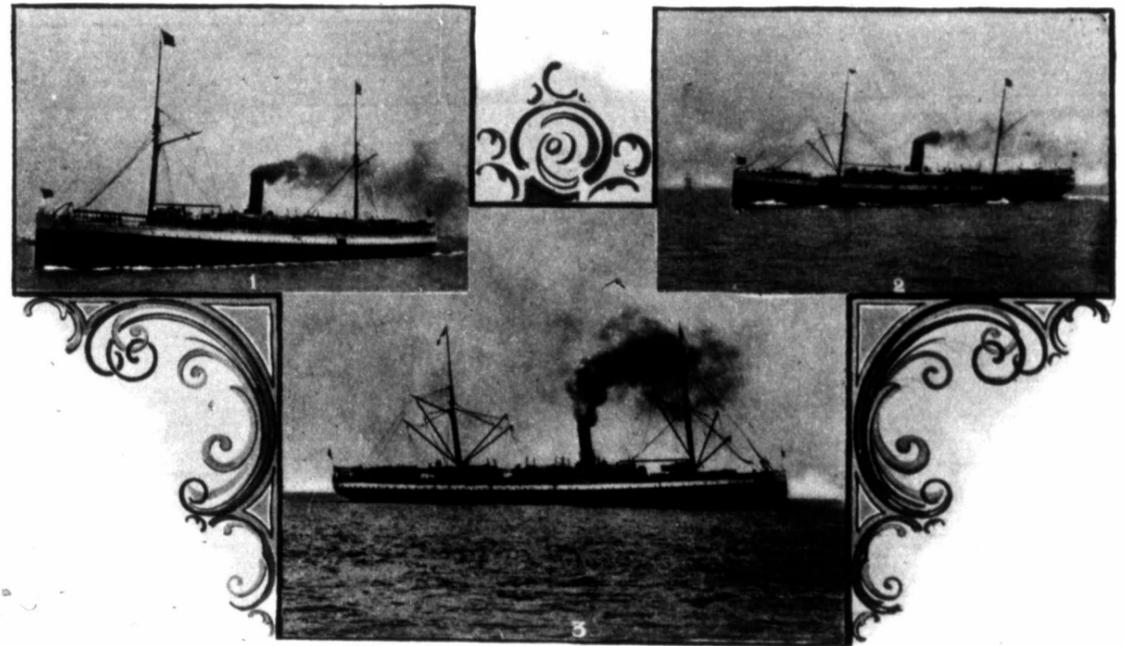
In conclusion, aside from its great commercial possibilities, Victoria is an important factor in the rapidly developing tourist trade of the Pacific Coast. The opening up of China makes the capital a most important outpost of imperial advancement and brings to the province a vast number of travellers from



OFFICES AND WAREHOUSE OF THE R. P. RITHET & CO., LIMITED, VICTORIA, B.C.

all parts of the globe. To this type of wayfarer, who is usually wealthy, Victoria is most attractive; the city is naturally what Monte Carlo, the renowned resort on the Riviera, is artificially. With its winding river drives embracing vistas of the most beautiful scenery in the world, as already described in these pages; with Beacon Hill Park, that glorious preserve of nature in her loveliest and most opulent expression; with the rare and delicious climate of which so much has already been said, what could be more charming to the Englishman striking for the Orient, or to the sun-burned traveller on his way back to the homeland after years of sojourn in India or China. No wonder Victoria is known to the "world-trotters" as one of the best beloved of cities. The municipal government of the place is of a character that enables the tourist to enjoy himself. There is nothing in the hospitable, well-educated and wealthy population of Victoria like the narrow

exclusiveness and selfishness of some other cities on the American continent. The people have been described as "live and let live" individuals, the stranger finds a cheery and lively city ready to receive him, treat him well, and bid him God-speed when he leaves. The municipality does not endeavor to circumscribe the pleasure-loving wayfarer with narrow ideas or fads such as are given the force of law in many American cities. Its government is clean, broad, and of the best. Victoria is also lucky in having hotel accommodation such as is not surpassed the world over, in the shape of the Driard Hotel. The building itself, which is shown on a previous page, is one of the handsomest on the continent; it is sumptuously fitted out in a manner surpassing even the famous tourist hotels of Europe. In every detail of service, cuisine and the elements of comfort, it is perfect. It is ably managed by its proprietor, Mr. Gustave Hartnagle. The value to the city of Victoria of such an enterprise it would be impossible to overestimate.



1 UMATILLA. 2 CITY OF PUEBLA. 3 WALLA WALLA.
FLEET OF PACIFIC COAST S.S. CO., PLYING BETWEEN SAN FRANCISCO, CAL., VICTORIA
AND VANCOUVER. R. P. RITHET & CO., LIMITED, AGENTS, VICTORIA, B.C.



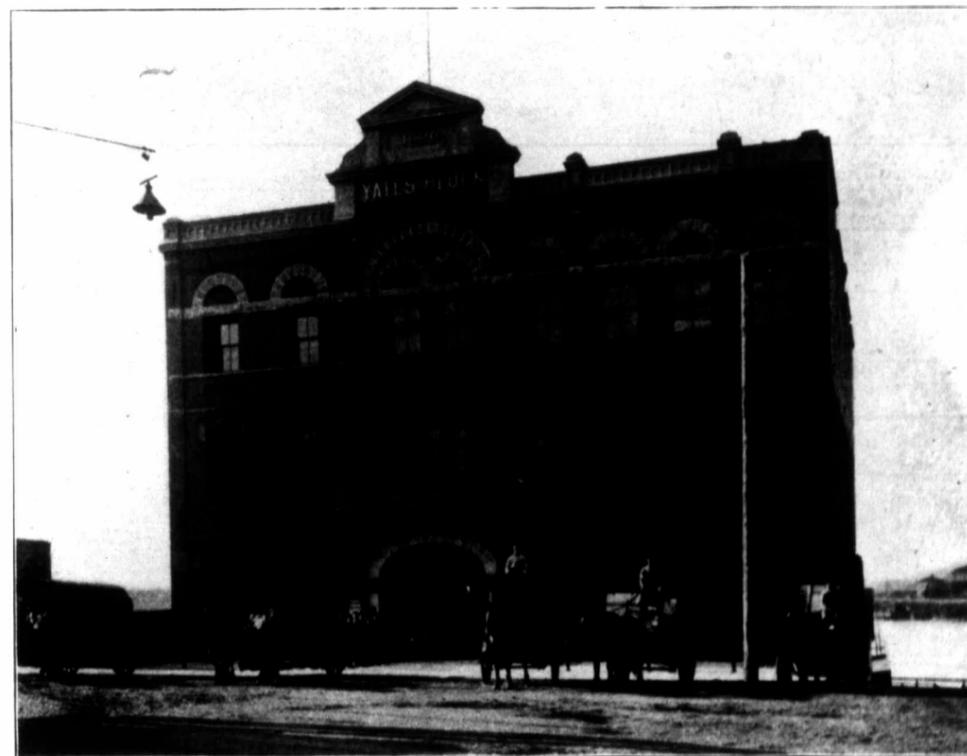
OFFICE AND WAREHOUSES OF J. PIERCY & CO., WHOLESALE DRY GOODS, VICTORIA, B.C.

Another valuable feature of the City of Victoria, which she will come to appreciate perhaps even more as the years go by, is her ready access to the hunting and fishing grounds of Vancouver Island. For the lover of the rod and gun the district tributary to the City of Victoria is a sportsman's paradise. As has already been pointed out in the general account of the province, the coast line on the west side of the Island is broken by inlets of the sea, that run up to the interior of the Island between precipitous cliffs, backed by rugged mountains which are forever green with the dusky foliage of fir, hemlock and cedar trees. Sheltered bays there are which receive small streams, watering an open gladed country, having a growth of wild flowers and grasses. The two ends of Vancouver Island are, comparatively speaking, flat, but there

D

are mountains in the interior ranging from 6,000 to 8,000 feet on the highest ridges. The interior of the Island, which, as has been said, is unsettled except along the sea coast, is largely interspersed with lakes and small streams. The surface, so beautifully diversified by mountains, hills and rich valleys, forms for the huntsman an ideal ground, while the inland lakes and the inlets along the coast boast a plentiful supply of fish, equalled only by the abundant variety of game on shore.

Halibut of fine quality and large size are plentiful in the inner waters, on the banks off the west coast of Vancouver Island, and further north. The halibut fisheries are just being developed, and during the past three years large quantities were exported. The estimated catch of last season was 4,000,000 pounds.



OFFICE AND WAREHOUSE OF TURNER, BEETON & CO., WHARF STREET, VICTORIA, B.C.



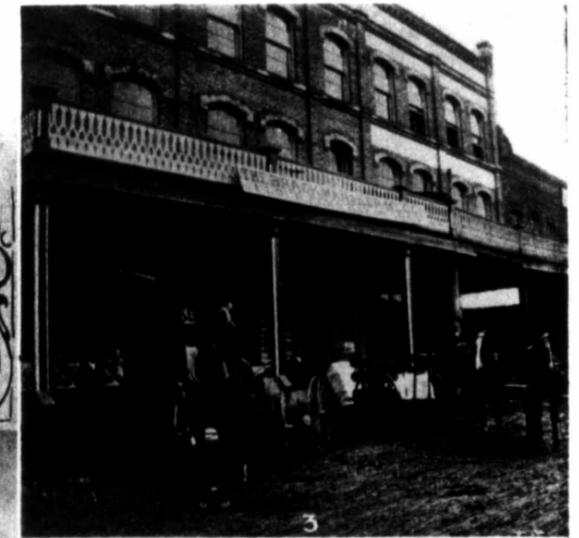
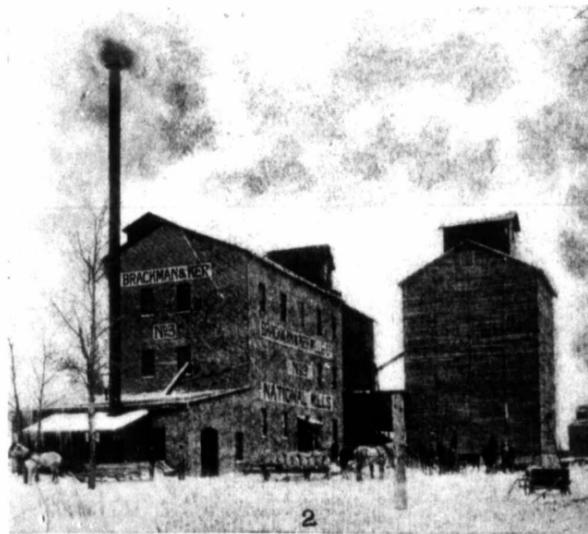
THIS COMPANY operates the largest and most modernly equipped Milling Plant in Western Canada, and ever on the alert to keep strictly up-to-date, it has, concurrently with the growth of the country, grown to its present large proportions.

It is indeed a far call from the small old style mill operated by Mr. Henry Brackman, the founder of this Company, at Saanich, a suburb of Victoria in 1876, to the present Company's strictly modern Cereal Mills in Victoria, New Westminster and South Edmonton, and shows in itself the wonderful growth of this important industry.

As for the quality of the goods turned out by this Company, their competitive records eloquently speak for themselves. That their "National Mills Brand" is the peer of any in the world, and which is in itself a very broad statement, is evidenced by the fact that in competition with the world they were awarded the gold medal (highest award) at the Chicago World's Fair in 1892-3, and also had the same distinction at the Mid-Winter Fair in San Francisco in 1894, in fact, wherever their goods have been exhibited they have always held this unique position. This is an envious record indeed.

The products of the Company consist of rolled oats, oatmeal, split peas, pearl barley, yellow corn meal, Graham flour, rye flour, buckwheat flour.

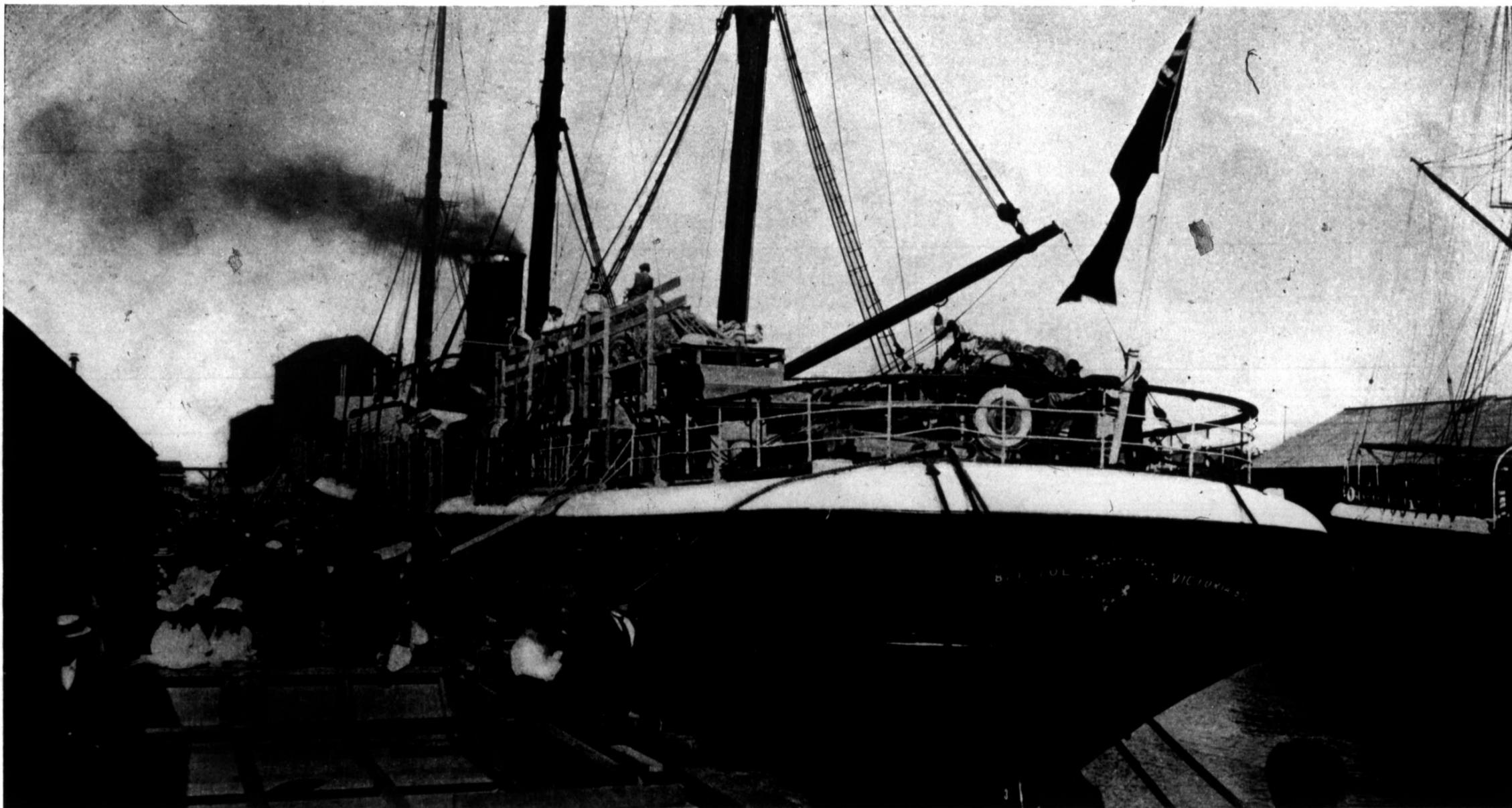
In addition to their Cereal Mills they operate 3 Grain Elevators of 25,000 bushels capacity, 2 at South Edmonton, and 1 at Wetaskiwin, in Alberta, Northwest Territory, and also have large Wholesale and Retail Houses in Victoria, Vancouver and New Westminster. The Head Office is in Victoria, B.C.



THE BRACKMAN & KER MILLING COMPANY (LIMITED LIABILITY).
NATIONAL MILLS.

CEREAL MILLS—VICTORIA, B.C., NEW WESTMINSTER, B.C., SOUTH EDMONTON, ALTA. ELEVATORS—"A" SOUTH EDMONTON, ALTA. "B" SOUTH EDMONTON, ALTA. "C" WETASKIWIN, ALTA. STORES—VICTORIA, B.C., VANCOUVER, B.C., NEW WESTMINSTER, B.C.

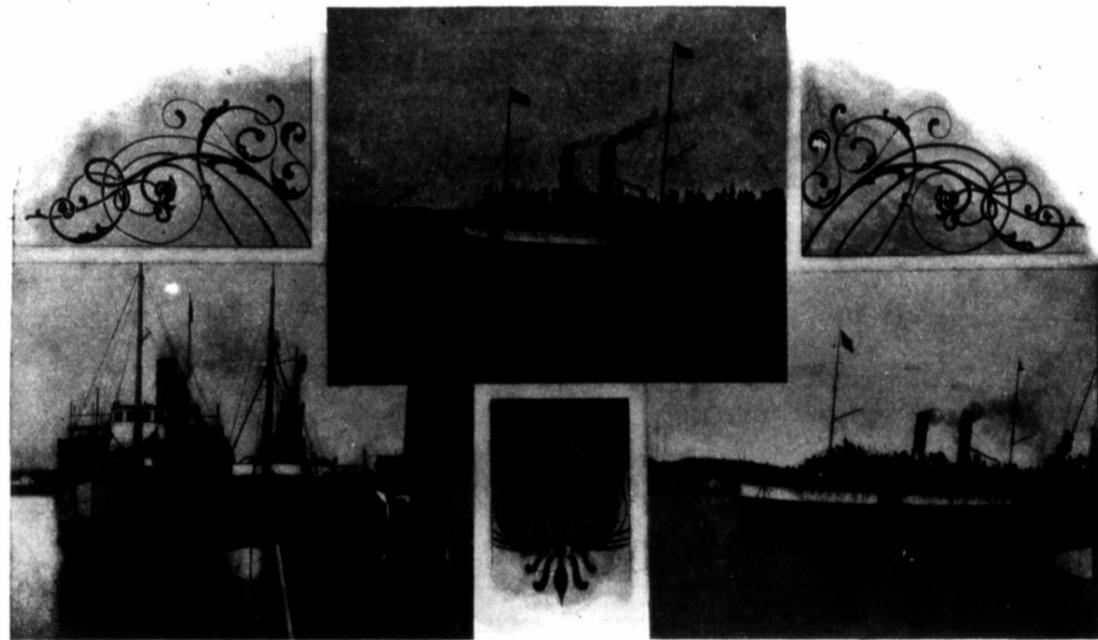
1 VICTORIA. 2 EDMONTON, N.W.T. 3 WESTMINSTER. 4 VICTORIA. 5 VANCOUVER.



THE S.S. BRISTOL IN DOCK AT VICTORIA.

The above picture was taken on Sunday, Aug. 15th, 1897, on the occasion of the first excursion to the Klondyke. The "Bristol" was chartered by Mr. F. C. Davidge, of the firm of F. C. Davidge & Co., of Victoria, the

first man to grasp the immediate profits of the Klondyke export trade. Mr Davidge some years ago embarked on the export and import trade with India, China and Japan, in which countries he had had a wide commercial experience.



VIEWS OF S.S. ISLANDER, ONE OF THE DOZEN OF THE C.P.N. CO.'S FLEET.

1 LEAVING VICTORIA OR REGULAR TRIP TO VANCOUVER. 2 ISLANDER AND TEES LEAVING FOR DYEA AND SKAGWAY WITH KLONDYKE GOLD SEEKERS. 3 ISLANDER LEAVING VICTORIA WITH KLONDYKE GOLD SEEKERS.

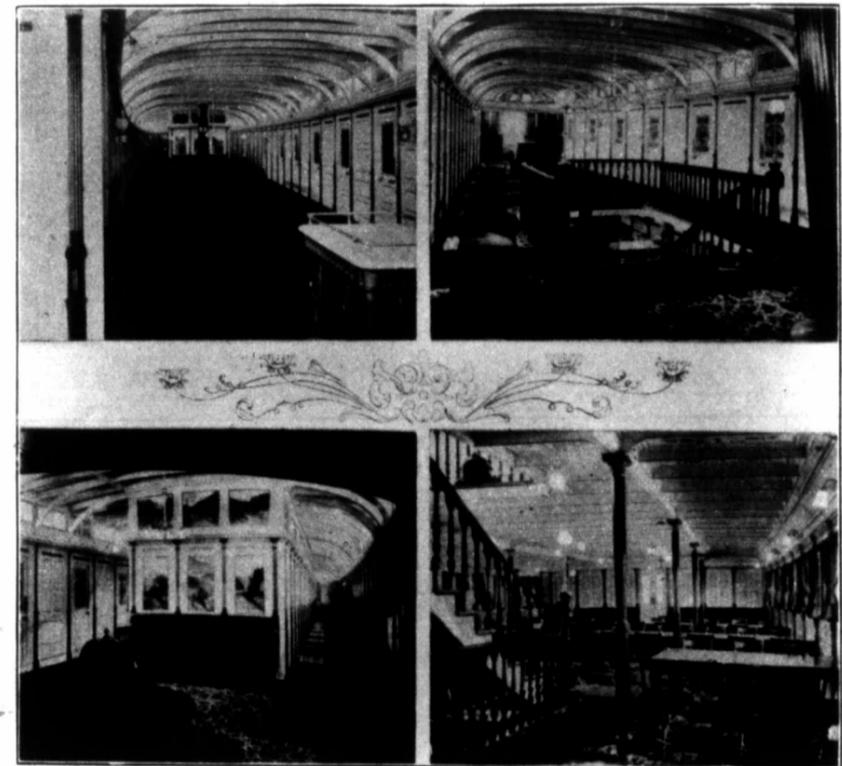
The Canadian Pacific Navigation Company, Limited, was incorporated in 1883 by a number of Victoria business men, with a capital of \$500,000.00. The chief business was at that time carried on between Victoria and the Mainland, and on the Fraser River as far as Yale. The steamers operated by the Company at that time were "R. P. Rithet," "Princess Louise," "William Irving," "Western Slope," "Enterprise," "Reliance," "Otter Maude" and "Gertrude."

As the country became more settled and the demand for transportation facilities increased, this fleet was strengthened from time to time by the construction and purchase of larger and more modern boats. At the present time the Company's fleet is represented by the following craft: "Islander," "Charmer," "Danube," "Tees," "Yosemite," "R. P. Rithet," "Transfer," "Princess Louise," "Willapa," "Rainbow," "Maude," "Queen City," and a

fleet of light draft river steamers plying on the Stickeen and Yukon Rivers, and making connections with the Company's boats from Victoria and Vancouver to Fort Wrangel and St. Michael's. The following routes are operated by them:

Victoria and Vancouver, daily; Victoria and Westminster, tri-weekly; Westminster and Fraser River, tri-weekly; Vancouver and Victoria and Texada Island, bi-weekly; Victoria and Vancouver and Northern Coast, weekly; Victoria and West Coast and Vancouver Island, weekly; Victoria and Vancouver to Fort Wrangel (connecting with river steamers for Telegraph Creek), Dyea, Juneau, Skagway and Alaska ports, weekly; Victoria and Vancouver to St. Michael's (connecting with river steamers for Dawson City), monthly.

To Captain John Irving, the efficient manager, is due the success of C. P. N. Co.



INTERIOR VIEWS OF S.S. ISLANDER.

City of Nanaimo



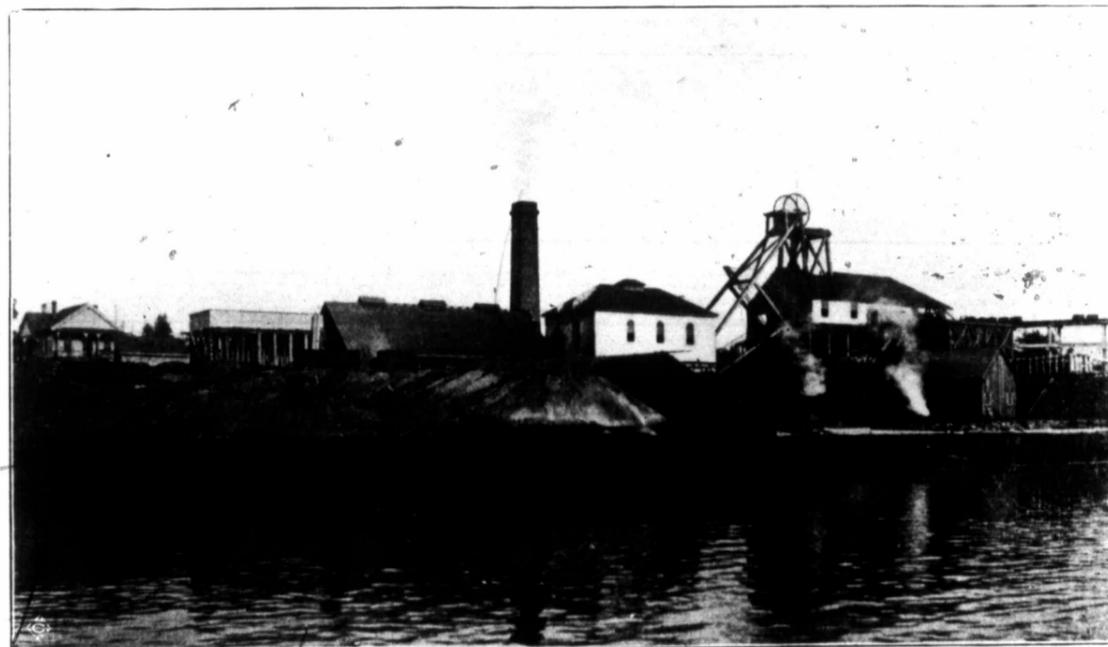
PERHAPS the greatest resource of Vancouver Island is her immense coal seams, which are the most celebrated, both for their output and quality, of any on the Pacific Coast; and it is to this fact that the city of Nanaimo owes her existence. Nanaimo was practically founded in 1856 by the Hudson Bay Company, when the first coal was taken out; but was not incorporated until 1874. It is situated on the shores of the Straits of Georgia, and occupies the most eastern point of Vancouver Island. No more beautiful view could be conceived of than that stretching away from its feet; several islands form a rampart against the waves and winds of the Straits, and keep the waters of the beautiful harbor at all times placid.

The city contains a population of about 9,000 souls, is provided with churches, schools, hotels; electric light and gas, as also a good water works system, are among the conveniences.

When one considers that there are ten coal mines tributary to Nanaimo, and furnishing a monthly pay-roll of about \$175,000, not to speak of the great number of sailors from the steamers, and sail-craft from all portions of the globe, crowding the thoroughfares at all times, and spending their money

freely, it is hardly to be wondered at that the city is in a flourishing condition, and growing rapidly; but it may be said that it owes its prosperity, indeed, its existence, to the New Vancouver Coal Company, which bought its mines from the Hudson Bay Company in 1862, and has made them, ever since, the main resource and support of the bulk of its inhabitants.

The miners, excepting those at Northfield, all live in Nanaimo, the company running work trains from the city to its outlying mines, which enable its employees to enjoy the comforts of city life. The railroads connecting the shafts with the big coal wharves at Nanaimo are all of the standard gauge, ensuring complete intercommunication with the Esquimalt & Nanaimo Railroad. The city is a flourishing and prosperous one.



NO. 1 SHAFT, NEW VANCOUVER COAL MINING AND LAND CO., LIMITED, NANAIMO, B.C.

railroad communication, gives Nanaimo genuine claims to urban importance. The character of the beautiful scenery alluded to in the opening paragraph is largely mountainous. On a clear day one has a fine view of the saw-toothed and snow-capped peaks of the Selkirks of British Columbia, of Mount Baker, one of the Cascade range in the State of Washington. The sight is one that reaches absolute grandeur, and makes Nanaimo ever memorable to visitors. Commercially speaking, the city's future is beyond doubt.

City of Vancouver



REFERRING to the City of Vancouver, which is on the mainland and must not be confused with the Island, is one of the two chief commercial centres of British Columbia, and is called after one of the greatest of the world's navigators who bore the same name. Columbus, Cabot, Cartier and their comrades explored the Atlantic, and, perhaps, enjoy a larger fame than Cook, Vancouver, Behring, Perez and their rivals who revealed the Pacific to the civilized world; yet this may not be for many years. The fearless seamen who opened up the western coast of North America to trade and civilization will be heroes to posterity. What valiant navigator first passed "The Narrows" and saw "The Inlet" stretch before him is a question still unsettled. In all probability it was Vancouver during his expedition of 1792-4. For many long years this spot, where a flourishing city now stands, remained a place without a name, untouched by trade. The riches of the Slope gradually became known to the outside world, however, and towns grew. The collection of primitive cabins, or "shacks," which has



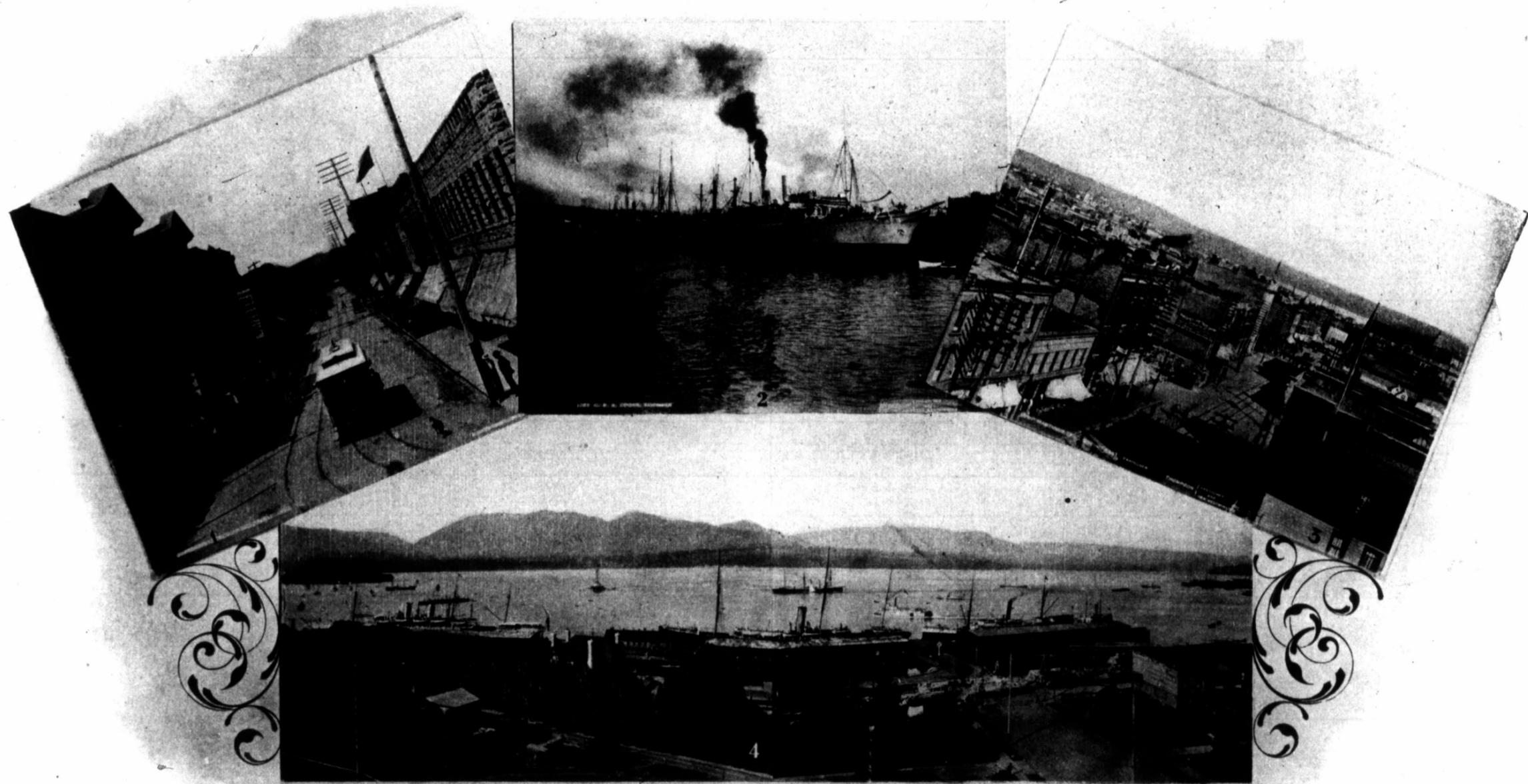
A FEW BUSINESS BLOCKS IN VANCOUVER.

1 IMPERIAL BANK. 2 VANCOUVER CLUB HOUSE. 3 PUBLIC SCHOOL. 4 BANK OF BRITISH COLUMBIA.
5 HOTEL VANCOUVER. 6 POST OFFICE. 7 BANK OF MONTREAL. 8 BANK OF BRITISH NORTH AMERICA
9 MERCHANTS BANK OF HALIFAX. 10 COURT HOUSE.

become the City of Vancouver, was first known as Granville and nick-named "Gastown." With the selection of this spot, however, as the terminus of

the Canadian Pacific Railway all was suddenly changed. What became known as the Terminal City sprang into existence as if by magic. By the early summer of 1886 a well-built town of about 5,000 inhabitants had arisen on the shores of Burrard Inlet. In June of that year, however, a terrible fire virtually swept Vancouver from the face of the earth. Nothing daunted, its citizens set to work to build another city on the blackened site. The result of their courage and energy is seen in the Vancouver of today, with its population of over 30,000, and its well-grounded confidence in a still more rapid growth in the near future.

The Canadian Pacific Railway Company has become so integral a part of Canada, for the one word naturally brings up the other, that it is difficult to realize that this great giant among the world's wonders is not yet thirteen years old, that in fact its first train



WATERFRONT AND BUSINESS STREETS OF VANCOUVER.

1 CORDOVA STREET LOOKING WEST. 2 C.P.R. DOCKS. 3 HASTINGS STREET LOOKING EAST. 4 VANCOUVER HARBOR FROM HASTINGS STREET, SHOWING A PORTION OF ITS SHIPPING.



RESERVOIR IN STANLEY PARK, VANCOUVER. BEAUTIFUL SUPPLY OF PURE COLD WATER DIRECT FROM THE MOUNTAINS.

only reached Vancouver in May, 1887. In this century of marvels there is no more startling story of indomitable energy and engineering genius than that embodied in the inception and completion of this railway which has its terminus at the Queen City of the Pacific.

From this vantage point the trade of the Orient is being grasped by the C.P.R., and as a result of an early effort in this direction, came the idea of placing on the route, steamers which would surpass anything afloat on the Pacific. The suggestion was immediately acted upon, and, as a result, the Canadian Pacific Railway Company have as their connection to Japan and China the magnificent steamers "Empress of India," "Empress of Japan," and "Empress of China," 6,000 tons each, 10,000 horse-power, fitted and equipped throughout in a manner which makes them, as originally intended, surpass any other steamers of any other line crossing the Pacific.

Next came the suggestion of a steamship line to Australia, which has

now become a reality. Small wonder, therefore, that as the new gateway to the Orient, Vancouver, commands public attention. Geographically speaking, no city in the world is better situated to become a commercial metropolis. The western terminus of the greatest of all the transcontinental lines, and the home port of the Australian and China steamships, it must of necessity be the transshipping point for the Eastern trade. And it must not be forgotten in this connection that the Canadian route is the best from Britain to the Orient, having a very large advantage over the New York and San Francisco route in the matter of distance. It may easily be predicted that Vancouver will soon become the greatest of Pacific ports.

This prediction is strengthened by its topographical, that is, local advantages. It is doubtful whether any city in the world has more beautiful, more auspicious surroundings. First among these is that of the harbor, large enough to hold all the navies of Europe, and particularly safe both from storms (by reason of the shelter of the mountains and the fact that it widens



A DRIVE AROUND ENGLISH BAY, STANLEY PARK, VANCOUVER.

inward from the Narrows) and from foreign attack (by reason of the ease with which its entrance may be defended). It is a question only of time, by the way, when Prospect Point, or some other position in Stanley Park, which is Ordnance land, will be fortified, and a garrison stationed here. Even now Vancouver is regularly visited by the men-of-war from the naval station at Esquimalt.

Again: No city has in its immediate neighborhood more beautiful scenery. As may be seen, Vancouver proper occupies a peninsula lying between Burrard Inlet (the harbor) and another inlet called False Creek, its western side stretching down to the open ocean, or rather English Bay and the Gulf of Georgia. From the shores of these several waters the land rises in an easy slope to a height of perhaps 100 feet, while across False Creek, in Mount Pleasant and Fairview, the ridge is somewhat higher. From any part of the city magnificent views may be had. Facing the Inlet one sees, immediately below, the pleasant homes of Mount Pleasant and Fairview embowered



VIEW OF THE CITY FROM BROCKTON POINT, STANLEY PARK, VANCOUVER.



FOREST GIANTS, ONE OF THE MANY BEAUTIFUL WALKS IN STANLEY PARK, VANCOUVER.

in orchard and garden. Across the strip of water, of itself a capacious harbor when the tide is in, lies the city proper, with its business blocks of stone and brick, and its residential quarters surrounded by their trees and well-kept lawns. Beyond this are the blue waters of the Inlet, with great steamships, the towering merchantman, and, perhaps, a war vessel or so. Across the Inlet, between two or three miles in width, are seen the Indian Mission of the Roman Catholic Church, North Vancouver, and the great Moodyville Mills; while, back of all, are the Mountains. And who can describe their beauty? In a great line they stretch from west to east. Keeping watch and ward over the entrance to the harbor, stand, or crouch rather, The Lions, two peaks rising to the height of from 6,000 to 7,000 feet. All descriptions of the scenery of Vancouver would be incomplete, however, without a reference to Stanley Park, with its giant trees 200 and 300 feet high, and so big of girth that a horse and carriage may be turned round in their hollow trunks; and to its shell road nine miles in length.



SCENE SHOWING NEWSBOYS STARTING OUT TO SELL THE VANCOUVER DAILY "WORLD," ONE OF THE MOST WIDELY CIRCULATED PAPERS IN BRITISH COLUMBIA.

It was said a moment ago that the city is built upon a peninsula, and that the land of the city proper and of the suburbs rises in gentle slopes from the tidal water. Now, apart from any question of beauty, this is a fact of the utmost importance, inasmuch as it ensures perfect drainage. Vancouver will never be troubled with any difficult sewerage problem; Nature has solved that once and for all.

In this connection there is another factor in the city's future; its water supply, which is practically exhaustless, and of the purest quality. It is derived from the Capilano River, across the Inlet, and is drawn from moun-

tain streams; the water is therefore not only pure, but ice cold, the necessity for ice being thus largely obviated. The canyon has a sheer descent of 300 to 400 feet.

Again, there is ample room for growth, both for business and for residential purposes. There need be no crowding, even on this side of the Inlet, not to speak of the splendid building sites in North Vancouver on the other side.

But further, there is the matter of climate. Canadians have criticized Rudyard Kipling a good deal for "Our Lady of the Snows"; and have insisted that Canada is rather "Our Lady of the Sunshine," that Ontario is in the latitude of Northern Italy, and British Columbia in that of England; and that no country in the world produces better peaches, grapes, and other like fruit. All this is true, and a good deal more. But still the winters in



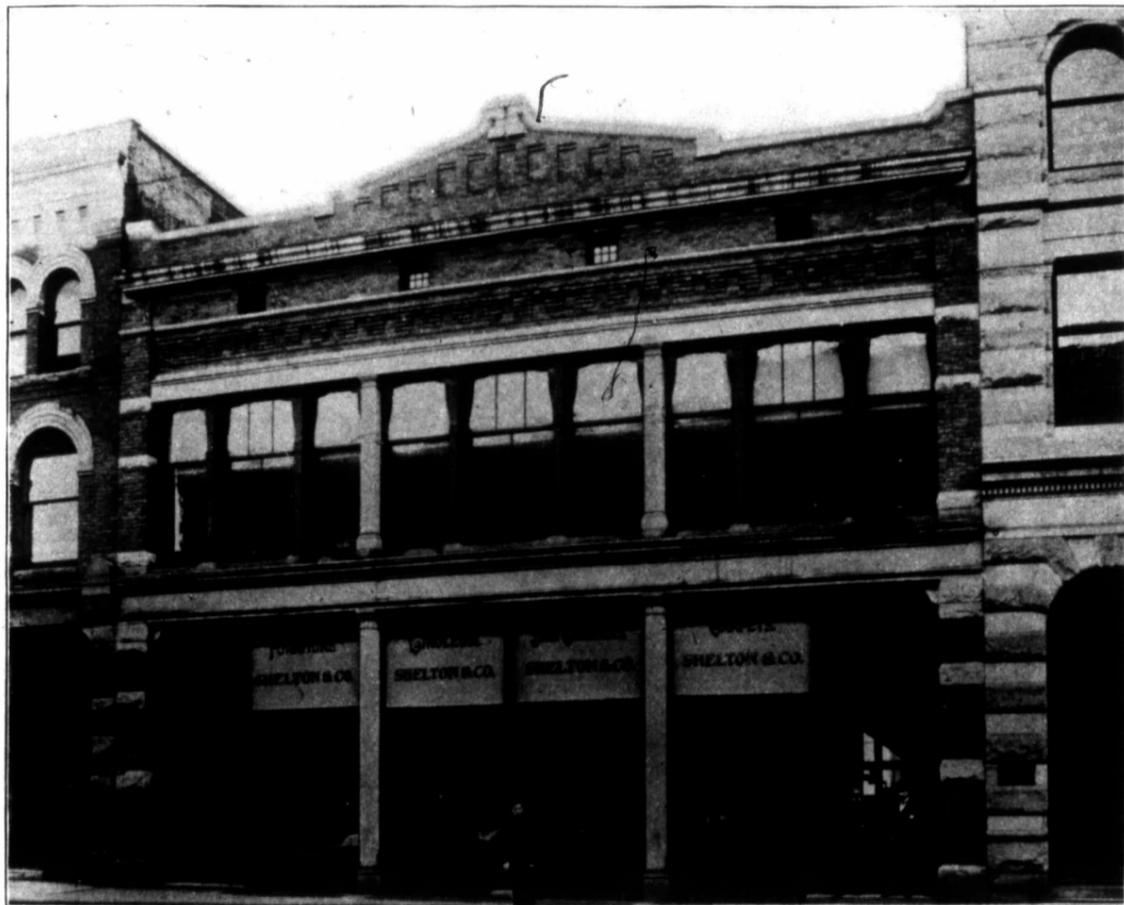
HOTEL METROPOLE. STRICTLY FIRST CLASS. WITH ELEVATOR AND COMMODIOUS SAMPLE ROOMS. RATES FROM \$2.50 PER DAY. HODSON & DEMPSEY, PROPRIETORS, VANCOUVER.

Eastern and middle Canada *are* cold—they are bright and healthful, necessary for the getting out of the lumber, good for the fall wheat, and so on; but they are cold. It has come to pass, therefore, that all Canada has had to bear the accusation of an arctic climate, and hundreds of thousands of intending immigrants have been driven from our shores thereby. It will be news to multitudes in Europe and the East, therefore, that the climate of Vancouver and its neighborhood is milder than that of Southern England. Yet such is the case; there is virtually no winter here, as that word is ordinarily understood. What is winter elsewhere is here the rainy season—interspersed with many bright days; for there is this peculiarity of the Pacific



OFFICE AND STORES OF THOMAS DUNN & CO., LIMITED, VANCOUVER.

Coast climate; when the weather clears up, it is simply delightful, as the sun at once comes out, the mists roll away, and the mountains stand forth in all their beauty. The dry season is all that can be desired. The thermometer very rarely goes above 85°, and the nights are always pleasantly cool. Occasionally there is a shower, but very rarely, and there is—and this applies to the rainy season as well—an almost entire absence of thunder and lightning. Whether wet or dry, however, there is no doubt of the healthfulness of the climate. How can it be otherwise? There is “the odor of brine from the ocean” blowing “all the way from Mandalay,” or, at any rate, “from China of the bay”; and there is the health-giving breeze from the “murmuring pines and the hemlocks” that clothe the mountain sides. If these, with good water, to drink—that is, for those who drink water—and good salt water to bathe in, do not give strength, we do not know what will. Good salt water to bathe in, for English bay possesses an ideal beach, fine sand and shelving gently into deep water. In fact, everywhere about the city



FURNITURE WAREROOMS OF SHELTON & CO., HASTINGS STREET, VANCOUVER.



OFFICES AND STORES OF WEEKS & ROBSON, VANCOUVER.

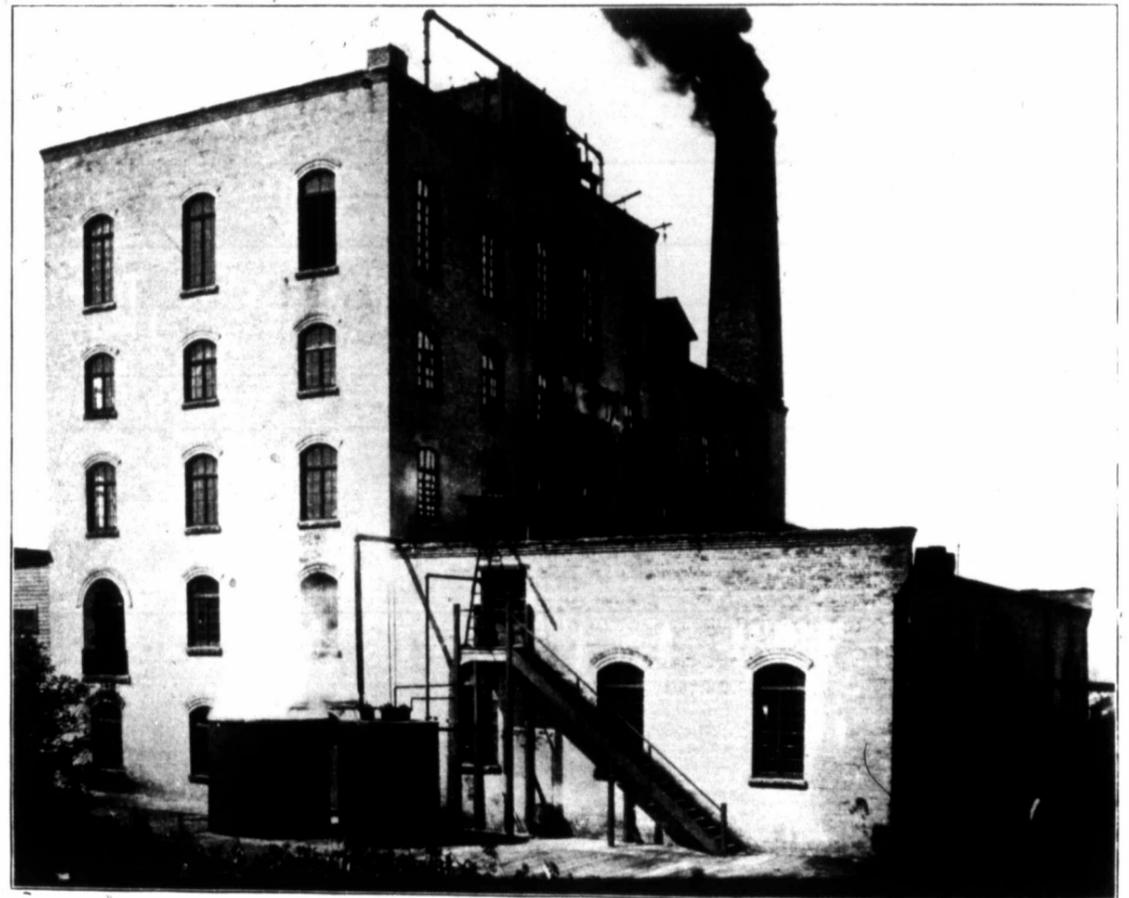
there is bathing of the very best, graduated, as one will, in temperature and degree of saltness.

For sport also, in the way of shooting and fishing, the neighborhood of Vancouver offers peculiar facilities. It is unnecessary to refer to the British Columbia salmon—they are known all over the world—and it is literally true that in the time of "the run" streams become choked with the mass of salmon. As far as they are concerned, then, all one has to do is to go out and pull them in. But salmon are not the only fish to be caught in these waters; there are cod (of various kinds), bass, herring, and many others.

For real sport with rod or gun, however, let one go for a tramp in

almost any direction, and he will find all he desires. The streams swarm with fish and wild game is abundant.

But as to the city itself. The first thing that strikes the visitor, after its unrivalled site, is the fact that, notwithstanding its youth, it has all the appearances and appointments of places a century old. It is almost impossible to make one's self believe that 15 years ago the site of Vancouver was simply a virgin forest. A slight idea of the labor needed to clear that site may be gained from a glance at the cedar trunks and roots one still sees in vacant lots, lying, like the bones of the buffalo upon the plains, sad mementoes of former sway. It is almost impossible, also, to make oneself believe



THE BRITISH COLUMBIA SUGAR REFINING CO., LIMITED, VANCOUVER, B.C.

that, but 12 years ago, the town was virtually swept out of existence. But the seemingly impossible yielded to the energy of the city pioneers; and today, in its civic life, Vancouver surpasses any other place of its size on the continent. The streets are well paved and lighted. It has an excellent water and fire system. Electric cars run from end to end, and extend even to New Westminster, 12 miles away. It has direct railway communication with all points. It has direct steam-

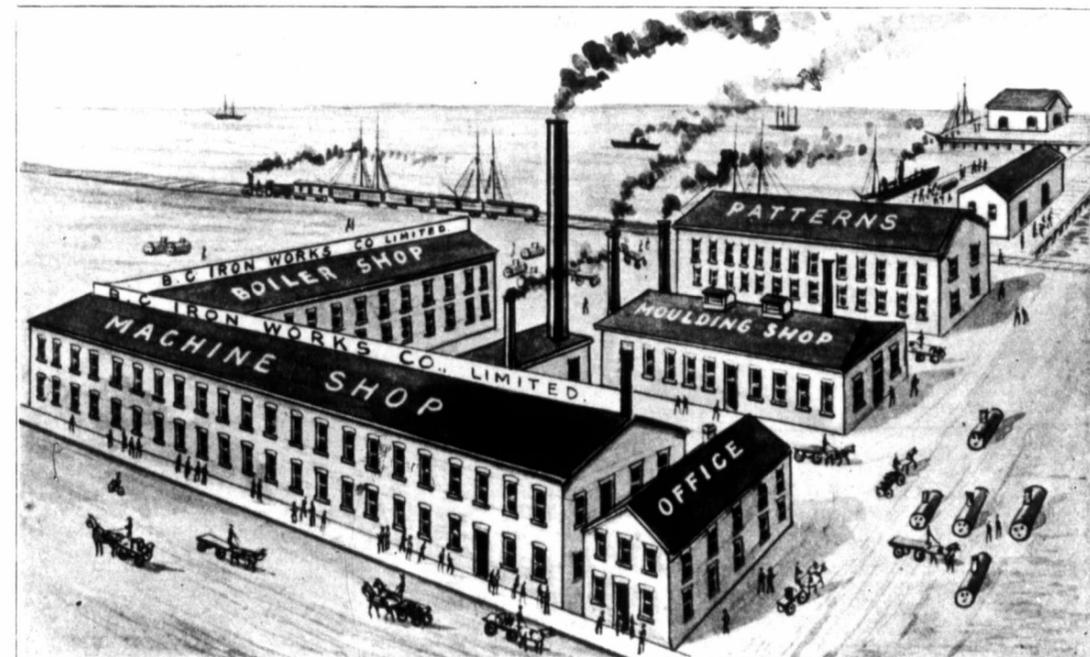


WHARVES, MILL AND STORE OF THE BRITISH COLUMBIA MILLS TIMBER AND TRADING COMPANY, MANUFACTURERS AND SHIPPERS OF LUMBER, TIMBER AND SPARS, VANCOUVER, B.C. MILLS ALSO AT NEW WESTMINSTER, VANCOUVER.

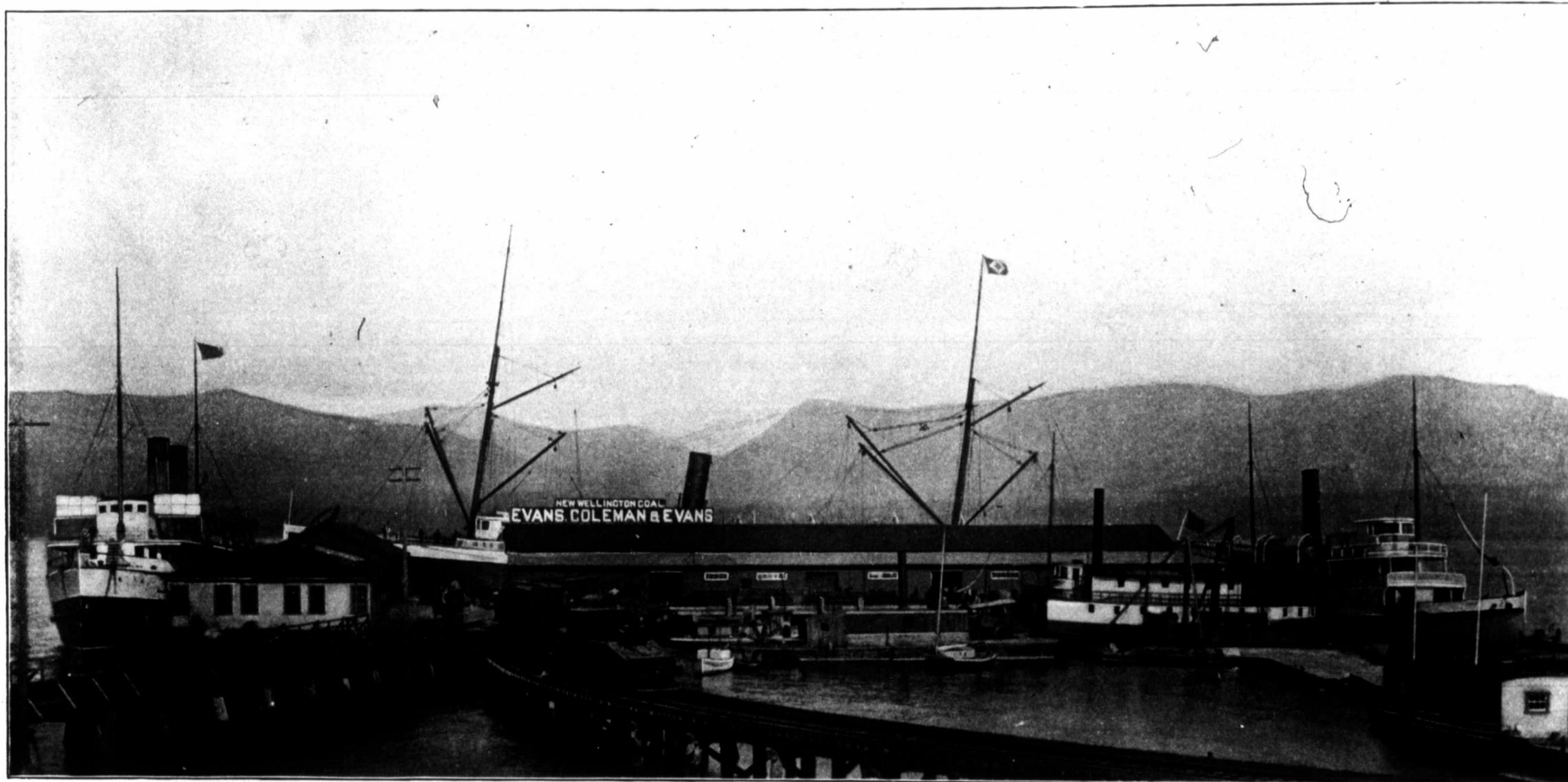
ship communication with Hawaii, Fiji, New Zealand and Australia; with China and Japan; with San Francisco; with Seattle; and the other Sound ports; with Alaska and the Northern gold fields; and with Victoria and other Island points. It has shops that would do credit to a great metropolis; an abundance of good hotels; many banks; large manufacturing establishments; three daily and various weekly newspapers, and a first-class opera house.



OFFICE AND WAREHOUSE OF OPPENHEIMER BROS., WHOLESALE GROCERS, VANCOUVER.



OFFICE AND WORKS OF THE BRITISH COLUMBIA IRON WORKS CO., LIMITED, VANCOUVER.



ALONG VANCOUVER'S WATERFRONT.

The above is from a photograph of Messrs. Evans, Coleman & Evans' Wharf, Vancouver, taken in May, 1897, since which its capacity has been more than doubled. This firm does a very extensive general shipping and commission business, particularly in importing goods by sailing vessels direct from Great Britain, and are interested in salmon canning and exporting.

Their local shipping facilities are excellent, as the C.P.R. cars run to the wharf, which is also the Great Northern Railway Company's headquarters. Steamers run from the wharf to Nanaimo, Fraser River Points, Seattle, Tacoma and other Puget Sound ports, Rivers Inlet, Skeena River, and all Northern British Columbia and Alaska ports in connection with the Klondyke.

City of New Westminster



NE of the most important cities of British Columbia is New Westminster, the centre of two of the most important industries of this amazingly rich Province. In September, 1898, a disastrous fire played havoc with its commercial districts, but the enterprise of its inhabitants and the importance of its trade is such that it is speedily rising like the phoenix from the ashes of its former self, and will be finer than ever ere long. It is called the Royal City in the Province, and is one of the oldest corporations in the Province, having already attained the respectable age for a new country of 37 years. It is the centre of Fraser River navigation, and partly in consequence thereof, and partly as a result of the successful establishment of a weekly farmers' market, retains, notwithstanding keen Vancouver competition, a considerable agricultural trade. The Fraser River salmon canneries, which are tributary to the town, are all within easy reach, and it was this im-

portant industry which proved the foundation of the city. A branch of the C. P. R. connects the city with Canada's great transcontinental line, as also with Vancouver, and a similar branch at South Westminster gives direct access to the Great Northern Railway of the United States. New Westminster is also connected with Vancouver by the interurban electric railway, and regular steamship services run between the city and various Fraser River points, Nanaimo and Victoria respectively. A fleet of



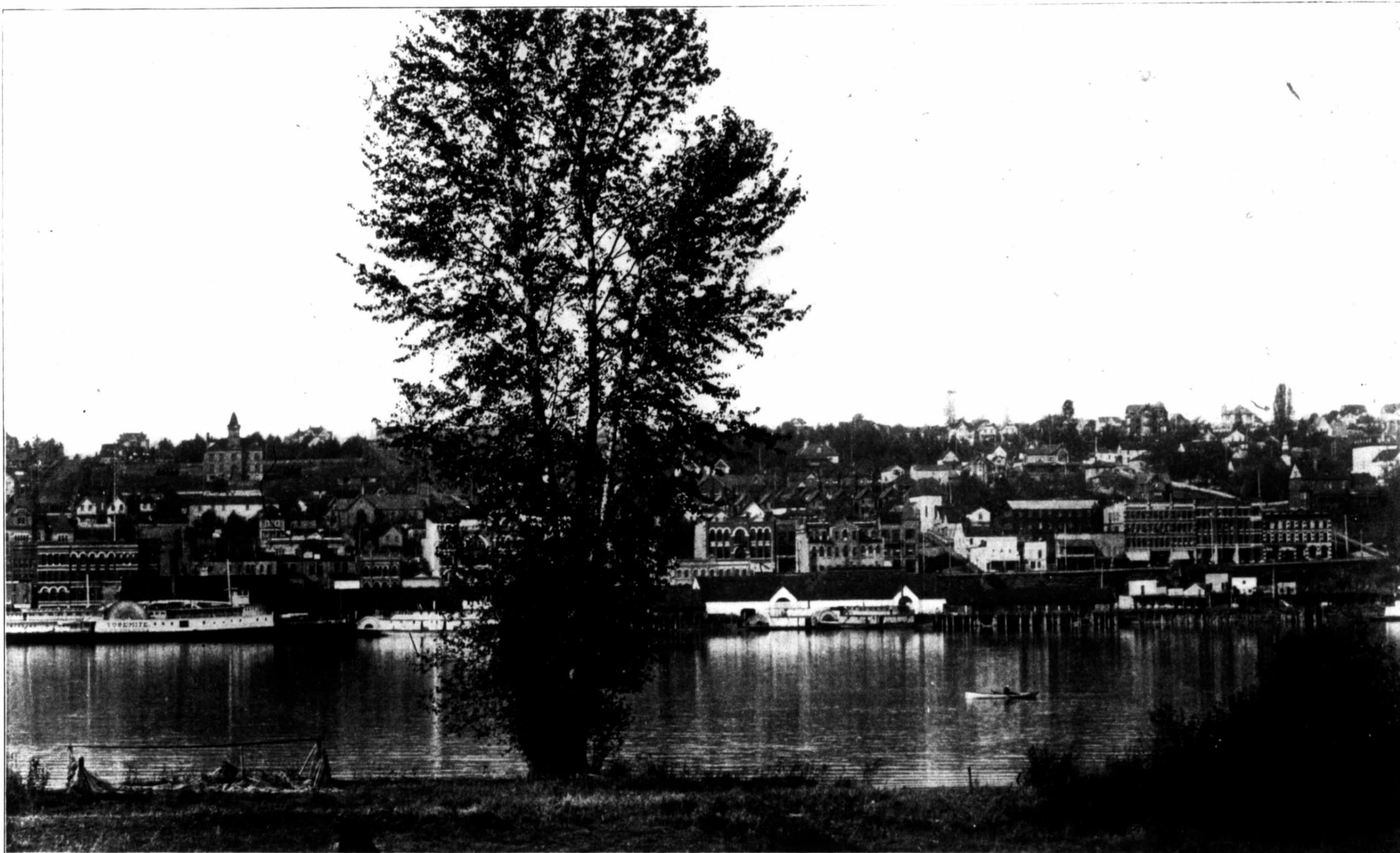
QUEEN'S PARK AND EXHIBITION BUILDING, NEW WESTMINSTER.

salmon and lumber-laden vessels also makes yearly trips from New Westminster to the United Kingdom and other parts of the western commercial world.

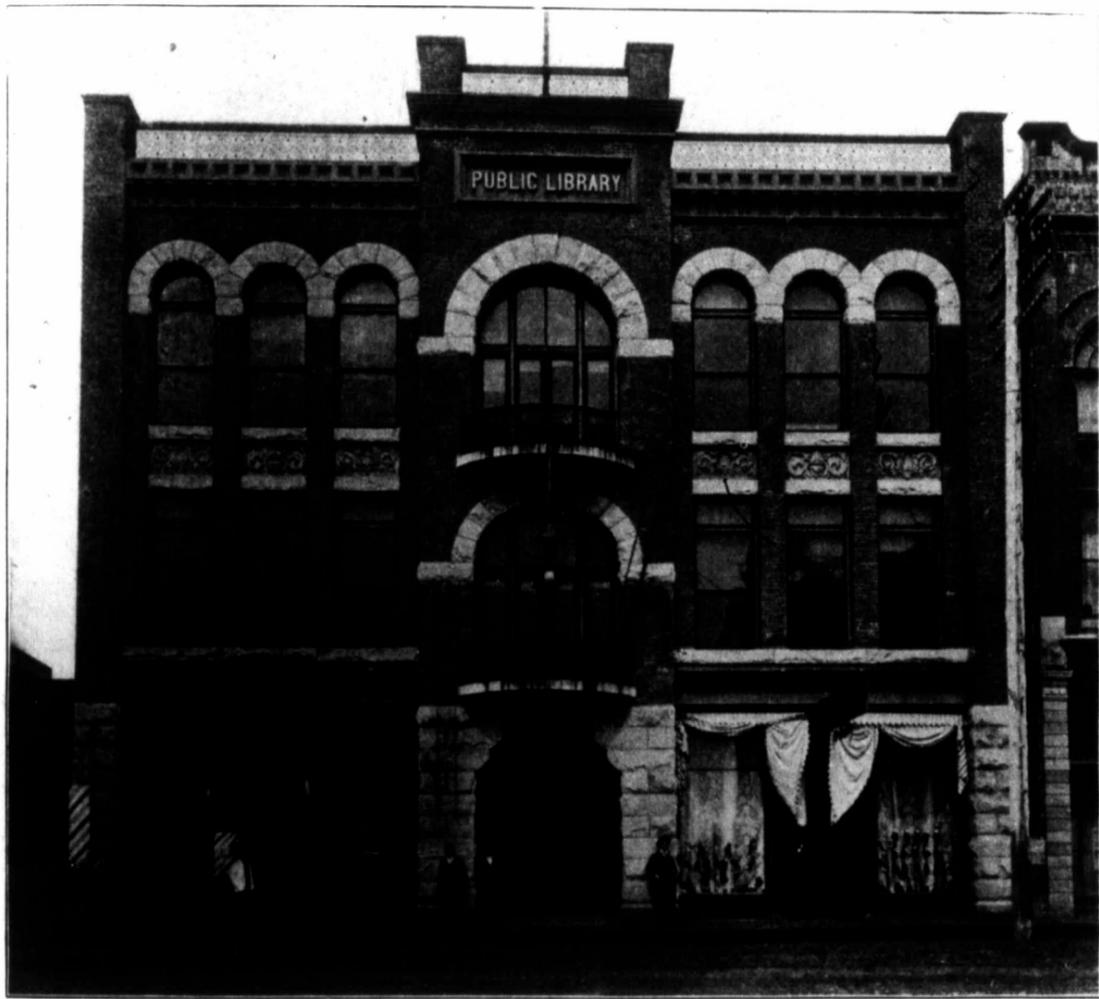
New Westminster has additional importance owing to its being the seat of various important Dominion and Provincial institutions, notably

the Dominion penitentiary and lunatic asylum, as also the Provincial gaol for the New Westminster district. It has also a well-appointed library and two parks, in one of which, Queen's Park, are situated the Royal Agricultural and Industrial Exhibition buildings, wherein the leading agricultural show of the Province is annually held. The city is provided with gas and a local electric tramway service by incorporated companies, and owns its own river ferry and farm market, electric light and water works services, the last amongst the best in the Province and established at a cost of nearly \$500,000, an inexhaustible supply of the purest water being thus obtained from Lake Coquitlam, 12 miles distant.

New Westminster is the seat of bishoprics—Anglican and Roman Catholic—and amongst churches of the leading religious bodies possesses two cathedrals. A fine court house, in which assize and county court sittings are held, is another notable local institution, whilst the city promises to become a great educational centre of the lower



VIEW OF CENTRAL PORTION OF THE CITY OF NEW WESTMINSTER. (WIDTH OF FRASER RIVER OPPOSITE THE CITY, THREE-FOURTHS OF A MILE.)



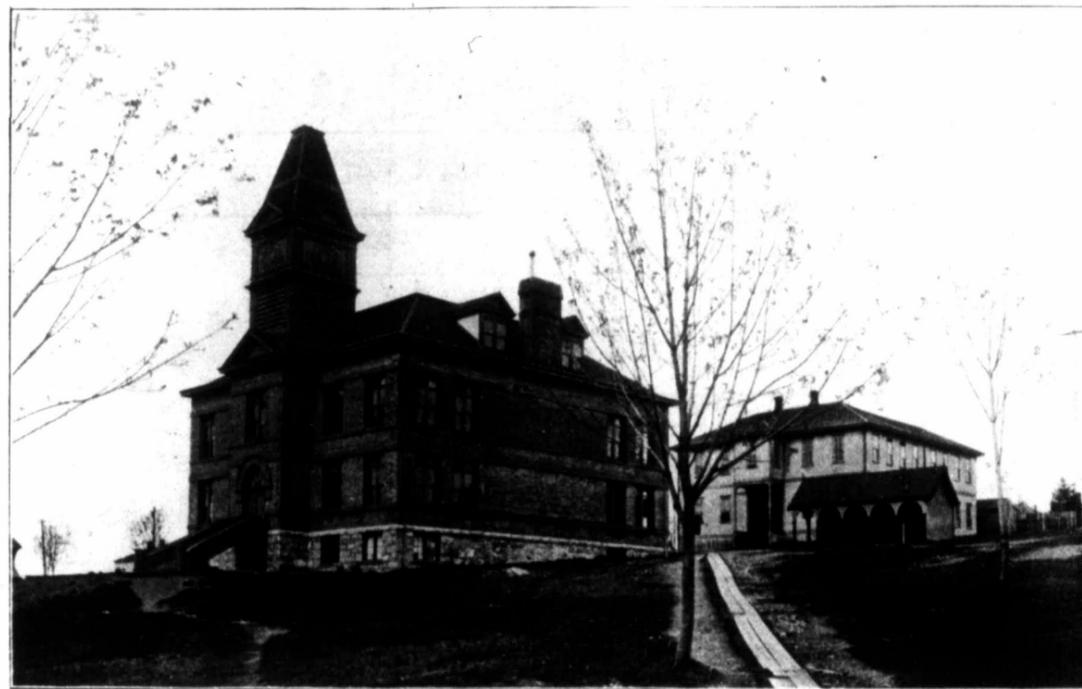
PUBLIC LIBRARY AND MUSEUM, NEW WESTMINSTER, B.C.

Mainland, having already, in addition to a good high school and several graded public schools, the St. Louis College for Roman Catholic boys, the St. Ann's College for Roman Catholic girls, a seminary for the education of Roman Catholic clergy, and the Columbian Methodist College, a well-appointed and beautifully situated place of higher education—religious and secular—given by an able body of teachers and lecturers. There are also two large hospitals—the Columbian at Sapperton, and the St. Mary's in the centre of the city—the latter managed on liberal lines by a devoted Roman Catholic

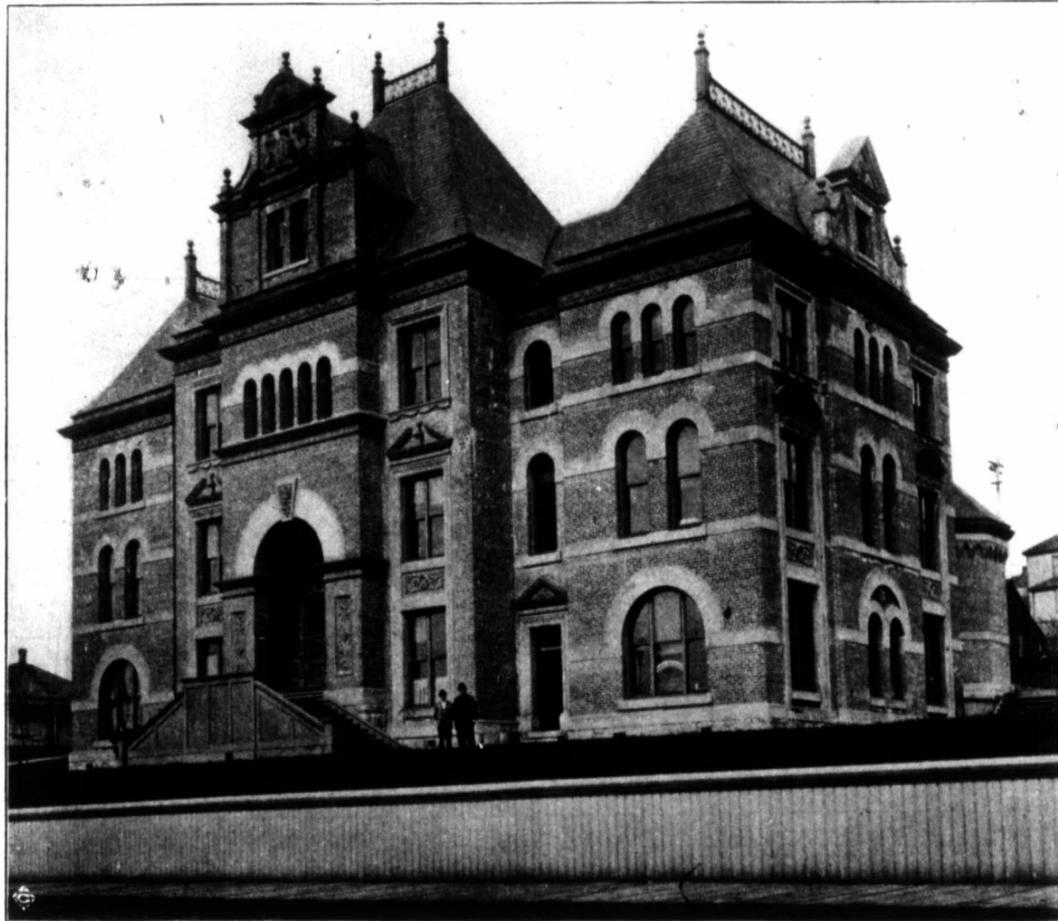
sisterhood. The city is administered by a mayor and board of aldermen, and has also the aid of an active Board of Trade. Its present population exceeds 6,000, and is rapidly increasing.

The natural situation of the city, on a terraced hillside overlooking the Fraser estuary, is very beautiful, and also affords excellent facilities for drainage, whilst a modest expenditure of Dominion revenue on the improvement of the river navigation would make New Westminster a port readily accessible by vessels of great size and the deepest draught. All of which things suggest in gradually closing association with the neighbor city—Vancouver—a great future for New Westminster as a residential centre, river port, agricultural distributing point and manufacturing centre.

Its position on the great natural water highway which drains the Fraser River valley, will always secure for New Westminster the lion's share of the



CENTRAL AND HIGH SCHOOLS, NEW WESTMINSTER, B.C.



THE LAW COURTS, NEW WESTMINSTER, B.C.

farming trade, which is rapidly growing, and is a source of wealth to the city which will increase as the years roll by.

There are about forty large salmon canneries within easy reach of New Westminster. These establishments represent an invested capital of over a million dollars, they employ over eight thousand men during the fishing season, and pay out over \$750,000 a year for supplies. We give some statistics on this industry, which for years has ranked as the main industry of the Province.

It made a modest beginning, less than 20 years ago, on the banks of the Fraser, where three canneries packed, in 1876, a total of 9,847 cases, or about a fiftieth of what is now considered a good, but not extraordinary pack. The three canneries grew to six in 1877, and in that year a commencement was made by a cannery on the Skeena of the salmon pack of the North, which now contributes largely to the Provincial aggregate. So vast has, since its earliest days, been the growth of the industry, that 44 canneries, which number would have been larger but for the destruction of four others by fire, contributed to the pack of 1895, when, according to a conservative estimate made last September, five hundred and twenty-five thousand, five hundred and sixteen cases had been then put up. To this the canneries of the Fraser district contributed 348,865, those of the Naas River 19,000, those of the Skeena River 67,710, those on Rivers Inlet 68,758, and those, at other Northern points 20,183 cases. Since then there has been a considerable pack on the Fraser of the later running coho salmon, which has—this being pro-



COLUMBIA STREET, LOOKING EAST, NEW WESTMINSTER, B.C.



UNLOADING SALMON AT A CANNERY, NEW WESTMINSTER. (THE MORNING'S CATCH 10,000).

bably an underestimate, though exact figures are not available for our purpose—added at least 25,000 other cases to the Provincial aggregate of the year, which can therefore be very conservatively reckoned at 550,000 cases, representing a value of \$2,750,000. This result shows a great increase on the returns of 1894, when the pack was represented to be 494,371 cases.

Cold storage facilities exist at New Westminster in connection with the trade. The Dominion salmon hatchery on the Fraser is, after the persistent effort of years, beginning to have a good effect on the southern run, as a result of the yearly deposit by that institution of an average of 5,000,000 fry. Previous doubters are now beginning to recognize this as at least probable, one evidence in favor of such a conclusion being the fact that there is now

greater consistency in the runs. It has, till now, been held by Fraser River cannerymen—and statistics have largely borne this out—that the runs of and about that river proceeded in cycles, every fourth year being that of an unusually large yield, after which the next year's run is fair, and that of the third year poor. Now the run of 1893 was, as already stated, and as expected, great—indeed a record one. That of 1894 followed the rule, and was smaller, but still fair. Hence that of 1895 should according to the canners' prognostication, have been a poor run, instead of which it proved unusually good and rivalling the record year.

At New Westminster, as in Victoria and Vancouver, lumbering operations are extensively carried on, the mills in the city alone having a capacity of 350,000 feet per day of ten hours, and a large export trade exists. Fleets of vessels sail from her wharves annually with cargoes of lumber consigned to Scotland, Ireland, France, Holland, Belgium, the Pacific isles, Chili, Peru, the Argentine Republic and the Australian colonies. Large cargoes have



SALMON FISHING FLEET ON FRASER RIVER, NEW WESTMINSTER, B.C.



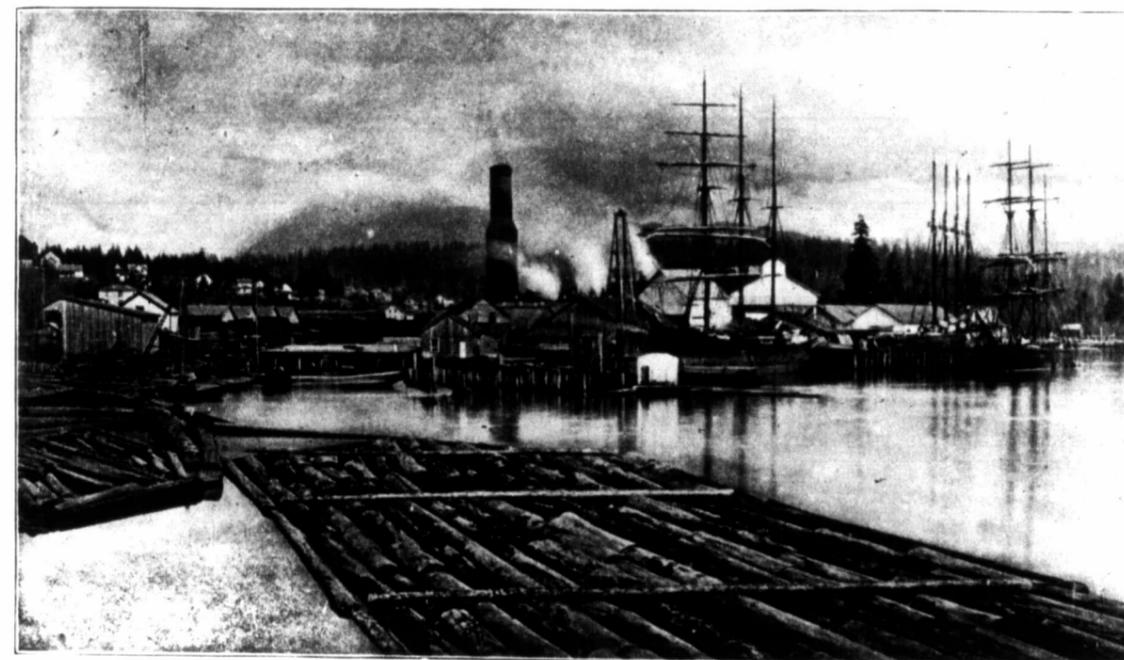
THE PUBLIC MARKET, NEW WESTMINSTER, B.C.

been sent also to England and to British South Africa, the total export showing an annual increase. There is, in addition to the increasing home demand for British Columbia lumber and manufactures and the foreign trade already noted, a large and growing demand in Eastern Canada, whither giant baulks of timber and car loads of shingles are at frequent intervals sent. Hence considerable and important as is the present lumber industry of the city and Province, it is yet far under the dimensions which it must ultimately attain.

Another valuable feature of New Westminster is its annual fair, at which the gradually developing agricultural enterprise of the Province finds a public display. The Exhibition buildings situated here are handsome and commodious, and from many sections exhibits are sent. Of course its position, a few miles from the mouth of the great Fraser River, makes New Westminster the objective point for much of the country through which the beautiful Fraser River, the pride of the Province, flows.

The alluvial plain, which lies along either side of the great stream for a distance of 80 miles, is dotted with farms, and these send their contributions to the annual fair. Indeed, finer agricultural exhibits cannot be seen in any part of the world. To Englishmen especially, the displays of fruit seen for the first time are apt to be astonishing, particularly to him who has regarded Canada as "Our Lady of the Snows."

As has been said earlier in this work, fruits are grown with great success in the New Westminster district, and the autumn fruits, such as apples, plums and pears, are a feature of the annual fairs at New Westminster. Live stock, also, of a quality that is improving year by year, as farmers are learning the value of good breeding, as well as fine products of the forest, field and mine are to be seen. Something has previously been said of the large lumber export trade at the port of New Westminster, and a word as to the character of the logs will be of interest. The staple tree, of course, is the Douglas pine, which, near the coast, sometimes grows to a height of 300 feet, with a circumference of 80 feet at the base. Its durability is beyond question.



VESSELS UNLOADING LUMBER, NEW WESTMINSTER, B.C.

The City of Vernon



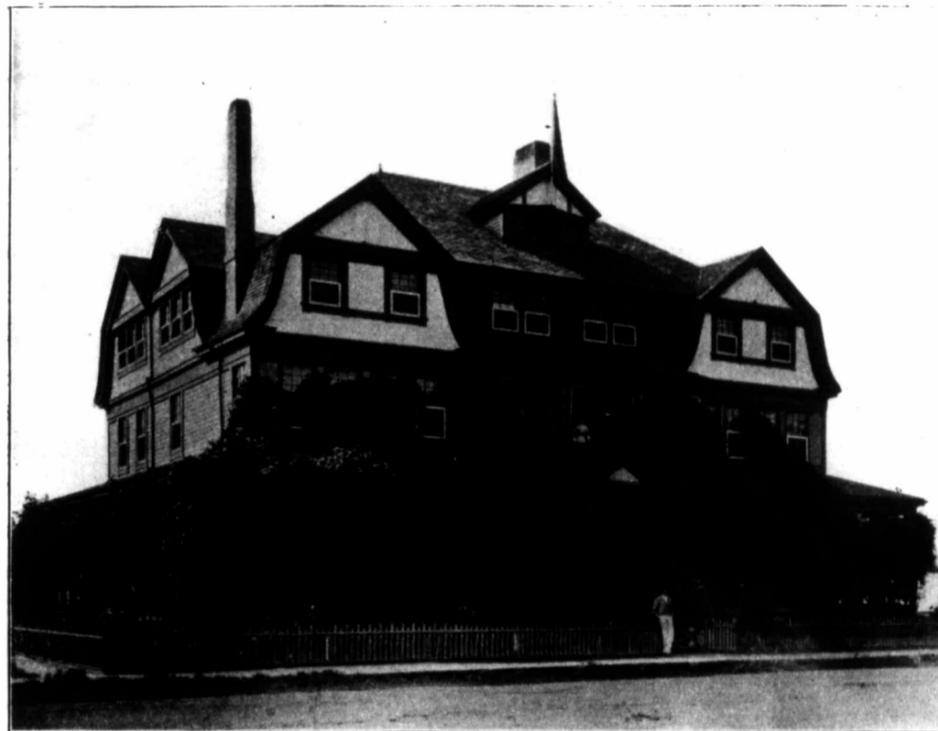
THE chief city of the Okanagan district is Vernon. It has stores of all kinds, flour and saw mills and two banks. Having a first-rate farming and ranching country in its immediate vicinity, besides large tracks of valuable timber, a large and flourishing business is done at this centre. It possesses four churches, splendid schools, a weekly newspaper. It is the boast of its inhabitants that it is the healthiest spot on earth. Lord Aberdeen's famous fruit orchard, the largest plantation in Canada, is four miles from Vernon, and hop-growing is another profitable industry thereabout. A British Columbia writer has described the city as a quaint combination of

leisurely old-worldism and feverish modernity, for mineral claims have recently been located in close proximity to the city, and stung into life the drowsy farmer of past years. Down in the Boundary Creek and Kettle River districts that bound the Okanagan on the southeast, many mines of immense value promise to become world-famous, and are only awaiting such transportation facilities as the completion of the new railway (now in course of construction) will afford them, to give larger proof of their wonderful richness; but the immediate vicinity around Vernon will ever be essentially agricultural, and find its chiefest gain in the new market for all products of the soil that must be opened up when Midway, Fairview and Greenwood City are accessible by rail from Penticton.

Let us pause to note a few of the leading features of the locality about the city site. Farming and farming, and yet again farming, is the sum total of it all, this being one of the most extensive ranching and stock-raising sections of British Columbia. The season of 1898 was a capital one, wheat



BIRD'S-EYE VIEW OF THE CITY OF VERNON, B.C.



VIEW OF KALEMALKA HOTEL, VERNON, B.C.

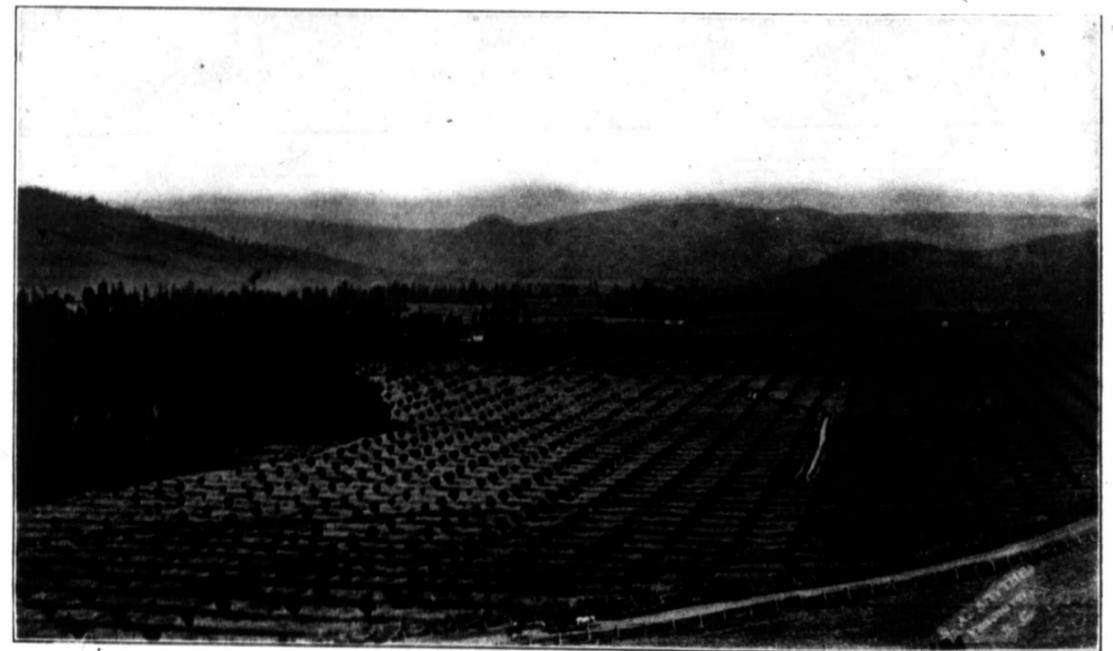
averaging from three-quarters to one ton per acre, and the fruit crop turning out exceptionally well. Local enterprise, too, extends beyond production, for at Vernon, Enderby and Armstrong there are now mills, the flour manufactured at which (from Okanagan grain) is equal to any in the Dominion.

There is a near prospect of Vernon's obtaining proper water works. It is the district generally that is so attractive, and which, by reason of its splendid climate, fine agricultural lands, and the excellent inducements it holds out in the way of sport, has become known to, and deservedly popular with, visitor and settler alike.

What Vernon may and doubtless will become when connected by steamer and rail with the Boundary Creek country, depends largely upon the enterprise of its inhabitants and their ability to seize to their own advantage

upon the opportunity that will then be offered of securing a big market for every sort of produce; for though during the last two years exportation of farm products has been greatly facilitated through the reductions made by the C.P.R. Company in its local freight charges, still the opening up of many busy mining camps so close to the ranches must of necessity give a tremendous stimulus to the agricultural industry and an outlet for produce at paying prices. There is no doubt that the Okanagan has a great future before it, and that ere long, on the opening of a through line from Penticton to Robson, it will be the centre of prosperity such as the local farmers of three years ago never even dreamed of.

The same writer says of the land of Okanagan, that the very name breathes of pastoral scenes, peaceful meadows outstretched in the sunshine, and undulating hills where cattle graze on the thick grass and bands of horses roam at will over the close-cropped ranges. Okanagan—the land of cottonwood trees, coyotes and the wild cayuse, the home of the farmer and the Paradise of sportsmen.



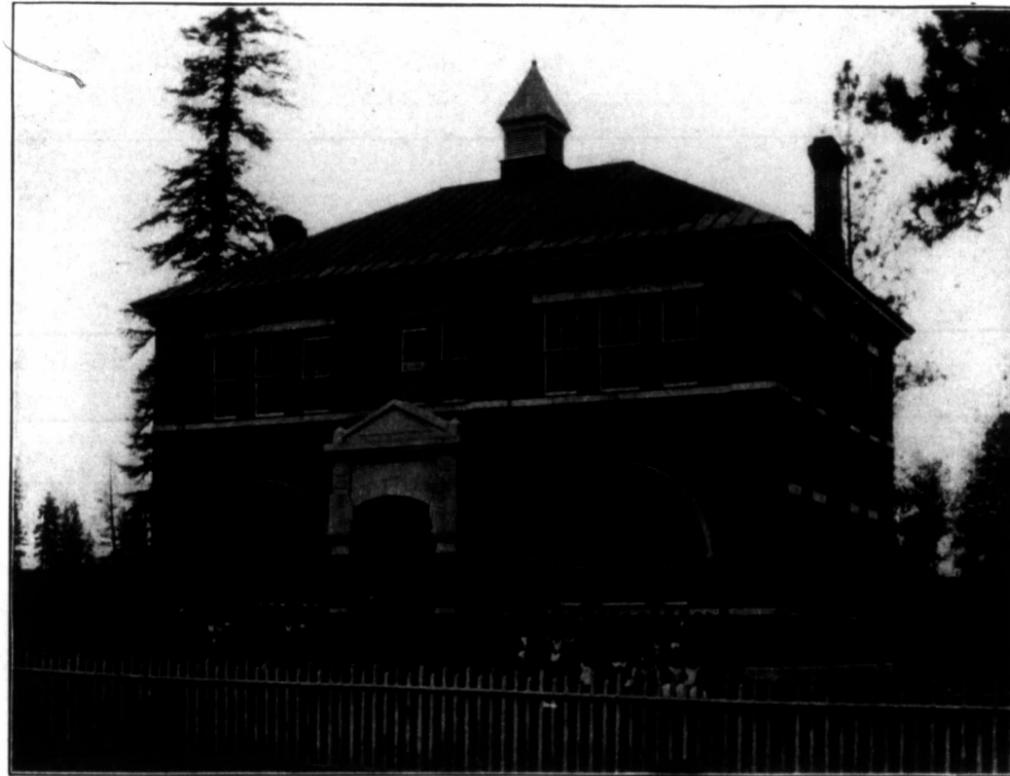
60 ACRE ORCHARD ON LORD ABERDEEN'S "COLDSTREAM" RANCH, NEAR VERNON, B.C.

To the sportsman the Okanagan is a land of promise, the abundance and variety of fish and game, large and small, constituting it a true Mecca for the angler and the good shot. Deer are as plentiful as blackberries on the sloping sparsely-wooded hills, and may be shot any morning about sunrise, when the herds come down into the valleys to drink. Mountain goat and sheep, cariboo, bear, cougars and wild-cats also abound in the vicinity.

The 60 mile trip from the landing near Vernon down the Okanagan Lake to Penticton is a charming one, and interesting in that en route the steamer "Aberdeen" (a most comfortable and well-appointed vessel) stops at numerous small agricultural settlements, where, in the autumn, peaches ripen to perfection, and whence large quantities of all sorts of fruit are shipped to distant markets. It is quite likely the day will soon come when Peachland will appear a misnomer for the locality at present thus designated, as close by are a group of promising mines, whilst all along the west shore of the lake claims have been staked out and partially developed, but not as yet to a sufficient extent to prove their actual value. At Kelowna, a town tributary to Vernon, much advancement has been made in tobacco growing.

The interior of British Columbia contains, between the Cascade and Selkirk ranges, a series of wonderfully fertile valleys, producing magnificent crops of wheat and other cereals, and possessing a soil of unsurpassed richness, which, with its delightful climate, renders it particularly adapted for fruit culture. The name Okanagan is given to a splendid stretch of country reaching from the main line of the C.P.R. in the north to the foot of

Okanagan Lake in the south. This region, in addition to the basin of the Okanagan Lake, includes the Spallumcheen district, White Valley, Coldstream Valley. Of these districts, Vernon is, of course, the natural centre of trade for this section, and possessing many natural advantages of position, climate and beauty, which gives it the distinction of being pre-eminently an ideal resort for the tourist, sportsman or health-seeker.



PUBLIC SCHOOL HOUSE, VERNON, B.C.

50 miles to the north is the Salmon Arm River, while five miles south of the city is the head of Okanagan Lake, a beautiful stretch of water. Long Lake, some 15 miles in extent, also takes its rise within two and a half miles from Vernon, and both these bodies of water teem with large trout, offering splendid sport to the angler. In Vernon the sportsman may secure all articles necessary to equip him for a hunting excursion, and guides, pack-horses, etc., may be arranged for at very reasonable rates.

The climate is unexcelled in Western Canada or the United States, and is especially recommended to those suffering from weak lungs or pulmonary troubles.

The city contains good hotels, a number of well-furnished stores, four churches, a fine public school, and all the requirements necessary to the convenience and comfort of visitors or intending settlers, who will find it unnecessary to bring with them any large quantity of supplies, clothing, or household effects, as all these can be purchased cheaply from local merchants. A large flour mill, sash and door factory, and other industries are here located.

City of Rossland

URING the mining excitement of 1897 and 1898, the little City of Rossland was the chief centre of activity in West Kootenay. Its sudden growth was so remarkable as to gain it the epithet of a mushroom town. However, it is steadily maintaining its position and is now on a definite pay-roll basis. It is being rapidly equipped with all urban requirements. Its history dates back to 1895, when the site pre-empted by Ross Thompson in 1891 was divided into town lots. In March, 1897, it was incorporated as a city, and went through all the vicissitudes of a boom and subsequent re-action.

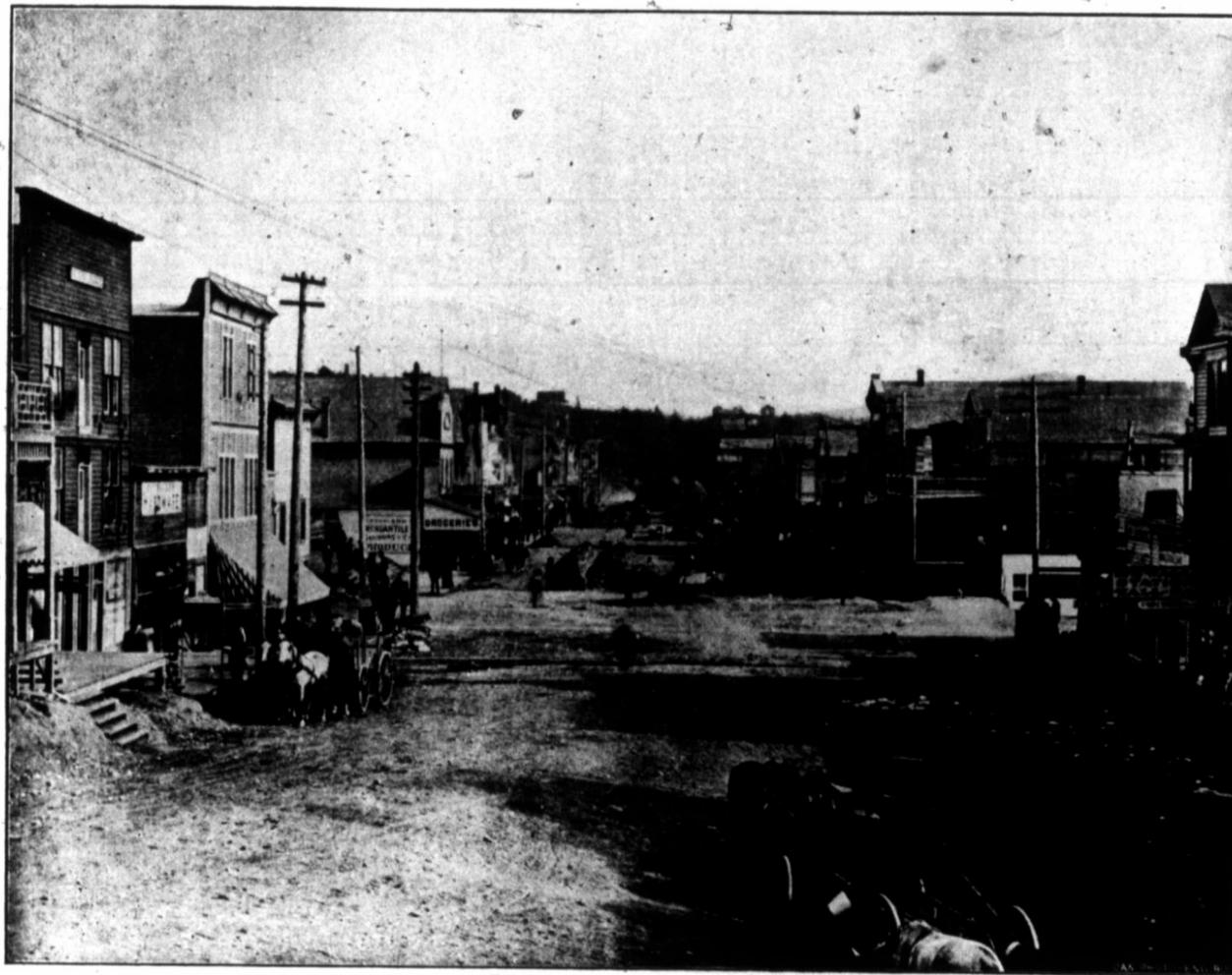
Rossland, as a mining centre, now has a very enviable and bright future as well as a most important present. A strong feeling of confidence is now abroad in the camp as it is demonstrated that there are other ore-chutes and that the old ones continue in depth. The weekly tonnage of ore shipped to the smelters is increasing and will yet increase much more as the mines have the ore in sight to warrant this statement. For mining many exceptional facilities are now afforded, as railroads run to each important property, or may easily do so. While the rock is hard for mining still the minimum

of timbering is demanded, and very little water comes into the mines. Geologically speaking, the mines are located in an area of eruptive rock, of which the centre or core is gabbro surrounded by uralite porphyrite. This area is traversed in a north-east or south-west direction by lines of fissuring, along which the ore-bodies have been formed by the impregnation or replacement of the country rock by gold-silver bearing pyrrhotite, chalcopyrite and very finely disseminated quartz. In some parts of these veins the ore-bodies assume the great width of twenty to forty feet of shipping ore—in one mine one stope is sixty-six feet wide—and, as depth is attained, both size and values appear to be well maintained.

From the beginning to the present date, the mines of Rossland have produced 177,000 tons of ore, worth \$5,500,000. The amount of ore shipped each week from the mines of Rossland now averages 3,000 tons, valued at \$90,000.

Rossland is well connected with the outer world by railroads. The passenger travel through the section is enormous.

Two trains daily make connections with the Canadian Pacific Railway, as well as Columbia and Kootenay steamers.



COLUMBIA AVENUE, ROSSLAND, B.C.



BRITISH AMERICA CORPORATION, Limited.—The

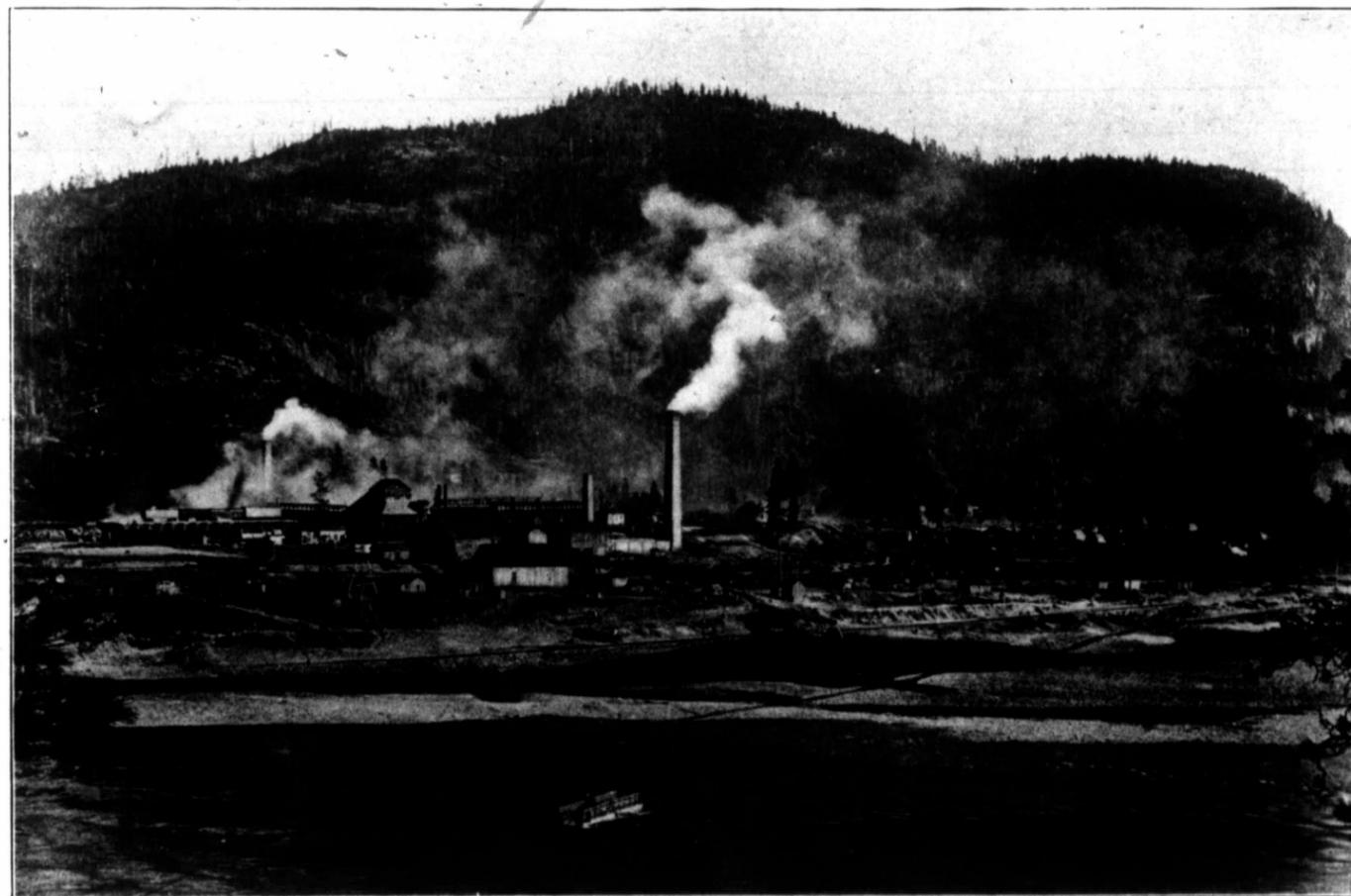
chairman of this corporation is the Marquis of Dufferin and Ava; vice-chairman, Whitaker Wright, Esq., of London, and the resident director, Honorable C. H. Mackintosh. The capital stock is \$7,500,000, of which \$5,000,000 have been paid up, and the following properties in Rossland are now controlled and being operated, viz.:—The "Le Roi" mine, under Superintendent N. Tregear; the "Josie" group, consisting of the "Josie," "Poorman," "Number One," "West Le Roi," "You Know," "Surprise," and fractional claims, under Superintendent J. M. Long; the "Nickel Plate," "Great Western," "Golden Charibt," and "Golden Dawn," under Superintendent W. S. Haskins, and the "Columbia & Kootenay" group, under Superintendent D. J. Macdonald.

The financial manager at Rossland is Edwin Durant, and Wm. A. Carlyle is general superintendent and mining engineer in charge. Work is progressing rapidly on all the above groups, and as soon as possible each will be well equipped for thorough and extensive exploration and mining. The exceptional advantages afforded by the railways are being utilized, and all ore can be easily shipped directly from

the mines. A short description is now subjoined of the working properties, which are already famous investments in England, Canada and other places. First is the Le Roi Mine.—The B. A. Corporation owns the controlling interest in the now famous Le Roi mine, which so far has paid \$825,000 in dividends, and now has large reserves of good smelting ore in sight. The early history of this mine is well known, so only a description of it as it is to-day will be attempted. The main ore-chute is now known to continue in strength and value to the lowest or 700-foot level, although most of the ore down to the 500-foot level has been mined, leaving in one place a slope 66 feet wide. On the 600-foot level an almost unbroken ore-chute continues for over 600 feet in length, with a width varying from four to twenty-four feet of

good shipping ore. On the new 700-foot level, a large body of smelting ore is being rapidly opened up—there is known to be a width of at least twenty feet—and a winze from the 600-foot level has proved the existence of very good ore between these two levels.

Development is progressing rapidly, and the shaft (on an incline of seventy-two degrees) is being sunk to the 800-foot level as quickly as possible, while a triple-compartment vertical shaft will shortly be begun which will permit the more rapid and economical working of the mine. Drifts are also being



LE ROI COMPANY'S SMELTER AT NORTHPORT, WASH.



JOSIE MINE, SHOWING OUTCROP OF VEIN.

driven along the vein to the west, while nearly all waste rock is being thrown into the old stopes to make them safer from caving in. An output of 200 tons per day can easily be maintained for a long time, but when more fully opened up, the mine will ship from 400 to 500 tons daily. In 1897, 56,000 tons were sent to the smelter, and so far this year, 27,000 tons, but shipments have been greatly reduced, pending the negotiations for sale of this property.

The mine is equipped on the surface with a large 300 H.P. hoisting engine, small hoists, pumps, etc., and on the "Black Bear" claim is a stone building, enclosing a 40-drill Rand Air Compressor, the largest in Canada, and with this power thirty machine drills, pumps and small hoists can be operated.

At Northport, Washington, is situated the Le Roi smelter, one of the most complete and best equipped smelting plants in the northwest, a full description of which will be found on another page.

The "Josie," lying next north from the Le Roi, has shipped considerable ore in the past, and at present the vein is being developed both to east and west on the 300-foot level, and sinking for another level is being begun. The ore now taken out during development is being stored, and is a very good grade of smelting ore. All the buildings and plant are in excellent condition, and shortly the compressor plant capacity will be augmented.

The "Poorman" will be worked through the "Josie" workings, the west drifts of which will be rapidly pushed into the "Annie" claim, and "Rockingham," better known as the "West Le Roi."



NICKEL PLATE MINE, SHOWING WAR EAGLE MINE AND RED MOUNTAIN IN BACK GROUND.

Number One.—The extensive development of this valuable property, through which runs a strong vein carrying at the surface high values in gold and silver, is now in progress, a large two-compartment shaft being sunk to tap the vein at a depth of about 250 feet. An electric hoist may be installed here. To the west a tunnel is now in 150 feet, along an unbroken vein, which is improving rapidly in size and value as the tunnel gets farther into the mountain.

Nickel Plate.—This mine, from which some very high-grade ore has been taken, is being explored along the 200-foot level, and soon the shaft will be sunk to the 300-foot mark for another level.

A 12-drill Ingersoll air-compressor, equipped with two 60 H. P. boilers, pumps, heater and condenser has just been installed at the Centre Star gulch,



GREAT WESTERN MINE.

and is a plant that will afford ample power for some time to come both for this mine and the "Great Western," to which half a mile of piping has been run.

Great Western.—This property is located in the city and has a strong outcrop of a vein from small workings in which high assay values in gold and silver have been obtained. A large two-compartment shaft is now down 230 feet, on a slope of 72 degrees, and the first drift is started at the 200-foot level to prospect this most promising vein. When this work is well under way, the shaft will be sunk deeper and probably equipped with an electric hoist and cage.

Columbia and Kootenay.—This property, consisting of five claims and a fraction lying on the summit and north-east slope of the mountain of the same name as the group, is traversed by what is believed to be the "Le Roi"—"Centre Star" vein. There is very strong iron capping on the vein now being developed by three main tunnels, of which No. 3 is now in nearly a thousand feet, disclosing a continuous vein, except where traversed by dykes or eruptive rock. This vein or ledge in places is very wide, the ore where cross-cut in No. 4 being 27 feet wide of solid pyrrhotite, and the vein running straight down the mountain side offers ideal advantages for mining. Tunnels will be run in at vertical intervals of 150 feet and then connected by raises so that ore can be run from the stopes to the railroad spur that will be run around to a convenient point as soon as the mine is fully opened up, so that the ore will be mined and sent to the smelter at a minimum cost.

At the foot of the mountain, near the water supply, is a 30-drill Ingersoll air-compressor, which supplies ample power for the mine, at which comfortable board and bunk houses have been erected and also a blacksmith shop and other buildings, so that now this mine is well equipped for thorough development

In addition to comfortable cottages for the different superintendents at their respective mines, the company is erecting commodious offices and laboratories, store house and machine shop on the Nickel Plate ground, in the heart of the city.



THE BRITISH PACIFIC GOLD PROPERTY COMPANY, Limited, is one of the best known development corporations in the Province of British Columbia. It was incorporated in March, 1897, and embraces in its management some of the best known men in Canada as is indicated by the following list of officers:—

President, Alex. J. McLellan, Esq., President of the Kimberley Mining Company and Vice-President of the San Joaquin Mining Company; Vice-President, R. T. Williams, Esq., Publisher of the Williams' Directory of the Province and Secretary-Treasurer of the Caledonia General Mining Association; Secretary-Treasurer, W. J. Dowler, Esq., B.A., President of the British Columbia Gold Property Company and Secretary of the British North Western Development Company; Directors, Hon. T. R. McInnis, Lieut.-Governor, Victoria, B.C.; W. H. B. Aikins, Esq., M.D., Toronto, Ont.; D. Lowrey, Esq., M.D., President of the Brantford Starch Co., Ltd., President of the Brantford Stoneware Co.; B. M. Britton, Esq., Q.C., M.P., Kingston, Ont.; J. W. Frost, Esq., Q.C., Owen Sound, Ont.; Prof. E. Odium, London, Eng.; Geo. Gillies, President Gillies Co., Gananoque; Frank Dowler, Esq., Merchant, Guelph; R. L. Fraser, Esq., M.D., Medical Health Officer, Victoria, B.C.; A. T. Watt, Esq., M.D., Victoria, B.C.; Frank Hall, Esq., M.D., Victoria, B.C.; Moses McGregor, Esq., Alderman, Victoria, B.C.; Chas. Hayward, Esq., Chairman Board School Trustees, Victoria, B.C.; Lawrence Goodacre, Esq., Victoria, B.C.; Ex-Alderman Dwyer, Victoria, B.C.; James Muirhead, Esq., Victoria, B.C.; R. Erskine, Esq., Victoria, B.C.; A. B. Erskine, Esq., Victoria, B.C.; E. A. Morris, Esq., Victoria, B.C.; Geo. Powell, Esq., Victoria, B.C.; and Consulting Metallurgist and Mining Engineer, W. J. R. Powell, B.A., F.R.G.S., M.E., Principal of the Victoria Metallurgical Works; Consulting Civil Engineer, H. P. Bell, Esq., C.E., M.I.C.E.; Solicitors, For British Columbia, Archer Martin, Esq., of the firm of Messrs. Martin & Langley, Victoria, B.C.; For Eastern Canada, Alfred W. Briggs, Esq., B.A., 33 Richmond St. West, Toronto, Ont.

The capitalization is \$5,000,000, divided into one dollar shares, fully paid and non-assessable. The Company's address is Box 112, Victoria, B.C., but it has Representatives in all the chief centres of Canada, the United States and Great Britain. The cable address is "Gold Prop.," the mining code used being Beford-McNeills. The following brief sketch of the Company's manifold activities is of great general interest.

The record of the discoveries made, and of the developments which have taken place within the past two years in the country lying between the Rocky Mountains and the sea, and between the 49th parallel of latitude and the Arctic Circle, known as the British Pacific Coast, is so remarkable as to eclipse all preceding annals in its history, and forms a chapter of such striking interest that, beside it, the tales of the land of Ophir, of Monte Cristo, and of the Treasure Islands of the Pacific are trite, and poor, and tame.

These discoveries and developments have demonstrated the fact that this country possesses mineral resources, which, distributed over an area of hundreds of thousands of square miles, are so rich and extensive as to transcend the limits of computation and entitle it to be designated as "The Wonderland of Wealth."

Early in the history of these discoveries it became obvious to the promoters of this Company that an unusual opportunity had arrived in which to launch an enterprise that should comprehend within its scope the entire field of this great area and make it tributary not only to their own financial betterment, but, rightly conceived and properly carried out, to the benefit of the world at large.

In order to effect this, they recognized it to be a matter of vital importance that the fundamental principles of its organization should commend themselves to every thoroughgoing business man as possessing the essential qualities of proved merit and known reliability. And hence, after giving the subject the most exhaustive study in all the details and requirements, they evolved what they claim to be the safest, most economical, and most perfect plan for conducting a mining enterprise ever placed before the public.

The essential principle and purpose of this Company is to practically eliminate the speculative element altogether, and to secure the largest returns possible to every member for the money he has invested.

The speculative element enters more or less into mining enterprises when money is expended upon a single mining proposition, when large amounts are paid for undeveloped property, or when, the property being developed sufficiently to disclose its intrinsic value, the management is inexperienced, or unworthy of confidence, or both.

It is safe to say that whenever a collapse of a mining enterprise occurs, it may be traced to one or more of these causes.

This Company has, in the interest of the prospective inventor, safeguarded itself against all these contingencies.

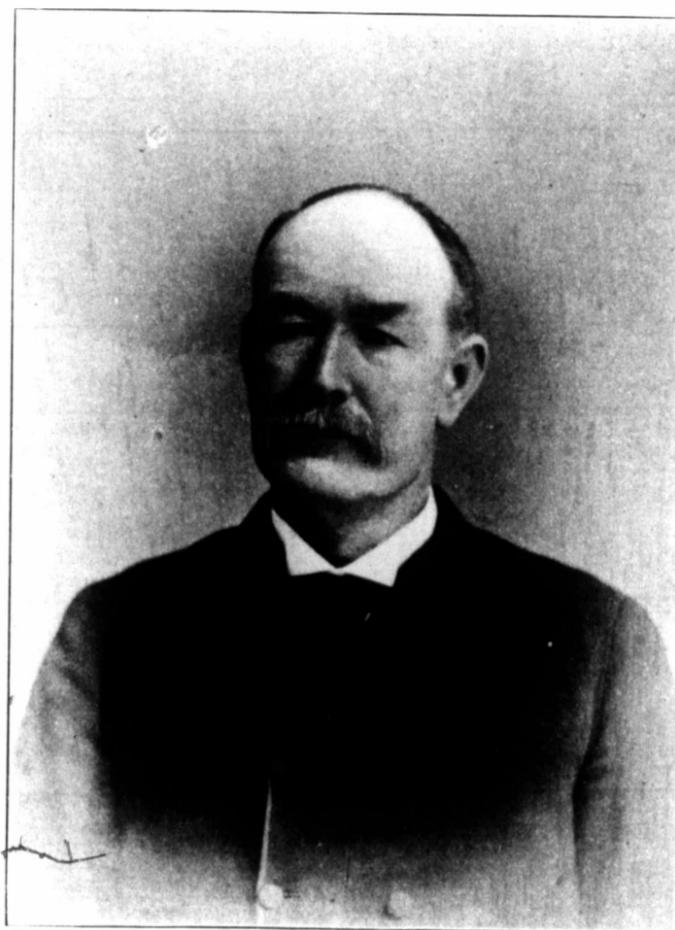
It does not depend for success upon the possession and development of one, two or three mining properties in some mining district, however promising, but its object is to secure, after careful prospecting or examination, the ownership outright or the controlling interest in properties containing well-defined and valuable mineral veins, or placer beds, in every mining district in the country. Should any one of these properties prove unprofitable, there would be no necessity, even if the Company were unscrupulous enough to do as others (happily only a few) have done, and "boom" a worthless claim to recoup themselves for the money they have put into it. It would, of course, be abandoned, but without sense of loss, for the Company will have many more which *will* pay to develop continuously, or to dispose of profitably, when their actual cash value has been clearly demonstrated.

Nor does the Company propose to pay any large sum of money for any property however valuable it may appear to be, and thereby deplete its resources upon a venture of that kind.

On the contrary, its method is to begin at the bottom, and, taking the place of the prospector, to locate its own properties and conduct the preliminary exploitation work which is practically performed in many instances when the assessment work required by law to obtain a proper title to a claim has been done upon it.

The expenditure necessary for this work is only \$500 in each case, but properly laid out will be sufficient to indicate very clearly the prospective value of the claim, and place it in a saleable condition. The "fancy" prices which are paid every day for such claims the Company will not therefore give, but *receive and convert them into dividends.*

In the organization of this Company only those whose character and business ability were unquestioned were selected to manage its affairs. Among them are gentlemen well known in Canada, prominent in political, professional and commercial circles. They are a guarantee of the Company's standing and reliability. Moreover, the President and Vice-President and a number of the Directors are experienced in mining matters as well. They have been and are still interested in developing the mineral resources of this country.



A. J. McLELLAN, PRESIDENT.

Not alone are the external features of the Company, namely the personnel of its directorate, its methods of acquiring and developing properties, etc., but its internal management and regulations are such as to claim and deserve the confidence and approbation of the investing public. The endeavor of the Company has been to avoid, and it has consequently enacted

provisions against, the mistakes, dangers and evils into which others have fallen and from which they have suffered in the past. For instance, the provision whereby the directors are debarred from incurring any expense, unless there are funds available to meet it, prevents the Company from getting into debt and involving the shareholders in liability. Also the placement of all promoters' stock in the custody of the bank until the Company's affairs are placed on a dividend-paying basis, precludes the possibility of any disposal of stock at a lower rate than the upset price. Thus, these elements of danger which have caused the wrecking of more than one hopeful enterprise of a similar kind before it was properly launched on its career, have no place in the management of this Company. It enters an unqualified and standing protest against all bogus and swindling operations.

In fact, all the lines upon which this Company has been framed are calculated to exclude the speculative element from mining operations and to assure even the most cautious that its affairs will be administered honestly and economically, wisely and well, and with profitable results to every shareholder.

The means employed by the Company to secure good mining properties embrace a comprehensive scheme, including every lawful and proper method. In addition to fitting and sending out a number of experienced prospectors to locate claims for the Company in the leading mining districts of the Province, the Company has secured reliable confidential agents in prominent mining localities to co-operate with the Company, and promote its interests in such localities by :

1. Discovering and locating new mineral-bearing properties prospectively of value.
2. By locating good claims as "annexes" to well-known mining properties already developed.
3. By making use of such means as will enable them to be informed at once of new rich "strikes" or "finds" made in the vicinity.

4. By making terms with owners of valuable claims who are, financially, not in a position to do the necessary development work upon them, and who are consequently willing to allow the Company a controlling interest in the claims upon the Company undertaking to do a certain amount of development work within a given time.

5. By advising the Company promptly in the event of any owner of valuable property desiring to dispose of same at a low figure. And, in general, to do all such things as may advance the interest of the Company in that locality, but always under instructions from the Company. Travelling confidential agents, with similar instructions, have also been employed.

The Company by these methods is provided with exceptional opportunities for acquiring valuable properties without the necessity of purchasing them second-hand, and is at the same time enabled to reserve its funds for developing those properties which, from all appearances, would indicate that large results might be expected therefrom at a reasonably small outlay. Should the Company, however, deem it advisable, on account of the terms offered, to purchase a property which they have every reason to believe it would be desirable to acquire, the property must in every case be reported upon and recommended by the mining expert of the Company, who shall also from time to time visit and report upon claims located or developed by the Company.

A glance will be sufficient to reveal the fact that no more economical and efficient plan of securing good properties than the above has yet been devised, the only question being that of selecting the best that are available. In pursuing these methods during the past season the Company has rejected numbers of properties, not because they were not good, but because, from information in the Company's possession, there were better, and those they did secure represent the best they have been able thus far to acquire.

While the value of a first-class organization, operating under the direction of a capable and reliable officary, and governed by safe and sound business principles, cannot be over-estimated, still the fact remains, that the essen-

tial basis of all true success in mining enterprises is to be found in the nature of the properties acquired.

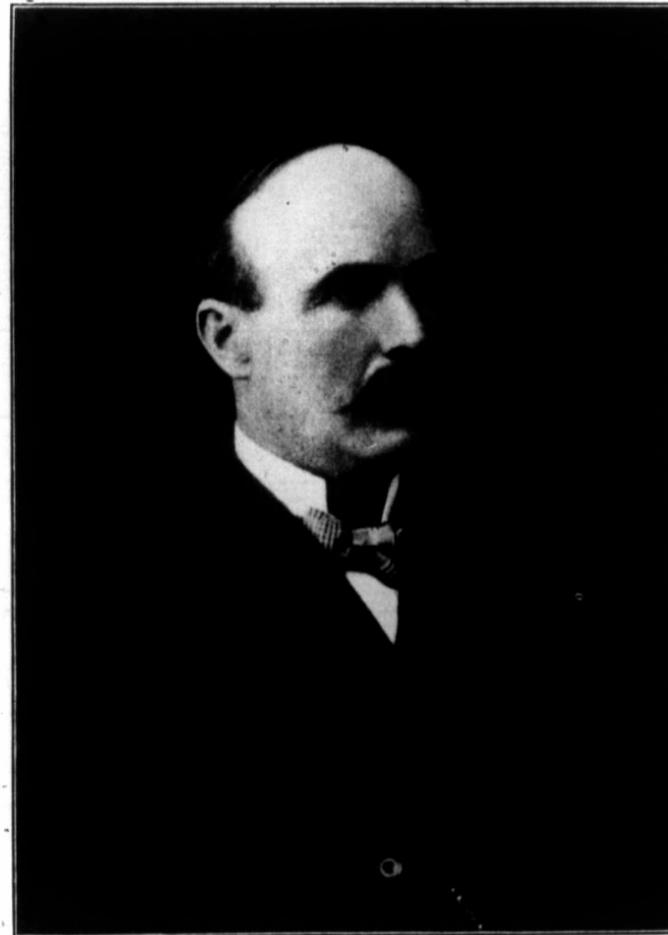
The system adopted by this Company for acquiring good properties embraces every known method, and it is not too much to say that it is the most complete that has yet been devised. Special attention has been given to this branch of the Company's operations with the result that a number of original features have been added which are peculiar to this Company. They have been adopted after a most careful study of the conditions prevailing in the country.

Taken as a whole, this system combines every known plan of securing, at the lowest possible cost, only those properties regarding which there can be no doubt as to their product power and intrinsic value. The principal features of the system, and of that employed in the development of properties, together with other information, including reports upon, and full descriptive matter relating to the properties which have been acquired, are set out in the Company's prospectus, copies of which will be mailed by the Secretary-Treasurer to anyone desiring them, free of charge.

As before mentioned, for a fuller description of these properties the reader is referred to the Company's prospectus, though a word or two regarding some of them here may serve to afford at least a faint idea of their real character.

Respecting the two claims first mentioned in the table it may be said that they abut one another, and that the characteristics of one are common to both.

They take in the whole of a large hill and comprise an area of 363.6 acres. Some conception of the value of this property may be formed when it is stated that a 50-foot ledge of high grade ore, carrying from 63 to 92 oz. of silver, besides copper, and 30 per cent. lead, runs through this property from one end to the other. In fact, if the Company owned no other property than this, the success of its undertaking is assured.



ROBT. T. WILLIAMS, VICE-PRESIDENT.

Of the "Grand Times," "Hidden Treasure," "Mabel," and "Dolphin," it may be said that these are all free-milling propositions which the Company is proud of, as they are properties of splendid promise. They contain a number of fine ledges, all of which the Company is preparing to develop vigorously as soon as they can be worked to advantage when the season opens, though development work is now being carried on on the "Grand Times" and "Hidden Treasure." Assays of specimens taken from the surface give in the case of the "Grand Times," \$17.58 in gold and silver, in the case of the "Hidden Treasure," \$16.18 in gold and silver (another assay gives \$69), and in the case of the "Dolphin," \$40.31 in gold, silver and copper, per ton, mineral value. They are easily accessible and can be readily worked. The means of transportation is by waggon road and Okanagan Lake, thus affording no difficulty whatever. There can be no question about the value of these properties. Three of them, at least, belong to the "pay from the grass roots" class.

The Texada properties include some of the finest copper-gold veins on the Island, the ore being of remarkable purity and extent.

The situation of these claims for development purposes, as in all the claims which the Company has acquired, is exceptionally good; the climate is

so mild as to admit of their being worked throughout the year, in winter as in summer, while the shipping facilities cannot be excelled in any part of the world. The Company has also located a townsite adjacent to the above claims on the most sheltered bay on the east coast of the Island.

It will thus be seen that, for the commencement of this Company's undertaking, the Company has possession of, or holds the controlling interest in, a number of properties comprising extensive deposits of gold, silver, copper and lead, which, when developed more fully, will inevitably bring handsome returns and ensure to the Company the most gratifying success.

In addition to the properties above referred to, however, negotiations are almost completed for the acquirement of three groups of claims in the Kaslo-Slocan District, celebrated for its great dividend-paying silver mines.

Preparations are also being made to send a number of well-tried and experienced prospectors, some of whom are now under contract with the Company, into the Yukon and Cassair territories to locate some of the rich quartz and placer beds for which that region is already world renowned. So that it may, without doubt, be averred that, within a reasonably short time, there will not be a mining district in the country which will not yield its tribute to the coffers of this Company.

If this Company receives the support from this country and abroad which its position, enterprise and capabilities entitle it to, it will be the vehicle of distributing a portion of the great wealth of the mineral areas of British Columbia and its northern frontier to the people of this continent, and of the old land, and of the most distant parts of the globe.

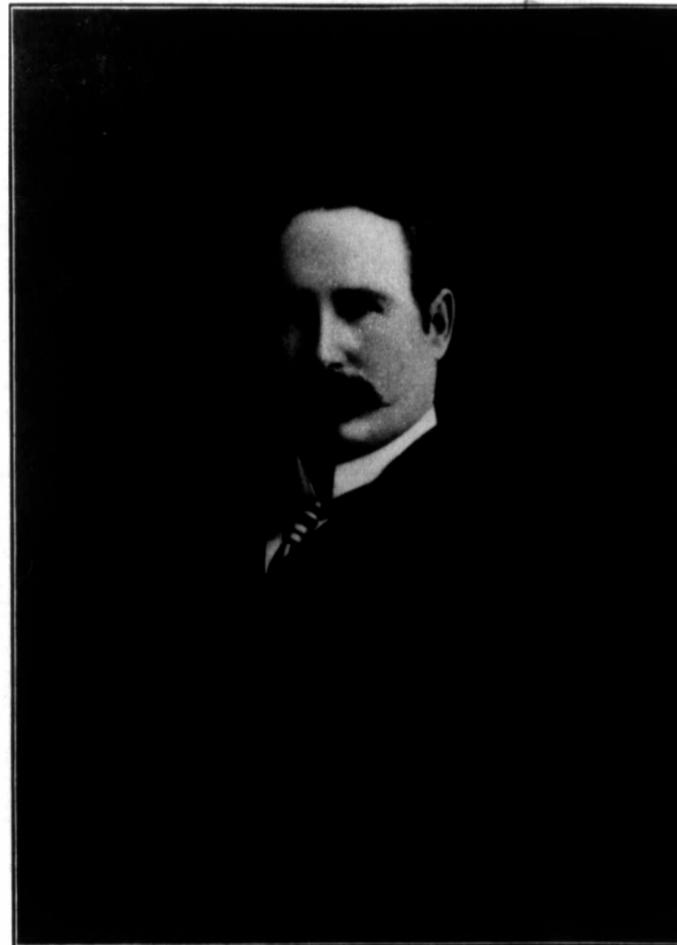
The days when mining was viewed only as a speculative proposition are now past, and, so far at least as this country is concerned, it has entered upon an era when mining may be regarded as a legitimate and stable industry. The character, area and value of mineral deposits to be found therein, the

application of modern, systematic and scientific methods and improved machinery to the several processes of mining, the successful economical treatment of low grade ores as in the case of the refuse portion of the Le Roi output, the increasing number of dividend-paying mines, and other considerations which might be mentioned, all tend powerfully to reduce the speculative features of this business to a minimum, and place it on a basis of "like conditions, like results."

It is now a generally admitted fact that there is no country in the world which presents, everything considered, so inviting a field for mining operations as the British Pacific Coast. From the 49th parallel of latitude to the Arctic Circle, and from the eastern foothills of the Rocky Mountains to the farthest cape of the most western island in the British Columbia archipelago, a vast territory embracing some 200,000 square miles is spread out, abounding in minerals of every kind and value.

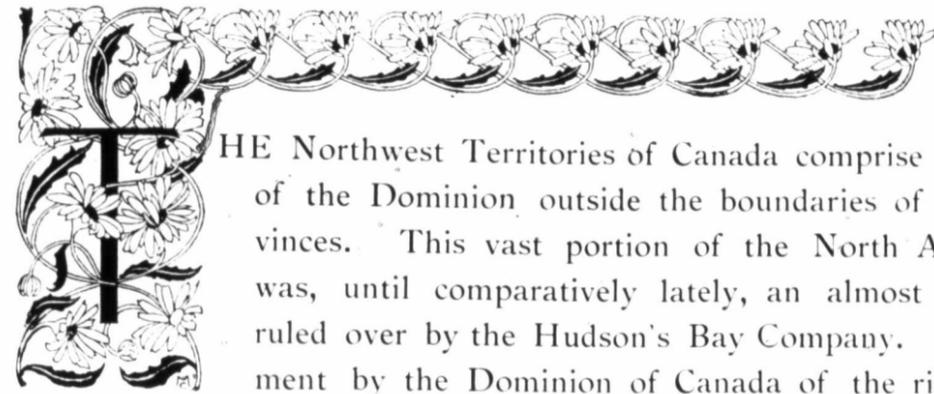
It now only remains, in conclusion, to draw attention once more to the chief characteristics and features of the Company which it commends to the

careful consideration of every one interested in bettering his financial condition, by a judicious investment of whatever sum may be at his disposal, in an industry which of all others properly conducted, and carried out upon the plan herein outlined, is calculated to most certainly and speedily repay him for his outlay beyond his most sanguine expectations.



W. J. DOWLER, SECRETARY-TREASURER.

THE NORTHWEST TERRITORIES



THE Northwest Territories of Canada comprise the larger portion of the Dominion outside the boundaries of the different provinces. This vast portion of the North American continent was, until comparatively lately, an almost unknown region, ruled over by the Hudson's Bay Company. With the acquirement by the Dominion of Canada of the rights of the Hudson's Bay Company in 1870, came more enlightened knowledge of the natural advantages which the newly-acquired portion of the Dominion offered to those in search of homes. Railway construction, together with intelligent exploration and systematic observation of climatic conditions, which have since taken place, enable us to realize and confidently assert, that within these Territories is situated the largest unoccupied areas of good land on the North American continent.

The Territories extend from the International Boundary, or 49th parallel of latitude on the south, to the Arctic Ocean on the north,

and from Hudson's Bay on the east to the Rocky Mountains on the west. This vast extent of territory, covering an area of some 1,402,800 square miles, and embracing some twenty degrees of latitude and fifteen degrees of longitude, naturally includes within its limits many districts, of great extent in themselves, which show marked differences from each other in climatic and topographical features.

The more fertile portion of the Territories in question has been divided by nature into two distinct divisions exhibiting marked differences in physical features and climatic conditions.

The southern half is contained within the great plains or prairie region of Western America, while the northern half exhibits the transition from open prairie or plains to the timbered regions of the north, being park-like in its character, with alternate wooded and prairie portions. Both of these divisions, however, offer special advantages to the homeseeker, but these advantages do not in any way clash with each other when properly understood. In the prairie or plains region, which, within a comparatively few years, formed the grazing ground of vast herds of buffalo, the settler who desires to



CATTLE RANCHING SCENE, NEAR THE FOOTHILLS, N.W.T.

confine himself to pastoral pursuits will find many locations where the luxuriance of the growth of the native grasses and the unlimited pasturage, the small snowfall and the mild winters afford every opportunity for successful effort in that direction, while the northern district offers to the farmer proper, rich soil and better opportunities to embark in grain raising and mixed farming.

In the year 1882 it was found advisable for administrative purposes to divide the portion of the Territories, above described, into four provisional districts, named respectively Assiniboia, Alberta, Saskatchewan and Athabasca.

The eastern portion of Assiniboia, for a distance of some 120 miles west from its eastern boundary, is practically a continuation to the westward of the grain-growing areas of Manitoba, and although the soil is somewhat lighter than the deep black loam of the Red River Valley, it is very warm and productive. Within this portion of the district settlement has rapidly extended, and many thriving towns have sprung up along the main line of the Canadian Pacific Railway.

This portion of Assiniboia offers special inducements to the intending settler who is desirous of embarking in grain raising and mixed farming, there being a good market for all kinds of grain, dairy produce, and beef or pork.

The winters are much milder in the western part of Assiniboia, the snowfall is very light, and cattle, horses and sheep graze outside during the whole year.

The rainfall on the plains adjoining the hills is not as a rule sufficient to mature crops, but the large number of small streams heading in the hills

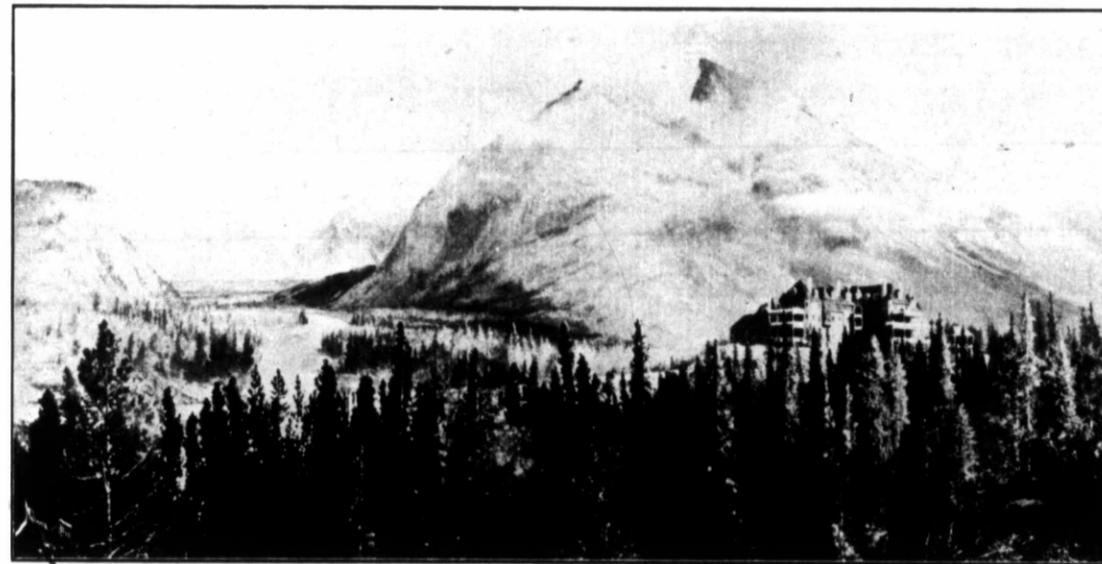
and running down to the plains afford a good supply of water for irrigation, and by constructing cheap ditches, this water is brought to the growing crops and exceedingly satisfactory results obtained.

Southern Alberta is essentially a ranching and dairying country. The district is composed of high, open plains, broken by the valleys of numerous large streams, which head in the Rocky Mountains and flow to the east, and the country becomes more or less rolling and hilly as the heads of these streams are approached. The valleys and bench lands produce a most luxurious and nutritious growth of native grasses, chief among which is the far-famed "bunch grass," and cattle, horses and sheep graze outside during the whole year. Northern Alberta is essentially an agricultural district, and while some portions of the district offer favorable openings for stock farming, the principal advantages of the district will ensure settlement by immigrants who desire to engage in mixed farming.

In all the settled portions of the Territories, most liberal provision is made for schools, and new schools can be formed in any newly settled district where there are twelve children of school age. About seventy per cent. of the

cost of keeping the schools open is paid by the Government. The country is well provided with churches, banks and markets.

Such trade and educational centres are scattered at convenient points over the vast area of the Territories. These prosperous settlements include Edmonton, Prince Albert, Battleford, Regina, Indian Head, Moosejaw, Medicine Hat, Lethbridge, Fort McLeod and Calgary, all growing in importance and with progressive municipal government can be made into thriving cities.



SANITARIUM AND HOTEL BANFF, BANFF, N.W.T.

The Yukon Gold Fields



NE of the greatest gold discoveries of recent years has been made in these Northwest Territories of Canada. No sooner had the great wealth of the gold and silver quartz mountains of British Columbia become known to the world than tidings were received of fabulously rich gold diggings on the Yukon and its tributary streams, particularly on the Thronduick, or, as it is more generally called, the Klondyke, as well as on the Bonanza, the El Dorado and other creeks. This district adjoins the United States territory of Alaska and approaches on the north very nearly to the limit of the Arctic circle. It is a country of severe winter and very short summer, and, so far as can be judged, principally valuable for its minerals. But of its richness in that respect there is no doubt, and it is impossible at present to limit the locality from which gold will be taken.

The principal drawback has been the difficulty of getting into the country. It was necessary to go by steamer to St. Michaels, Alaska, and by the Yukon River to Dawson City, or else to cross the mountain divide, carrying provisions on the prospector's back, and build boats on the other side to get down to the Yukon. This also involved expense, hardship

and danger. Under these circumstances the mining camps have been small and few in number, though, like all such communities in Canada, quiet and free from crime. A small detachment of the Northwest police proved ample authority for the maintenance of order. But the enormous quantity of gold brought out by a few prospectors resulted in a rush such as has not been seen for many years, and it became necessary to provide more amply for the future. Three companies obtained charters to build railways from the coast to the head of the inland navigable waters, with the intention of there building small steamers.

The two American companies in Alaska do much of the business of conveying prospectors and carrying the food in to feed the country. The Government of Canada, in 1897, reinforced the detachment of mounted police to a strength of 100 men, and established stopping places or refuge posts here and there between the sea and the Yukon, in order that communication might be open by means of dog train throughout the winter. A customs officer was sent to the divide and regulations promulgated as to the terms on which mining claims could be taken up and held. Considerable hardship was undergone by many, who, contrary to advice, insisted upon making their way

into the country during the first summer after the discoveries, but later arrangements will result in making the Yukon as accessible as many of the mining districts of British Columbia.

The pioneers in Yukon exploration owe much to the Alaska Commercial Company and Hudson's Bay Company, whose enterprise enabled these early prospectors to survive.



Alaska.  Canada.
INTERNATIONAL BOUNDARY ACROSS THE YUKON RIVER—LOOKING NORTH.

THE ALASKA COMMERCIAL COMPANY.—The principal corporation engaged in conveying passengers to the Yukon by the ocean route is The Alaska Commercial Company which had been carrying on a trade with the country for nearly thirty years previous to the Klondyke discoveries. The Yukon River, along the tributaries of which the Canadian fields lie, has its mouth in the great track of Alaska, which is owned by the American Republic.

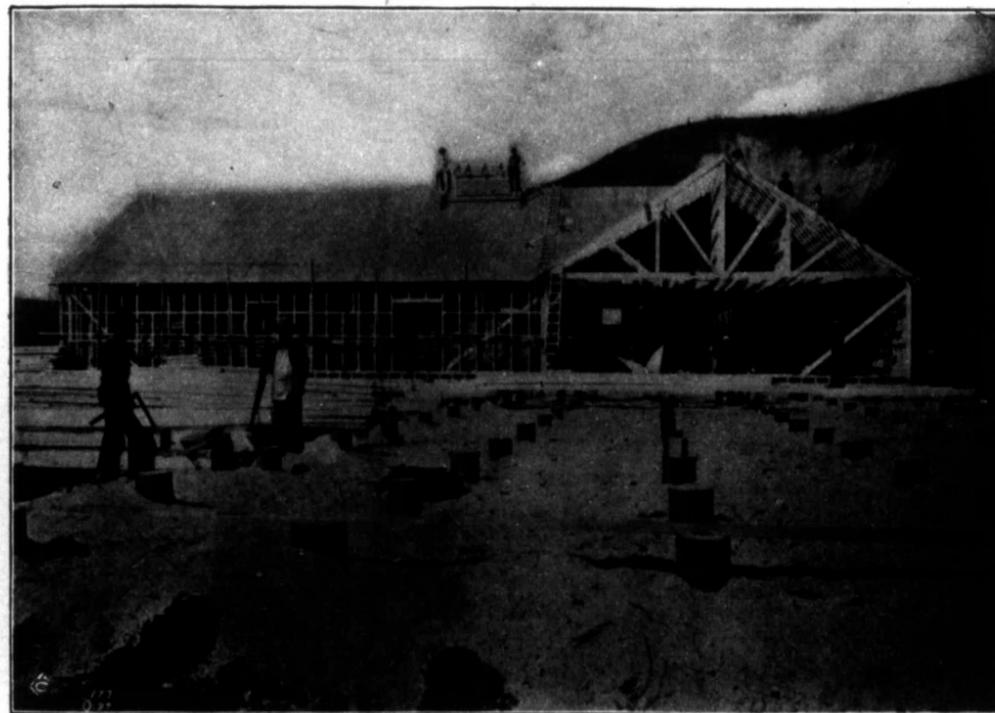
Alaska was purchased from Russia by the United States, in 1867. Even prior to this time the Alaska commercial Company had representatives there securing information regarding the country. In 1867 the Company bought out the Russian-American Company that had been engaged in trading for many years. The Pribyloff Islands were leased

to the Company for twenty years from May 1, 1870, under an Act of Congress, approved July 1, 1870. The annual rental paid was \$55,000, with a tax of \$2.62 on each sealskin taken, making the total rental \$317,000.00 per annum. It will thus be seen that the Company has paid nearly seven million dollars in rentals to the United States.

They established stations at all the principal points in Alaska during 1868 and 1869, and had a passenger and freight boat running on the Yukon River in 1869. The Company has been engaged actively in business for nearly thirty years, consequently, owing to this long-continued occupation of territory, it possesses advantages of a superior character in connection with everything relating to Alaska. It has a thorough knowledge of the style and quality of provisions and clothing best suited to the needs of the country. Its facilities for the transporta-



DEPARTURE OF ALASKA COMMERCIAL CO.'S STEAMER "EXCELSIOR" FROM SAN FRANCISCO, JULY 28th, 1897, FOR ST. MICHAEL WITH PASSENGERS FOR DAWSON.



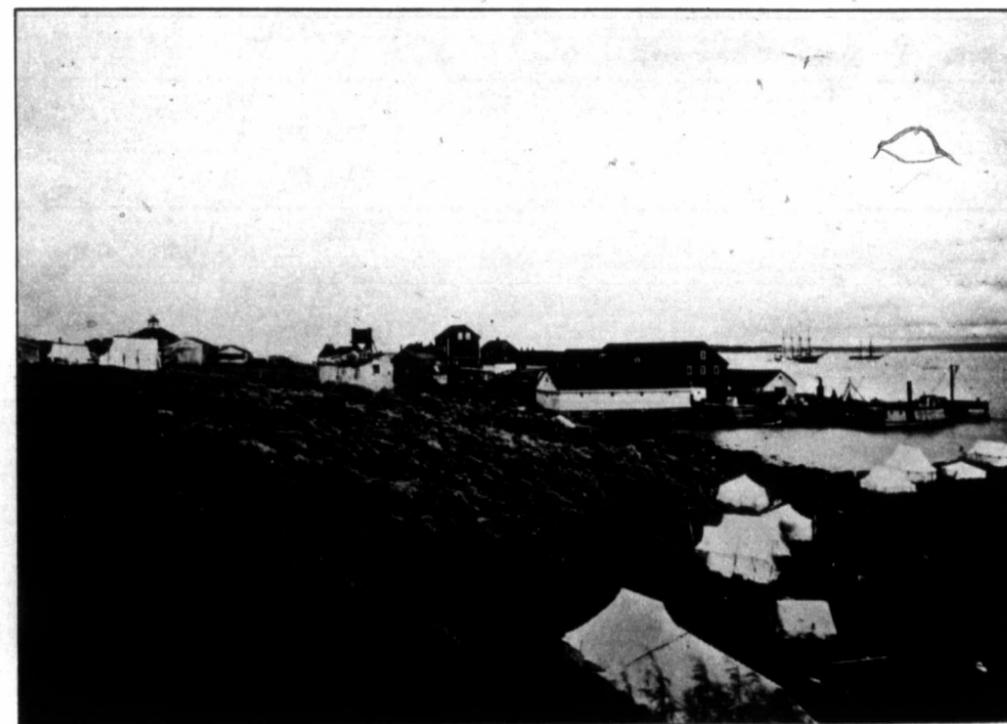
ALASKA COMMERCIAL CO.'S WAREHOUSE IN COURSE OF ERECTION AT DAWSON, JULY, 1897.

tion of passengers and freight are unexcelled. It has the advantages of having a plant already established and vessels on the river ready to proceed to the Klondyke district as soon as the river opens. Wood piles are already stacked at convenient points on the river, and therefore passengers travelling on its steamers will not be subject to the delays and trouble that will be attendant upon people who have not taken time by the forelock, and so thoughtfully provided themselves with fuel, which is, of course, the great essential of the river trip. The reputation of the Company for taking proper care of passengers is so well established that comment is unnecessary. The steamers of the Company are fast and commodious, and are equipped with everything necessary for the comfort of passengers. The Company takes justifiable pride in referring to its successful career, and particularly to the fact that since it first engaged in the transportation business in 1869 there has not been one case of a loss of life. The captains of their steamers have been on the river for many years, and are thoroughly acquainted with the dangers

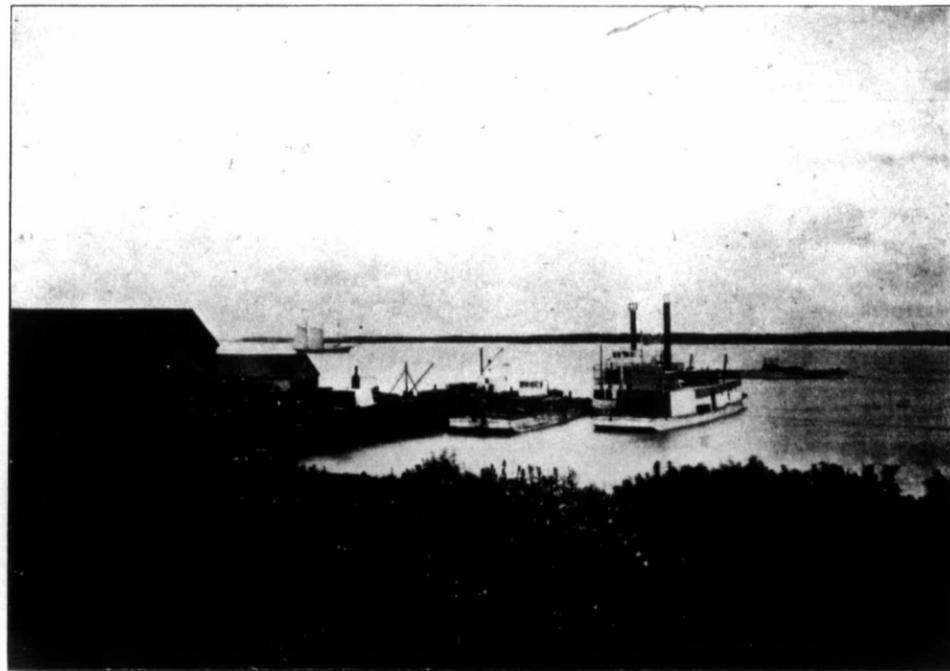
and difficulties of navigation. In this respect it will be seen that passengers have a perfect guarantee of safety.

The Company's reputation for integrity and fair dealing is known practically the world over, and its word in any business transaction is as good as its bond. Passengers travelling to the Klondyke will find it to their best interests to go there under the auspices of the Alaska Commercial Company and they will be sure of making the trip without danger or discomfort. They have a full and accurate knowledge of the country and its peculiar features—a knowledge not possessed by any other company, and which could only be acquired by years of direct experience and the expenditure of large sums of money.

As an illustration of the fact that the Alaska Commercial Company was interested in the development of Alaskan mines more than twenty years ago, the following letter is appended. The letter was a portion of the evidence



ST. MICHAELS FROM THE EAST.



ALASKA COMMERCIAL CO.'S WHARF, ST. MICHAELS.

furnished in the investigation of the fur-seal fisheries of Alaska by the House of Representatives in January, 1889. It also ably illustrates the honorable policy that has characterized the Company in its dealings with its patrons:

San Francisco, May 7, 1886.

MR. M. LORENZ, AGENT, ST. MICHAEL, ALASKA:

Dear Sir,—We have been informed that a large number of miners have already started for the Yukon and Stewart River mines, and it is probable that many others will be attracted to that section of the Territory in consequence of the supposed existence of rich diggings in that district. Considering that the Company's station at St. Michael is the nearest source of supply, an extra amount of groceries and provisions have been sent to you to meet the possible demands likely to be made upon you during the coming winter. It must not be understood, however, that the shipment referred to is made for the purpose of realizing profits beyond the regular schedule of prices heretofore established; our object is to simply avoid any possible suffering which

the large increase of population, insufficiently provided with articles of food, might occasion. Hence you are directed to store the supplies as a reserve to meet the probable contingency herein indicated, and in that case to dispose of the same to actual consumers only, and in such quantities as will enable you to relieve the wants and necessities of each and every person that may have occasion to ask for it.

In this connection we deem it particularly necessary to say to you that traders in the employ of the Company or such others as draw their supplies from the stores of the Company, doing business on their own account, must not be permitted to charge excessive profits; otherwise all business relations with such parties must cease, as the Company cannot permit itself to be made an instrument of oppression toward any one that they may come in contact with.

It is useless to add that in case of absolute poverty and want the person or persons placed in that unfortunate position should be promptly furnished



DAWSON, APRIL, 1897.



LOOKING N.E. FROM MOUTH OF CLIFF CREEK, NEAR FORTYMILE; SITE OF AN EXTENSIVE COAL VEIN IN MIDDLE FOREGROUND.

with the means of subsistence without pay, simply reporting such facts at your earliest convenience to the home office.

Asking your strict compliance with the foregoing instructions, which we hope will be carried out with due discretion on your part, I am, with kind regards,

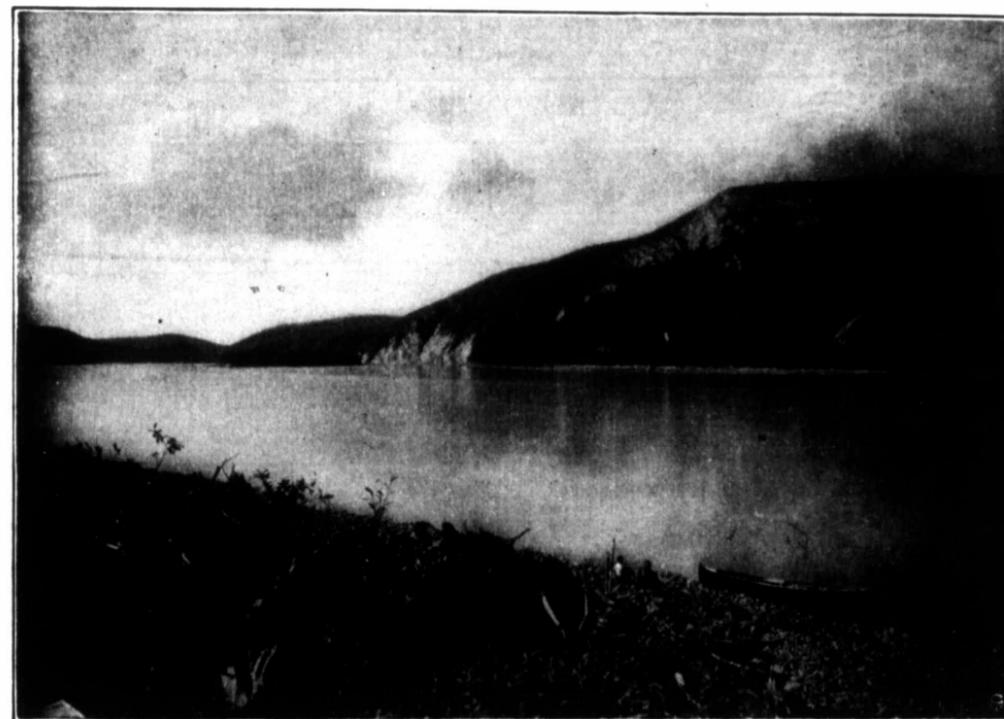
Yours truly,

(Signed) LEWIS GERSTLE, President.

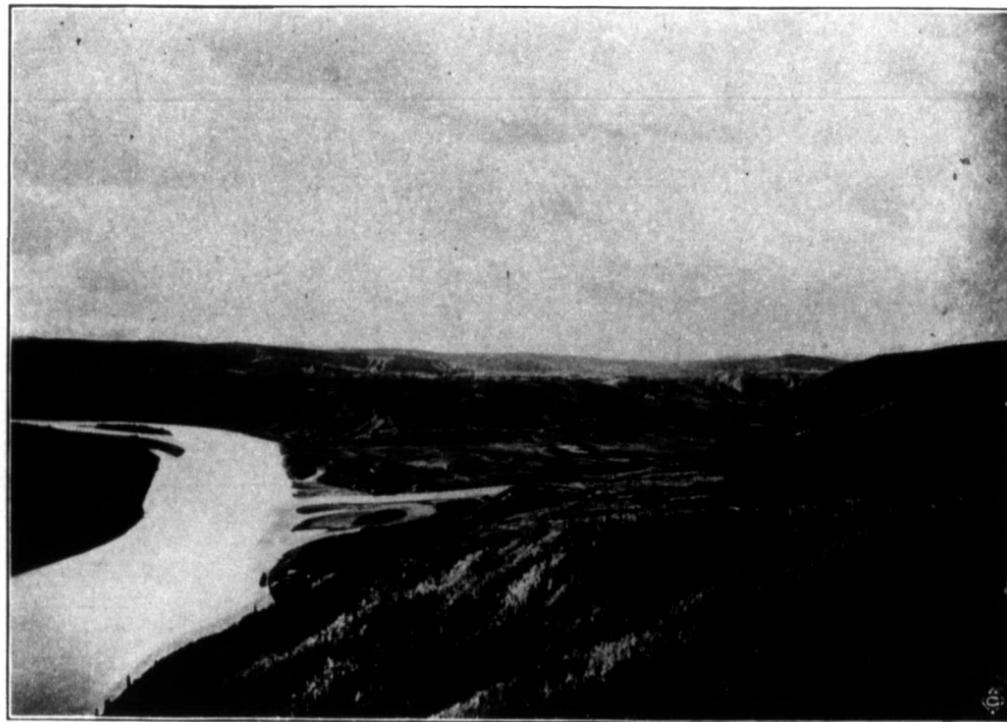
Of the transportation companies operating the Ocean River Route to the Klondyke gold fields, the one that is most widely and favorably known is the pioneer line of the Alaska Commercial Company. The length of its time of service, extending over a period of almost three decades, has given to it an experience that is not possessed by any other company. As time has rolled on the Company has steadily advanced in its carrying capacity until now its fleet of vessels is almost irreproachable. The knowledge gained by years of

travel on the Pacific Ocean and the great Yukon River, has been of great value to the Company, and it is now prepared to give to its patrons the best possible service. The captains of the vessels and all of the other officers have been in the employ of the Company for many years and fully understand everything necessary for the safe and speedy transportation and the comfort of passengers.

The latest acquisition of the Company is the magnificent new steel steamship "St. Paul," which has been constructed by the Union Iron Works, of San Francisco, which had practically carte blanche regarding the building and equipment of this vessel, and every feature of the most modern plans of marine architecture has been introduced. The steamship is two hundred and eighty-eight feet long, with a thirty-eight foot beam, and has accommodations for two hundred and fifty-seven first-class cabin passengers. Its register is twenty-five hundred tons and its horse power eighteen hundred and fifty. Its



LOOKING UP YUKON RIVER FROM 3 MILES BELOW FORTYMILE. CUDAHY AND FORTYMILE IN DISTANCE, ROCK POINT ON RIGHT 1,300 FEET ABOVE WATER.



MOUTH OF FORTY MILE RIVER.

state-rooms are all commodious, well ventilated and lighted and are furnished with only fore and aft bunks. The rooms are fully equal in luxury and in size to many of the great Atlantic liners, and in them one can easily believe himself to be in a hotel instead of at sea. The decorations are artistic in soft, yet rich effects, and the conveniences for the bestowal of the passengers' belongings are most ingenious. There are electric lights everywhere and electric bells for the summoning of attendants at a moment's notice. There is also a saloon and a smoking-room fitted with lounges and easy chairs for the comfort of passengers. Though not exactly following the well-known remark of James Russell Lowell, "Give me the luxuries of life and I will dispense with the necessaries," the Company has made a most happy combination of both these features, and, in providing properly for the comfort of its patrons, it will feel confident of their unqualified approbation. Believing that cleanliness is akin to godliness, the Company has supplied a plenitude of bath-rooms, with porcelain tubs, and hot and cold water will be ready at all hours. A notable

feature of the vessel is its cold storage rooms, which enables the Company to carry fresh meats, fruits and vegetables for the entire round trip.

The "Portland" is another one of the Company's steamships. It is a wooden vessel, of fifteen hundred tons gross, and it has been entirely rebuilt and refitted and is in first-class condition. All the state-rooms are new and the equipments, in every particular, are the same as those on the "St. Paul." Its passenger accommodations in every way are unexcelled and exceed those of any vessel of any other line. The steamer is staunch and seaworthy and will be under the command of one of the Company's most experienced captains. The well-known steamers the "Dora" and the "Bertha" have also been thoroughly refitted and equipped in first-class style and will be used on the ocean voyage as they have in years past.



NEAR THE BOUNDARY. ONE-HALF OF THE PREVIOUS DAY'S BAG. ALASKA, CANADA.



LOOKING UP THE CANYON ON FORTY MILE.

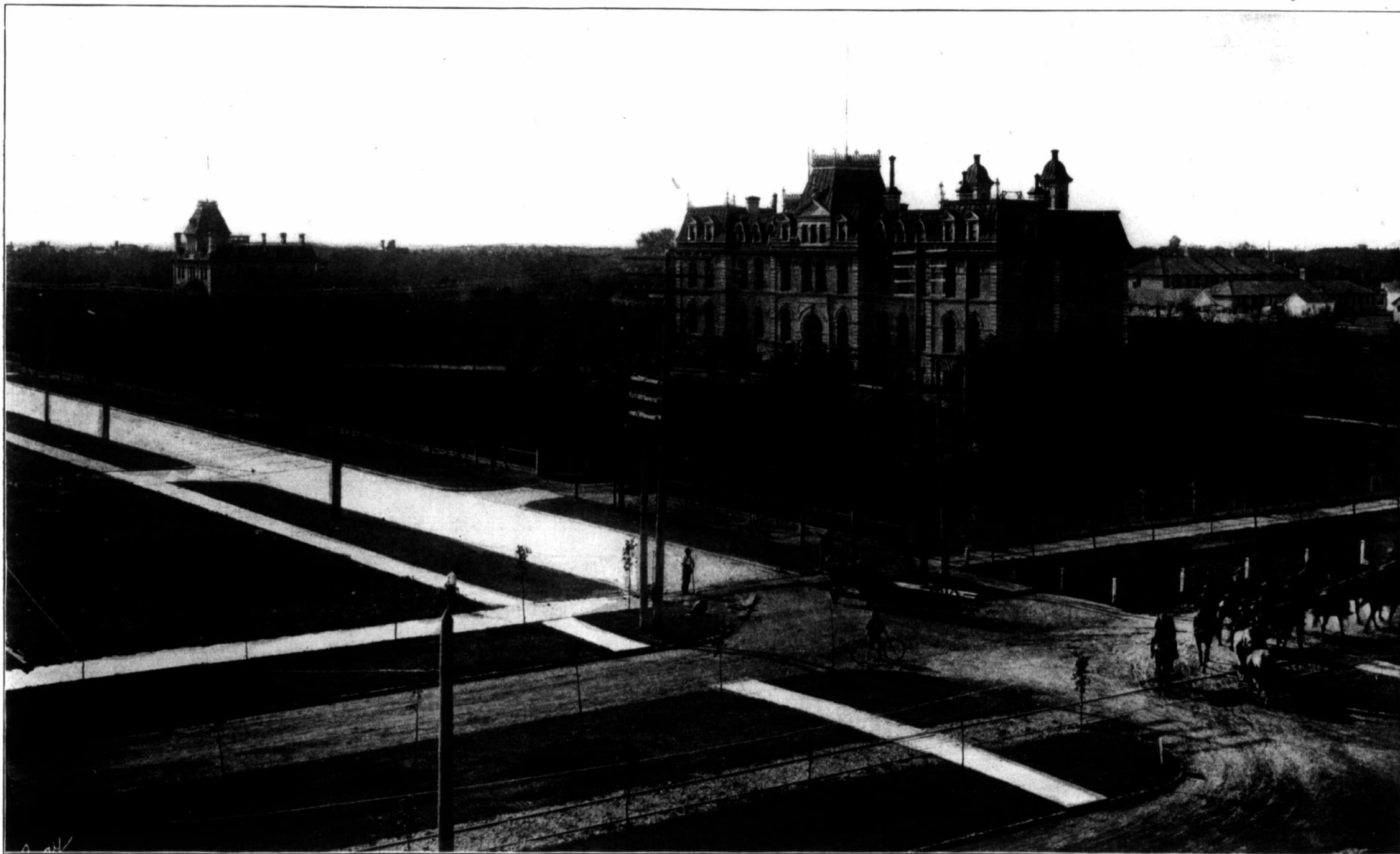
The fleet of river boats used on the Yukon is a matter of pride to the Company as their construction is the result of years of experiments and practical experience in transportation. They are all commanded by officers who have had years of experience in navigating the river and are thoroughly acquainted with whatever dangers and difficulties that may exist. The steamers that are now ready for the Yukon River trade are the "Alice," the "Bella," the "Margaret," the "Yukon," the "W. H. Seward," the "Saidie," a new steel side-wheeler, the "Leah," new, the "Sarah," new, the "Hannah," new, the "Susie," new, and the "Louise," new.

These vessels are all thoroughly fitted in first-class style for the transportation of passengers in the best possible manner, possessing every equipment that the necessities of such a trip require.

Furthermore, the transportation facilities and arrangements for the shipment of freight are unexcelled, and these are considerations of the utmost importance to travellers. A sea voyage covering thousands of miles, occupying thirty or more days, is filled with inconveniences and hardships unless everything is done by the Steamship Company to insure the comfort of its guests. For the transportation of passengers and freight, the Alaska Commercial Company has its own fleet of steamships, specially equipped for the northern trip. Included among these are the steel steamship "St. Paul," recently built for Company, the "Bertha," and the "Dora." These vessels are all staunch and seaworthy, and have been equipped with all the modern conveniences for the comfort of passengers. Through the Company's system of cold storage, fresh meats, vegetables and fruits are supplied daily.



FROM MOUNTAIN TOP EAST OF DAWSON. LOOKING UP AND ACROSS KLONDYKE VALLEY.



GOVERNMENT HOUSE AND PARLIAMENT BUILDINGS, WINNIPEG, MANITOBA.

THE PROVINCE OF MANITOBA



MANITOBA, the infant Province of Canadian Confederacy, is fast attaining a political and commercial status among the sister Provinces of Canada. A portion of what is now known as the Province of Manitoba was first settled by Lord Selkirk in 1811, and the following year witnessed the establishment of the Red River colony. The Hudson Bay Company sold Earl Selkirk a fertile strip along the banks of the Red River for the purpose of colonization. He was invested with full proprietary rights to the soil, subject only to the extinguishment of the Indian title. The settlers came from the north of Scotland, most of them being from the parish of Kildonan in Sutherlandshire. Two rival fur-trading companies to the Hudson Bay Company having come into the country, led to many scenes of conflict between the contending parties. The young colony, as a result of these contentions, was hampered in its development and made but little progress. In fact, a severe struggle which took place in June, 1816, in which Governor Semple of the Hudson Bay Company was killed, almost strangled the infant colony. The Earl lost no time in trying to punish those identified with their persecution,

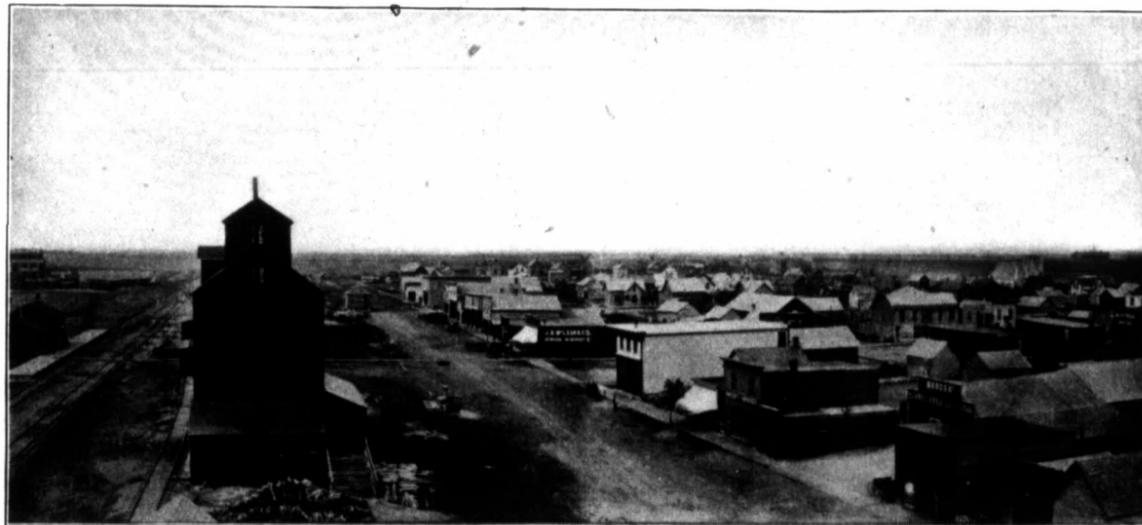
but failed in his efforts to punish the guilty. The Earl next secured an extinguishment of the Indian title and gave his colonists a fresh start in 1817. They were later given deeds in fee simple for their small allotments or farms, and from this time forward they made steady progress. After years of government under the jurisdiction of the Hudson's Bay Co., the district, for a consideration, was handed over to the Canadian Confederacy in 1869. A somewhat chaotic state of affairs existed during the interval between the retirement of the H. B. Co. and the assumption of authority by the Government of Canada. The Metis, under the leadership of the late Louis Riel, precipitated an insurrection, which was speedily suppressed.



THE LAST OF THE BUFFALO, SEEN IN CONFINEMENT AT SILVER HEIGHTS, MANITOBA.

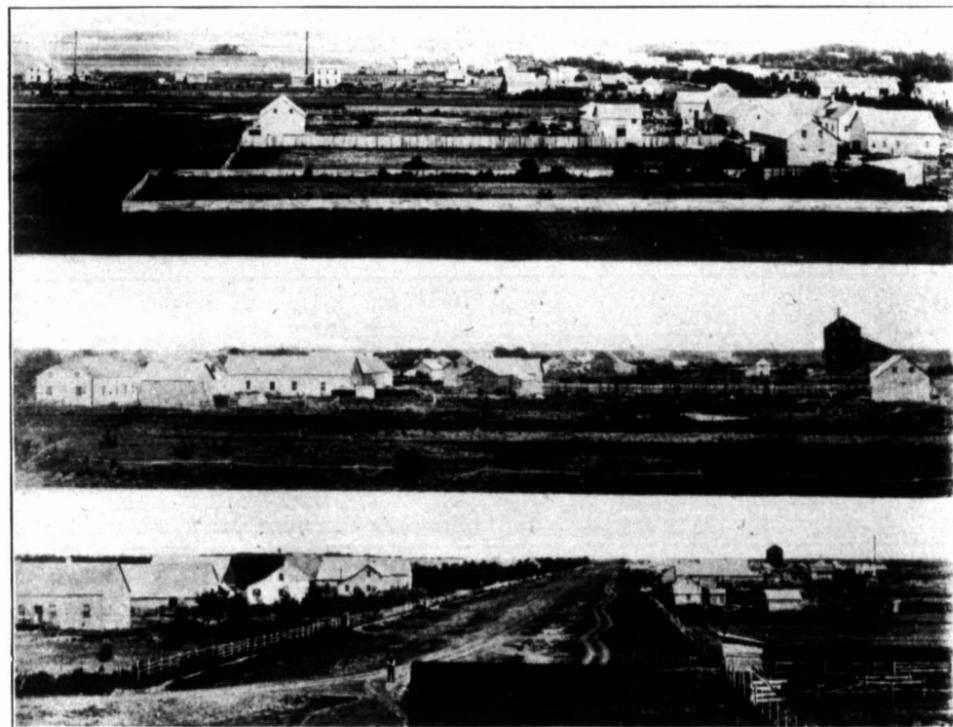
The newly organized Province of Manitoba entered Confederation on the 15th July, 1870. Instead of a Territorial Government, as first proposed, Manitoba was given a representative Legislature with two Houses, a Council and Legislative Assembly of 24 members. The Council was abolished in 1876 and there has only been a single chamber ever since. Manitoba is now governed by a Lieutenant-Governor and an Executive Council of five Ministers responsible to a Local Legislature, which is elected for a term of four years. The Province is entitled to four Senators and seven members of the House of Commons in the Parliament of Canada

at Ottawa. It was soon found that with the prospective development of the Northwest Territories the Province of Manitoba was too small, accordingly an Act was passed in 1881, enlarging the area of the Province to 123,200 square miles; the eastern portion was, however, subsequently reduced as a result of litigation with the Province of Ontario, until now the area is 73,956 square miles, with a population of about 200,000, according to the census of 1896. The growth of Manitoba has been phenomenal, when compared with that of the older Provinces. The Pro-

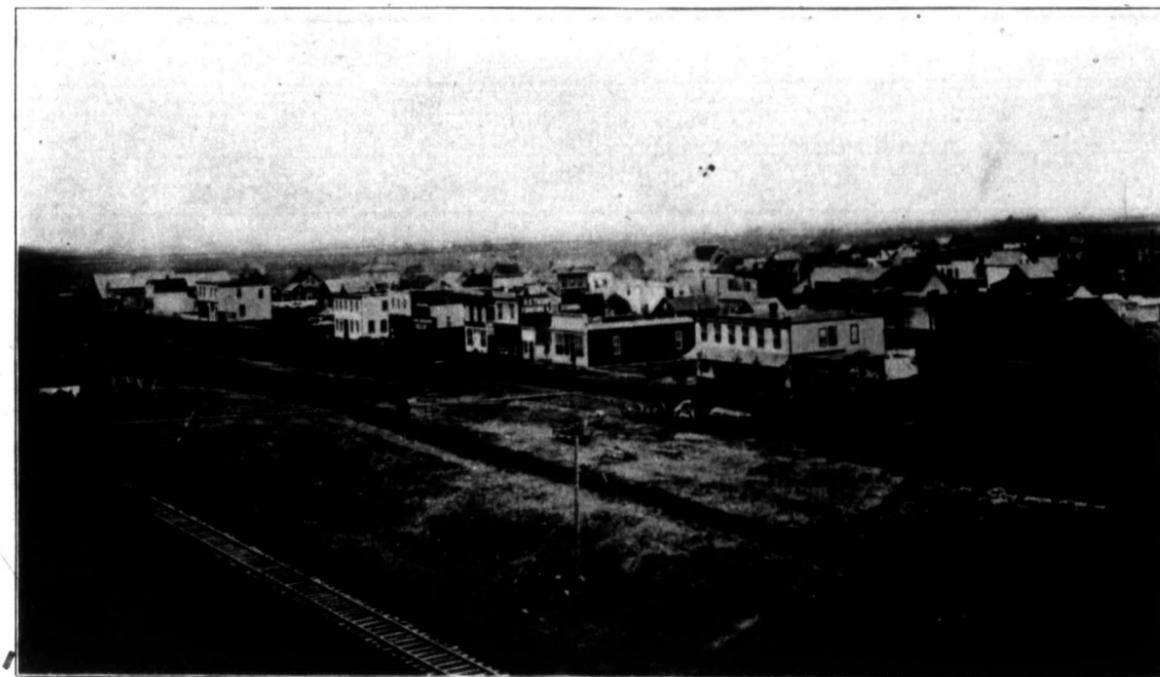


PILOT MOUND, A VILLAGE IN SOUTHERN MANITOBA.

vince has been under disabilities in the past that must of necessity be overcome in the near future. Cheap transportation to and from the seaboard will open up a new era in the development of Manitoba and the Northwest Territories. With the further construction of railways and a more active competition, the vast and fertile regions of Manitoba and the adjoining Territories will be fully occupied, and hundreds of thousands will follow in the wake of those who are now but pioneers, to enjoy comfortable homes in its verdant vales and fertile prairie.



VIEWS OF STEINBACH, A MENNONITE VILLAGE IN SOUTH EASTERN MANITOBA.



VIEW OF TOWN OF GLENBORO, MANTOBA.

Manitoba has already developed wonderful resources in agriculture, live stock, dairy, fishery and other products. Apart from being a desirable home for the intending settler, the Northwest is now attracting a large number of tourists from Europe as well as the neighboring Republic. The fever-stricken people of the United States and the terrorized inhabitants of the cyclone and tornado belt of those of the southwest are fast realizing that more desirable homes can be made in Manitoba, with its bracing climate, pure air and congenial surroundings of wood and water. It is not unfrequently



A FARMER'S HOME. RESIDENCE AND GARDEN OF A. P. STEVENSON, ESQ., ONE OF THE PIONEER SETTLERS, NELSON, MANITOBA.

termed "The Hunter's Paradise," from the abundance of game of all kinds. Deer, elk, moose, cariboo, antelope, wild fowl and a large variety of fur-bearing animals are found in the more remote parts, affording fascination for the most ardent disciple of Nimrod. The rivers and lakes teem with fish of all kinds, trout, sturgeon, whitefish, pickerel, pike, bass, perch, etc.

The Province has an excellent system of non-sectarian Public Schools for elementary and intermediate education, with a University and four affiliated colleges for higher education.



FARM DWELLINGS NEAR MANITOU, IN SOUTHERN MANITOBA.

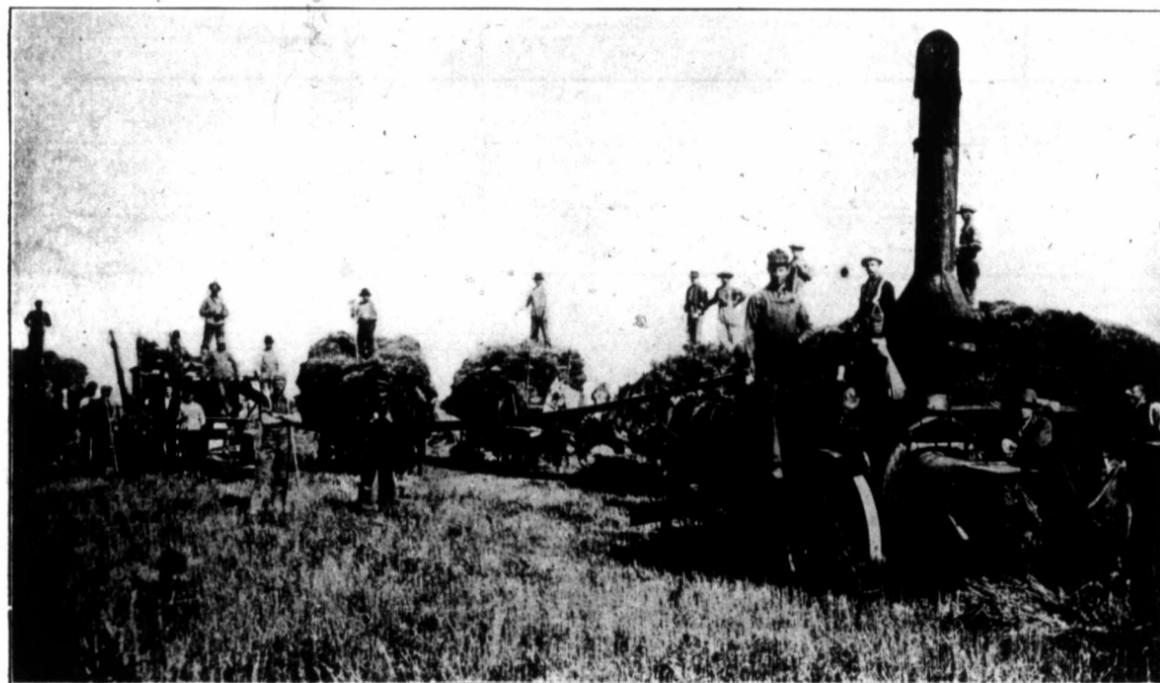


FARM DWELLINGS NEAR MANITOU, IN SOUTHERN MANITOBA.

Some idea of the growth of the Province may be had from the following statistics: Census of 1871, population 18,995; 1881, 62,260; 1891, 152,506, and as already stated, nearly 200,000 at the special census of 1896. Of the people in Manitoba to-day, they may be said to be more cosmopolitan than those of any other Province in Canada. They consist of natives of the British Isles, Canadians, Indians, Half-breeds, Mennonites, Icelanders, Germans, Danes, Scandinavians, Jews, Poles, French, Chinese, Japanese, Galicians, Russian Doukhobors and persons from every known clime, but of course the great majority of the population consists of English-speaking people from Eastern Canada and Great Britain. There was not a single mile of railway in the Province when it entered Confederation in 1870. To-day there are 1,544 miles. The Canadian Pacific main line passes through the Province for 303 miles, with 611 miles of branches. The Manitoba & Northwestern has an entire length of 207 miles within the Province, the Northern Pacific 265 miles, the Dauphin Line 102 miles and the Great Northwest Central 56 miles.



FARMER'S HOME AND OUTBUILDINGS IN SOUTHERN MANITOBA.



A THRESHING SCENE, COMMON IN ALL PARTS OF MANITOBA IN SEPTEMBER AND OCTOBER.

There are evidences everywhere of the growth of cities and towns throughout the Province as a result of its rapid development. The Red River Rebellion was not an unmixed evil. Many of those who volunteered for service remained in the country after the rebellion was quelled, while the attention of the outside world was, by means of the disturbance, attracted to what was before that time practically an unknown land. The result was that the settlement of what may be termed "Modern Manitoba" dates from about the time of the rebellion.

It is hardly possible for people elsewhere to credit what has been done in the brief space of a quarter of a century—brief, that is, when measuring the life of a nation. Yet the fact remains that twenty-five years ago, aside from a few settlements about Winnipeg and along the Red River, Manitoba was a vast wilderness of forest and prairie, of lake and river, a wide stretch of blue-domed solitude. To-day the sojourner in the land will see everywhere—not in one locality, but in nearly every part of the Province—busy towns and thriving settlements of agriculturists, and he will hear, too, upon all sides

the sound of the saw and the hammer and the trowel, a sound prophetic of greater things to follow. Twenty-five years ago the nearest railway station to Winnipeg was Breckenridge, Minn., 260 miles away, which was reached by a tri-weekly stage. Now every district is reached by railway, half a hundred passenger trains leaving Winnipeg, alone, every week over thirteen lines. In 1870 the value of the exports of Manitoba, consisting of the furs of animals, was less than \$124,000. Twenty-five years later the farmers of Manitoba exported wheat, stock, butter and cheese to the value of seven and three-quarter millions of dollars, while their estimated receipts from all sources for the same season was fourteen and a half millions. In the year 1870 there was one postoffice in the Province. There are now over 500. In 1871 there were 16 schools; now there are 985, comprising 1,032 departments. A quarter of a century ago the grain of Manitoba was stored in a few log granaries. To-day, towering elevators are seen at every railway station, and within their bins may be stored at one time ten millions of bushels of wheat.



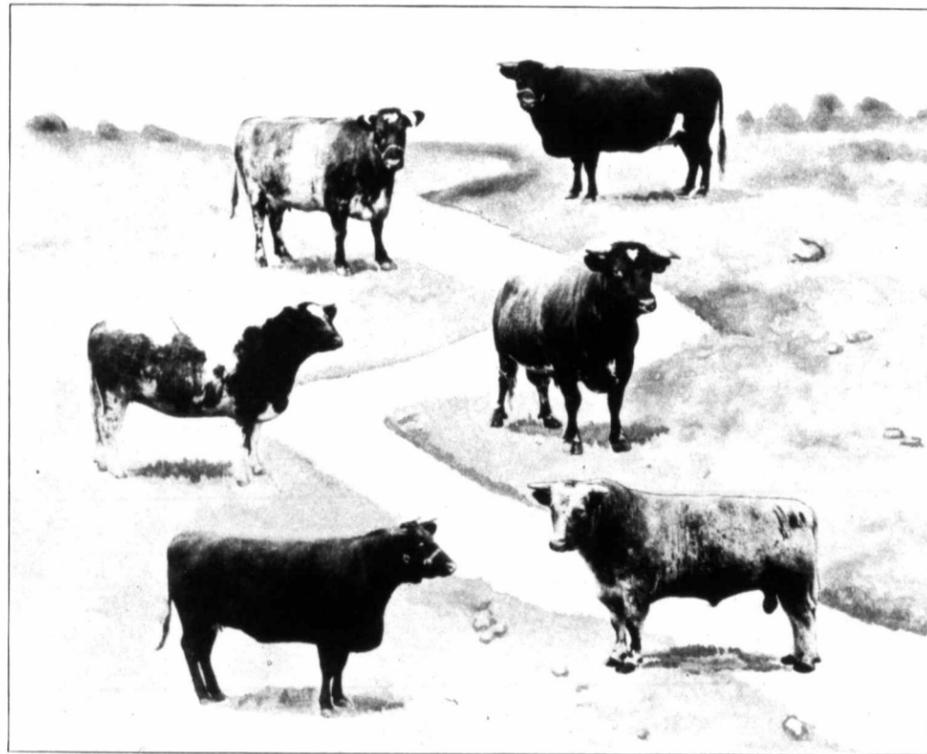
AN ICELANDER'S HOME AND STOCK IN MUNICIPALITY OF ARGYLE AFTER TEN YEARS' RESIDENCE IN MANITOBA.



AN ICELANDER'S STOCK, OUT-HOUSES AND PRAIRIE HAY FOR WINTER USE IN MUNICIPALITY OF ARGYLE.

In 1883, and indeed later, the farmers of the Province were buying their meat, large quantities of which were imported, from the United States. In 1895 these farmers, according to a most conservative estimate, sold for export and local consumption 41,000 cattle and 48,000 hogs, besides a considerable number of sheep, the estimated value of the three kinds of stock being over two millions of dollars. The production of wheat within the same period has increased more than 500 per cent. For the seven years from 1890 to 1896 inclusive the average yield of this cereal per acre was $19\frac{3}{4}$ bushels. When it is considered that the average of the United States is only $12\frac{1}{2}$ bushels, it is hardly to be wondered at that the Manitoba farmer continues to increase his wheat area, even in the face of lower prices than those prevailing in the early days.

Then within still more recent years has grown the dairying industry, which was wholly unknown in the early stages of developments. Creameries



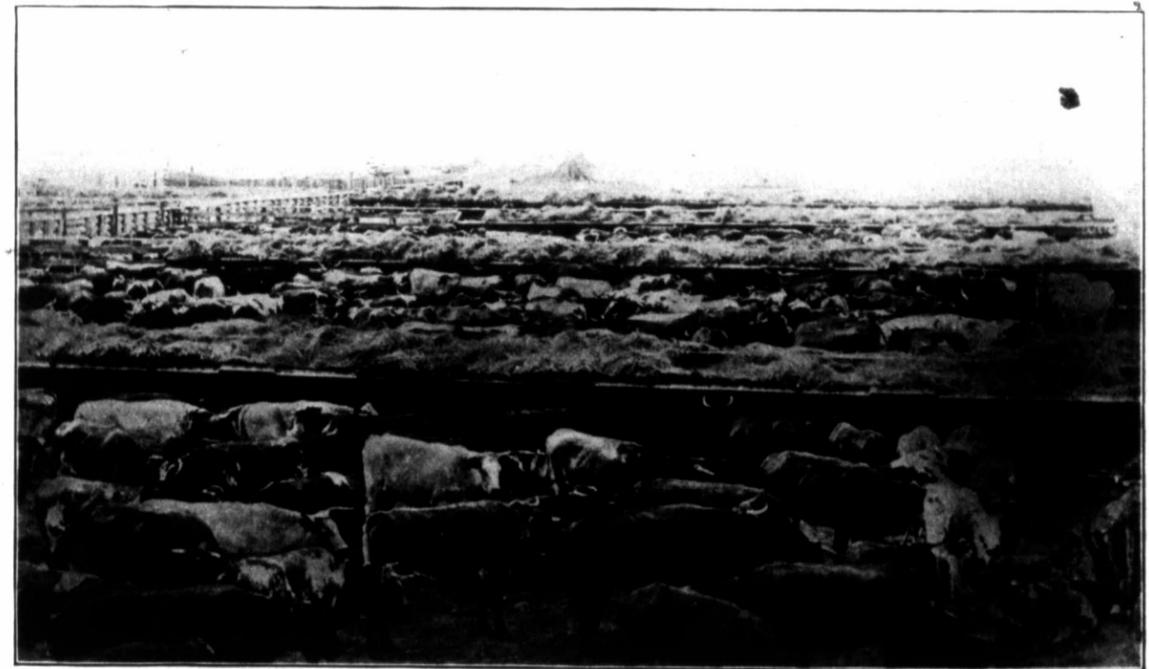
SPECIMEN OF MANITOBA SHORT HORNS (PHOTO. FROM LIFE).

for the manufacture of butter and cheese factories have been operating only a very short time, but there are already in operation throughout the Province nearly one hundred of such institutions.

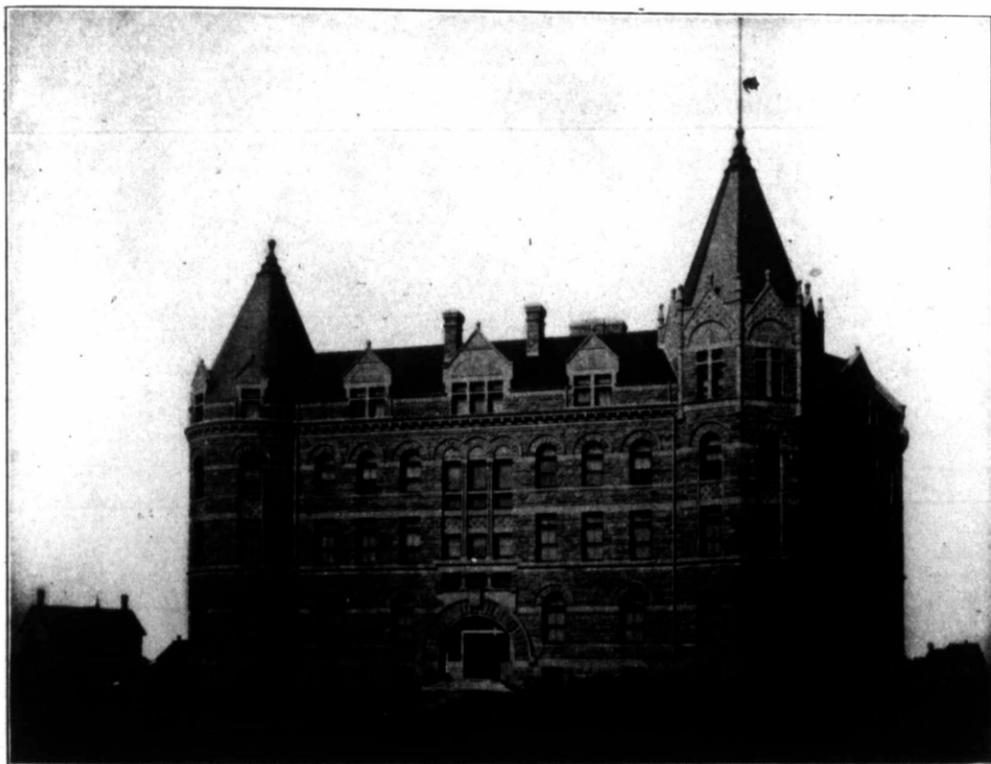
Undoubtedly the chief industry of the farmers of Manitoba, however, is the cultivation of wheat. While stock-raising, dairying, etc., are annually increasing in importance, it must not be forgotten that wheat is still king, and is likely to remain the leading product for many years to come. Why this is so may be briefly accounted for in the quality and yield of our wheat. The superior quality of Manitoba No. 1 Hard has more than once been established in competition with the best that other countries could produce. And so far as yield is concerned, it is only necessary to point to the fact that the average annual yield over the whole Province for the seven years of 1890 to 1896, inclusive, was only a small fraction less than twenty bushels per acre. These

things, together with economical methods of cultivation, go far to explain why it was that the wheat area of the Province increased during the same period by 73 per cent., although, as is well known, it was a period of remarkably low prices. In addition to wheat, most of the cereals found elsewhere in Canada are successfully grown in Manitoba. Oats, barley and flax are of importance to the farmers of the Province in the order named. Oats and barley are grown largely for milling and malting, as well as for feed, and for these purposes are equal to the best products of other countries. Flax is now grown chiefly for the seed, but there is every reason to believe that the fibre will shortly become of value for manufacturing purposes. Rye, peas and corn are also grown in most districts for feed.

It is, of course, well known that the natural grasses of Manitoba, when properly cured, make excellent feed for stock. Hay from these grasses is the staple winter feed. Timothy and rye are also cultivated for this purpose. Oats, cut green and cured in the same manner as hay, are used by many



A VIEW OF THE C.P.R. STOCK YARDS DURING THE BUSY SEASON, WINNIPEG.



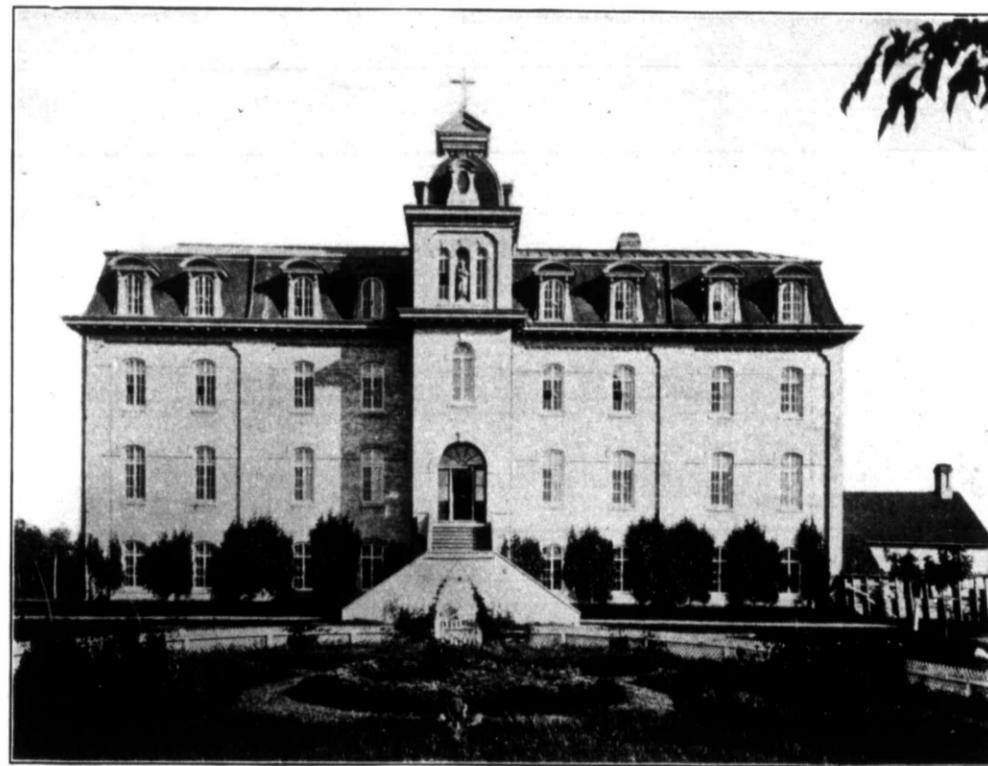
WESLEY COLLEGE (METHODIST), WINNIPEG, MANITOBA.

stockmen with very satisfactory results, while others devote attention to corn. The cutting box and the chopping mill are extensively used in preparing the feed for stock.

The farmers of Manitoba have established a number of organizations which are of great value to the various agricultural interests of the Province. Amongst these are the Dairy Association, the Cattle and Swine Breeders' Association, and the Poultry Association. At their annual meetings these associations deal with such questions as are of interest to the farming community and publish exhaustive reports of the proceedings, which are widely read. Leading men of the Province, and elsewhere, who are specialists in the subjects they discuss, are secured for these meetings.

Some twenty-five Farmers' Institutes have been organized at as many different points. From time to time throughout the year meetings are held

at each institute for the discussion of practical questions. There is also a general body, called the Central Farmers' Institute, which is composed of delegates from the local bodies. The Central meets annually for the transaction of business. At intervals, the local institutes are visited by speakers who are secured for the purpose by the government and who discuss suitable topics. There are about 50 local Agricultural Societies in the Province. These societies hold annual fairs, at which the agricultural products, stock, etc., of the district they cover are brought into competition. They receive liberal grants. A Dairy Superintendent is employed by the Provincial Government to regularly visit creameries and cheese factories during the season of operation with a view to having butter and cheese products put on the market in the best possible condition. Under the direction of the Superintendent a Dairy School is conducted in Winnipeg during the winter months, where



ST. BONIFACE COLLEGE (ROMAN CATHOLIC), WINNIPEG, MANITOBA. FOUNDED 1818. PRESENT BUILDING ERECTED BY LATE ARCHBISHOP TACHE IN 1882. TWELVE PROFESSORS.



MANITOBA COLLEGE (PRESBYTERIAN), WINNIPEG, MANITOBA.

practical instruction is imparted in both farm and factory dairying. Tuition is free to all residents of the Province. In view of the growing importance of the dairying and kindred industries of the Northwest, the Dominion Government have lately arranged for a complete system of cold storage, by which these products of the Manitoba farmer may be taken from his local railway station and delivered in the markets of Great Britain under the most modern methods of refrigeration.

It is safe to say that there is a market at every railway station. Though it may be a very small place, the farmer will always find a ready cash market for his wheat. Indeed, the superior quality of Manitoba wheat causes a steady demand for it at all times, and there is always a keen rivalry amongst buyers to secure it. When the farmer has stock to sell the buyers visit his farm, and the stock is delivered at the railway after the sale is made.

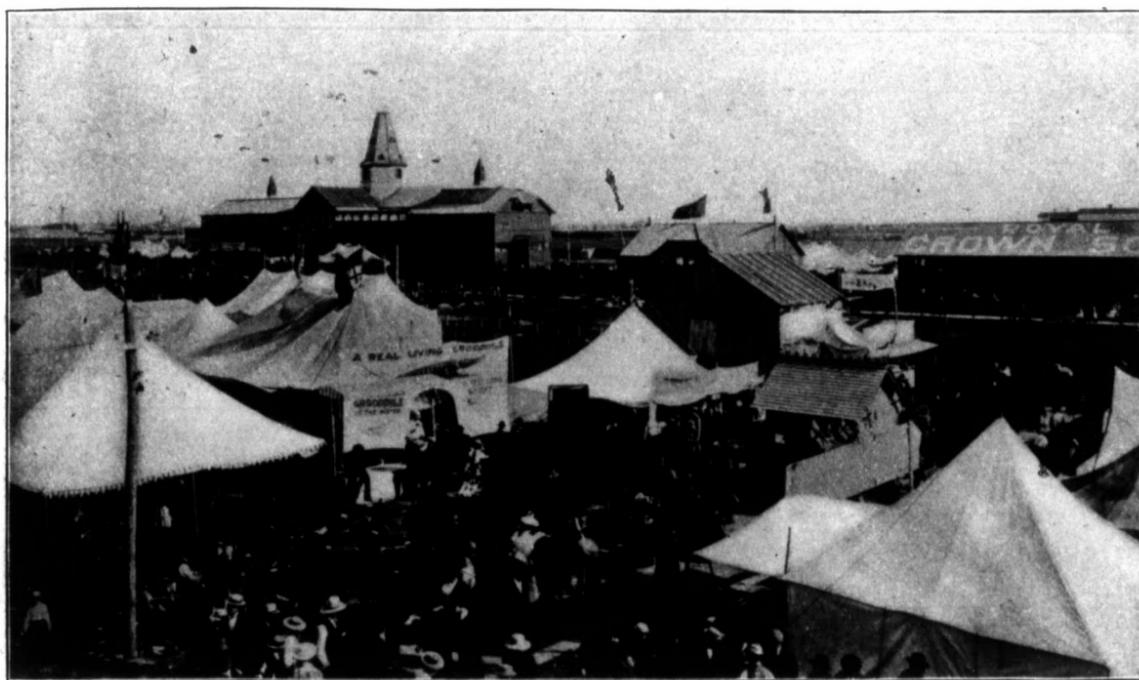
As becomes a great wheat-growing country, Manitoba is well supplied with flour mills, which are conveniently located at various railway points. These mills are equipped with the best of modern machinery, and they do both a custom and a shipping trade.

Most of the principal farming districts of Manitoba are within easy reach of timber suitable for firewood. Cordwood delivered at the towns and villages throughout the Province is sold for \$2.00 per cord and upwards, according to the distance hauled.

While it is true that the great majority of the farmers of the Province are likely to use wood as fuel for many years to come, it is also true that even now they are not obliged to depend entirely upon this fuel. The extensive coal deposits just beyond the boundary of Manitoba in the vicinity of Estevan are connected by railway with nearly every part of the Province.



ST. JOHN'S COLLEGE (EPISCOPALIAN), WINNIPEG, MANITOBA.



A SCENE AT THE WINNIPEG INDUSTRIAL EXHIBITION, JULY, 1898.

This coal is delivered throughout the Province at \$3.00 to \$5.00 per ton. It will therefore be seen that a cheap and plentiful supply of fuel is assured those who may decide to settle in Manitoba.

Free homesteads are available in various districts of the Province, but of course in the older settled districts the choice of these lands is limited. In those portions of Manitoba, however, where settlement has been more recent, such as the Dauphin district, there are many free homesteads still open for settlement. The homestead lands are under the control of the Dominion Government and are subject to certain regulations, a synopsis of which will be found in government pamphlets which may be had on application. A list of the Dominion Lands Agents, with the territory under their supervision, is also given.

Land may be purchased in all parts of the Province. These lands are held by the railway companies, the Hudson's Bay Company, numerous loan companies, and by private individuals. As a rule, the lands referred to were

selected by the companies and others in advance of settlement, and they are, therefore, of superior quality. The terms on which they may be purchased are very liberal, a small cash payment only being required, the balance of the purchase money being spread over a number of years at low rates of interest. Where the intending settler is in a position to pay for his land in cash, a liberal discount off the usual prices is allowed. Persons looking over the country and selecting a suitable farm will generally find an agent of the owner in the town nearest the land, through whom the purchase may be effected.

The price of land ranges from \$2.50 per acre upwards, according to location. Excellent land can be bought in many districts, within easy reach of market, at \$3.00 to \$5.00 per acre. In some cases, where the farm possesses exceptional advantages in the way of location, as high as \$10.00 is asked, but it is hardly necessary at the present time to go beyond \$3.00 to \$5.00 in order to secure a desirable farm in many of the leading districts of the Province.



CHAMPIONSHIP PRIZES, ETC., WON BY ATHLETES OF WINNIPEG, MANITOBA

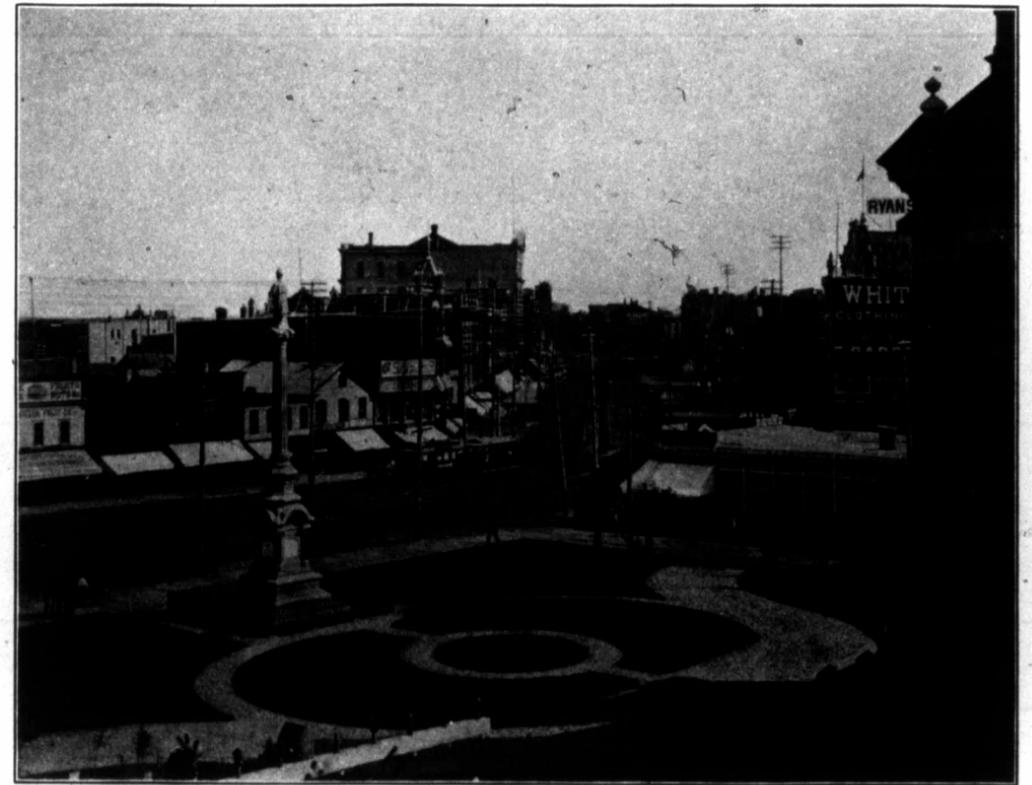
The City of Winnipeg ❁❁❁



THE CITY OF WINNIPEG, the capital of the Province of Manitoba, and the commercial metropolis of Western Canada, stands at the confluence of the Red and Assiniboine Rivers, midway between the Atlantic and Pacific Oceans, in the very centre of the North American continent. Lord Dufferin aptly called Manitoba "The bull's-eye of the Dominion." Winnipeg is the heart of the bull's-eye. Unlike many western towns, Winnipeg is not a mushroom growth, conjured up in



LAST REMAINS OF FORT GARRY, NORTH GATE, WINNIPEG, MANITOBA.



MAIN STREET, WINNIPEG, MANITOBA, LOOKING SOUTH FROM CITY HALL.

a night, the realization of the dream of some enthusiastic town-site boomer, or called into existence by the unexpected advent of a railway. Before railways and steamboats were invented, Winnipeg was a trade centre of importance. The advantages which its position commanded were recognized as far back as 1731, when La Verandrye de Varennes and Pere Messager planted the fleur-de-lis and the Cross side by side at the forks of the unnamed western streams and built Fort Rouge. Traders who followed the adventurous Frenchmen found their selections so wise that they also established their headquarters there, until finally the Hudson's Bay Company founded Fort Garry on the spot, the most important of the Company's posts. In course of time a few free traders opposing the Hudson's Bay Company, gathered near Fort Garry, and Winnipeg was born. A few scattered warehouses and dwellings at first, isolated from the great world in the heart of the vast continent, with



CITY HALL AND VOLUNTEERS' MONUMENT, WINNIPEG, MANITOBA.



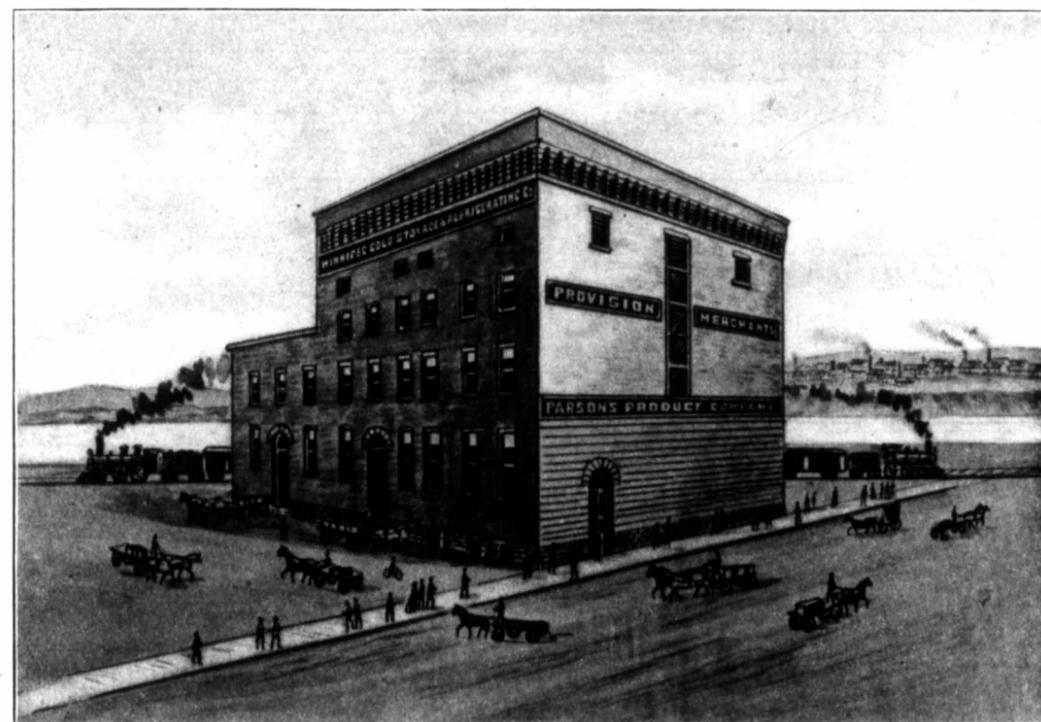
WHOLESALE AND RETAIL SHOWROOMS OF JOSEPH MAW & CO., COR. KING AND WILLIAM STREETS, WINNIPEG, DEALERS IN CARRIAGES, HARNESS, BICYCLES, WINDMILLS, PUMPS, ROAD GRADERS, RAILROAD CONTRACTORS' SUPPLIES, ETC.

an empire lying waste about it, the little hamlet stood—an outline picket preserving with its humble limits the civilization from which it was cut off.

Previous to 1859, Winnipeg and the whole country west of it was supplied with goods from the British market by way of Hudson Bay. The Hudson's Bay Company monopolized transportation, and the free traders sought an outlet for their trade with the nearest United States city, St. Paul, Minnesota. As commerce increased in importance, steamboats were built on Red River, the United States railways extended their lines northward, and gradually the Hudson Bay route, the natural outlet of the Canadian west, was abandoned for the more available, but longer and less direct, road to the Atlantic sea-board via the Great Lakes and the St. Lawrence. The advantage thus lost to Winnipeg has been keenly felt in later times, the necessity for a

direct route to Europe via Hudson Bay, which would shorten the distance to Liverpool by a thousand miles, becomes ever more apparent as the trade of the Great West increases, and its construction cannot much longer be deferred. The building of the Canadian Pacific Railway across the continent through Canadian territory still further committed Winnipeg to the long haul of 1,500 miles to the Atlantic, but the advantages of the Hudson Bay route are none the less recognized as essential to the well-being and progress of the city and the whole western country.

In 1861 the first steamboat was launched on the Red River, and a new impetus was given to Winnipeg's trade. It was then the depot and distributing point for the great plains, where large brigades of buffalo hunters went yearly, returning with rich booty in robes and pemmican, which they sold to the Hudson's Bay Company and the traders of the town. In 1859, the first newspaper, the "Nor'-Wester," was established at Winnipeg, which was then



OFFICE, PREMISES AND COLD STORAGE WAREHOUSE OF THE PARSONS PRODUCE CO., WINNIPEG, MANITOBA.



WINNIPEG BREWERY, COR. COLONY AND BROADWAY STREETS, WINNIPEG, MANITOBA.
McDONAGH & SHEA, PROPRIETORS.

recognized as the capital of Rupert's Land, and an agitation for civic government began, but it was not until 1870 that the town, freed from the bonds of a forced inactivity, had a chance to realize its ambition. In the latter year Rupert's Land was transferred from the Hudson's Bay Company to Canada, the Province of Manitoba was created and Winnipeg's real career began. 1869-70 were memorable years in the town's history. Riel and his half-breed followers seized Fort Garry, proclaimed a provisional government and held the place under martial law, until a military expedition under Colonel—now Lord—Wolseley, scattered the rebels without the exchange of a shot and restored peace and order. The Riel rebellion made Winnipeg known far and wide, thousands flocked to the new Province of Manitoba and the capital grew amazingly.

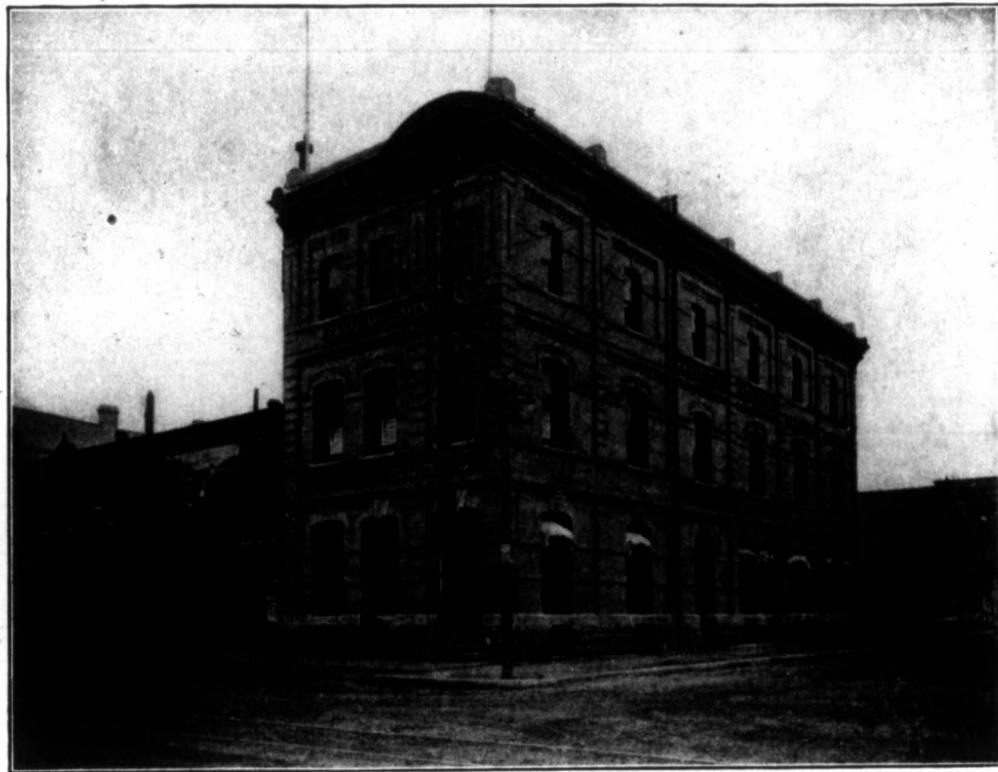
In 1873 it was incorporated as a city, and in January, 1874, the city council met for despatch of business. One of the first acts of the council was a by-law pledging the city's credit for \$250,000 to be expended on sewers, fire

protection, civic buildings, streets, sidewalks and bridges—rather a bold undertaking for 2,000 people, the total population of that date.

The infant city had many difficulties to contend against. Railway communication with Eastern Canada, through Canadian territory, was not established until 1885, and prior to that year nearly all classes of building material were high priced and skilled labor hard to secure, but in the face of every disadvantage the city grew and prospered. In 1874 the total value of assessable property was \$2,678,018; in 1880 it had increased to \$4,000,000 and in 1885 to \$19,711,605, exclusive of \$3,500,000 of exemptions (schools, churches, and public buildings). In 1895 the assessed value had reached \$22,168,990 with \$4,518,780 of exemptions, or a grand total after 21 years of \$26,587,770. The assessable property this year, 1898, amounts to \$27,734,620, inclusive of exemptions. A study of the foregoing figures will show that



REDWOOD FACTORIES. EDWARD L. DREWRY, MANUFACTURER AND IMPORTER, WINNIPEG.
The growth of Winnipeg is evidenced by the above illustration of the Redwood Factories as starting twenty years ago from a small beginning, they have gradually expanded, until now they command a place among the most important of the country.

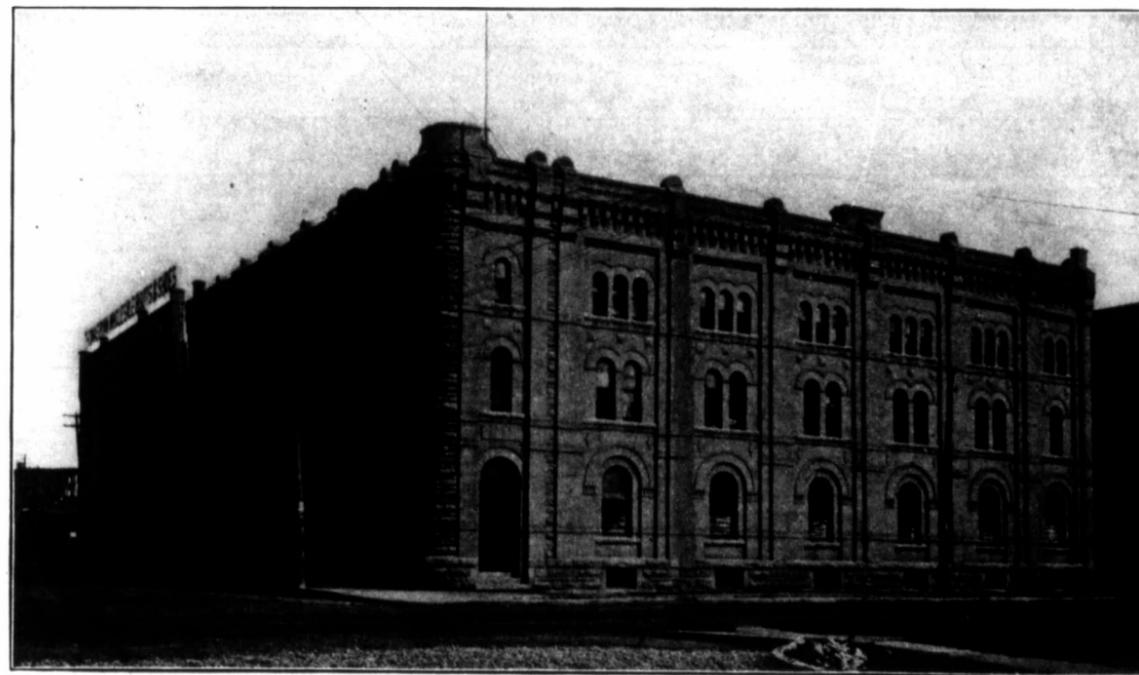


OFFICES OF MASSEY-HARRIS CO., LIMITED, WINNIPEG. HEADQUARTERS FOR NORTH-WESTERN CANADA. FACTORIES AT TORONTO AND BRANTFORD, ONT. LARGEST MANUFACTURERS OF FARM MACHINERY UNDER THE BRITISH FLAG.

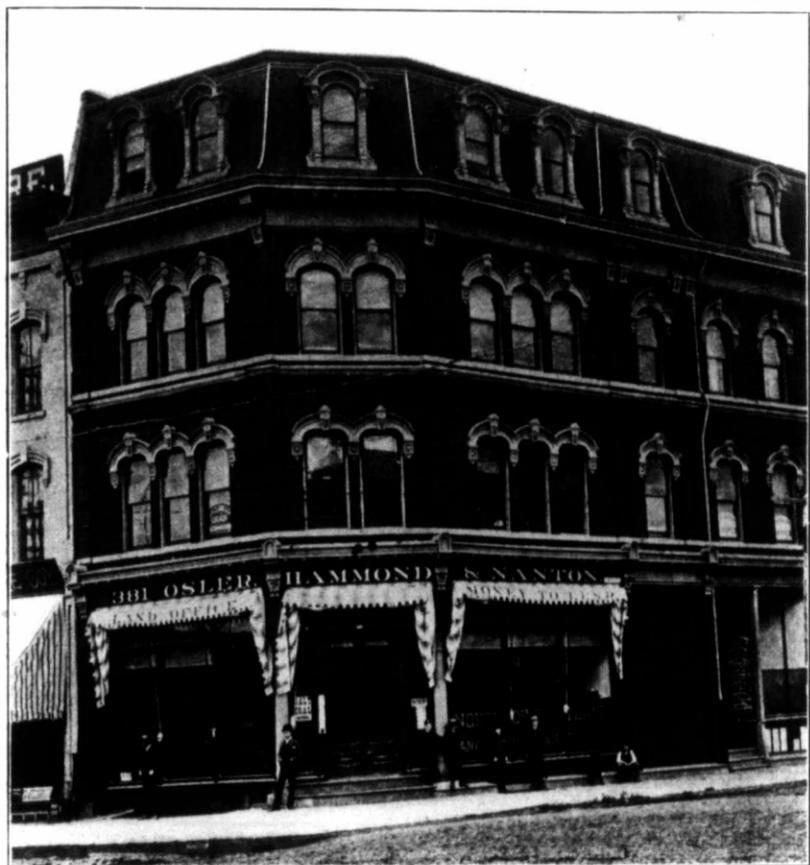
while the growth of the city has been rapid it has been normal, there has been no attempt to inflate values or to create an artificial prosperity.

The increase in population has been remarkable. In 1870 Winnipeg had 216 inhabitants; in 1874, as has been mentioned, it had 2,000; but according to the Dominion census of 1891 it was the ninth city in population in Canada with 25,642 people, showing an increase in ten years of 221.1 per cent. The population this year, estimated by the city directory, is 45,000, an increase of nearly 20,000 in seven years. Winnipeg has increased more rapidly than any other city of Canada, Victoria, B.C., coming next, showing that population is steadily moving westward and that the western towns are destined to outstrip their eastern rivals.

Winnipeg's broad streets are the admiration of all visitors. The principal ones are 132 feet wide, while all the others are 66 feet, and nearly every block in the city is intersected by a lane of 20 feet. Wooden block pavement, macadam and asphalt are used on the main thoroughfares, while the less travelled streets are still in the primitive condition of grading and ditching. The road-bed of these latter is well-nigh perfect in dry weather, but prolonged rain makes them almost impassable for heavy traffic. This drawback, however, is being rapidly remedied, as the city is spending very considerable sums yearly on road-making. The sidewalks are mostly of heavy plank, though artificial stone, granolithic and tile walks are fast taking the place of wood. The city has about forty miles of sewers, to which additions are constantly being made as the building up of new streets demands. An electric street railway system, covering about twenty miles, supplies rapid transit, while two electric and one gas-light company supply the citizens with light and electric power. The gas is also used extensively for cooking purposes. Water is furnished from the Assiniboine River by the Winnipeg



WAREHOUSE AND OFFICES OF G. F. & J. GALT, WHOLESALE GROCERS, WINNIPEG, MANITOBA. HEADQUARTERS FOR THE CELEBRATED "BLUE RIBBON TEA."



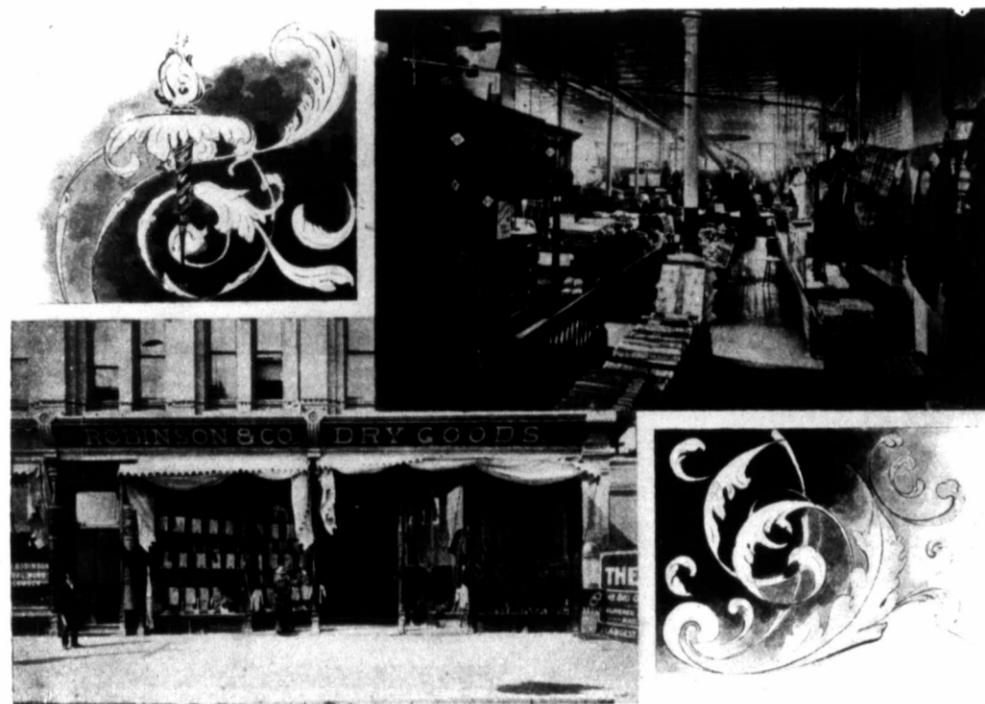
OFFICES OF OSLER, HAMMOND & NANTON, MAIN ST., WINNIPEG, MANITOBA.

Water-Works Company, but the city now proposes the construction of a more complete system, utilizing the numerous springs which exist in the immediate vicinity. The city has an excellent fire brigade and electric fire alarm and telephone service.

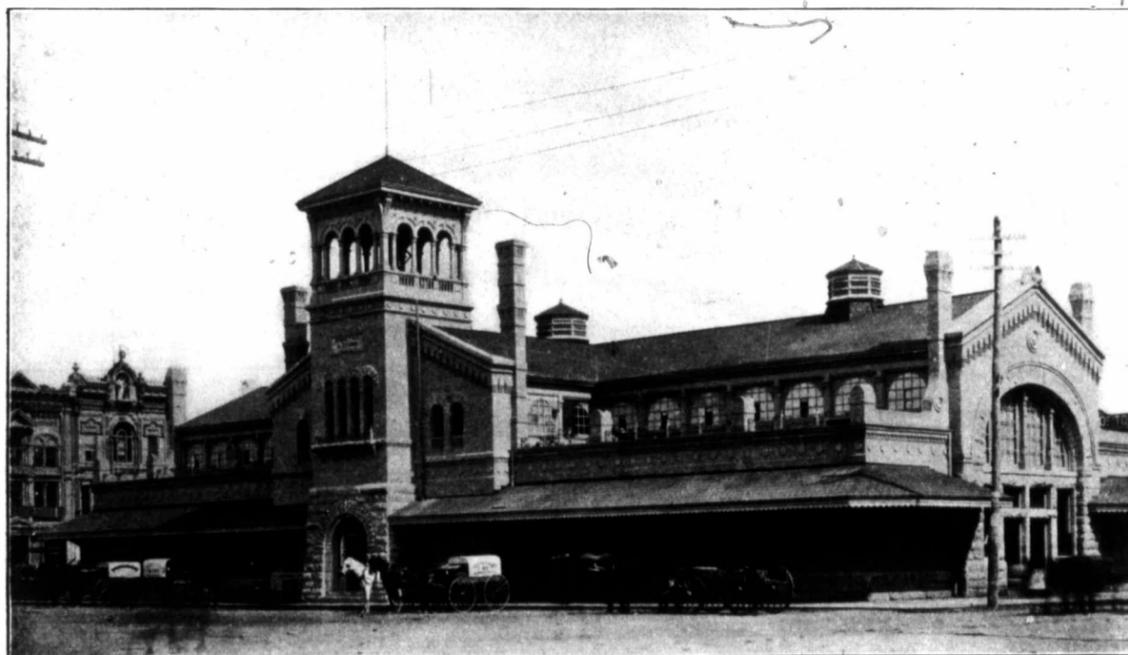
The illustrations that accompany this article will convey a better idea of Winnipeg's buildings than a written description, but it may be said that nowhere will be found more substantial, nor, in many instances, more artistic structures than the city boasts. The public buildings, churches, schools and warehouses would do credit to any city, while the private residences are constantly improving in exterior appearance, and inward comfort and convenience. As the city advances in wealth the character of its houses keeps

pace with the progress, and the modern dwelling is fast replacing the slipshod frame erection of former days. Many of the primitive "shacks" built when common lumber cost \$45 per thousand, still mar somewhat the appearance of the streets, but they are disappearing fast, replaced by solid structures of brick and stone.

The clear bracing climate, and the almost perpetual sunshine which Winnipeg is blessed with, render it a most desirable place of residence. Its broad streets and the wide, unbroken stretches of surrounding prairie give full play to the ozone-laden breezes which bear health and stamina to the inhabitants. Although the mercury sometimes mounts into the 90's in summer, there has never been a case of prostration from heat, and the summer nights are invariably cool and pleasant, permitting healthful sleep. The mean temperature in summer is about 59 degrees Fahrenheit, while that of winter is 1.5. The health of the city is exceptionally good, the annual death-rate



EXTERIOR AND INTERIOR VIEWS OF PREMISES OF ROBINSON & CO., DRY GOODS AND GENERAL MERCHANTS, WINNIPEG, MANITOBA.



CITY MARKET, WINNIPEG, MANITOBA.

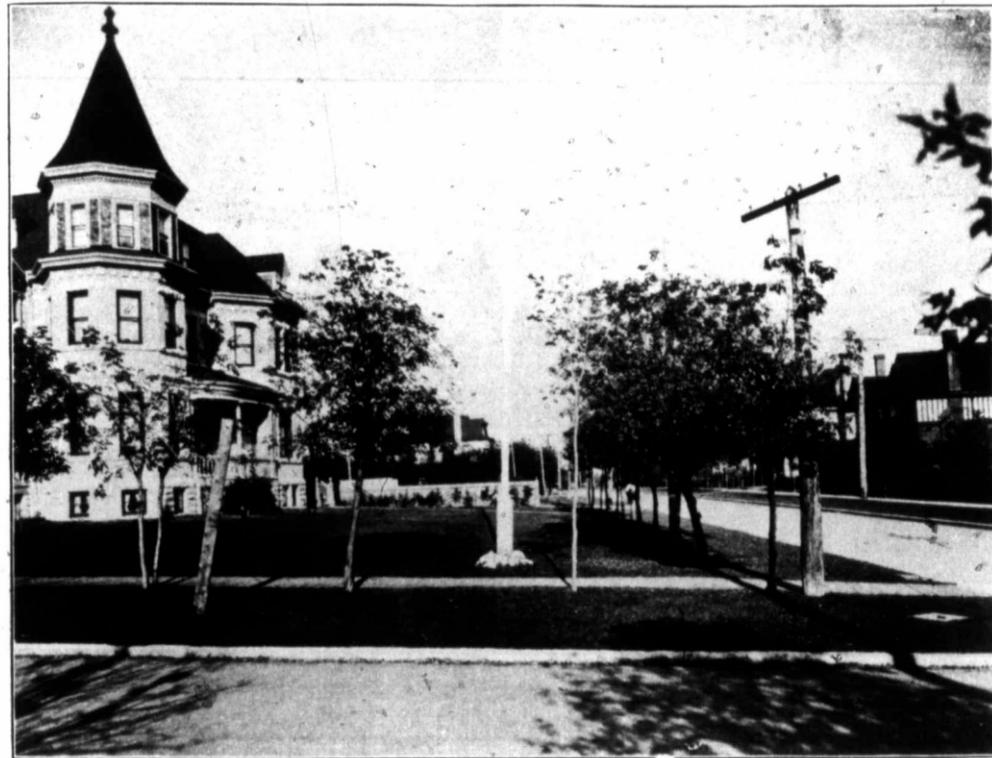
being less than that of twenty of the leading cities and towns of Canada. There is not as yet an overcrowding of buildings, and few of the dwellings, however unpretentious, are without their little garden or strip of lawn. The markets are stocked with all the necessaries of life, and most of the luxuries, native and foreign, at prices that compare favorably with those of eastern cities; the staples, bread and meats are exceptionally cheap.

The vacant spaces of the city were so rapidly being built up that the citizens became alarmed that Winnipeg's experience would be similar to that of many older cities which allowed building to go on in all directions, without a thought of the future, until all available space grew so valuable that the establishment of parks became an impossibility, or involved such a large outlay of public moneys as to render these desirable adjuncts of urban life an expensive luxury. A board of park commissioners was therefore nominated by the city council in 1893, consisting of six citizens, chosen by the council, and the mayor, chairman of finance and chairman of public works. The board

formulated a scheme of parks providing a convenient pleasure ground for every district of the city. A bond issue was authorized for raising \$74,000 for the purchase of parks and a provision made that a revenue for their maintenance be provided out of the general assessment of the city by an annual levy of one-half mill. Eight park sites were purchased and considerable work done in the way of levelling, sodding, tree-planting, and laying out, and a nursery has been established for the culture of ornamental shrubs and flowers. In a few years, Winnipeg will, no doubt, point with pride to its parks and bless the forethought of those who provided it with breathing spaces. Apart from its public parks, Winnipeg has two pleasure resorts accessible by electric cars—Elm and River Parks—which are liberally patronized during the summer months. Exhibition Park, owned by the Winnipeg Industrial Exhibition Company, and Fort Garry Park, owned by a private corporation, have excellent half-mile tracks where horse and bicycle race meetings and athletic games take place. Few cities of its size can boast of more triumphs in the athletic field than Winnipeg. Its young men excel in all the outdoor sports, cricket,



DONALD STREET, LOOKING SOUTH FROM PORTAGE AVENUE, WINNIPEG, MANITOBA.



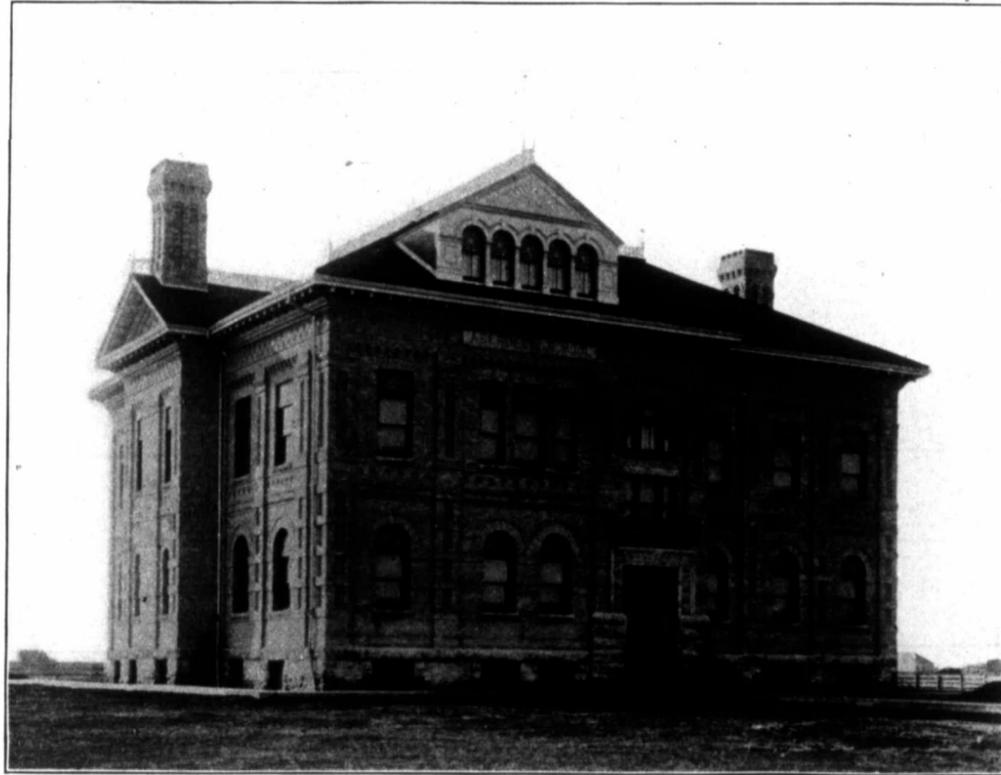
ASSINIBOINE STREET, LOOKING EAST FROM KENNEDY STREET, WINNIPEG, MANITOBA.

lacrosse, hockey, rowing, football, baseball, bicycling and tennis, while curling and golf are played by men of all ages and conditions. The summer evenings are given up to games and outdoor amusements, and in the winter skating, hockey, curling and snowshoeing serve to pass the time pleasantly and healthfully. Winnipeg's curling rinks are the largest and most commodious in the world and are famed in every country where the good old roaring game has its votaries. Music is greatly cultivated, bands are numerous, and vocal and instrumental concerts are the most frequent and favorite form of amusement. Winnipeg has two good theatres, and artists and companies of reputation visit the city frequently, and are, as a rule, liberally patronized. The people are of a sociable disposition and take kindly to all classes of amusements. An amateur operatic society, a mandolin and guitar club, and several vocal societies and quartettes are features in Winnipeg's social life. The city maintains an excellent free public library.

Winnipeg property for business and residential purposes is held at very reasonable prices. During the boom values were inflated to an enormous extent, but have now reached a level that renders investments in city realty safe and permanent, with the chances of a legitimate increase largely in favor of the investor. Central business lots are held at an average of \$700 per foot front; those favorably situated, but further from the heart of the city, sell from \$150 to \$400 per frontage foot. These lots have generally a depth of 100 to 150 feet. Choice residence lots in the more fashionable parts of the city may be bought at prices varying from \$20 to \$30 per foot front, while desirable lots in good localities can be chosen at \$10 to \$20 per foot. The size of these lots vary, the most ordinary dimensions being 33 x 162, and 50 x 120, running back to 20-foot lanes. House rents are moderate when compared with other western cities. Well built houses suitable for small families rent at from \$10 to \$20, while the better class of dwelling, furnished with modern conveniences, can be rented at from \$25 to \$50 per month, taxes included. Many of the residential streets are beautified by shade trees and



HARGRAVE STREET, LOOKING NORTH FROM BROADWAY, WINNIPEG, MANITOBA.

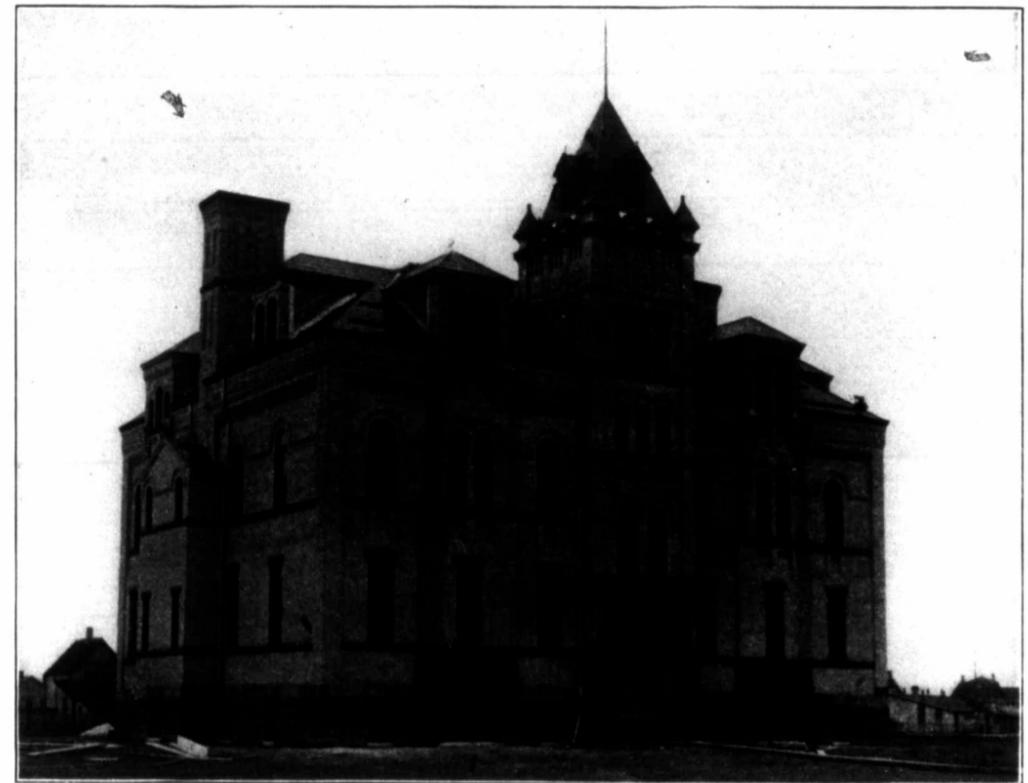


ABERDEEN SCHOOL, WINNIPEG, MANITOBA.

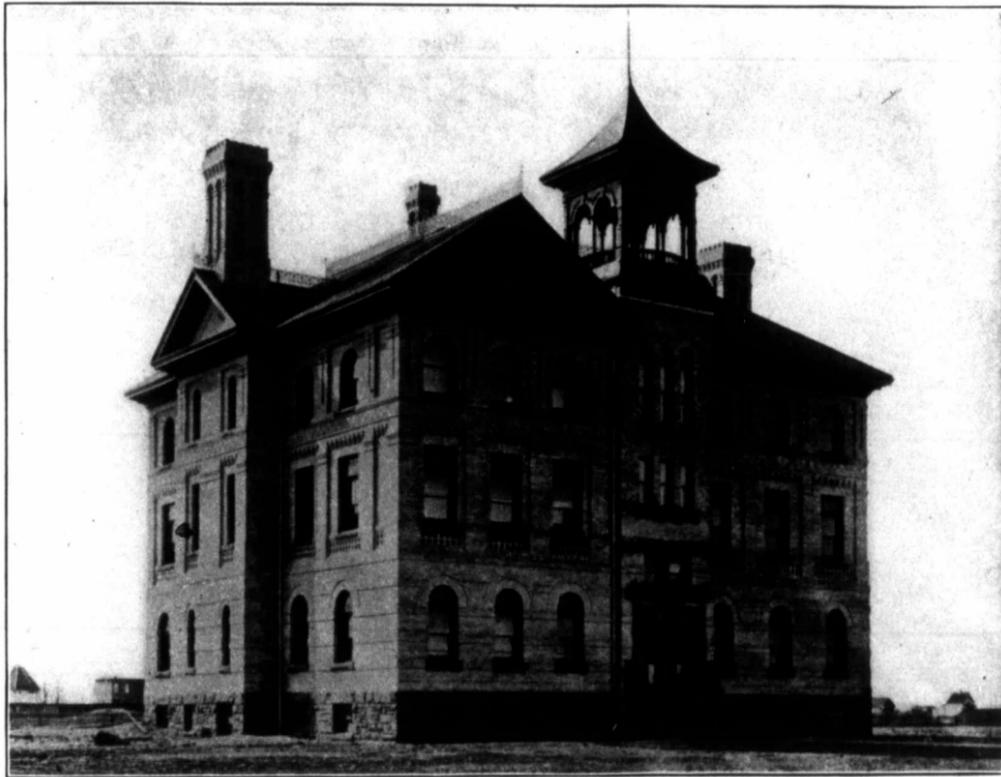
boulevards, the movement in this direction extending rapidly every year. Suburban properties, accessible by electric cars, are procurable at reasonable prices, which range all the way from \$2 to \$7 per foot front.

One of the most convincing proofs of the stability of the city and the faith of its citizens in the value of their properties is the fact that in twenty-four years it has only been found necessary to hold five tax sales. These sales were highly successful to the city treasury, as the prices paid for lots which were actually sold were far in excess of the taxes against them, but in the majority of cases owners came forward and redeemed their properties before the day of sale. The payment of taxes during the past ten years has been highly satisfactory, the money being paid in with more promptness than formerly—a fair indication of an improvement in the general well being of the citizens. Winnipeg is deservedly proud of its educational institutions. From the

earliest years education has been made a special feature, and it is claimed that the present school system is one of the most perfect in existence. The University of Manitoba, working in unison with St. John's College, under control of the Church of England; Manitoba College, Presbyterian; St. Boniface College, Roman Catholic; Wesley College, Methodist, and the Manitoba Medical College has become famous through the success of its graduates in the larger fields of science, theology, law and medicine. Apart from the colleges above named, Winnipeg has seventeen public schools with an enrolled attendance of about 6,700 pupils. The teaching staff numbers 106, in charge of as many classes. There is a collegiate institute in connection with the public schools in which pupils are prepared for the university. Music, drawing and physical culture are added to the regular studies under the supervision of special teachers. The public school sites and buildings are valued at \$442,000. The city has many excellent private schools—St. John's Ladies' College,



DUFFERIN SCHOOL, WINNIPEG, MANITOBA.



MULVEY SCHOOL, WINNIPEG, MANITOBA.

St. Mary's Academy, taught by the nuns of Jesus and Mary; All Saints' Boys' School, and several others. The Roman Catholics have four primary schools, attended by about 1,200 scholars, which are supported by the voluntary contributions of the members of the Church, as separate schools are not recognized under the existing law, and are not aided by public money. The Catholic school property is valued at \$22,000.

Winnipeg's position ensured its becoming a railway centre, and in addition to the transcontinental line of the Canadian Pacific Railway, twelve roads radiate from it, while another—the South Eastern, now in course of construction—will give one more outlet to Lake Superior. The Red and Assiniboine Rivers are spanned by seven railway and traffic bridges within the city limits and others are in contemplation.

Despite the fact that the city has grown so rapidly and the heavy annual expenditure on civic work, taxation is not excessive. As an illustration:—The general taxation of Detroit, Mich., is, mills on the dollar of assessed valuation, \$15.70, and per head of population, \$12.41; that of Toronto is \$16.00 and \$13.88; St. Paul, \$21.00 and \$14.39; while Winnipeg's is \$21.50 and \$11.67. Although the Winnipeg rate on the dollar of assessment, twenty-one and a half mills, may seem high, the per capita taxation—\$11.67—is less than either of the other three cities. The total net general debenture indebtedness of the city is only \$2,578,731.

Winnipeg's trade has kept pace with the increase in its population. In 1875 the total trade of the city aggregated only \$1,832,267, of which \$588,958 represented exports. In 1894 the exports has increased to \$1,864,964 of a total trade of \$5,218,732. For the fiscal year ending June 20th, 1898, the exports amounted to \$3,472,801, imports \$4,432,184, representing a total trade of \$7,904,985. The principal items of exports are cattle, fish, cheese, butter, furs, hides, wool and seneca root, apart from flour, wheat and other cereals, and flax. The figures just quoted, although official, do not convey a correct idea of Winnipeg's trade, for in the matter of imports a large percentage of goods consumed in Manitoba are entered at eastern ports—Halifax, St. John, Quebec, Montreal and Toronto—which get credit for them in the Government trade returns, and as no statistics of interprovincial trade are kept, it is impossible to ascertain the quantity and value of the goods brought to Winnipeg. The same anomaly exists in regard to our exports. Nearly all the wheat, flour, oats, barley and other grain sent out of the country is credited to the last port of shipment. For instance, Port Arthur's exports for 1895 were returned at \$3,833,496, Sault Ste. Marie's \$3,094,337, and Owen Sound's \$3,545,918; all these magnificent amounts representing, for the most part, the value of Manitoba's grain crop, and Winnipeg should be credited with the great bulk of them. Cattle and sheep are shipped principally all rail to Montreal, and from there to Great Britain, so Winnipeg loses the credit of them, and the same applies in a great measure to shipments of hides, cheese and butter. Thus it will be seen that, if proper trade statistics were kept,

Winnipeg would make an immensely better showing as a trade centre than is possible for it to do under the existing state of affairs.

As a financial centre Winnipeg stands third on the list of Canadian cities. Thirteen chartered banks are represented, and Winnipeg's bank clearings are third in volume in the Dominion. The total clearances for the year ending December 31st, 1897, were \$84,435,832; for 1896 they were \$64,146,438, and for 1895, \$55,873,630, an increase of 31.63%.

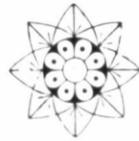
There are upwards of forty churches and religious establishments in the city, of which nine are Church of England, three Roman Catholic, seven Presbyterian, nine Methodist, three Congregational, six Lutheran and two Baptist. Many of these churches are of large dimensions and possess considerable architectural beauty—all are attended by large congregations. Religious and national societies are numerous and strong in membership. From the number of its churches it may be inferred that Winnipeg is a moral and law-abiding city and so it is; serious crime is of very rare occurrence and the efficient police force have little difficulty in maintaining law and order. Professional pauperism is unknown, and occasional cases of poverty which present themselves during the winter season are promptly relieved by the city working in conjunction with a committee of ladies from the various denominations. The conditions of life are much better than in the older cities. There is, as a rule, ample work for all, there are few very poor and the rich are only moderately so—there are no plutocrats.

It is difficult to arrive at an exact estimate of the volume of business transacted by Winnipeg's merchants, manufacturers and traders. The Board of Trade and the Jobbers' Union do not compile statistics bearing on this important point, consequently the only authority upon which one may base an approximate estimate of the annual "turnover" is the aggregate of the clearing-house transactions. This will easily reach \$90,000,000 this year, and it can be safely calculated that 25 per cent. of this amount will fall below the actual value of Winnipeg's wholesale business—a healthy showing for a city of 45,000 people.

Winnipeg has been appropriately called the Chicago of Canada, and there is a striking similarity between the cities in some respects. Chicago is the gateway of the great wheat areas of the United States as Winnipeg is of the greater fertile belt of the Canadian west. Winnipeg is, and will continue to be, the railway centre of Western Canada, as Chicago is of the Western States. As of old all old roads led to Rome, so in the future of the Great West all roads must lead to Winnipeg—its position commands the fact. The city is still in its infancy, a sturdy youngster brimful of life and energy.

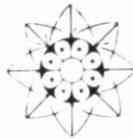
As the population west and north increases, factories are springing up. There is an abundance of raw material—iron, timber, wool, flax, hides, pottery clay, coal, etc.—within easy reach and magnificent water powers for the generation of electricity, awaiting only the magic touch of capital to turn it all to profitable account. As it is, the city has over sixty manufacturing establishments, the more important being flour mills, saw and planing mills, foundries and breweries. There is ample room and opportunity for the enlistment of capital in various lines of manufactures, notably tanneries, boots and shoes, and leather goods generally, woollens, furniture, wooden ware, paper, meat preserving and packing, stoves and castings, pottery and terra cotta ware, agricultural implements, tiles and drain pipes, wire fencing and many other lines.

Standing at the threshold of a vast fertile area of 40,000,000 acres, comprised within the boundaries of Manitoba, with, further west, an expanse of 300,000 square miles of agricultural lands, and to the northwest again 1,300,000 square miles, of which a large portion is arable, while the remainder is rich in gold, timber, coal, petroleum, fish and peltries, who can doubt that Winnipeg has a grand destiny in store. With this magnificent domain to the westward, Winnipeg has tributary to it on the east the great, immense gold fields of Western Ontario, embracing an area of 320,000 square miles, the greater portion of which is as yet undeveloped and unexplored, while to the north the vast basin of Lake Winnipeg and the Nelson River is known to contain immense deposits of iron, gold, silver, copper and other economical minerals awaiting development.

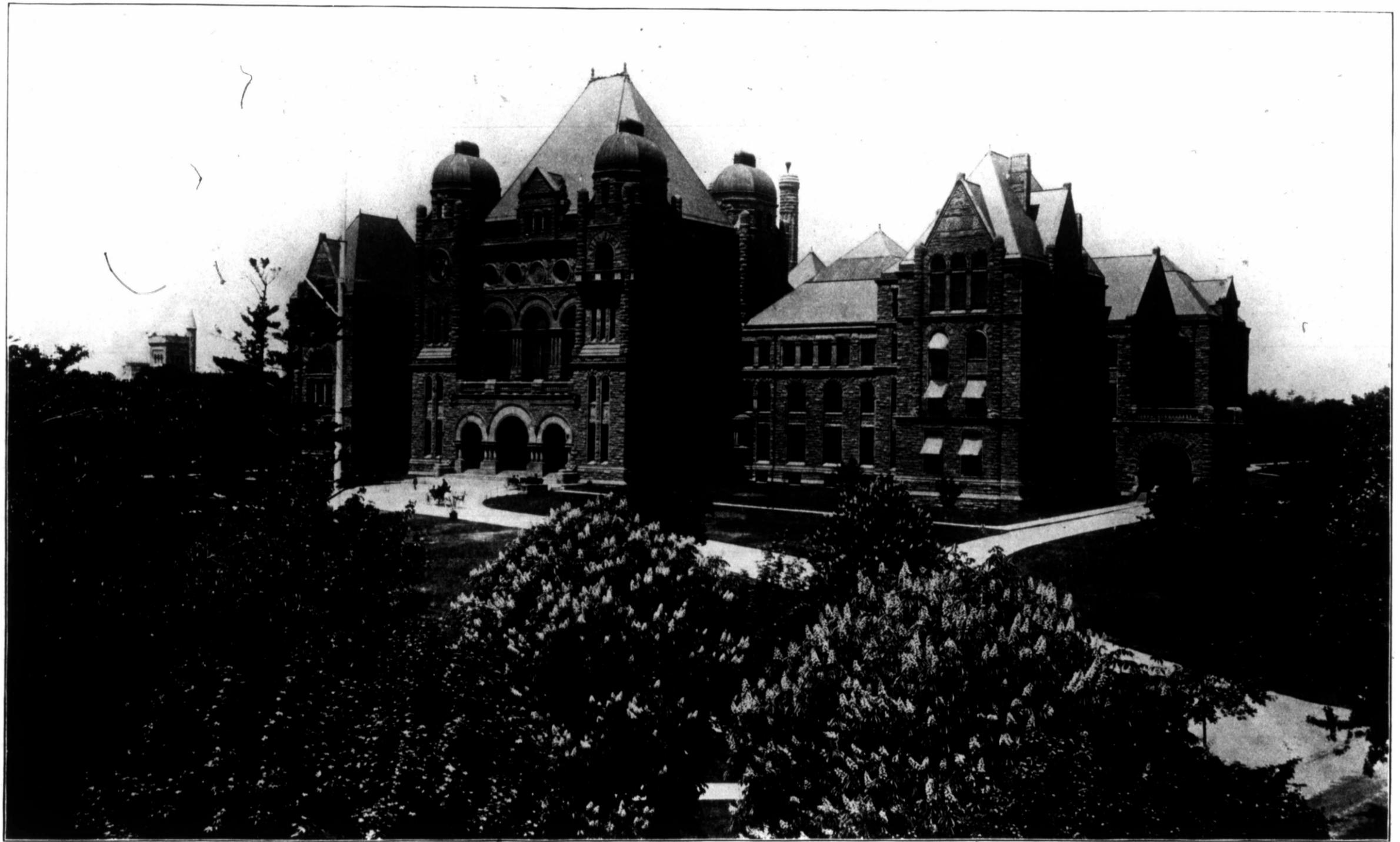


The firm of Geo. D. Wood & Co. is a branch of the wholesale hardware firm of Wood, Vallance & Co., Hamilton, Ontario, which was established by Mr. A. T. Wood, present Liberal M.P. for Hamilton, in 1849.

The Winnipeg branch was opened in 1880. They carry an extensive stock of shelf and heavy hardware, paints, oils, glass, sporting goods, tin and graniteware. Their trade extends throughout Manitoba, Northwest Territories and British Columbia.



GEO. D. WOOD & CO., WHOLESALE HARDWARE, WINNIPEG, MANITOBA.



ONTARIO PARLIAMENT BUILDINGS, TORONTO.

THE PROVINCE OF ONTARIO



THE History of the early settlement of Ontario dates back about one hundred and fifteen years, to the close of the American War of Independence. In 1784 about 10,000 of those who had remained faithful to the Mother Land throughout that struggle, migrated from New York, Pennsylvania, and the New England States, and settled along the River St. Lawrence, and around the Bay of

Quinte, on the shores of Lake Ontario, and in the Niagara Peninsula. They are known to history as the United Empire Loyalists, and were of varied descent, numbering among them many sons of England, Scotland and Ireland, besides persons of German, Dutch and Huguenot origin. Some were farmers, but the greater number consisted of disbanded officers and men who had served Great Britain in the late war, and were unaccustomed to pioneer life. They began the arduous task of felling the trees, clearing the land (for Ontario was an unbroken forest), the building of rude houses and barns, and the planting of the cleared ground among the stumps

of the forest trees with wheat, oats and potatoes for the sustenance of themselves and their families. In 1812 the population had grown from practically nothing to 80,000, all of whom, with the exception of a few hundred, were engaged in tilling the land. At this time the principal articles exported from the farms were oak and pine timber, and wood ashes. Gradually a larger amount of land was brought under cultivation, and more substantial dwellings and farm buildings of sawn lumber took the place of the first crude log structures.

In 1830 there were five towns in the Province of over 1,000 inhabitants each, viz.:—Brockville, 1,130; Hamilton, 2,013; London, 2,415; Toronto, 2,860, and Kingston, 3,587. The Province could also boast of one daily paper and one bank.

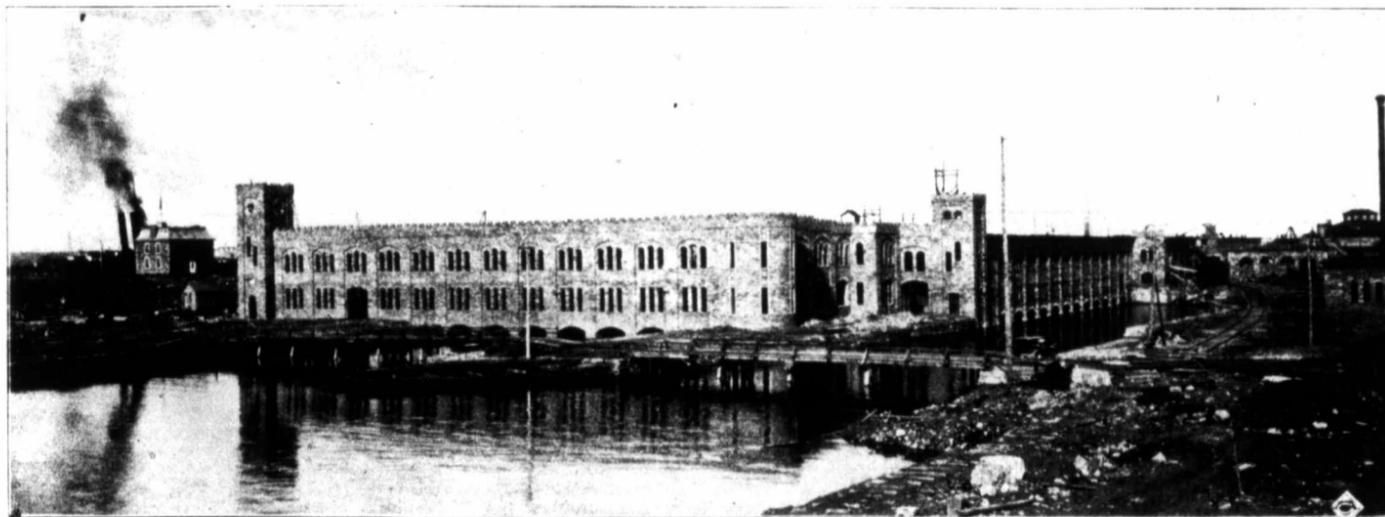
At the end of the second thirty year period, namely in 1837, the population had increased to 397,500, by far the greater portion still living on the farm.

During the third period, from 1837 to 1867, an extensive immigration set in from England, Scotland and Ireland. The great famine of 1846 sent Irish immigrants to America by tens of thousands. These new comers, who were a very fine class of settlers, located as a rule in groups



GROUP OF SHORT HORNS AT BOW PARK, BRANTFORD, ONTARIO

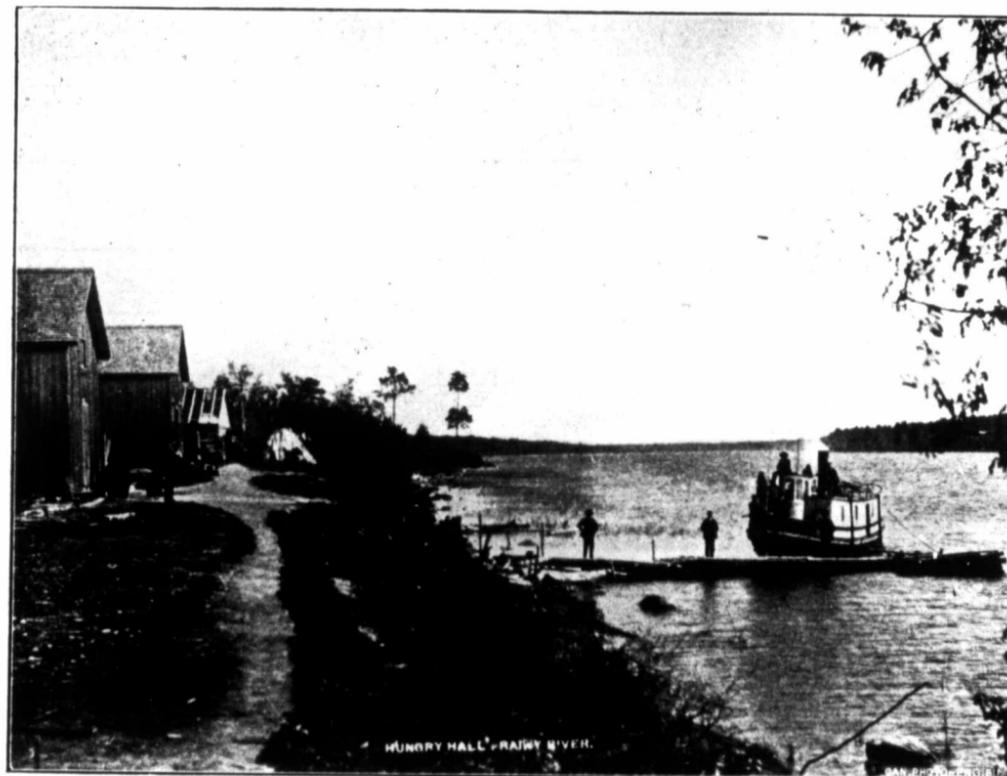
or blocks, and formed the nuclei of some of the richest townships of Ontario. In this manner arose the Highland settlement of Glengarry, the settlement of English gentlemen and retired military officers near Cobourg, the Irish settlement near Peterboro', the military settlement near Perth, the Talbot settlement in Elgin, the Canada Co.'s settlement in the Huron Tract, the block of Paisley Weavers in Wellington, the



PULP MILLS AT SAULT STE. MARIE, ONTARIO. LARGEST IN THE WORLD.

between Montreal and Toronto by Grand Trunk, after which the work of improving communication and transportation facilities was pushed forward with vigor.

The lumbering industry now assumed very large proportions, and the lumbering and railway operations, combined with the influx of immigrants and capital, greatly stimulated all branches of trade.



SCENE ON RAINY RIVER, ONTARIO.

Germans in Waterloo, Huron and Renfrew, and the French Canadians in Essex, Prescott, Russell, and along the C.P. R. west of Mattawa.

The year 1853 saw the beginning of the railway era, the first line in operation being that from Toronto north to the town of Bradford. This was followed three years later by the establishment of railway connection



KEEWATIN BAY, ONTARIO.



SCENE ON RAINY RIVER, ONTARIO, SHOWING BOOM OF LOGS.

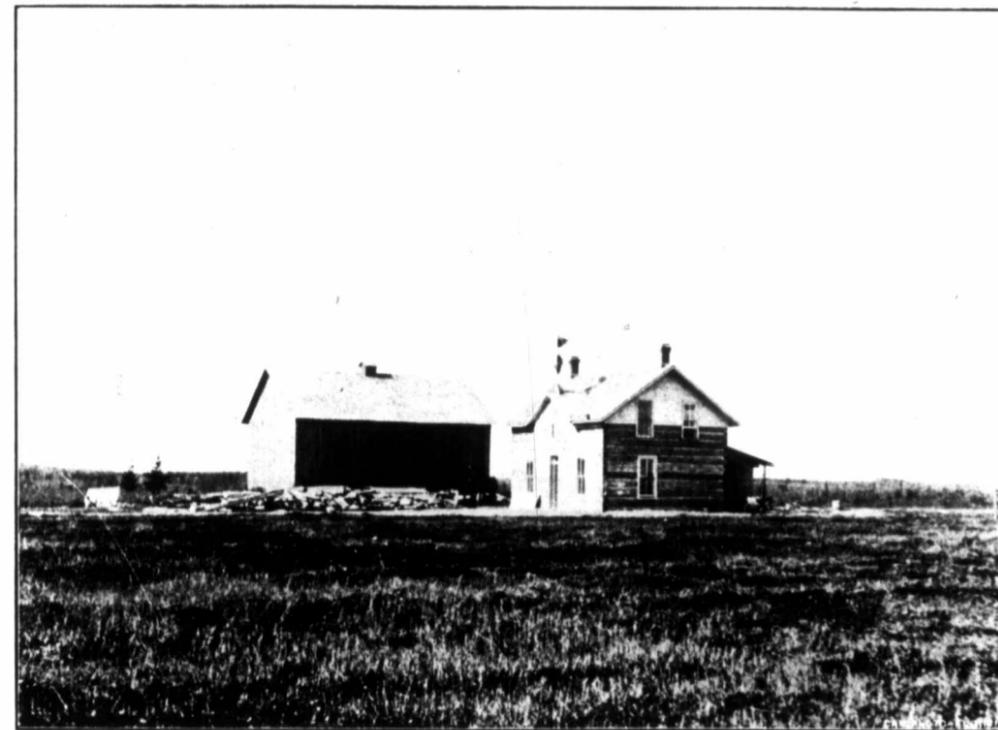
To-day Ontario has a population of about 2,200,000. Its primary sources of wealth are four in number—its farms, its forests, its mines, and its fisheries, which will hereafter be briefly described.

To these is added manufactures as a fifth. Agriculture is still by far the most important industry of Ontario, representing \$900,000,000 of invested capital and an annual production of over \$200,000,000.

Ontario has an area of two hundred and twenty thousand square miles, with an extreme length from north to south of 750 miles, and a breadth of 1,000 miles. It is larger than the nine north Atlantic states of the American republic by one-third; larger than Maine, New Hampshire, Vermont, New York, Pennsylvania and Ohio combined; larger than Great Britain and Ireland by seventy-eight thousand square miles. It is only four thousand square miles less than the French republic, and only eight thousand less than the

German Empire. Its extent can never be fully realized until one has travelled from end to end over its territory. Commence, if you will, at one end, say Montreal, and travel by express train on the Canadian Pacific Railway all day and night, all the day following, and the night following and far into the next day, and you still find yourself whirling over territory belonging to that Province. Less than twenty per cent. of the Province has as yet been settled, and that over eighty per cent. is still in the hands of the Crown. In round figures, there is an area of 100,000,000 square miles unsurveyed, a considerable portion of which is even unexplored. In area Ontario alone is vast enough to become the seat of a mighty empire.

Its geographical situation, bringing its southern limits almost to the centre of the continent, and its remarkable water transportation facilities, afforded by the lakes and rivers which bound it on all sides, are points in its favor that many countries might envy.



GOVERNMENT PIONEER FARM BUILDINGS AT WAEIGOON, RAINY RIVER DISTRICT, ONTARIO

Consider the position of Ontario on the great waters that open to the commerce of the world—the mighty inland seas, Superior, Huron, Erie and Ontario, with their outlet to the ocean, the River St. Lawrence. While its northern point is a port on James Bay, its southern point, further south than Boston or Chicago, is washed by the waters of Lake Erie, which forms with the other great lakes, the finest system of inland waterways in the world.

Note how like a wedge the territory of Ontario is driven right into the heart of the great agricultural states of the American Union; consider how many large cities there are on the American shores of these lakes and throughout the territory adjacent thereto, important centres of industrial population which may by means of these waterways be easily and cheaply reached. Consider that by a little deepening and widening of channels and canals that already exist, ocean vessels might be brought to the doors of the citizens of Ontario's capital itself; how with a little widening and deepening of the present canal system at Niagara Falls, these same vessels might pass through Lake Ontario and Lake Erie, and, after touching at such ports as Buffalo, Detroit and Chicago, proceed on their way

through Lake Huron to Duluth, at the farthest western limit of Lake Superior, penetrating half way across the continent, a distance of 2,384 miles, and there tapping the prairies of the West. Even now there passes through the Sault Ste. Marie canals at the juncture of Lakes Superior and Huron, in the

seven months of navigation, a greater tonnage of shipping, American and Canadian, than passes through the Suez Canal in the whole year.

Consider these facts and it will be readily apparent that the position and surroundings of Ontario give her many of the advantages of a maritime country, including remarkable natural facilities for the cheap distribution of her products, whether of the field, the mine, or the forest, to the markets of the world.

To facilitate description, it will be necessary to divide the Province into two districts, namely, the southern, or settled portion, and the northern, or sparsely settled portion. The settled portion is contained within the triangle or wedge of country, the apex of which extends southward into the territory of the United States, as previously stated. This triangle, 60,000 square miles in area, forms practically an island, washed by the waters of two large rivers, the St.



A SETTLER'S FARM AND HOME IN ALGOMA, ONTARIO.



A TYPICAL SCENE ON THE MUSKOKA LAKES IN NORTHERN ONTARIO, REACHED ONLY BY THE GRAND TRUNK RAILWAY SYSTEM.

Lawrence and the Ottawa, and three of the Great Lakes, Ontario, Erie and Huron, thus possessing opportunities for commerce such as few other inland countries enjoy. It contains twenty-three million acres of occupied farm lands, and nearly the whole of Ontario's population of 2,114,320 is to be found within these boundaries.

Southern Ontario is for the most part of great fertility, and may be described as a purely agricultural land, suited by its soil and climate to all branches of farming. In this respect it is very to similar New



MODERN STYLE OF FARM DWELLING IN ONTARIO.

York State and other adjacent States of the Union. The unexplored portion alone is equal in extent to one-half of the entire Province. Yet so valuable are its resources proving to be, that the question of its development in relation to the future prosperity of the Province, as a whole, is becoming one of ever-increasing importance.

Scientists tell us that throughout this region the fundamental rocks upon which the very foundations of the continent are laid, here come to the surface and are laid bare. They are known as the Laurentian and Huronian rocks, to



PEACH ORCHARD NEAR LEAMINGTON, ONTARIO.

York State and other adjacent States of the Union.

Northern Ontario (sometimes called "New Ontario" from the fact that its actual possession by the Province as a part of its territory is a matter that has only recently been set at rest) extends northward and westward from the older settled portion to James Bay and the Albany River. Its vast extent is hard to comprehend, comprising as it does an area of about 140,000 square miles, a considerably greater territory than the set-



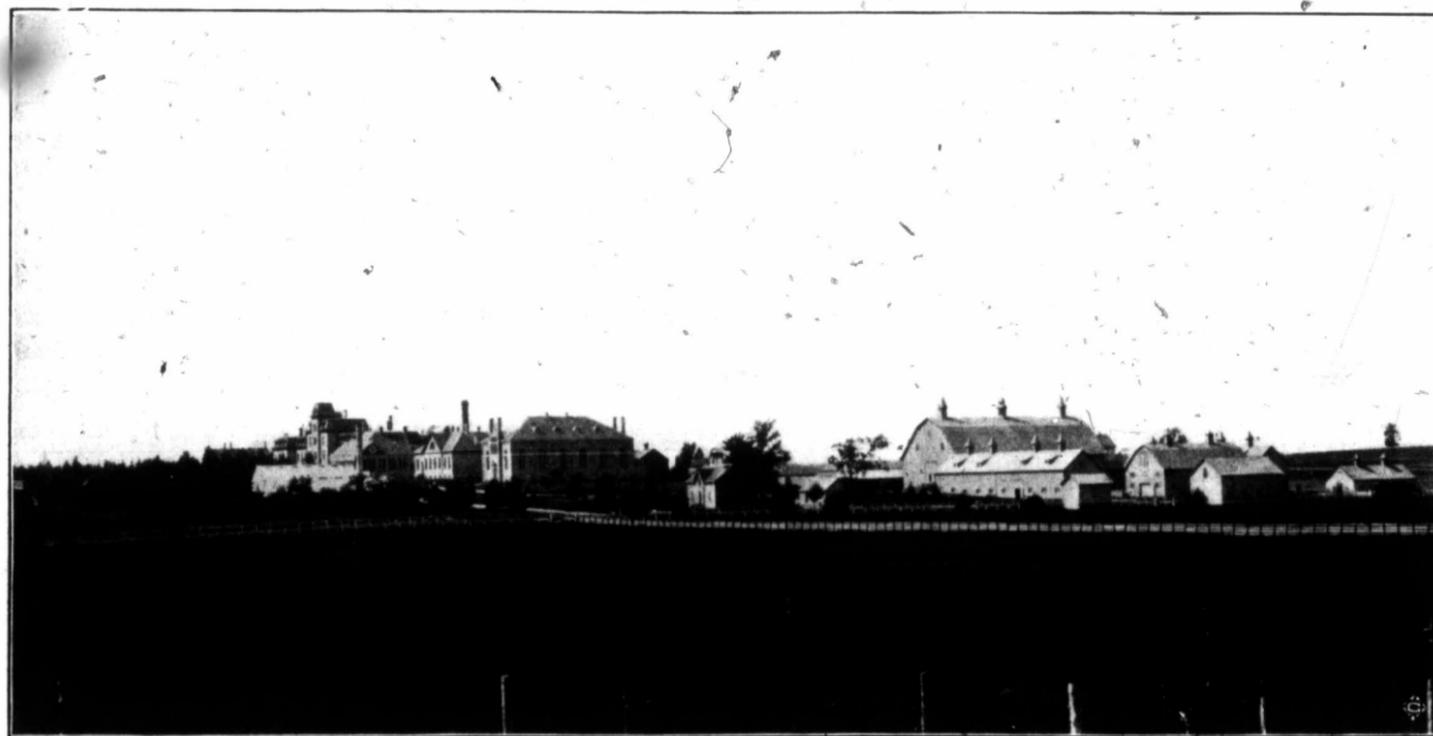
GATHERING THE GRAPE CROP, ESSEX COUNTY, ONTARIO.

which the general term Archæan is applied, as denoting their extreme age, for they belong to the very oldest of the earth's rock formations. A relatively large portion of the area is covered with innumerable lakes. The land surface is generally hilly and broken with ridges of rock, which often rise precipitously above the rocky lake basins, forming rugged cliffs or bluffs. Everywhere, except where fires have devastated it, or settlement has taken place, the country is still covered with a dense growth of forest.

As time has progressed, it has been gradually demonstrated that it possesses not only great forest wealth, but even greater mineral wealth; and not only so, but that certain sections of it are not at all to be despised from an agricultural point of view, until it is probable that few, even among Canadians themselves, realize the wonderful natural wealth with which Northern Ontario is endowed. Especially is this true of its minerals—the value and extent of which may truly be said to surpass belief. Such discoveries of gold, nickel and iron have been made as are perhaps unique; yet who shall say, when we consider the wealth brought to light in the relatively small area hitherto



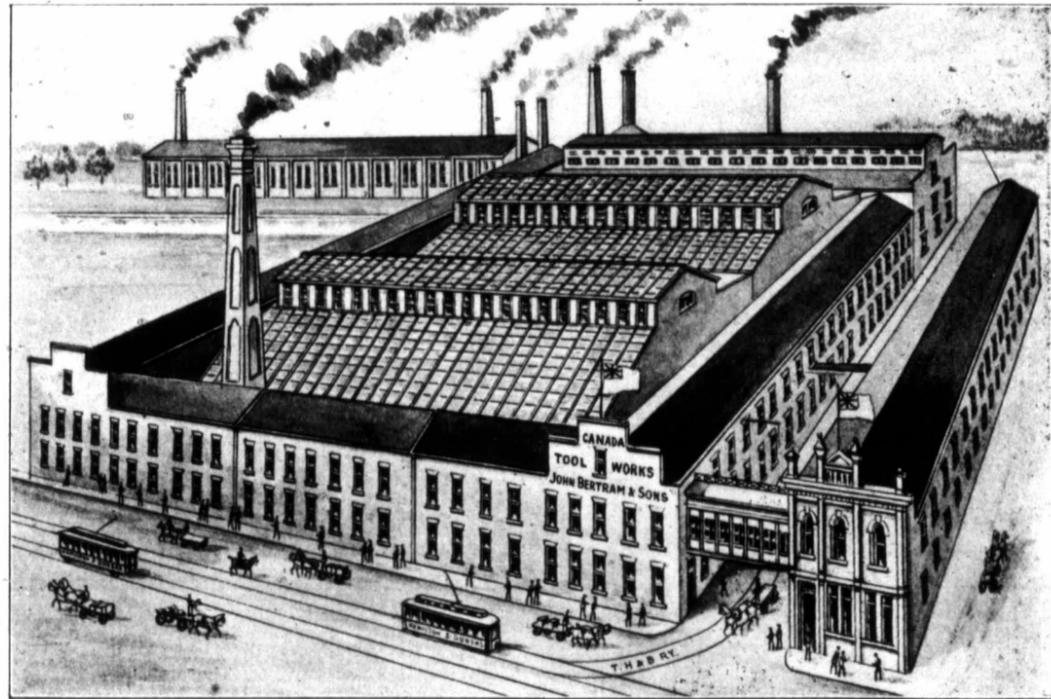
AN ONTARIO ROAD.



ONTARIO AGRICULTURAL COLLEGE AND EXPERIMENTAL FARM, GUELPH, ONTARIO GENERAL VIEW.

prospected, that anything is impossible for the future to reveal. Even now, the prospects are that in a few years Ontario will possess a gold mining industry comparable with that of the Cape or of Western Australia; a factor which must not be lost sight of in considering the general commercial outlook of the Province. Neither should it be forgotten that the development of these minerals will continue to yield an increasing revenue, to be expended in promoting the general welfare of the people, and in defraying the cost of government.

A great deal of misconception exists regarding the climate of Canada. The idea is still very prevalent in Great Britain and the United States as well that snow and ice are its dominant features. It must be remembered that Canada is a vast country, extending over twenty degrees of latitude, from that of Constantinople to the arctic regions, and consequently it embraces a wide range of climate. In the southern portion of Ontario the winters are, as a whole, quite moderate. Progressing northward in the higher altitudes, the season becomes correspondingly colder. In the southern region it is always late in the year, or



JOHN BERTRAM & SONS, MANUFACTURERS OF MACHINE TOOLS FOR SHIP BUILDING LOCOMOTIVE AND CAR MACHINERY, ALSO ALL MACHINERY PLANT FOR PAPER AND PULP MILLS. OFFICE AND WORKS, DUNDAS, ONTARIO.

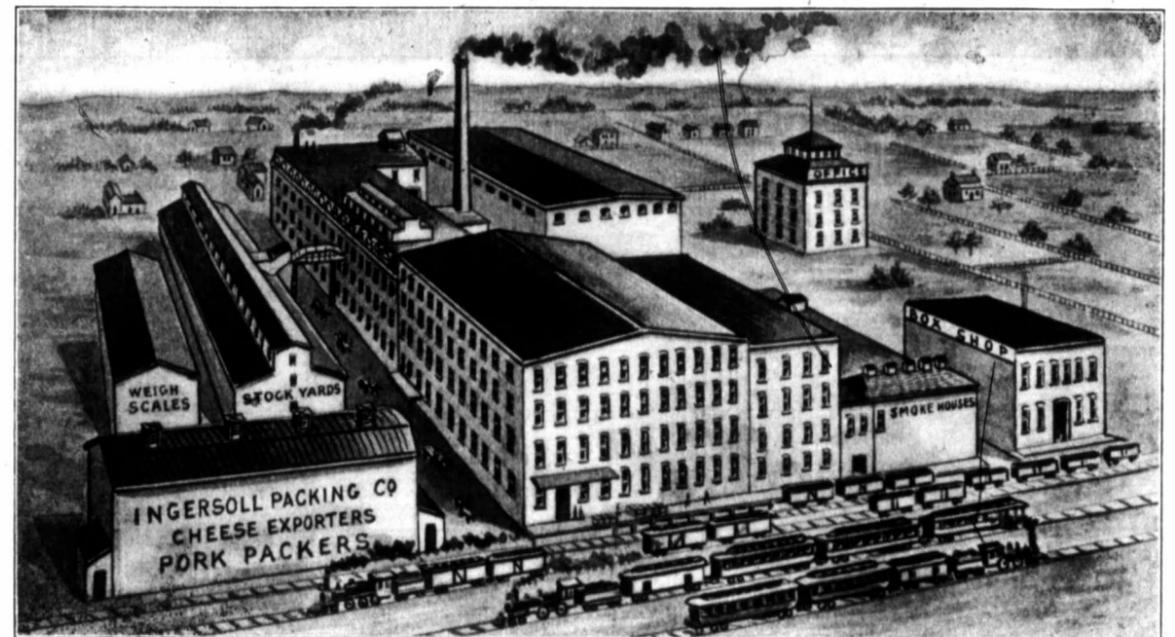
sometimes the beginning of the New Year, before winter actually holds complete sway: it advances and retreats. There are many warm days mingled with the frosty ones, and summer dies hard, fighting every inch of the way.

Ontario, as described in the preface, has a very fine system of central government, with an elective Legislature and Cabinet Council responsible thereto, comprising the departmental heads. Every Minister is a member of the Legislature. She also possesses a very complete system of municipal self-government. Under this system the Province is divided into county, city, town, township and village municipalities. Each municipality annually elects a council to transact its business. The only direct taxes that the people of Ontario are called upon to pay are those imposed by the municipality. Municipal taxation, especially in rural districts, is, as a rule, very moderate. The Ontario system of education combines the best features of the sys-

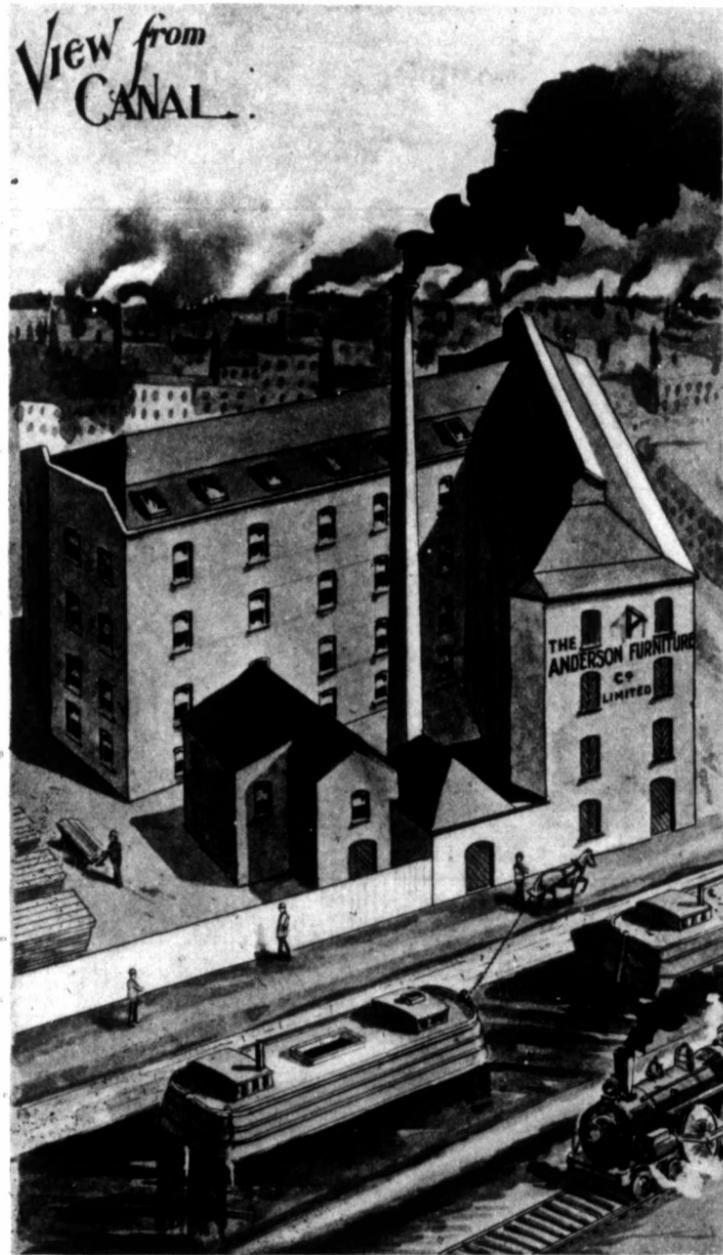
tems of Great Britain, Germany and the United States, upon which it has been founded; and for completeness and excellence is probably unexcelled in any country. The complete system includes the Kindergarten, the Public or Common School, the High School and the University.

Education in Ontario is practically free, attendance is compulsory, and the schools are national instead of sectarian. No class or sect is favored. The highest distinctions of the University are most frequently gained by the sons—and daughters too—of working men. The poorest boy or the poorest girl may reach by his or her own efforts the topmost rung of the ladder.

The work is presided over by a department of the Government with a Minister at its head, who has a seat in the Legislature and is a member of the Cabinet. There are in all about 9,000 teachers, male and female, in the different grades of schools, while the number of scholars is about 500,000. The Province is divided into counties, which are sub-divided into townships,



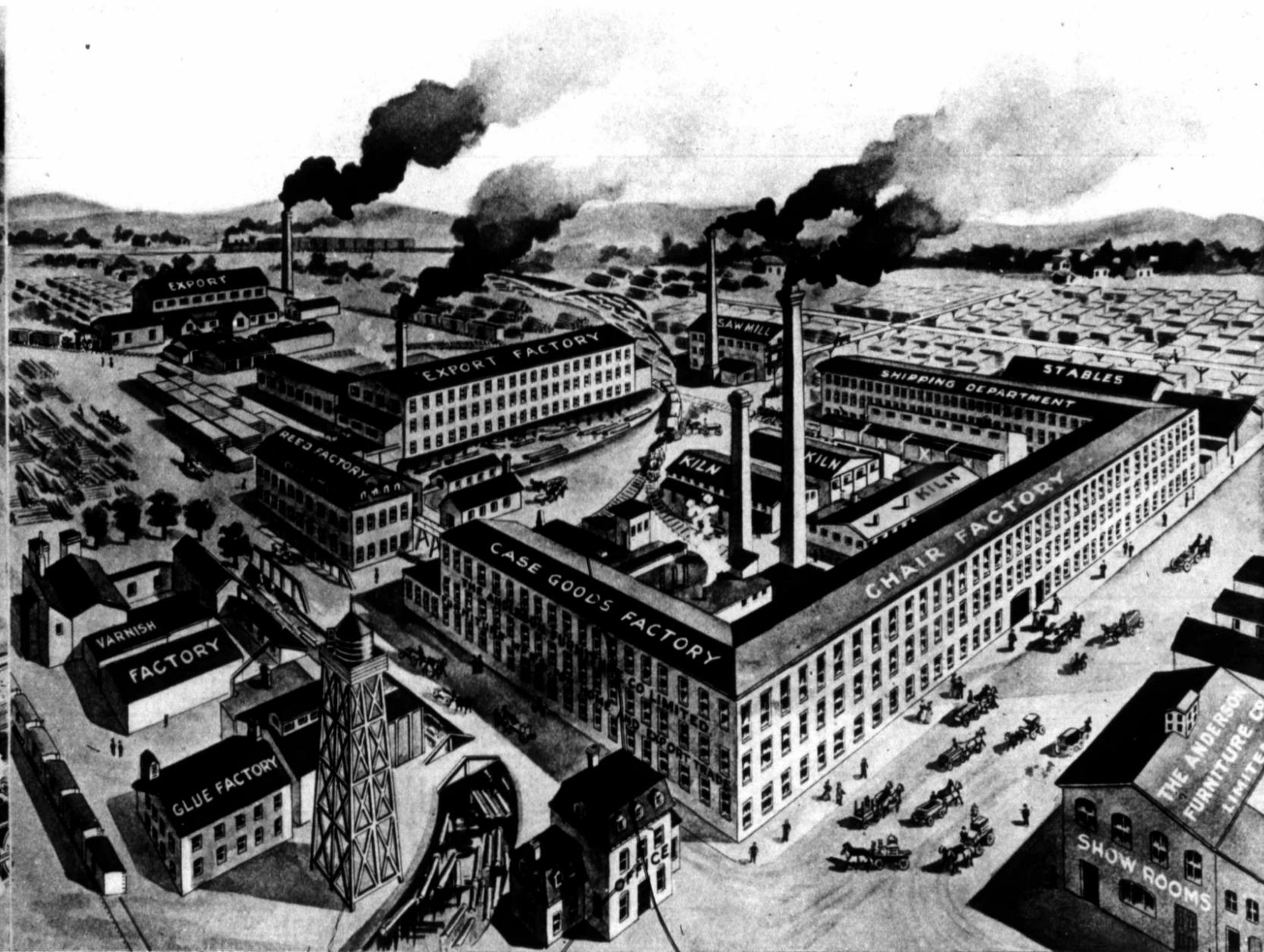
OFFICE AND PREMISES OF THE INGERSOLL PACKING CO., INGERSOLL, ONTARIO. ENGLISH ADDRESSES, T. L. BOYD & CO., MONTAGUE CLOSE, LONDON BRIDGE, S.E. LONDON, AND 20 MATHEW STREET, LIVERPOOL.



THE ANDERSON FURNITURE CO.'S (LIMITED) OFFICES, SHOWROOMS AND FACTORY IN GREAT BRITAIN, BELL WHARF, SOUTH BROMLEY, E., LONDON, ENGLAND.

The above illustrations show the establishments of one of the largest Canadian manufacturing firms. The total ground area of their premises at Woodstock, Ontario, is twenty-five acres. The total floorage area is 300,000 square feet. One factory has a capacity of 100 chamber suites per day, or 30,000 per year. The chair factory is capable of turning out 2,000

M



THE ANDERSON FURNITURE CO.'S (LIMITED) OFFICES, SHOW ROOMS AND FACTORIES AT WOODSTOCK, ONTARIO, CANADA.

per day, or 600,000 per year. In the drying kilns 300,000 feet of lumber can be treated at one time, while the saw mill has a capacity of 50,000 feet per day, or 15,000,000 feet per year. All the Canadian and foreign export trade of the firm is handled from Woodstock, Ontario, while in Great Britain a separate establishment is maintained

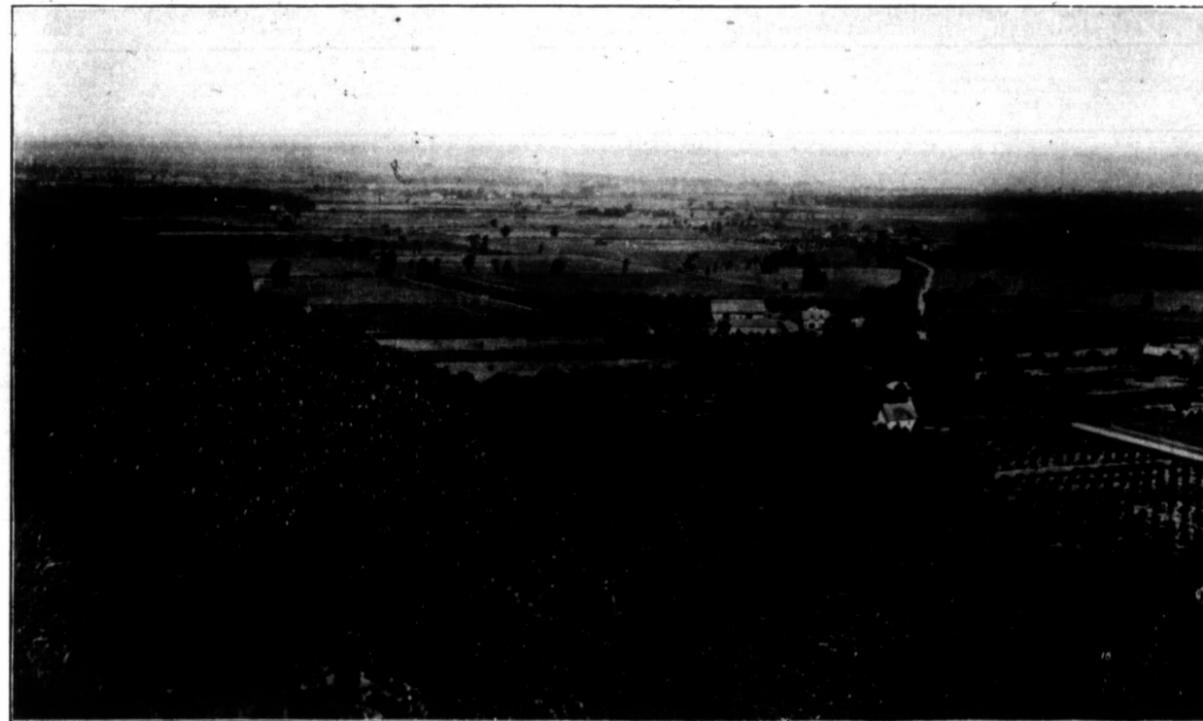
and these again into school sections. In the centre of each school section there is a public school, which is presided over by a board of trustees elected by the ratepayers of the section. These schools number upwards of 5,400. Though the Province of Ontario is generally Protestant, there is still a Roman Catholic minority. In order to meet the demands of this church for combined secular and religious instruction, what is known as the Separate School has been established, to which persons of that religion may send their children if they so desire. There are 250 Separate Schools in the Province. After going through the course of instruction in the Public School, as laid down by the Education Department, the pupil is ready for



A FRUIT GROWER'S HOME, NIAGARA PENINSULA, ONTARIO.

the High School. Every town or village of importance has one of these institutions. They form the connecting link between the common schools and the University, as the course of study culminates where that of the University begins.

There are several good Universities in Ontario, the principal being the University of Toronto, a liberally endowed and well-equipped institution, and the head of the educational system of the Province. This University was founded in 1827. It has an endowment of over a million dollars, and an income of \$85,000. Its students, male and female, number about 1,275. It also is undenominational. The wishes of those who prefer to attend a



LOOKING NORTH-EAST FROM FAIRVIEW, TOP OF MOUNTAIN, COUNTY OF LINCOLN, ONTARIO



LAURENTIAN FRUIT FARM, TOWNSHIP OF SALT FLEET, COUNTY OF WENTWORTH, ONTARIO.



VINEYARD SCENE FRUIT-PRODUCING DISTRICT OF SOUTHERN ONTARIO, NEAR HAMILTON, ON THE LINE OF THE GRAND TRUNK RAILWAY SYSTEM.

denominational university are met by the several institutions of the kind which have been established, viz.: Ottawa University (Roman Catholic), Queen's University (Presbyterian), Trinity University (Episcopalian), The Western University (Episcopalian), Victoria University (Methodist), now federated with Toronto, and McMaster University (Baptist).

A number of schools and colleges are affiliated with the Provincial University, including the Ontario Agricultural College, School of Practical Science, two Medical and a Dental College, and two colleges of Music, etc. In addition to the above, a number of private and endowed schools and colleges are to be found throughout the Province for the students of both sexes,



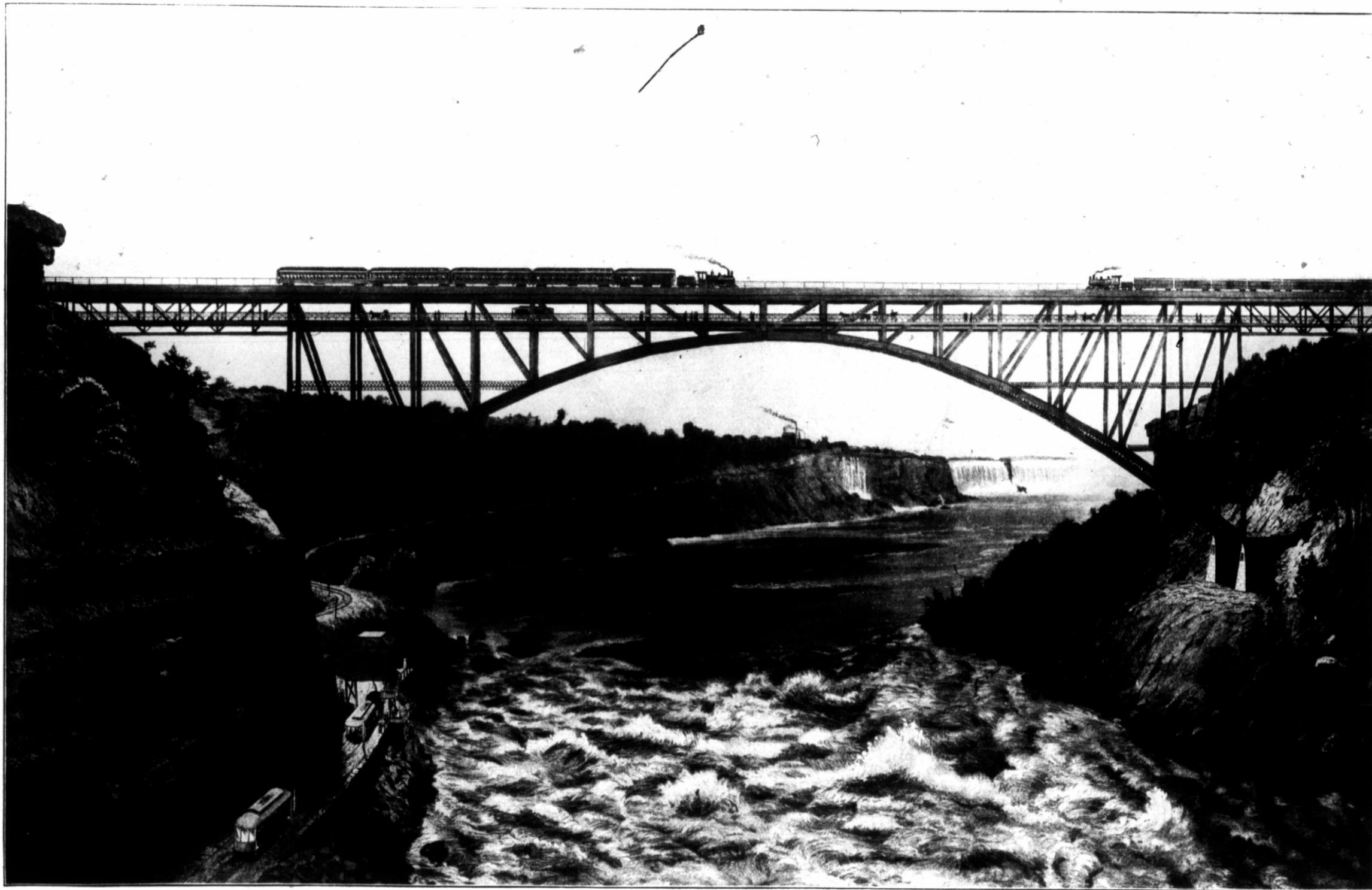
FRUIT FARM IN THE NIAGARA FRUIT SECTION, ONTARIO.



LOOKING NORTH-WEST FROM FAIRVIEW, TOP OF MOUNTAIN,
COUNTY OF LINCOLN, ONTARIO.

some of which are of a denominational character. Among these the Upper Canada College is well known. Also a School of Technology, and a school of Art and Design, located in Toronto; two Schools of Mining and three Schools of Dairying.

Ontario has 7,000 miles of steam railways. In this regard the southern portion of the Province is particularly well supplied, being covered with a network of lines. These, in connection with the lake, river and canal navigation systems, afford exceptional facilities for internal communication. Very few farmers in the settled portion of Ontario are more than four miles from a railway station. The principal railway systems are the Grand Trunk and the Canadian Pacific, two splendidly equipped roads with



GRAND TRUNK NEW SINGLE ARCH, DOUBLE TRACK, STEEL BRIDGE OVER THE NIAGARA RIVER, SHOWING NIAGARA FALLS IN THE DISTANCE.



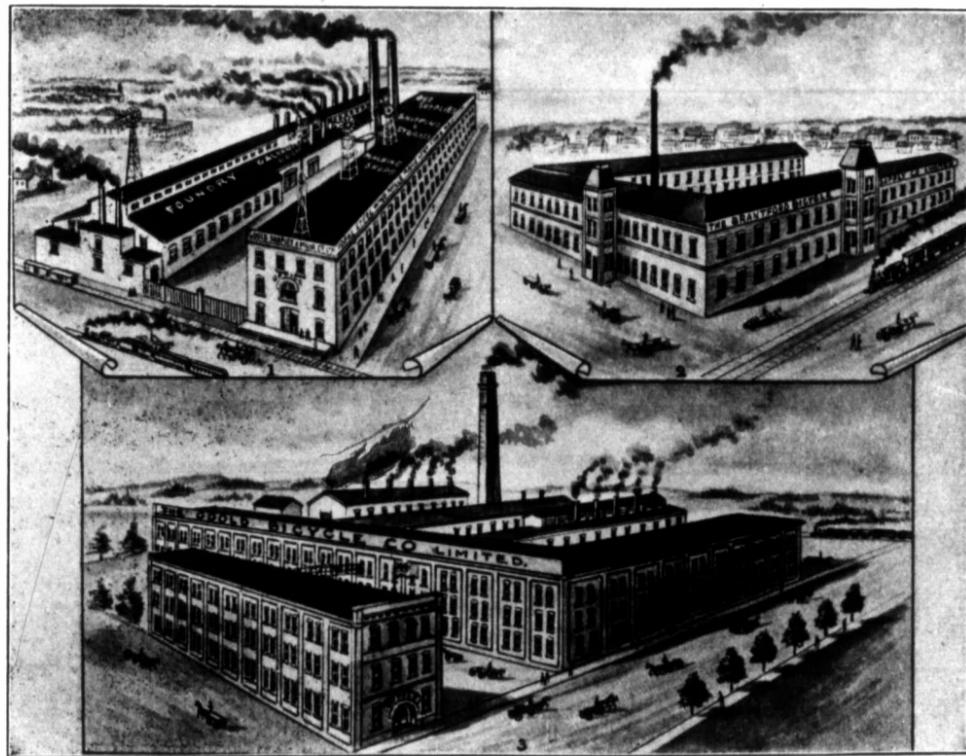
WATEROUS ENGINE WORKS CO., LIMITED, BRANTFORD, CANADA. ESTABLISHED 1844. NEW WORKS OCCUPIED 1896. INCORPORATED 1874.

Sawmill Machinery—Portable Sawmills of 2,000 to 20,000 daily capacity. Stationary, Circular and Band Sawmills of any capacity. Full line of labor-saving devices for handling material into, through and out of mill. Direct Steam Driven Machines for handling logs and lumber.

Steam Machinery—Engines—plain and automatic, simple and compound. Boilers—portable, stationary, marine. Steam Road Rollers. Steam Fire Engines.

Wood Working Machinery—Full line of builders' machinery. Special line of brick machinery, plastic, stiff clay and dry press machines. Special line of pulp and pulp-wood machinery, for cutting off, barking and grinding pulp-wood.

Many years' experience in export trade at your service. Send for fully illustrated and priced catalogues. Address: Waterous, Brantford, Canada.



THREE PROSPEROUS BIG FACTORIES IN THE CITY OF BRANTFORD, ONTARIO, CANADA.

The Brantford Bicycle Supply Co., Limited, Manufacturers of Electric and Imperial Tires, Wood Rims and Guards of the finest quality. The Gould, Shapley & Muir Co., Limited, Manufacturers of Galvanized Steel Windmills, with roller bearings for pumping and power, Steel Towers and Flagstaffs, Iron and Wood Pumps, Grain Grinders, Bee Supplies, etc.
The Gould Bicycle Co., Limited, Makers of the Famous "Red Bird" Bicycle, Canada's best known and most popular wheel.

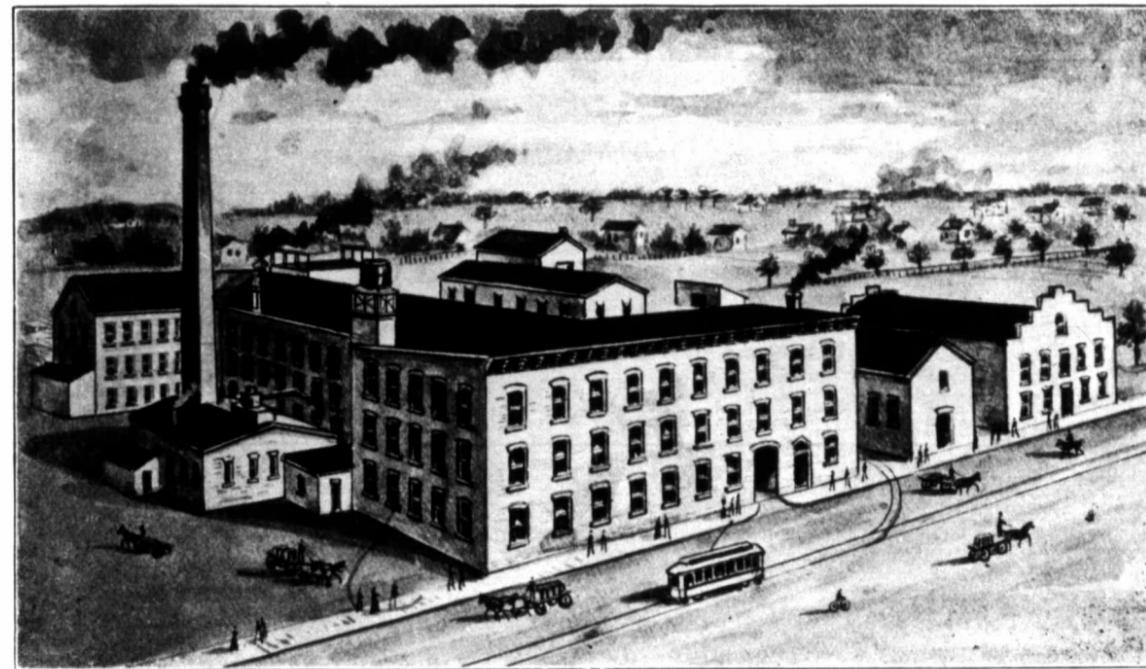
fine roadbeds and rolling stock. These systems are confined not only to Canada, but their ramifications extend to the United States as well.

A third system, not so well known as the above, but one that seems likely to play a very important part in the development of the country immediately north of the older settled portion of the Province, is the Ottawa, Arnprior & Parry Sound Railway. The route of this road runs for 264 miles directly across the Province from the City of Ottawa, in the east, to Parry Sound, a port of the Georgian Bay, in the west, and parallels the main lines of the Canadian Pacific and Grand Trunk to the south. It connects, via the Canada Atlantic, with Montreal, Quebec, St. John and Halifax; and with

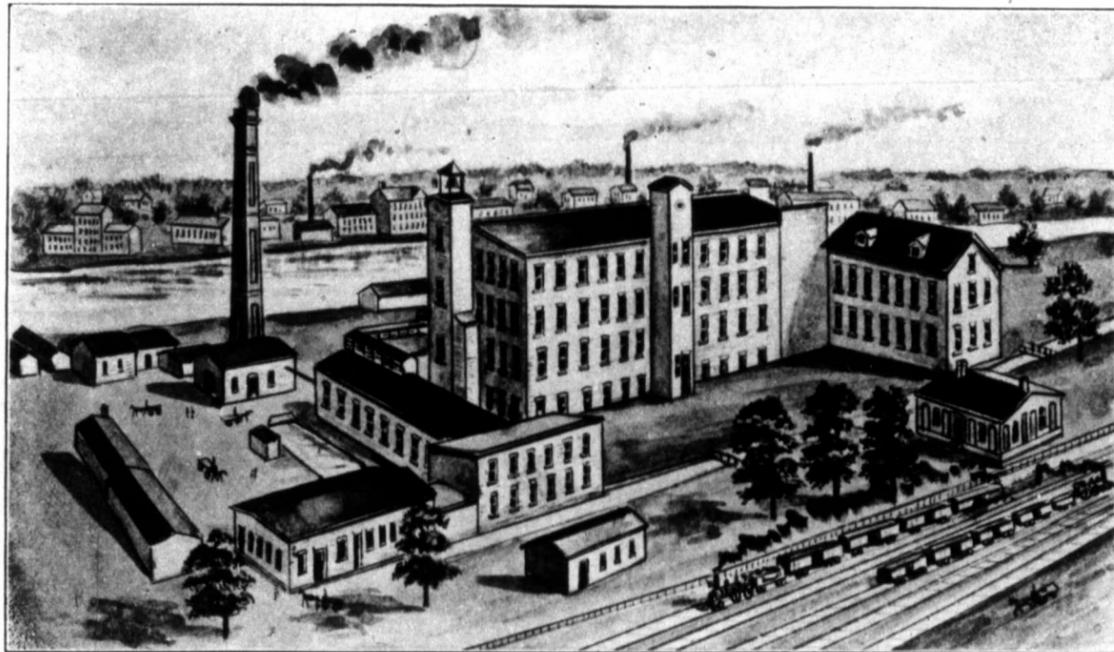
Boston, Portland and New York by American roads. It forms a short cut across Ontario from the Great Lakes, and is thus a very direct route to tidal waters.

The growth of the electric railway in Ontario within the past few years has been rapid and continuous. In the cities and more important towns of the Province the electric car has completely taken the place of the horse car for passenger traffic. Not only so, but the system is rapidly extending itself into the rural districts, where it affords light or secondary railway facilities for the speedy transportation of passengers, farm produce and general light freight, and bids fair in the near future to add greatly to the wealth and prosperity of the Province.

As has already been pointed out, the Great Lakes and the St. Lawrence River form the grandest system of inland waterways in the world. There is, however, a difference of level between Lake Superior and the tide-



THE CANADIAN OFFICE AND SCHOOL FURNITURE CO., LIMITED, PRESTON, ONTARIO.
Manufacturers and Exporters of Office, School, Church, Lodge and Hall Furniture. Bank, Office, Hotel, Drug and Jewelry Store Fittings, etc.



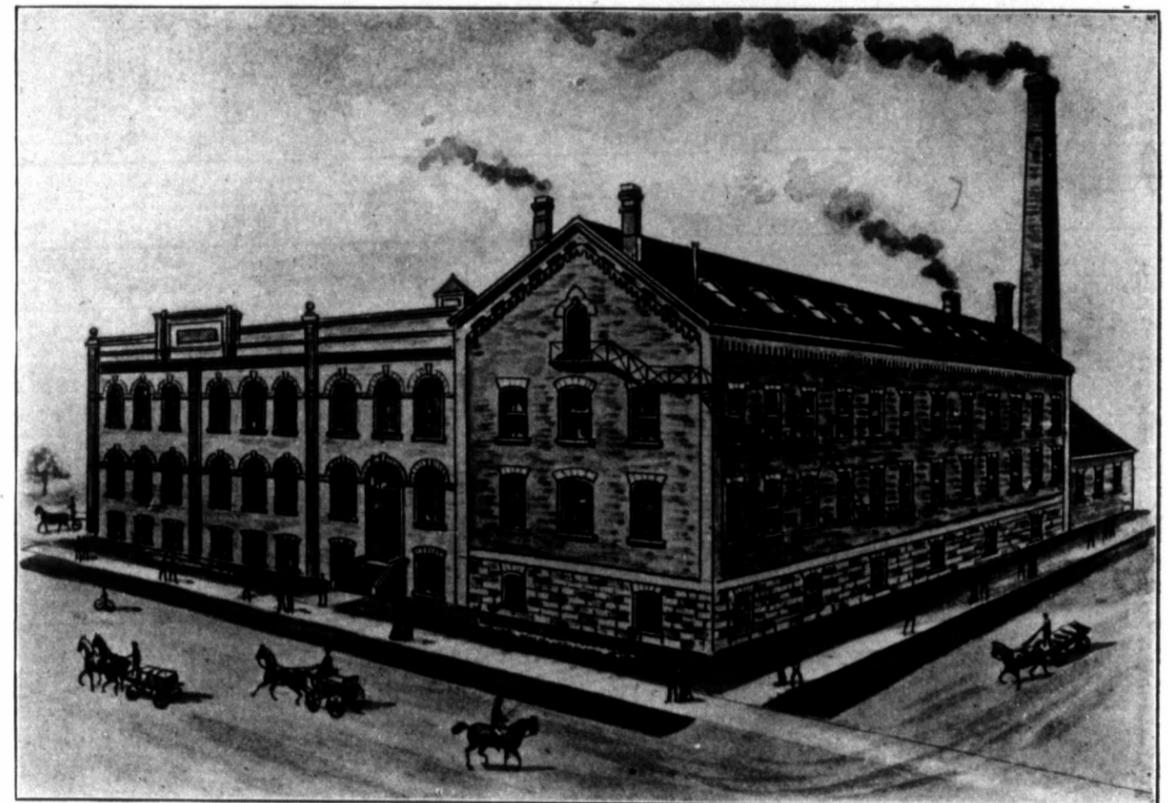
OFFICE AND MILLS OF THE AUBURN WOOLLEN CO., PETERBOROUGH, ONTARIO.

waters amounting to 602 feet, giving rise to rapids between Lake Superior and Huron, to the celebrated falls of the Niagara River between Lakes Erie and Ontario, and to the rapids of the St. Lawrence. To overcome these obstacles to navigation, a fine series of canals has been constructed, fifty-one miles in extent, at a total cost of about fifty millions of dollars, as follows: The Welland system, connecting Lake Erie with Lake Ontario, twenty-three and three-quarter miles; the St. Lawrence system, twenty-four miles; and the Sault Ste. Marie canal, three-quarters of a mile. The Canadian lock at Sault Ste. Marie, between Lakes Superior and Huron, is one of the finest works of the kind on the continent. Electricity is used as the motive power. There are also several internal canals.

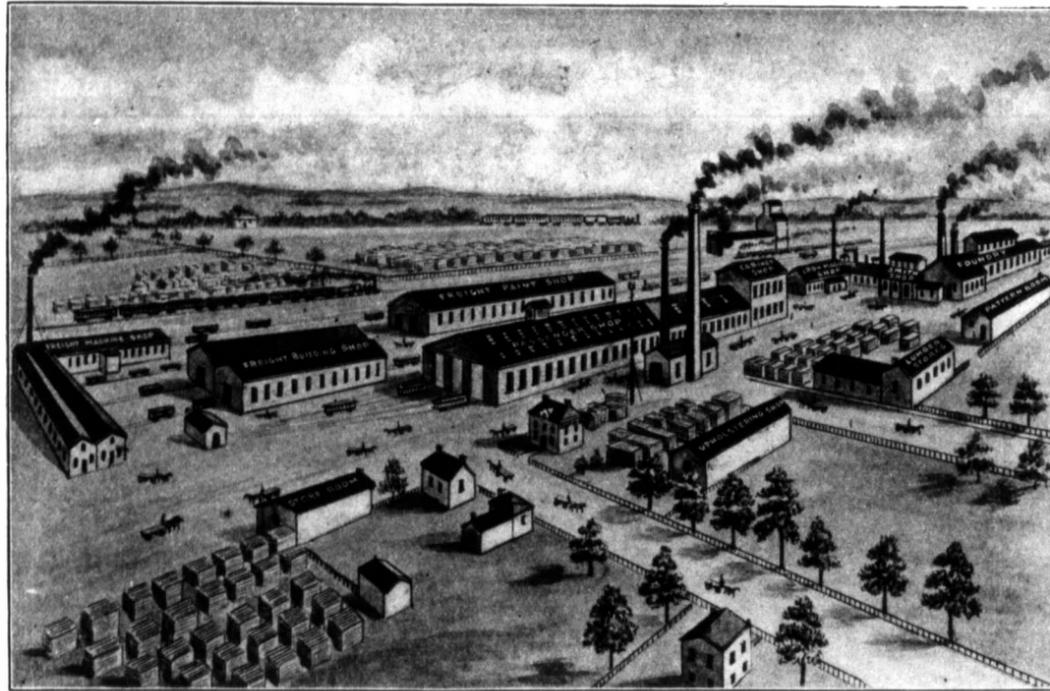
The mineral resources of Ontario are widely spread, varied in character, and cover almost the entire list of economic minerals. Examination shows that even now, when only on the threshold of discovery, they are of almost limitless extent and value. Not only does the varied list include all the prin-

cipal and more commonly found metals, such as iron, copper, lead, silver and gold, but it also embraces the comparatively rare metal, nickel, the deposits of which, in the Sudbury district, constitute one of the two sources of the world's supply.

In Ontario the Huronian rocks, which are the principal mineral-bearing series, cover a vast area. Beds of these rocks, of greater or less extent, overlie the Laurentian formation all the way from the Quebec to the Manitoba boundary of the Province, passing north of Lake Superior and westward along the United States border. One tract alone, known as the great Huronian belt, extends from Lake Superior eastward into Quebec Province, a distance of



THE WILLIAMS, GREENE & ROME CO., OF BERLIN, LIMITED, BERLIN, ONTARIO. Manufacturers of Shirts, Collars and Cuffs. Organized in 1882, this business has grown steadily and is now the largest of its kind in Canada. The buildings are handsome and extensive, containing a floorage of 37,000 square feet and a plant of the most complete and up-to-date description. This Company employs 350 to 400 people.



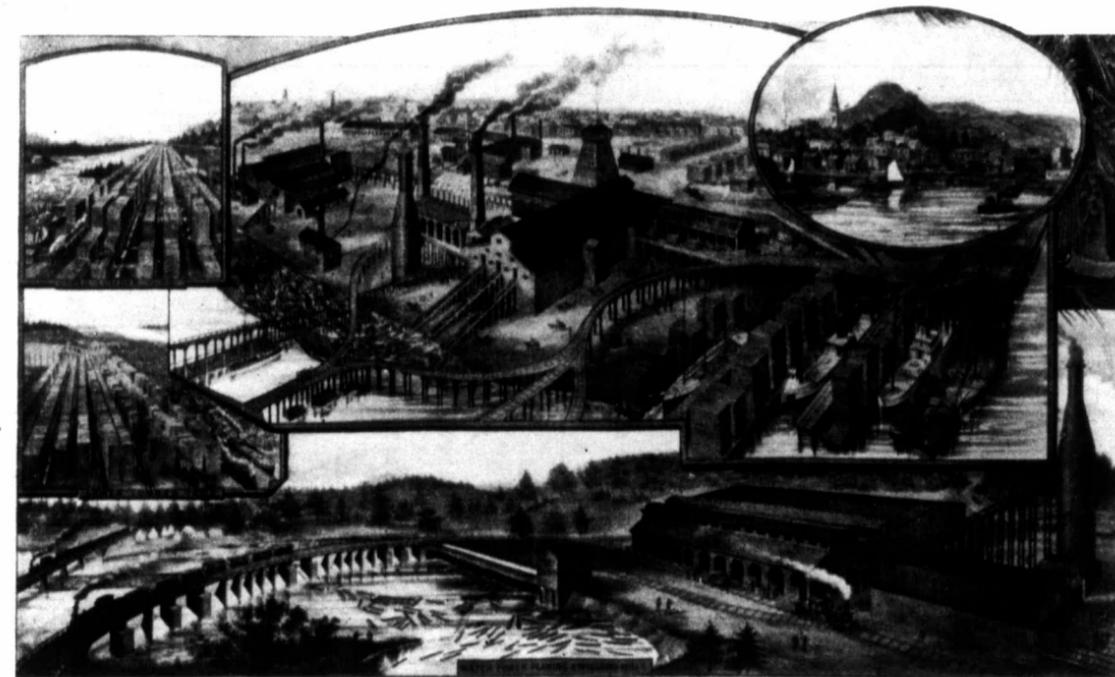
THE CROSSEN CAR MANUFACTURING CO. OF COBOURG, LIMITED, COBOURG, ONTARIO.
 WM. J. CROSSEN, GENERAL MANAGER.
 Manufacturers of Sleeping, Parlor, Passenger, Post Office, Baggage, Box, Platform, Street Cars, etc.

700 miles. In most localities exploration for minerals has been largely superficial, and the country cannot, on account of its great extent, be thoroughly explored for many years. Fresh discoveries of minerals, which had hitherto not been supposed to exist in commercial quantities, are not uncommon, as, for example, the discovery of nickel a few years ago, and, last year, the startling discovery of a large area of corundum-bearing rocks. Much of the northern country remains absolutely untouched, and the prospector has there a limitless field of operations before him. On the Hudson Bay slope, it is doubtful if any white man has crossed the country from east to west, north of the 49th parallel.

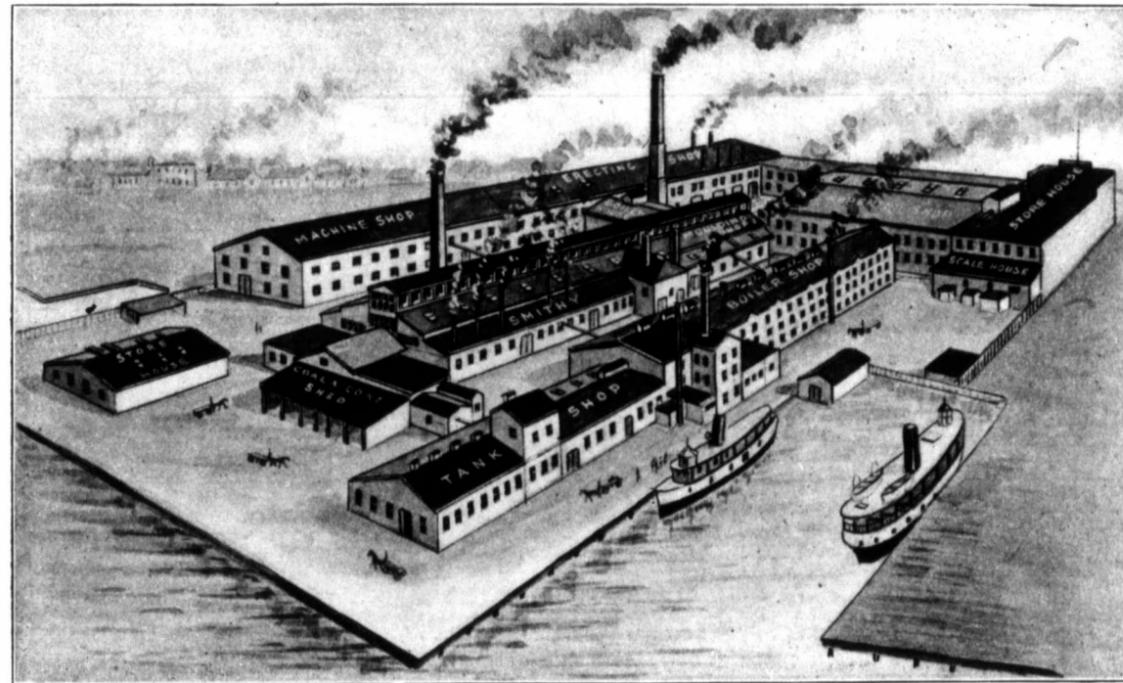
The development of Ontario's minerals has been hindered by several adverse economic conditions, chief among them being the American import duty on the principal products of the mine, the narrowness of the home market, and the Canadian duty on mining machinery, which, however, has

recently been removed. These two restrictions to trade, together with the low price of iron, copper, nickel, etc., have rendered it almost impossible for Canadians to compete in the United States market. Yet, in spite of the fact that trade is thus handicapped, the United States is still Canada's principal customer, taking about 80 per cent. of the total export product of the mine. Those well informed on the subject believe that even under present conditions, skill and capital might be made to give satisfactory results, and that there is room for large development in the mineral industries of the Province.

As regards gold, while Ontario cannot be said, as yet, to have a well-established gold-mining industry, investigation has now proceeded far enough to warrant the statement being confidently made that the Province possesses a gold country of almost limitless extent, where the mining of the precious metal may be undertaken to better advantage and with a surer prospect of



LUMBER MILLS AND YARDS OF MESSRS. GILMOUR & CO., TRENTON, ONTARIO, CANADA,
 Who are one of the big representative firms engaged in the development of the Canadian Timber Industry.
 Here the forest tree is changed to the finished product. This Company have done a special service to Canada in developing the export trade in Doors and Boxes, the capacity of their plant being 75,000,000 feet of timber annually.

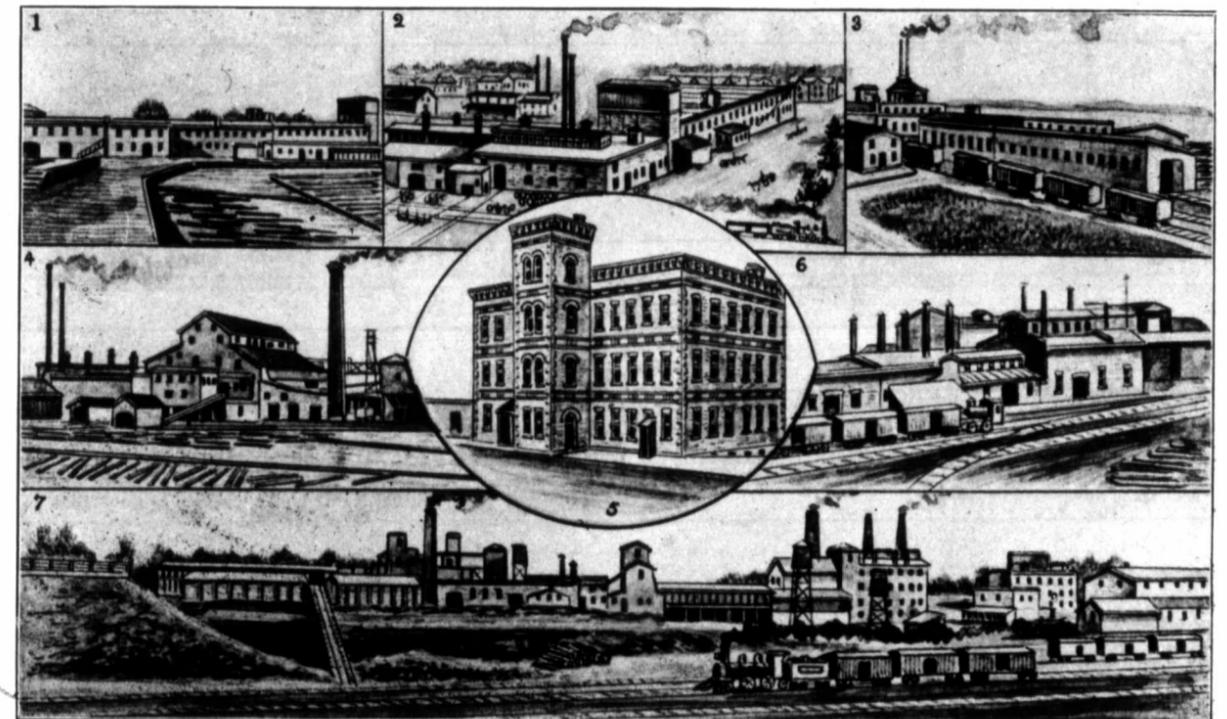


OFFICE AND WORKS OF THE CANADIAN LOCOMOTIVE AND ENGINE CO., LIMITED,
KINGSTON, ONTARIO.

return for the money invested than perhaps in any other country in the world. It may be stated confidently that those who desire to invest capital in this industry will nowhere find a more favorable opportunity for doing so than in Ontario.

In the smelting of iron ore, a fair beginning has been made, but the capabilities of expansion in this line have as yet been scarcely more than touched. The magnetite deposits of eastern Ontario and the hematite and magnetite of northwestern Ontario, taken together, are more than sufficient to supply our own needs in the way of iron for perhaps centuries to come. Among the non-metallic substances we possess the basis of two permanent and important industries in our salt beds and petroleum wells. The whole shore of Lake Huron from the latitude of Kincardine southward, and for many miles inland, is underlaid with beds of salt hundreds of feet thick, supplying the raw material not only for refined salt itself, but for carbonate and bi-carbonate of soda, soda ash, bleaching powder, and other essentials for the textile

and other industries. The petroleum industry leads all others of a mineral nature in the value of yearly output, and affords an admirable example of what enterprise and skill can do in the profitable utilization of raw material. Another instance of this is seen in the cement business, which has undergone satisfactory development during the past few years. In the products of clay—brick, tile, terra cotta and sewer pipe—the output is limited only by the market. The total mineral production for 1897 was valued at \$1,042,779, and that for nine months of 1898 at \$1,243,483. The best known and furthest developed gold-bearing section of Ontario lies to the west of Lake Superior,



OFFICE AND WORKS OF THE RATHBUN CO., LIMITED, DESERONTO, ONTARIO,
BAY OF QUINTE DISTRICT.

1 REAR OF SASH AND DOOR FACTORY. 2 MACHINE SHOP AND SASH AND DOOR FACTORY. 3 CAR WORKS. 4 REAR OF STONE MILLS. 5 HEAD OFFICE. 6 GAS AND CHEMICAL WORKS. 7 CEMENT WORKS.

Manufacturers of Lumber of all Descriptions (capacity, 70,000,000 ft. annually), Railway Sleepers, Telegraph and Electric Poles. Last year this firm exported 160,000 Doors, besides other Wooden Building material.

They are the Canadian Pioneer manufacturers of Portland Cement, the demand for their "Star" Brand alone exceeding the capacity of their works. In their Chemical Works they manufacture Wood, Alcohol and Charcoal. This last fact has led to the establishment, in the town, of the Deseronto Iron Works.

and between it and the Lake of the Woods, in what is known as the Rainy River District. It is only within a very recent period that work has begun in earnest. Gold-mining in Ontario is a new industry. It is largely through the perseverance, determination and ultimate success of one man that effort has been stimulated and confidence aroused in gold-mining in the Rainy River District. The history of the "Sultana" mine, on the Lake of the Woods, owned and operated by J. F. Caldwell, of Winnipeg, reads like a romance.

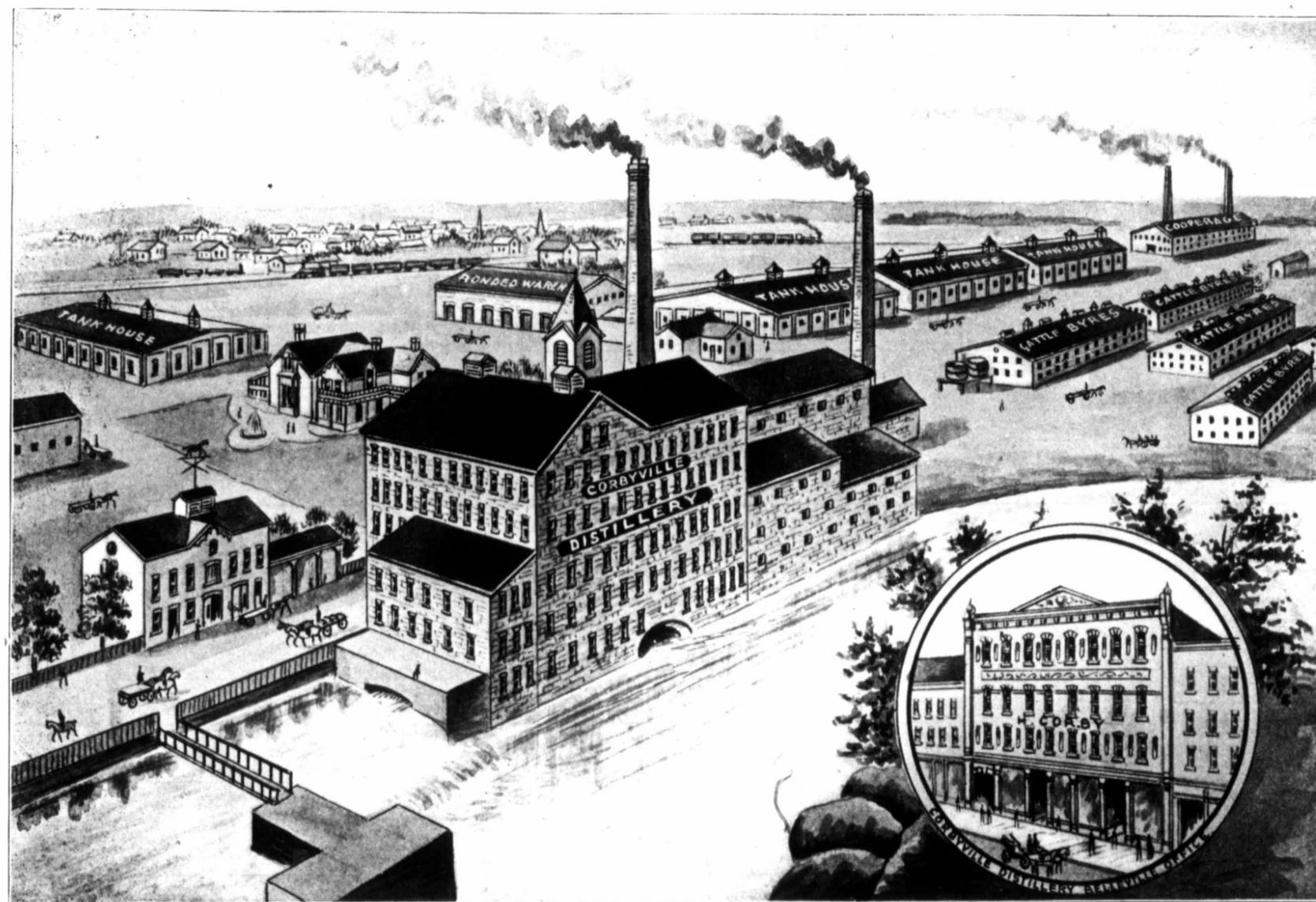
The success of the "Sultana" and the feeling of confidence it aroused, at once had a good effect on enterprise and exploration. Development work was begun on many properties, a vast number of new claims were located, and since that time the known auriferous area of the Province has been widely extended. There is no better evidence of the stimulus that has been given to mining enterprise than the

number of mining companies recently organized in Ontario, and the number of locations that have been purchased or leased from the Government. For the year 1896 the total number of mining companies organized in the Province

was 26, and the total amount of their authorized capital was \$15,600,000. In 1897 the number was 136, and the aggregate of their authorized capital was \$98,356,000. The total number of locations (chiefly gold) sold and leased in the year 1897 was 1,255, with an area of 115,809 acres, the number being greater than in the five previous years by 229, and the area by 22,000 acres.

Development work in all its stages is now actively going forward on hundreds of properties, with distinctly gratifying results. Already a number of mines have passed the experimental stage and

may be classed as regular bullion producers. There are now three such mines on Lake of the Woods, one on the lower Seine, and two on the upper Seine.



OFFICE AND PREMISES OF H. CORBY, M.P., DISTILLER, BELLEVILLE AND CORBYVILLE, ONTARIO. ESTABLISHED 1859

With another season's work the value of many properties, which is now to a certain extent problematical, will have been set at rest. Three of the principal mines are now owned by English companies, and not a little foreign capital, both English and American, is being interested in the district. It is doubtful whether any other gold region in the world possesses the advantages of northwestern Ontario for the prosecution of the gold-mining industry. First and foremost, the ore is to a large extent "free milling," which means that it may be easily and cheaply worked with a quick return for a comparatively small outlay of capital.

The gold is usually found, scattered throughout the quartz by itself, or in combination with pyrites only, the removal of which is not nearly so difficult a process as the separation of gold, silver, copper and lead, when all are found in a conglomerate mass. The ore is free milling to such an extent that with a stamp mill 80 or 90 per cent. of the gold may be secured by quicksilver as the pulverized ore passes from beneath the stamps, and only from 10 to 20 per cent. is found in the pyrites. Consequently no great smelting plant and refining works are required at a cost of \$500,000 and upwards for smelting the ore and refining the metal before the gold can be obtained, for the stamp mill takes the place of the smelter and refinery in free-milling ores. The concentration plant gathers up the gold-carrying pyrites into a convenient form for transportation to the reduction works, where the gold is recovered. It is probable that very few of such reduction works will suffice for all the gold sulphur ores of Ontario. An abundance of water power and of timber enhance

the value of the section. Elsewhere in Ontario besides the Rainy River District, rich discoveries of gold have been made. The precious metal is found in the eastern part of the Province, in the County of Hastings, where a bromo-cyanide plant, capable of treating seventy-five tons per day of the refractory ore of this region, is being successfully operated by an English company. At Jackfish Bay, on the north shore of Lake Superior, several properties of promise have been discovered, and in one case, at least, a large extent of ore body has been demonstrated. Coming east, the Michipicoton country is reached, the most recent addition to the gold fields of the Province.

Continuing east, along the C.P.R., the Wahnapiatè region, which is in the same great Huronian belt that produces ores of nickel and copper, next claims attention. Here on Lake Wahnapiatè a large number of claims have been taken up, and on several of the properties on which development work has been done the ore is undoubtedly very rich, showing free gold in abundance. At the Crystal mine a stamp mill is now running and the ore is yielding from \$12 to \$18 to the ton.

The ores of iron occur in Ontario in great abundance. In the eastern part of the Province there are large bodies of magnetic iron, and of hematite and limonite, the red and brown iron ores. North of Lake Superior, hematite exists in large quantities, and elsewhere valuable deposits of bog iron have been discovered. Iron ore has been found in many localities in the Huronian and Laurentian formations, but the largest and most valuable deposits are undoubtedly the hematites of



FULFORD BUILDING, BROCKVILLE, ONTARIO.

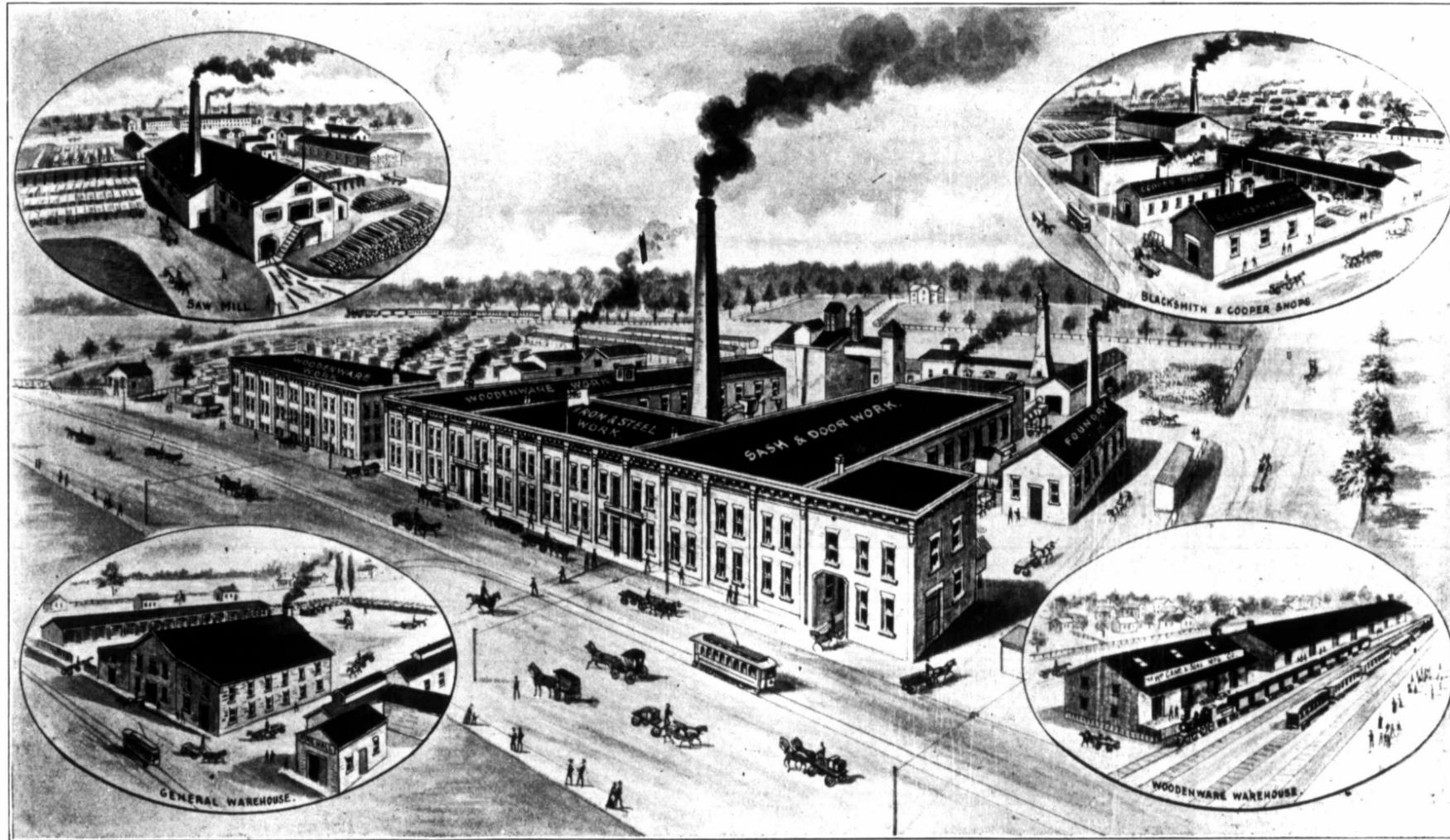
Headquarters for Dr. Williams' Pink Pills for Pale People, the Great Blood Builder and Nerve Restorer.

the Mattawan iron range, and the magnetites of the Atik-okan, to the west of Lake Superior. These ranges are supposed to form a continuation of the wonderful Minnesota deposits, which now lead the world in production, but are thought to be of even greater extent in Ontario than in that State. These mountainous bodies of ore may be followed for miles, and millions of tons could be quarried at very low cost, while the supply is simply inexhaustible.

Extensive and valuable as the iron deposits of Ontario are, it is nevertheless a fact that at the present time they are unproductive. Ontario consumes about 300,000 tons of pig iron annually in her manufactures, and this fact, together with the offering of a bonus by the Canadian Government, has recently led to the establishment of a blast furnace at Hamilton for the smelting of native ores with American coke. The furnace is of the most approved kind, and is capable of turning out 200 tons of pig iron per day. During 1897 its output was 24,000 tons, valued at \$288,000. The

manufacture of charcoal iron is now being undertaken, a furnace for this purpose having been built at Deseronto during the present year. There is little doubt that the requirements of these furnaces will lead to the opening up and working of some, at least, of Ontario's iron deposits, and were it not for the prohibitory American tariff, the industry would assume large proportions.

On account of the low price of copper, that mineral is not now produced in Ontario, except as a by-product of the nickel industry. Valuable deposits of native copper, or copper in its pure state, exist at Marmise, on Lake Superior, similar in character to the famous deposits of northern Michigan. Elsewhere in Northern Ontario native copper has been found. Chalcopyrite, an ore of copper, is mined to some extent in



OFFICE AND WORKS OF THE WM. CANE & SONS MANFG. CO., LIMITED, NEWMARKET, ONTARIO, CANADA.

Manufacturers of Lumber, Lath, Shingles, Sash, Doors, Blinds, Mouldings, etc., also Pails, Tubs, Washboards, Clothes Pins, Butter Tubs, Syrup Pails, Pickle Cans, Paint Cans, Jam Pails, Jelly Pails, Candy Pails, Caramel Pails, Lard Pails, Tubs and all General Woodenware.

connection with the nickel of the Sudbury region. This ore is also found on the north shore of Lake Huron, where between 1849 and 1876 the mines yielded \$3,300,000 worth of the metal.

7

The total produce for 1897 was 2,750 tons, but the indications are that the output is likely to be largely increased, as cheaper and more effective methods have lately been adopted for separating the Sudbury ores.

The most extensive deposits of nickel-bearing ore in the world are found in Ontario. They are located to the north of Lake Huron in the Algoma district, principally in the vicinity of the town of Sudbury on the Canadian Pacific Railway.

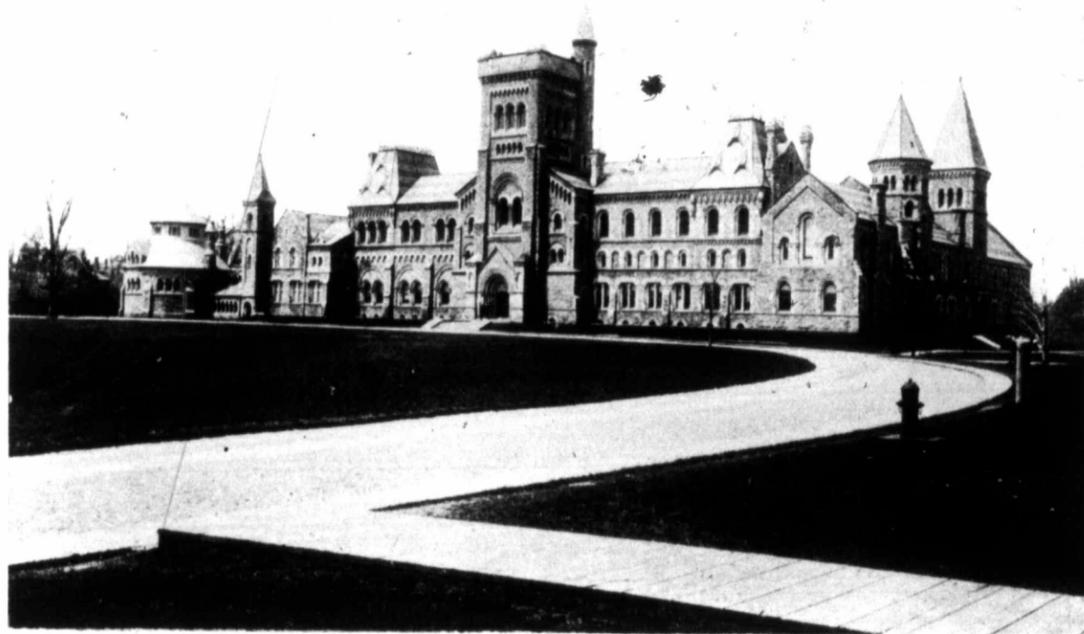
A few years ago, experts from the United States Navy Department who examined the deposits, estimated in their report that there were 650,000,000 tons of ore in sight, and since then other discoveries have been within an area of about 2,000 square miles.

The fact that no workable beds of coal have been discovered in Southern Ontario, confers a large degree of importance on the other kinds of fuel the Province possesses. These are wood, petroleum, natural gas and peat. The stock of the first-named in Ontario is still great, and of petroleum and natural gas some account has already been given. Of peat, Ontario possesses immense quantities. The most extensive bogs are those of Hudson Bay slope, where, it has been estimated, they cover 10,000 square miles of territory. It may be stated, however, that there is not a county and hardly a township in the Province in which this substance may not be found. The importance of this fact has led to the statement being made that a process by which a good and cheap peat fuel could be obtained

would be a national benefit. Turning to Ontario's agriculture: There are about twelve and a half million acres of land under cultivation, while the total amount of farm land assessed in 1895 amounted to nearly 23,000,000 acres. The number of farmers is estimated to be 175,000, the average size of their farms 130 acres, and the average value \$5,600. The census of 1891 gave the total number of farmers and farmers' sons at 292,270, and classed 67 per cent. of the total population of 2,114,321 as rural

It is difficult to determine the annual value of the products of the farm in Ontario, but the following figures at current market prices are probably within the mark:—Field products, \$100,000,000; live stock increase, \$35,000,000; dairy produce, \$35,000,000; orchard and garden products, \$12,000,000; farm woodland products, \$20,000,000; pasture, \$4,500,000; eggs, wool, honey, etc., \$3,500,000; total, \$200,000,000. With this contrast the value of the annual mineral production of the Dominion, which is about \$30,000,000, and the fisheries production of Canada amounting to about 20,000,000.

All this demonstrates that agriculture is the principal industry of the people of Ontario, and as an agricultural country the southern or older settled portion of the Province is singularly favored. Its soil is rich and productive, more so perhaps than any other similar area on the North American continent. Its climate is healthful and invigorating, and admits of the growing of a great variety of products. A better sample and a larger average yield may be grown in Ontario than in the United States.



TORONTO UNIVERSITY.

The ability of Ontario to produce some of the most useful varieties of fruit of the finest quality and flavor was fully demonstrated at the World's Columbian Exposition. There the Province secured the greatest number of Provincial and district awards, and on the score of the judges succeeded in obtaining a position fully thirty per cent. higher than any other country or state, as to the appearance and quality of its fruit. The proximity of the Great Lakes helps to render the climate of the southern or lake counties very temperate and suited to the growth even of tender fruits. Grapes grow there as a field crop, producing enormous yields, and peach trees are planted out in orchards in a similar manner to apple orchards. The Niagara District has been aptly termed "The Garden of Canada," and immense quantities of small fruits of every kind are shipped every season from this district.

The Ontario Bureau of Industries places the number of apple trees of bearing age in 1896 at 5,913,906, while there are 3,548,058 young apple trees planted in orchards. The yield of apples in 1896 is estimated to be 55,895,755 bushels, or an average of 9.45 bushels per tree of bearing age. The following is an estimate of other fruit-bearing trees and vines in Ontario:—Plum trees, 700,000; cherry trees, 500,000; pear trees, 500,000; peach trees, 500,000; grape vines, 2,000,000. Dairying is one of the most important branches of Ontario agriculture. Ontario exports more cheese than the whole of the United States, and on the British market the quality of the product is admittedly superior. Entering late into the race,

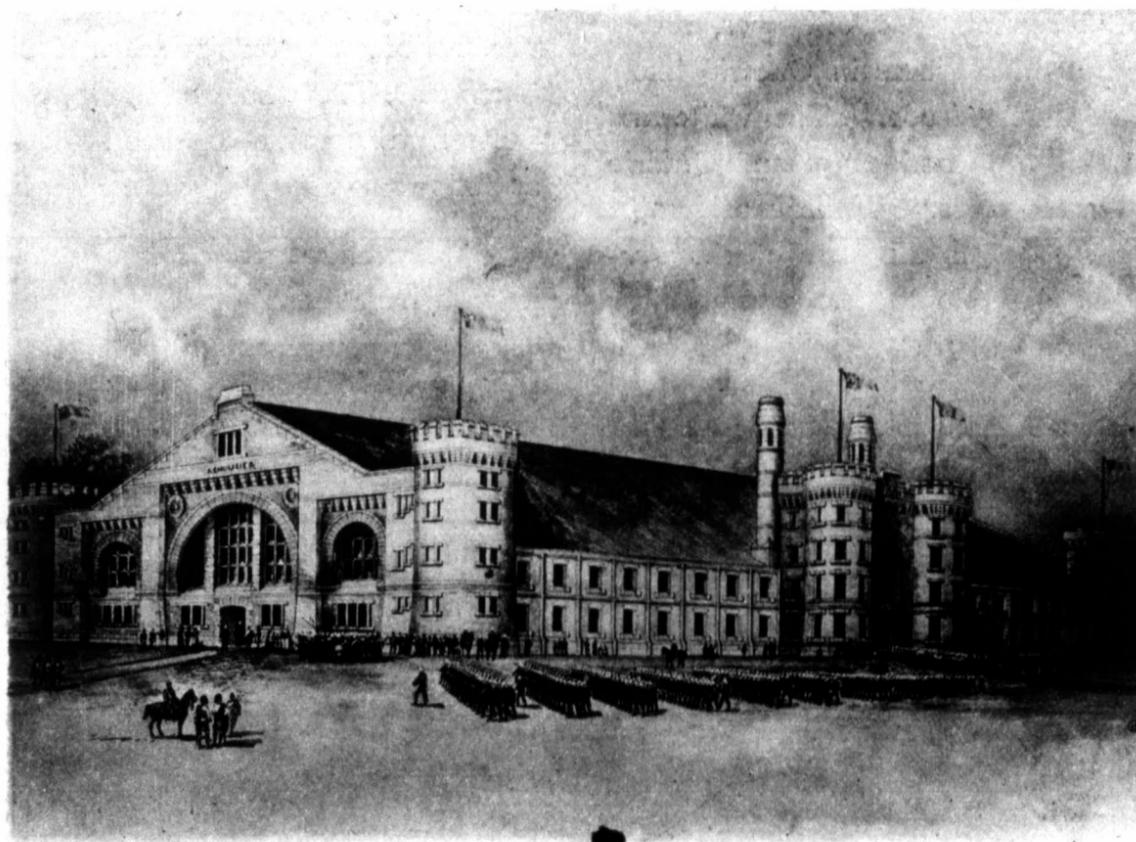
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when it seemed almost won by the United States, Canada has wrested from that country the first place on the market by the superiority of its product. Much of the cheese consumed by the British public is made in Ontario, although, doubtless, sometimes sold to the consumer as the home article. The amount of Canadian cheese, of which probably two-thirds comes from Ontario, exported to Great Britain in 1896 was 164,689,123 lbs.; in 1897, 164,220,699, and in 1898, 196,703,323 lbs.

The butter industry is not nearly so far advanced as the cheese, chiefly owing to the lack hitherto of proper facilities for placing the product on the world's markets in prime condition. As soon as the means are found for the accomplishment of this, butter-making will at once be stimulated and receive the attention it demands. The amount of butter exported by Canada for the fiscal year ending June 30, 1898, and the two previous years, was as follows:—1898, 11,255,187 lbs.; 1897, 11,453,351 lbs.; 1896, 5,889,241 lbs.

There is no branch of high-class farming in which Ontario, taken as a whole, does not excel. Advanced methods have brought about these results, and progress has been accelerated largely by the economic conditions under which

Ontario farmers have found themselves placed after the competition of the west began and American markets were closed. Turning to her forest wealth, foremost of the trees of Ontario both for value and commercial importance is the white or Weymouth pine, the main object of lumbering operations in the Province. It is admitted that Ontario still possesses a larger supply of white



THE ARMOURIES, TORONTO.

pine than is to be found anywhere else on the continent. Next in importance is the spruce, a tree which is found almost everywhere in the north in large quantities. The great and increasing value of the spruce for paper-making, makes it one of the most valuable assets of the Province. Throughout Ontario there is a great variety of valuable hardwoods which supply the domestic consumption and contribute largely to the exports.

The rapid increase in the past few years in the consumption of spruce and poplar for pulp or cellulose, used in the manufacture of paper, textile fabrics and a thousand other articles, has built up a business in Ontario likely soon to rival the great lumbering industry in magnitude. The white and black spruce furnish the most desirable material for wood pulp, and Ontario is the fortunate owner of extensive forests of these trees. While considerable spruce is found intermingled with other forest growth in all parts of the Province, beyond the height of land on the Hudson Bay slope there extends clear to the shores of Hudson Bay what is probably the greatest spruce forest in the world. Three things are necessary for the successful development of the manufacture of pulp—suitable wood, extensive water power and suitable labor. All these advantages exist in Ontario. Moreover, Canadian pulp wood is of a superior quality and very much sought after by the manufacturers of the United States, as is seen in the yearly increasing demand. With regard to quality, Ontario is better situated than Norway and Sweden, if the price obtained in England is taken as a criterion, for in 1893 Canadian pulp was sold in England at an average of \$24.80 a ton, as against \$20.77 for the Scandinavian product. The pulp mill at Sault Ste. Marie is considered to be the largest and best equipped mill in the world. The lake steamers pass right by it through the canals, and the Sault rapids afford power enough to supply many such industries. A second immense mill is now under construction at that point. Small wood industries are also growing rapidly throughout the Province.

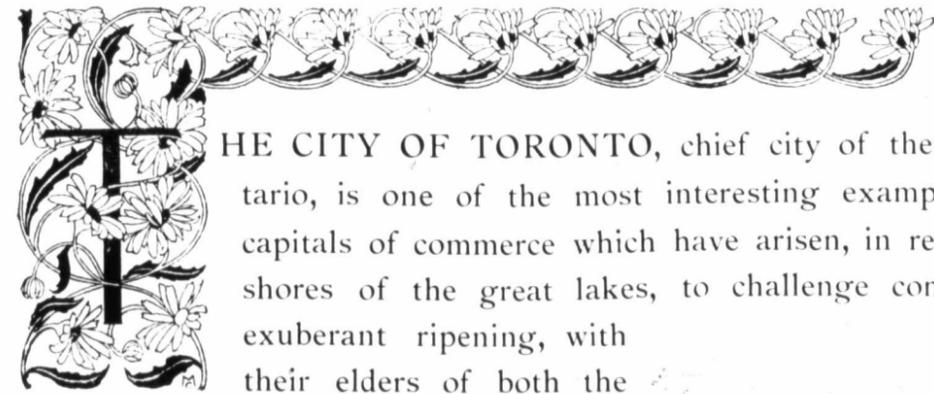
The commercial fisheries of the Great Lakes are the most extensive fresh water fisheries in the world. In these waters are found the whitefish, salmon-trout, herring, sturgeon, bass, pickerel, etc. The total quantity of fish

caught in Ontario waters during the twelve years, 1883 to 1894, amounted to nearly 294,000,000 pounds, valued at \$17,660,000. The principal kinds of fish caught in the period named were:—Herring, 97,000,000 pounds; whitefish, 62,000,000 pounds; salmon-trout, 63,000,000 pounds. The Rainy River district, west of Lake Superior, embraces some 300 miles of international waters, the fisheries of which are of much importance. The centre of the industry is the Lake of the Woods. Although the catch of whitefish in this large district reaches nearly half a million pounds, the staple fish is the sturgeon. The produce of sturgeon caviare and bladders for 1895 represented a value of over \$21,000. The whole of the catch from this district is exported to the United States. The value of exports of the fisheries of Ontario during the years was as follows:—1895, \$389,694; 1896, \$467,799; 1897, \$372,599.

From the general description of Northern Ontario to be found elsewhere, it will have been observed that, while the country as a whole cannot be classed as agricultural, it nevertheless contains numerous tracts of land not to be surpassed in fertility by any in the Province. Some of these sections have already been opened up and developed to a greater or less extent, and are immediately available for settlement. These possess advantages that render them particularly attractive to persons of small capital, and therefore call for a more detailed description. Chief among such sections are:—(1) The Rainy River and Wabigoon valleys in the Rainy River district, west of Lake Superior; (2) the country in the vicinity of Port Arthur in the Thunder Bay district; (3) the country along the north shore of Lake Huron, including the islands of Manitoulin and St. Joseph, in the District of Algoma; and (4) the Temiscamingue country in the District of Nipissing. In these sections there is not less than 2,500,000 acres of farm land available for settlement at the present time.

In addition to the above there are less important areas of good land scattered here and there throughout the districts named, and still others which, although important in themselves, are as yet beyond the reach of the pioneer because of lack of railway and road communication.

The City of Toronto



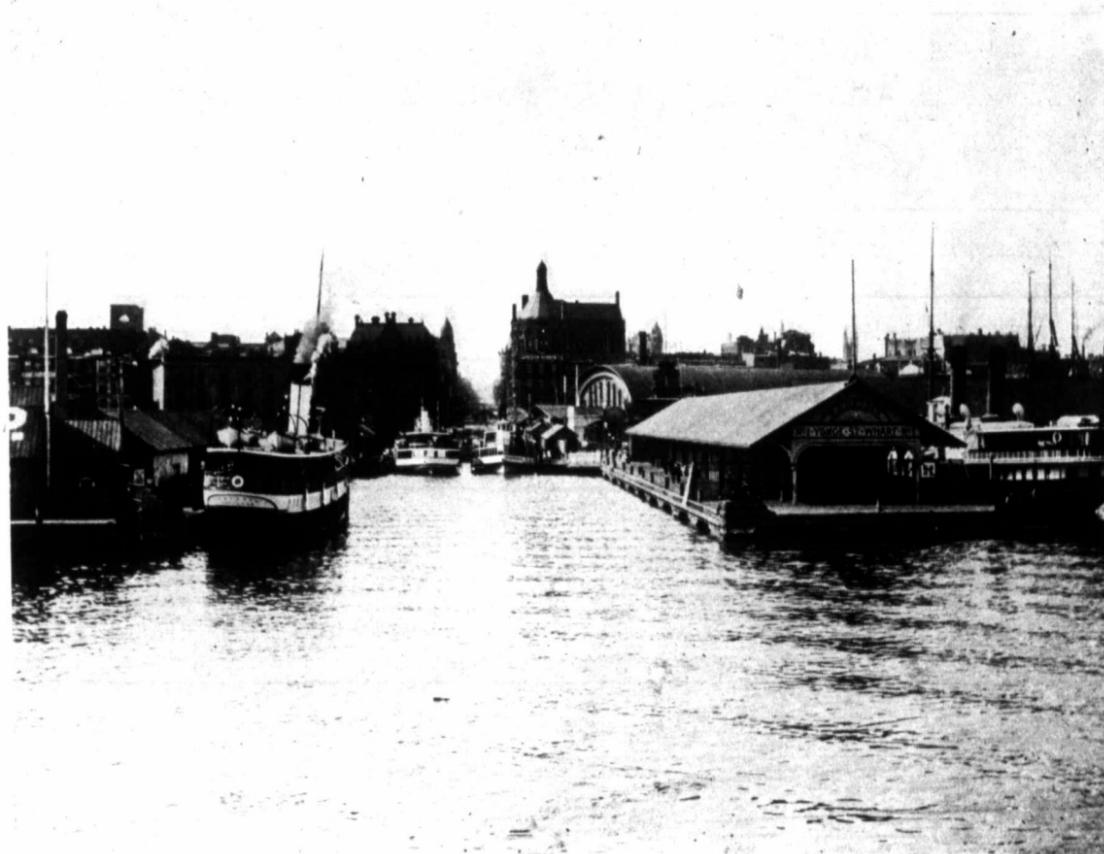
THE CITY OF TORONTO, chief city of the Province of Ontario, is one of the most interesting examples of those new capitals of commerce which have arisen, in recent times, on the shores of the great lakes, to challenge comparison, in their exuberant ripening, with their elders of both the Old and New Worlds. Census figures show that, Chicago excepted, no city in America has made, of late, greater forward strides. It had at last accounts a population rising 210,000, and the commerce speaking generally that goes with a community of that number of the thrifty and energetic empire-building British stock; it is the second city of the Dominion in population, wealth, business and social advantages, and has reached a station from which it may reasonably aspire (as in truth it does) eventually to be first.

But, although a city of such rapid development, it by no means lacks a past. It was laid out as the town of York, by an order of the Governor of Upper Canada, of date the year 1793.

As York, too, it was raided twice in the American war of 1812; and in the suppression of the Riel and Fenian disorders of later days its militia had prominent part. Other than these its chronicles are uneventful; commercial stages chiefly mark the mile-stones of its progress. In 1834 it was chartered as Toronto, a name of Indian derivation, meaning a great meeting place, not at all inappropriate for this bustling city. The Grand Trunk Railway connecting it with the lower Provinces and the adjacent States, made its entry in 1853, and the Canadian Pacific, penetrating the West to the Pacific Ocean, in 1885; with which accessions to its transportation facilities its future as a trade centre was assured. In the sixty and odd years since it was incorporated it has increased twenty-fold in population. In 1834 it had 10,000 inhabitants; in 1861, 45,000;

in 1871, 56,000; in 1881, 86,500; in 1891, 181,220; and this year, 1897, with its twenty-two suburbs, at the ratio of $3\frac{1}{2}$ persons to the enumeration of the directory, is a city of 250,000 souls. In 1867 when the Dominion was established, and the population of the city was 50,000, its tax valuations were \$20,000,000; in 1897, with 200,000 population or more, they had reached the sum of \$130,000,000.

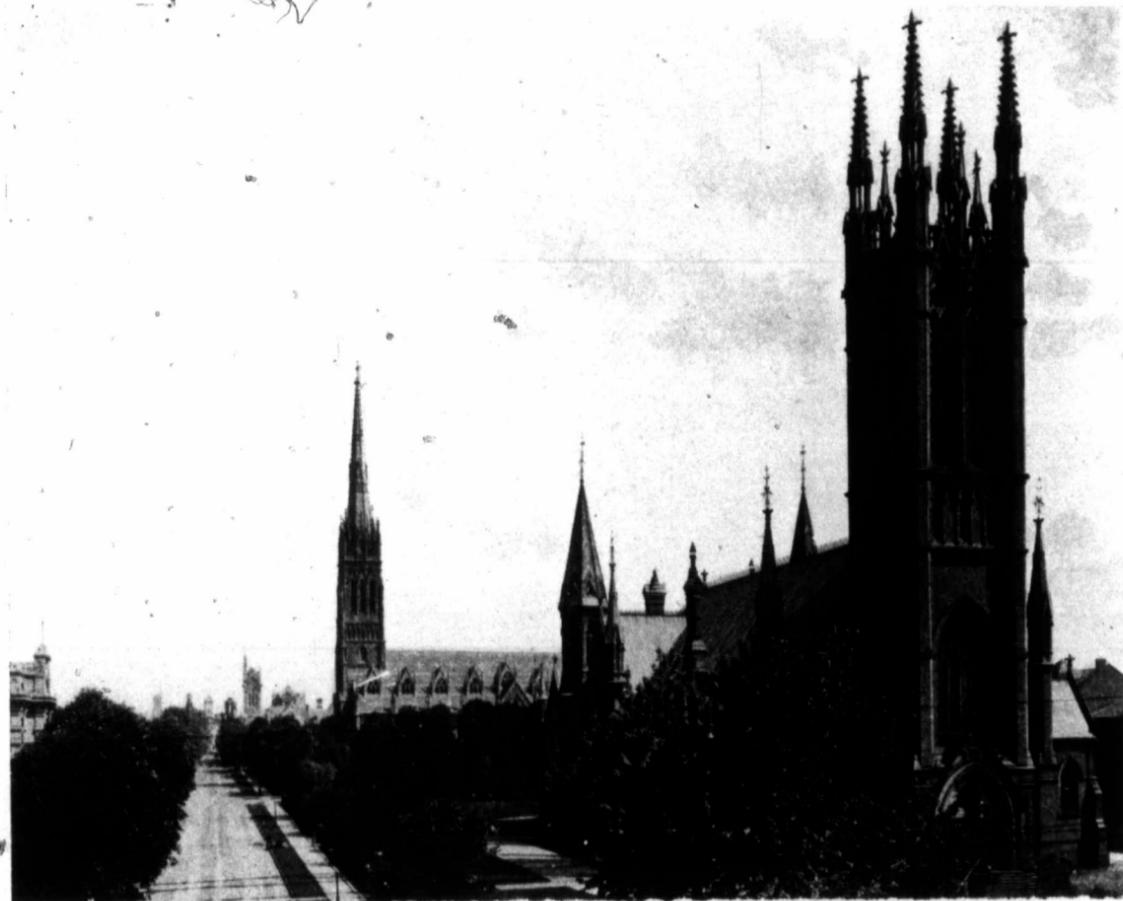
Toronto lies in latitude $43^{\circ} 39'$ North, and longitude $79^{\circ} 24'$ West, on the north shore of Lake Ontario, about 35 miles from the west end of that "unsalted sea," and 500 miles, as the crow flies, from the Atlantic seaboard. It has a passage to sea by means of the lake and St. Lawrence River, has connection with all the ports of the great lakes by lake, river, canal and other water routes which ramify the Great Lake region, and has commu-



YONGE STREET DOCK, TORONTO.



CITY HALL, TORONTO.



VIEW SHOWING METROPOLITAN (METHODIST) AND ST. MICHAEL'S (ROMAN CATHOLIC) CHURCHES, TORONTO.

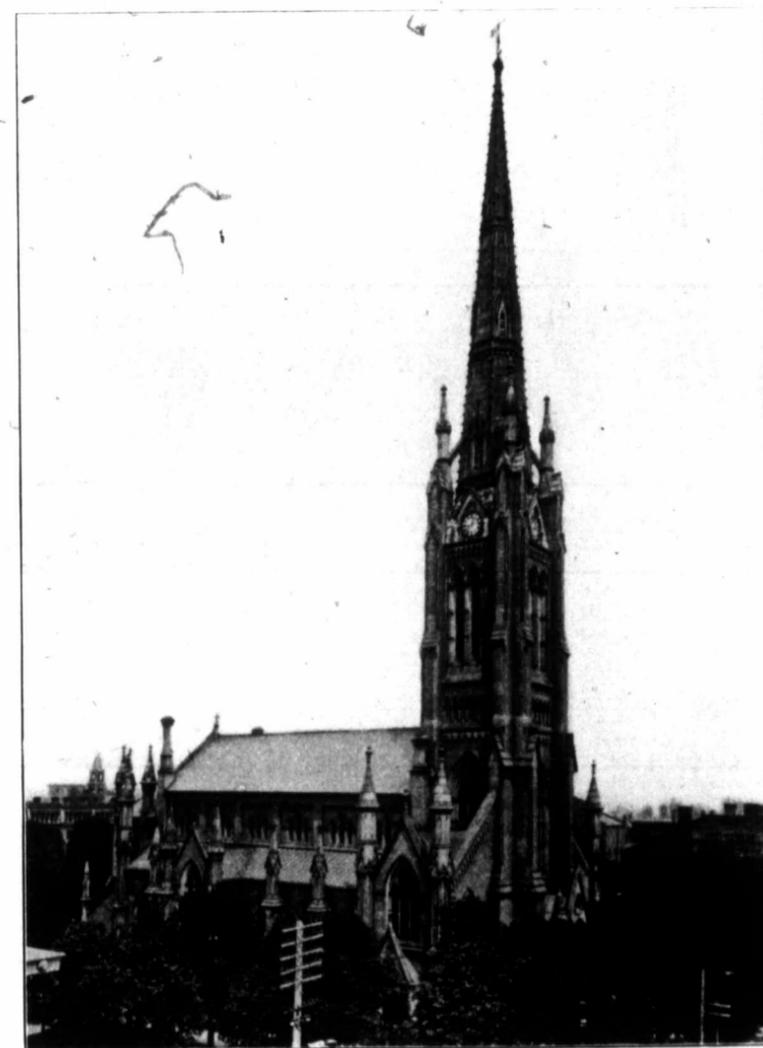
nication by rail with all principal points in the British North American possessions and in the States as well.

From it, Montreal, the chief Canadian city and port, is 333 rail miles distant northeast; Quebec 430, and Ottawa, the Dominion capital, 281 in the same direction; St. John, N.B., also northeast. Portland, Me., which affords an outlet to the sea for it, is 630 miles east; Boston, Mass., 667 southeast; New York City, 534 southeast. Hamilton, the nearest place of note in Canada is in Ontario, 39 miles southwest, at the lake's end; Buffalo, N.Y., is 105 miles very nearly south (and 70 by boat across the lake); Detroit, Mich., on the border, is 229 miles southwest; Chicago, 512 miles southwest; Winnipeg,

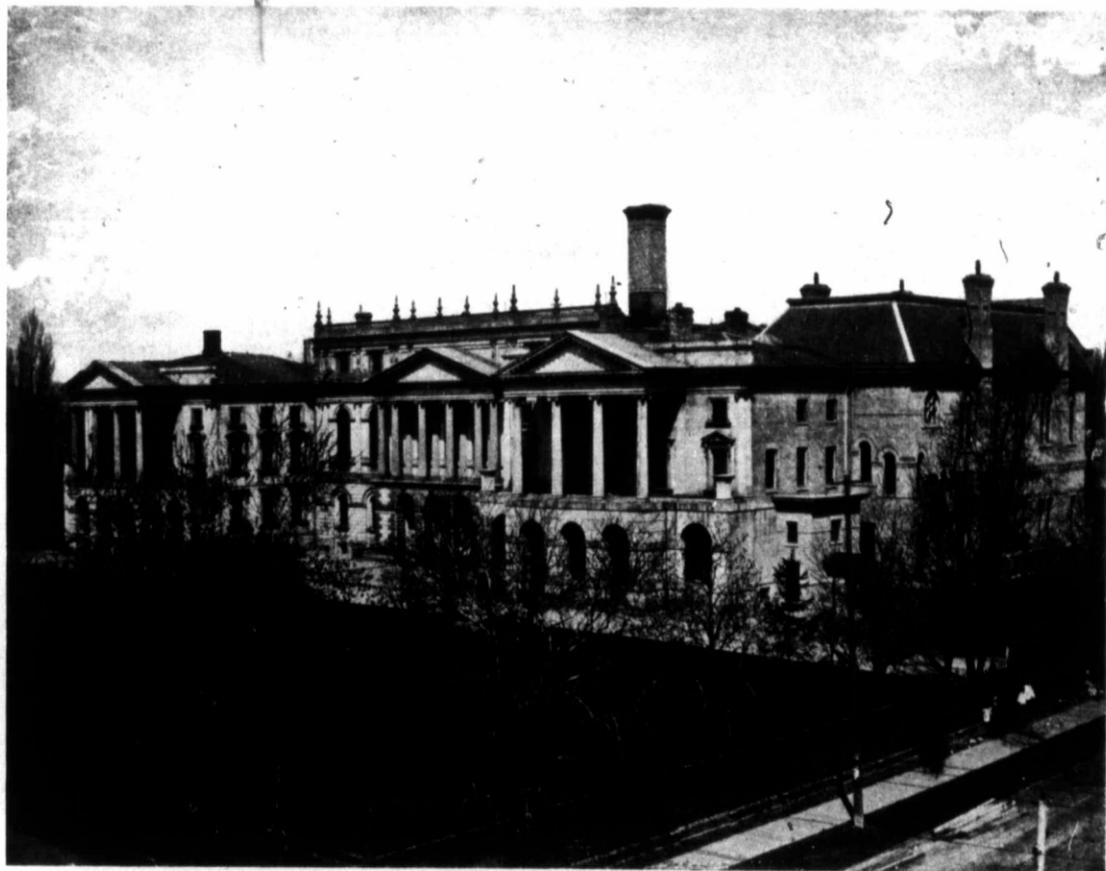
Manitoba, 1,387 northwest, and Vancouver and Victoria, B.C., on the Pacific, about 2,760 northwest. Toronto, figuratively speaking, is the "Queen City"; so called, it would seem as much if not more, for its manifold charms as an abiding place than commercial rank and prestige. It is a political capital as well as a trade centre, and is a very notable educational seat. It is, moreover, new and modern, and is on the whole, rather more handsomely adorned architecturally than the cities of its class either in the Provinces or neighboring union of states.

Its superb summer climate draws many visitors from over the line; and its fame as the most progressive Canadian city has gone abroad far and wide.

It lies upon a slope, between the lake and Toronto Bay on the one hand, and the ancient lake shore, here an escarpment or bluff about 260 feet high, on the other. This escarpment, generally speaking, holds to a course about two miles distant from the present lake shore line; but on the east it bends and boldly advances upon the lake as Scarborough Head. Through it breaks the Don and Humber



ST. JAMES' CATHEDRAL (ANGLICAN), TORONTO (THE HIGHEST CHURCH SPIRE IN AMERICA.)



OSGOODE HALL, THE LAW COURTS, TORONTO.

Rivers, the first named at the eastern end of the city, and the other flowing by the western limits into the still waters of the Humber Bay. Along these streams, where they enter the city, are very many picturesque spots; their reaches are broken with gorges and ravines, one of which, Rosedale Ravine, forms a driveway and pleasance, behind the escarpment, entirely encircling the city.

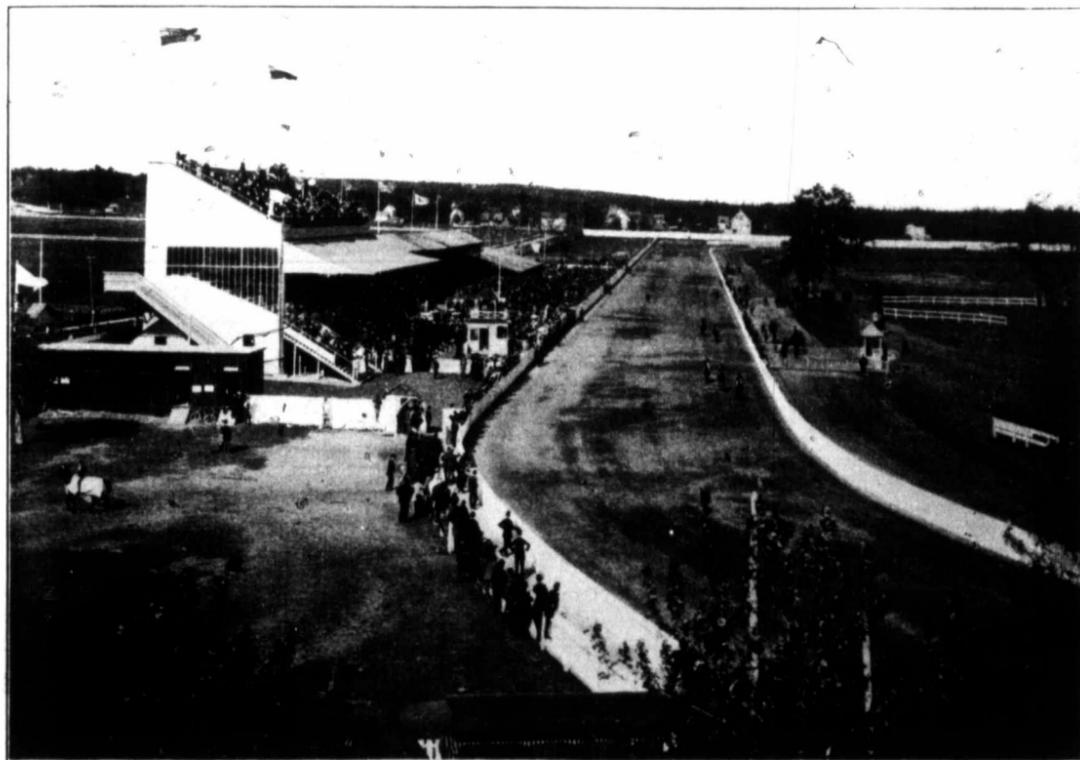
Coming in by train, by the Grand Trunk especially, the view of the city and lake and bay from the heights of the Don is very impressive. But the finest approach to the city is by water, disclosing the long and wide Esplanade of piling and filling along shore which accommodates the railroads and shipping and the many factories and business concerns; to the left the

Exposition group of buildings and grounds; midway the Union Station with its towers, yards, viaducts and acreage of iron roof, and, at the water's edge, the long stretch of Royal Canadian, Argonaut, Nautilus and other yachting, rowing and canoe club houses; in front, "the Island," with its numerous summer cottages and resorts; and behind it all the city, stretching compactly away, brave with spires and towers and architectural landmarks and monuments, and with the green oases of parks and grounds here and there in the panorama—all which go to make this city, of Dominion cities, truly the Queen.

It is a site which was chosen originally for its native beauty and attractions, and for its convenience of harbor and shore. "I distinctly recollect," says old Surveyor General Bouchette, who laid out the place, "the untamed



DRIVEWAYS IN HIGH PARK, TORONTO.



ONTARIO JOCKEY CLUB PARK. THE RACE FOR THE QUEEN'S PLATE, MAY, 1898, TORONTO.

aspect which the country exhibited when I first entered this beautiful basin. Dense and trackless forests lined the margin of the lake and reflected their inverted images in its glassy surface. The wandering savage had constructed his ephemeral habitation beneath their luxuriant foliage, and the bay and neighboring marshes were the hitherto uninvaded haunts of immense coveys of wild fowl." "Toronto," says Rose's guide, a recent issue, quoting the above, "has lost its untamed aspect," but the beauty of the highlands, of its surroundings, of its island frontage from the lake remain. And although from the fringe of shore on the mainland has gone the romance of trackless forest and wandering savage—of painted Mississauga, Mohawk and Huron—there exist here now in their stead the more desirable symbols of civilization and modern progress, pressing ever, "En avant?"

The area of Toronto is about 15 square miles; but outside the city proper numerous suburbs lie, like Parkdale, and like Little York and North

Toronto, which have suburbs, we may say, of their own. The tax levy upon an assessment of somewhat less than \$130,000,000 is \$17.00 per \$1,000 of valuation.

The gross city debt on 31st December, 1897, was \$21,629,013, and the net debt \$16,411,121, after deducting sinking funds on hand amounting to \$5,217,892. The above is inclusive of revenue producing debts (including Water Works debt) amounting to \$5,417,016, also Local Improvement debt (specially rated) \$5,935,757, making together \$10,452,784. The estimated value of property owned by the Corporation is over \$12,000,000, and a large amount of it is revenue producing. This valuation is altogether exclusive of all the public works and services of the city, which have been provided at a heavy cost to the taxpayers, and, though not available assets, are required for



KING STREET (WEST FROM YONGE STREET), TORONTO.



TORONTO STREET, TORONTO.

public use and convenience. The city's $3\frac{1}{2}$ bonds command a good premium in the British, Canadian and United States markets, and the next loan will be issued bearing 3% . The largest item of municipal expenditure at present is for new civic buildings, to cost complete, about \$2,200,000.

The lay of the land, with the streams leading to the lake, makes the drainage problem easy; the water supply of 100 gallons per diem to the inhabitant, provided by the Corporation, is from the depths of Lake Ontario, and is very pure and clear. In the 256 miles length of streets there are 247 miles length of water mains, and the revenue from the Water Works, notwithstanding liberal exemptions to factories, is over \$450,000 a year.

The influence of the great lakes moderates the climate, and extremes of temperature are very rare. In a period of more than 50 years the coldest day known was 26 below, with the average lowest cold 22 above; the hottest day was 99, the average, 67; the rainfall during the same time was 27 inches, and the snowfall 69 inches (average) annually. The winters are not so cold as in some parts farther south, and the summer climate is very near ideal. Dog days are rare. With little rain, and abundant sunshine, excellent drainage, abundant water, an invigorating climate, it is not surprising that the mortality here is very low. The latest figures available make it about 14 to the thousand of population. The streets for the most part are broad and well kept. They are paved very generally with asphalt, cedar block or stone, and



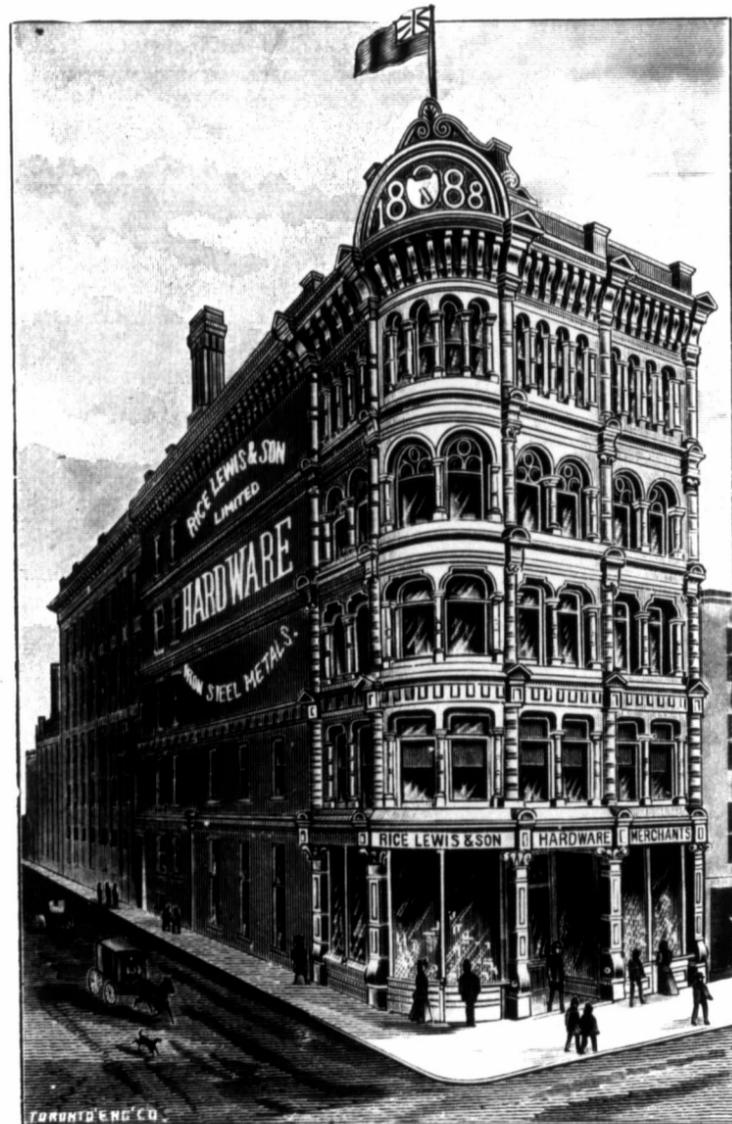
ST. GEORGE STREET, TORONTO.

are aligned with the many handsome business and public structures for which the city is renowned.

Architecture and Institutions.—Very imposing, also, are the Ontario Provincial Parliament Buildings, central in Queen's Park, a brown stone capitol, 435 by 260 feet, with moresque towers, which cost \$1,250,000 ;

Osgoode Hall, the provincial law courts (so-called after the first Chief Justice of the Province), with its classic facade and vaulted interiors ; and the new Civic Buildings, the most pretentious public structure of the city, if not also in the Dominion. And highly creditable, likewise to the community, are such substantial edifices as the Armoury, the Central Prison, the Lunatic Asylum, Mercer Reformatory, Exposition Buildings, the Athletic and Toronto Clubs, and the Granite and Victoria Rinks.

Toronto's distinguishing feature is its metropolitan aspect ; and this not alone in the business quarter, along Yonge and King Streets, and other busy



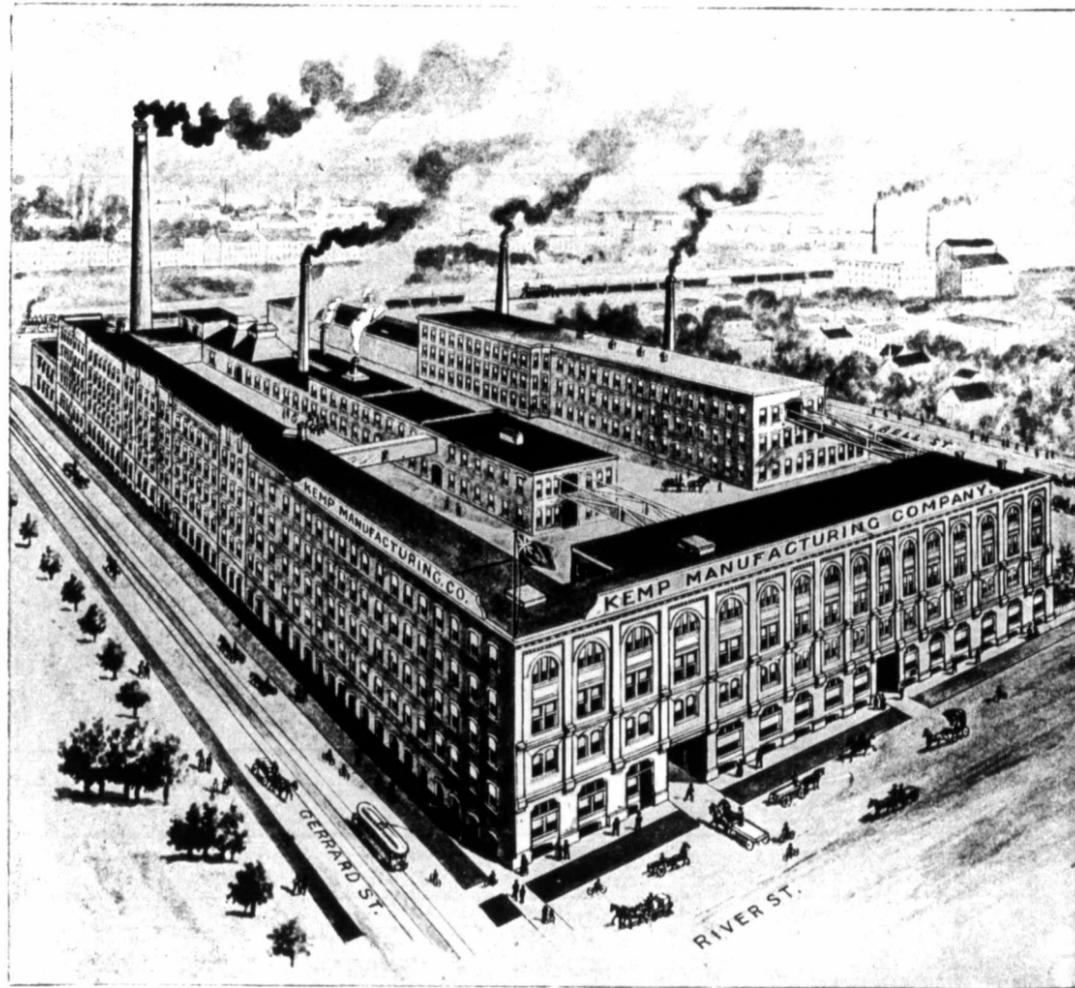
OFFICE AND WAREHOUSE OF RICE LEWIS & SON, LIMITED, WHOLESALE AND RETAIL HARDWARE, TORONTO.



OFFICE AND PREMISES OF THE "GLOBE" PRINTING CO., LIMITED, TORONTO.

retail thoroughfares, or on Front and Wellington Streets, which are devoted to wholesale traffic, or even in Toronto Street, the Wall Street, so to speak, of the city, but in other lights as well. Its many fine churches—St. James' especially, with its noble cathedral spire 306 feet high (the tallest in America), its dials and its silver chimes, and the Bond Street group, Methodist, Congregational and Roman Catholic—numerous educational institutions of the higher order, and its broad and shady avenues of elm and chestnut, lined with handsome homes, some of them really palatial, all contribute to give it the true city air and type.

Jarvis, Sherbourne and St. George Streets,

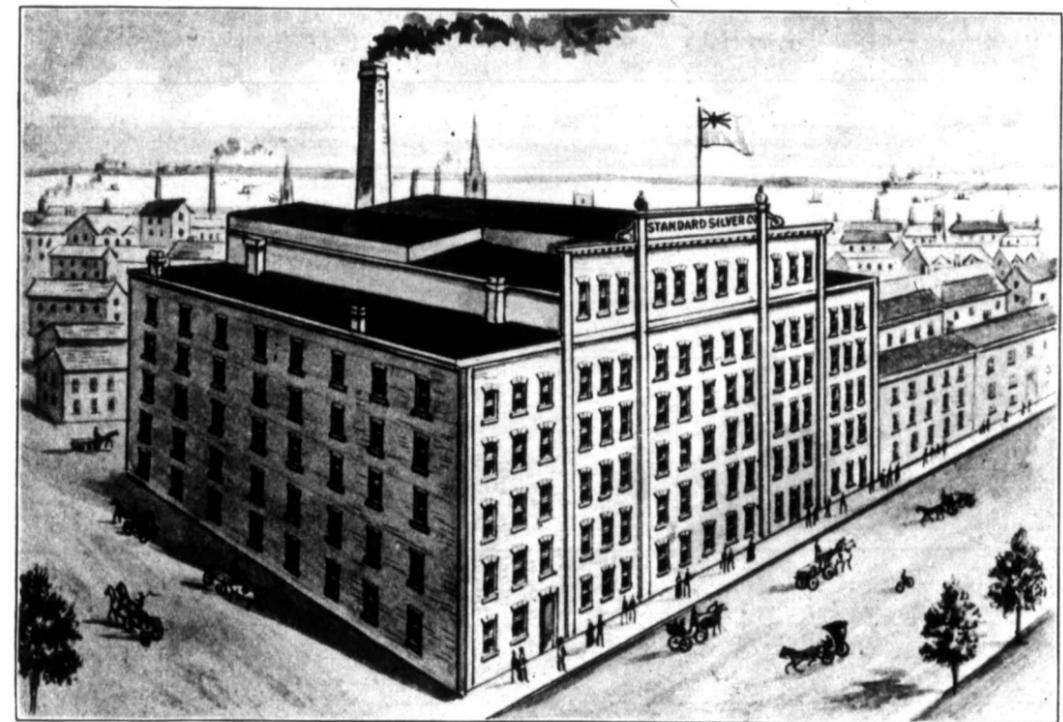


KEMP MANUFACTURING CO., GERRARD, RIVER AND BELL STREETS, TORONTO.
 Enameled Sheet Metal Ware, Stamped Steel Ware, Steel Kitchen Sinks, Stamped Tin Ware,
 Household Goods, Galvanizers, Copper Goods, Machine Oilers, etc.

all asphalt paved and boulevarded, are the fashionable residence streets. The University of Toronto occupies an imposing pile, said to be, by careful judges, with its tall and massive central tower and elaborate entrance, as fine a specimen of the pure Norman architecture as there is extant. It has its colleges of medicine, law, science and letters—the full university organization, in fact. Affiliated with it are a number of schools and colleges also housed in state; Trinity University, which has its own medical college; Victoria University,

Methodist; McMaster University, Baptist; Wycliffe College, Church of England; and others. Toronto is the seat also of Upper Canada College, founded in 1829, a famous Dominion school; Knox College, Presbyterian; St. Michael's Catholic College, and a score or more of other institutions of learning whose buildings are of more than ordinary proportions and design. The School of Practical Science, Presbyterian Ladies' College, Toronto College of Music, St. Hilda's, the Ontario Veterinary College (the most important school of its kind in America) among them; evincing these scholastic institutions of the city, its social status quite as much as in their architecture, its wealth and pride.

The city under provincial laws has a very superior common school system. It supports fifty free schools and has solved the much-vexed question of "separate schools" by allotting part of the school fund for eighteen other schools, which are taught by the Catholic Christian Brothers, Sisters of St. Joseph and Ladies of Loretto. The system embraces also a Normal School,



OFFICE AND FACTORY OF THE STANDARD SILVER CO., 31-43 HAYTER STREET, TORONTO,
 ONTARIO, MANUFACTURERS OF HIGH GRADE SILVERWARE



THE HOME OF THE GRIP PRINTING AND PUBLISHING CO., OF TORONTO, LIMITED, DESIGNERS AND ENGRAVERS, WHERE THE FAMOUS GRIP PLATES ARE MADE. "GRIP PLATES ARE GOOD PLATES." IT IS KNOWN AS THE "SATURDAY NIGHT" BUILDING, 26 TO 28 ADELAIDE STREET WEST, TORONTO, CANADA.

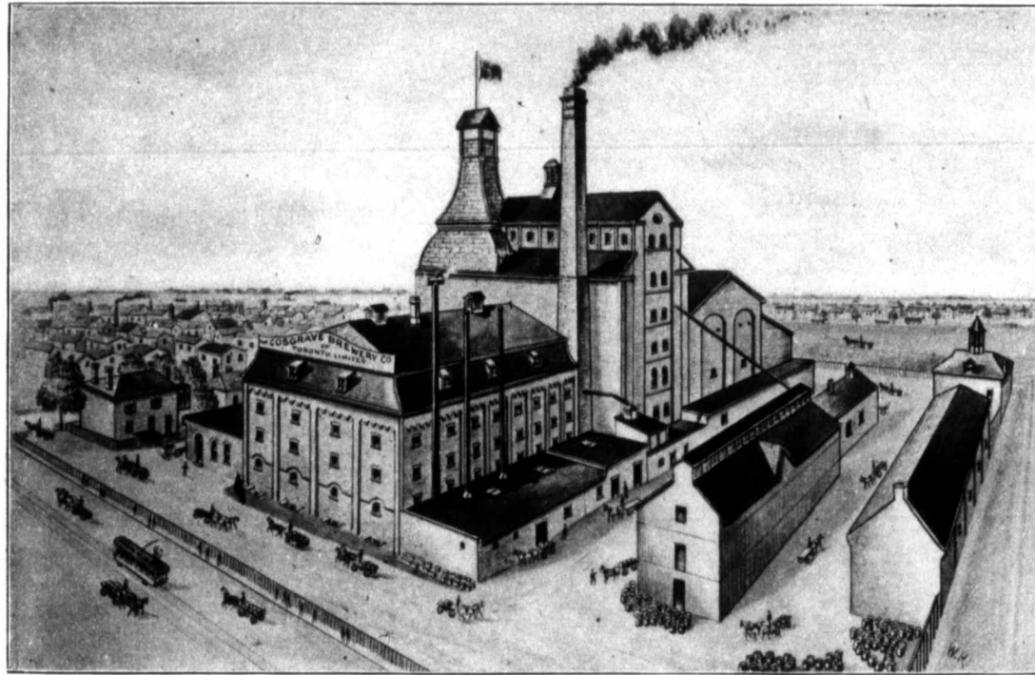
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four* high and collegiate institutions, which are a link between the common schools and universities, schools for orphans, and a technical school for instruction in the industrial trades.

There is a free library of 100,000 volumes in the city; museums of art and science; three conservatories of music; and many other signs of cultivation in the community. Toronto has evidences also of its metropolitan conditions and spirit in the statuary adorning its public places, and in its well kept parks like Horticultural Gardens, High Park, with its "Grenadier Pond," and Reservoir Park. Athletic sports, the aquatic branches particularly, are a feature of life in the city. The military, handsomely accoutred and frequently on parade, are of exceeding interest also to the many sojourners from the other side of the line. The September Industrial Fair of the Exposition Association draws many country visitors also in to enjoy the delights of town. The Exposition grounds cover more than 100* acres; they contain 100



THE FREEHOLD LOAN AND SAVINGS CO.'S BUILDING, TORONTO, ONTARIO.



OFFICES AND PREMISES OF THE COSGRAVE BREWERY CO. OF TORONTO, LIMITED, TORONTO.

buildings and a grand stand seating 12,000 people. Nearly half a million visitors in 1898. The population of Toronto is for the most part made up of English-speaking Canadians, but the Old Country element of English, Irish and Scotch is also numerous. Americans form a considerable colony; and the Germans number several thousand—enough to maintain in flourishing condition their Liedertafel and other clubs. There are French and French-Canadians, and Italians also, and a sprinkling from almost every country under the sun.

Commerce and Trade.—Toronto is a big business place—bigger than at the first glance it would seem. It is a great railroad and shipping centre, and has a very large jobbing trade, comprising, not domestic traffic alone, but a very considerable foreign commerce. It has extensive and diversified manufactures, and as a money centre, is of no small note.

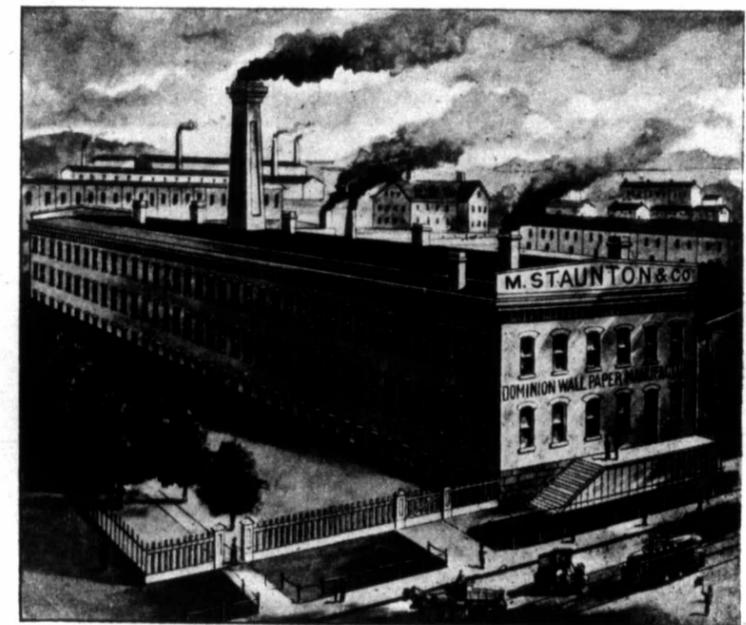
It counts among its transportation facilities eight water lines, viz.: A line to Montreal, one to Hamilton, at the western extremity of Lake Ontario;

three across the lake, two of which go to the Canadian and one to the American shore; and three lines, through railroad connections, on Lakes Superior and Huron. It has the railroad service of three divisions of the Canadian Pacific and four of the Grand Trunk lines, the two most important railroad systems of the Dominion. These afford it, not only transcontinental communication, but routes ramifying the Provinces, and, through their connections, all the Northern and Western United States.

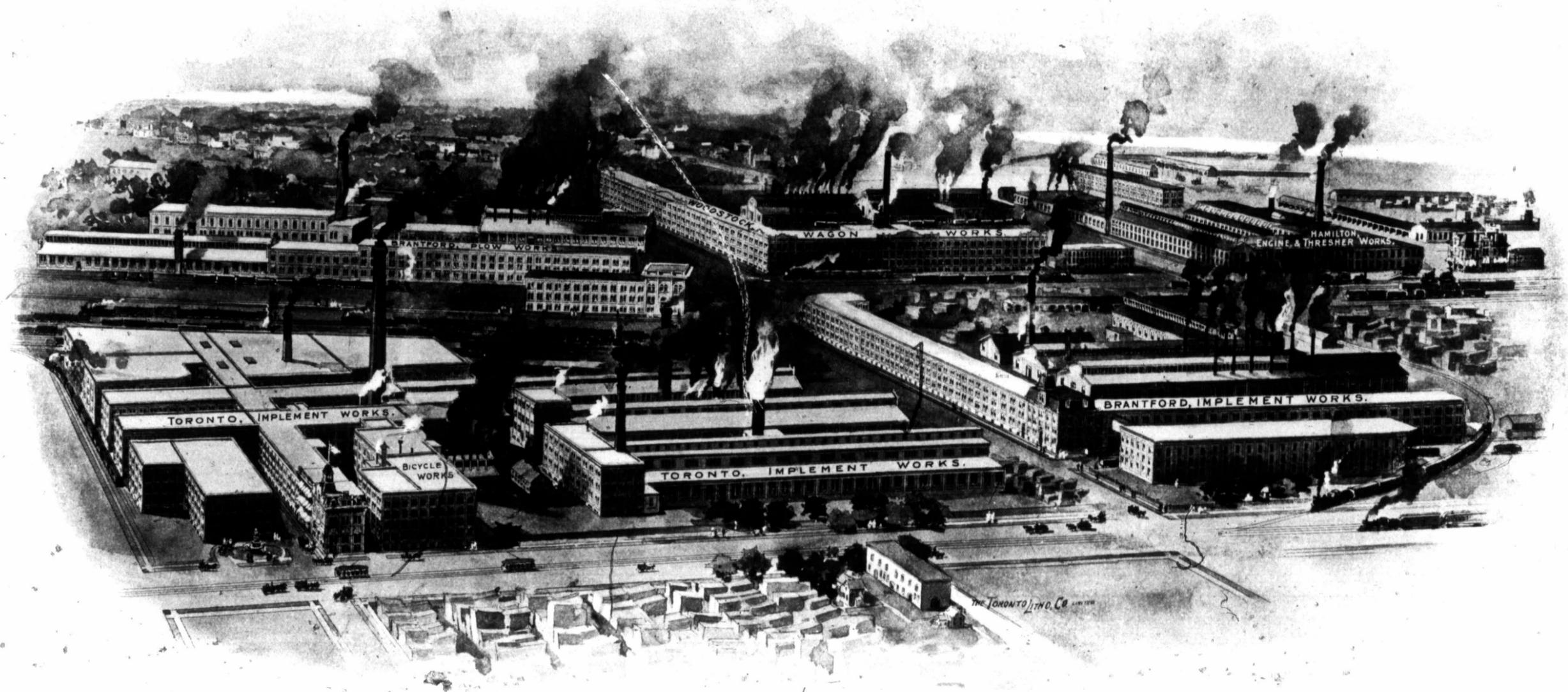
The foreign trade of the city, according to recent reports of the Board of Trade, is about \$24,000,000 annually, nearly \$19,000,000 of which are imports. Of this import trade \$6,000,000, is in dutiable articles from Great Britain, and \$5,000,000 of the same sort of merchandise from the States.

It is liberally provided with the financial sinews of trade. The capital and surplus of its eight incorporated commercial banks is about \$40,000,000, and of its loan and investment companies, or savings banks, about \$22,500,000 more. Besides, there are several private banks. It is an insurance headquarters also, and the savings of its people are largely invested in building and loan concerns.

The bank clearings, which may be taken as an index of the business done in the city, were \$338,600,000 in 1897. The banking system of the Dominion is considered exceptionally sound, and free from the defects of the greater country which it adjoins. The aggregate of the general trade of Toronto, in



M. STAUNTON & CO., TORONTO, ONTARIO, WALL PAPER MANUFACTURERS. ESTABLISHED IN CANADA 1854, AND THE PIONEERS OF THIS INDUSTRY.

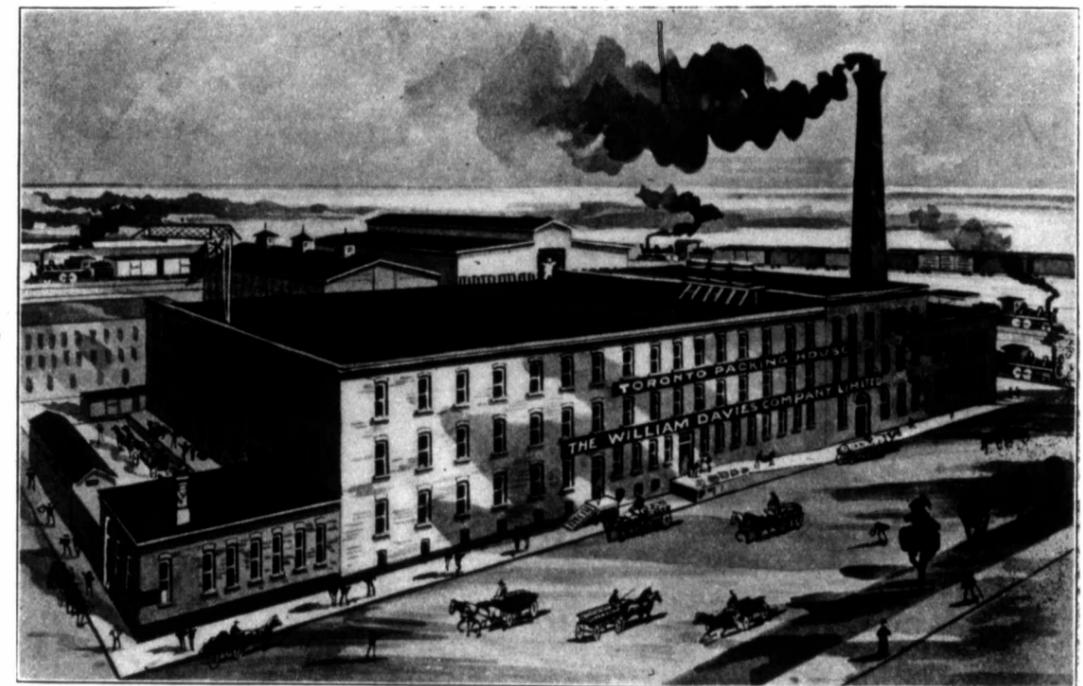


WORKS OF MASSEY-HARRIS CO., LIMITED, AT TORONTO AND BRANTFORD; AND OF THE AFFILIATED COMPANIES AT BRANTFORD, HAMILTON AND WOODSTOCK.



THE ROBERT SIMPSON CO., LIMITED, TORONTO, CANADA (MAIN BUILDING)
LEADING DEPARTMENTS—DRESS GOODS, LINENS, GLOVES AND HOSIERY, MANTLES AND
MILLINERY, CARPETS AND CURTAINS, CHINAWARE, FANCY
GOODS, JEWELRY, TOYS, ETC.

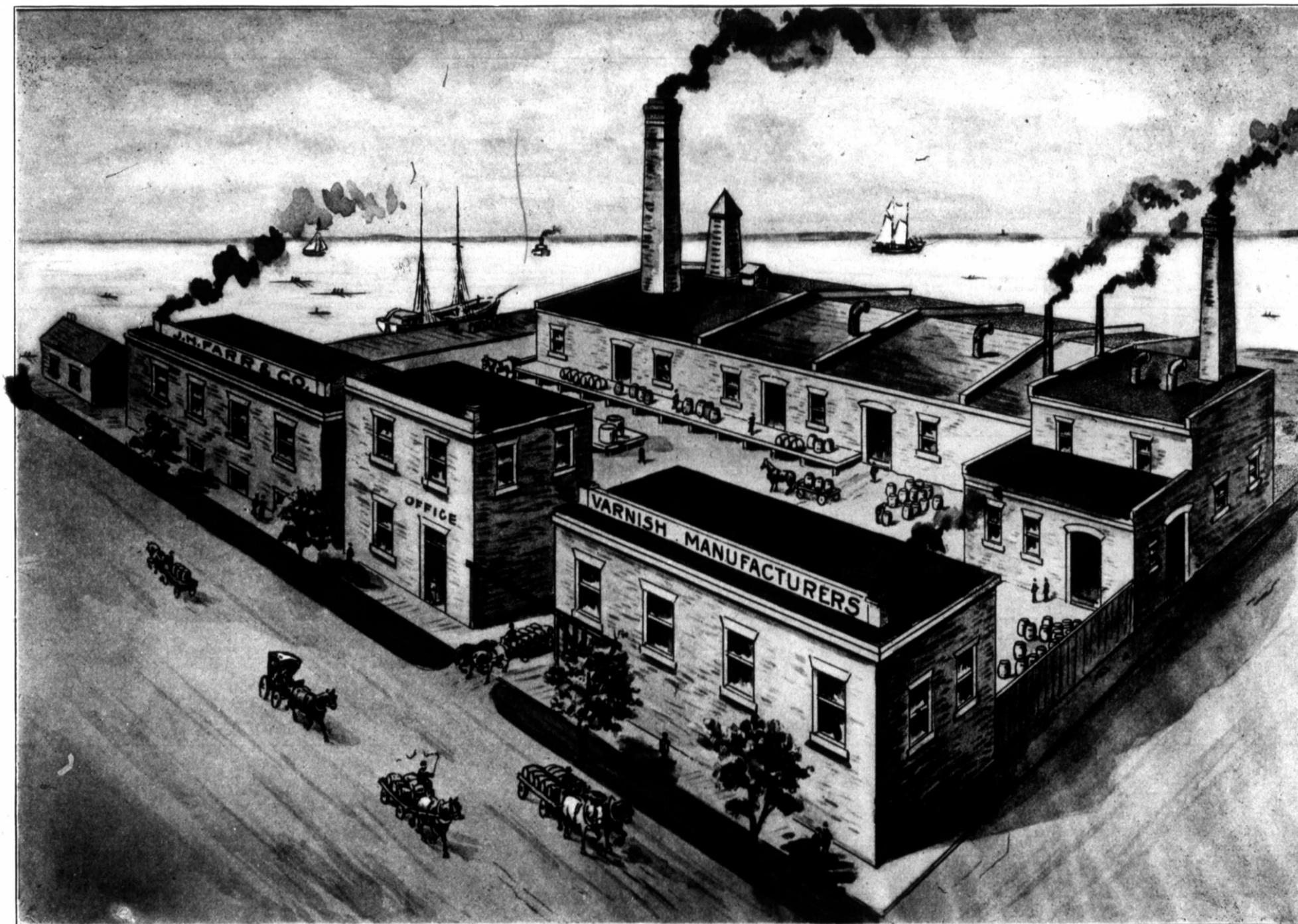
groceries and provisions, grains, coal, lumber, cattle, dry goods, hardware, etc., cannot be definitely stated, but it is very large and of infinite variety. As a manufacturing place, it is of note as the largest brewing and distilling centre in Canada, and as a place of very miscellaneous production. Among the many hundreds of Toronto factories are iron works, foundries, a rolling mill, barb wire factory, electrical works, brass works, bicycle shops, smelting and refining works; factories making shoddy and woolen goods, lumber and



OFFICES AND PACKING HOUSE OF THE WILLIAM DAVIES COMPANY, LIMITED, TORONTO,
EXPORT BACON CURERS AND PROVISION MERCHANTS.

building finish, elevators, etc.; brick yards, paper mills soap works, tanneries, flour mills, piano and furniture factories, chemical works, etc. Its water routes and rail lines afford it a cheap and abundant coal supply, and the lumber, mineral and farm products of its tributaries, ample store of raw material.

It supplies more, perhaps, than any other city in America, a home market with home-made products.



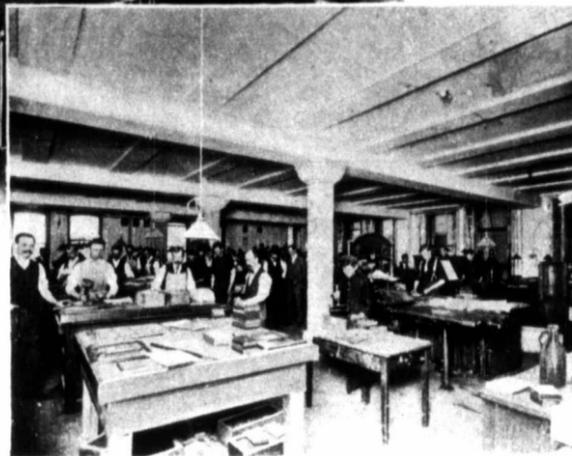
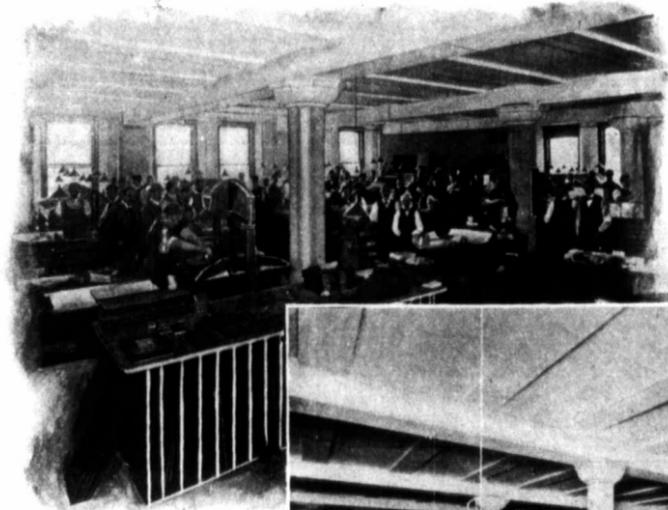
OFFICES AND WORKS OF J. H. FARR & CO., MANUFACTURERS OF FINE VARNISHES, 6 TO 16 MORSE ST., TORONTO.



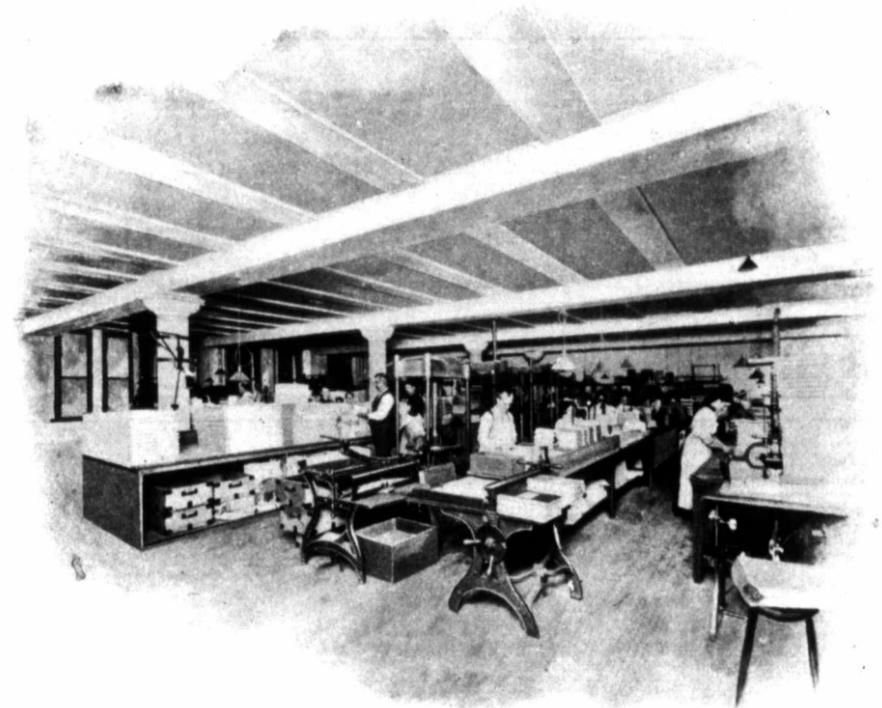
THE HUNTER, ROSE CO., LIMITED,
BUSINESS OFFICE.



THE HUNTER, ROSE CO., LIMITED, PRESS ROOM.



THE HUNTER, ROSE CO., LIMITED, COMPOSING ROOM.



THE HUNTER, ROSE CO., LIMITED, BINDERY.

The building permits of ten years past aggregate values of \$2,000,000 a year. The post-office finances balance at about \$4,000,000 a year, 75 per cent. of that sum money orders. These sums, with those heretofore given, afford a gauge of the stature and girth, as it were, of the place. Toronto supports, besides the Board of Trade of nearly a thousand members, representing the best business element of the city, a Builders' Exchange and Stock Exchange. The proceedings of the last-named body have been enlivened

THE HUNTER, ROSE COMPANY, LIMITED, PRINTING AND BOOKBINDING ESTABLISHMENT, TORONTO, ONTARIO.

much of late by the discoveries of precious metals, and development of the properties containing them, in British Columbia and Western Ontario, for the business of promoting these enterprises in the Canadian West and Northwest, centers very largely here.

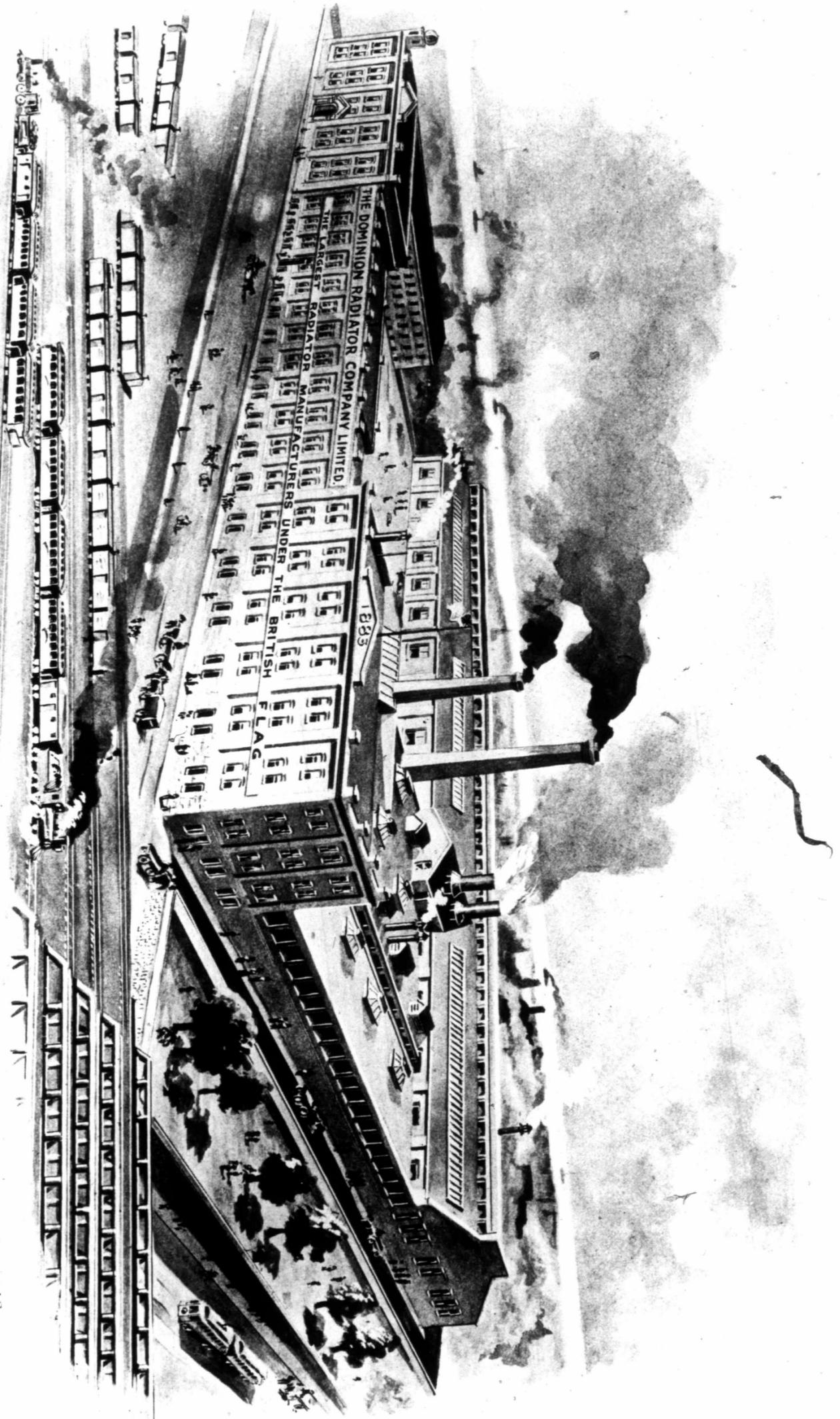
At present there are several projects on foot to connect Toronto more directly by rail with Georgian Bay and with the new country in the neighborhood of James Bay. With these as tributary districts, her future must be a great one.



THE TORONTO OFFICES OF THE CANADA LIFE ASSURANCE COMPANY.



A GROUP OF CANADIAN CHILDREN, THIRD GENERATION IN CANADA.



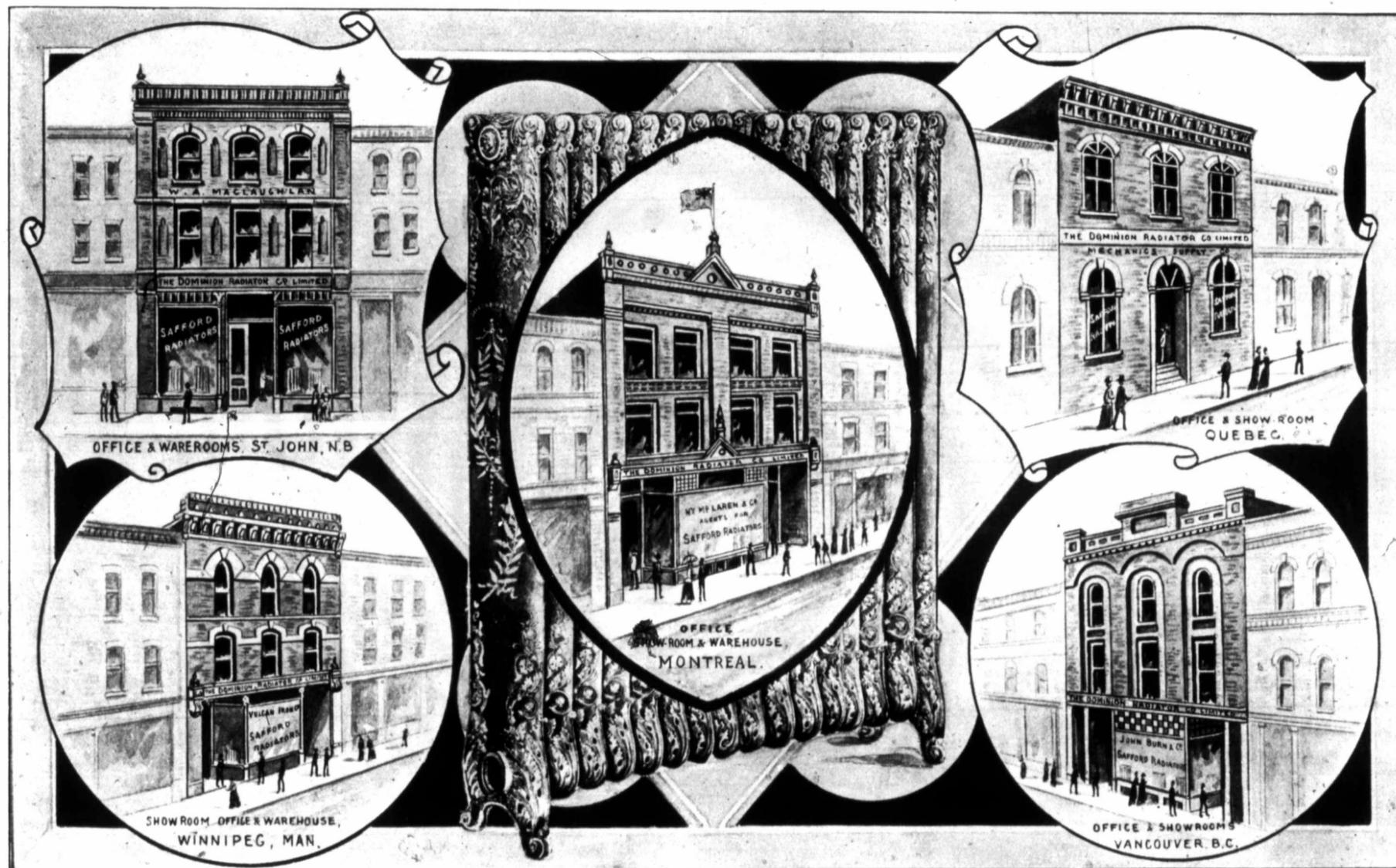
PLANT OF THE DOMINION RADIATOR COMPANY, LIMITED, TORONTO, CANADA, LARGEST RADIATOR MANUFACTURERS UNDER THE BRITISH FLAG.

A Growing Business.—Herewith and on the preceding page are shown views of the headquarters, and five Canadian branch establishments of the Dominion Radiator Manufacturing Co., Limited, of Toronto, Canada. This Company are the makers of the world-famous Safford Radiators. The peculiar system of steam joints used in their manufacture is patented, and all the designs and names of the products of this Company are registered. Remarkably good taste is shown in the designs and coloring of the Company's products. All tastes in Radiators are consulted on the principle that what will suit one buyer may not suit another. This accounts for a certain European country demanding a radiator with an absolutely plain surface, while another wants elaborately carved and decorated heaters.

Neither bolts, lead nor packing are used in the Safford Radiator; the Company, through having the

sole control of the patent Safford nipple and with patented machinery, is enabled to produce, not only an absolutely perfect joint, but a faced joint is also obtained. The list of the Company's agencies abroad shows how great a business this enterprising Toronto concern has secured in the comparatively short space of twelve years. Besides five depots in five other principal Canadian cities, shown herewith, it has agencies in London, England; Edinburgh and Glasgow, Scotland; Auckland, N. Zealand; Antwerp, Belgium; Berlin, Germany, and Christiania, Norway.

The Directors are:—Joseph Wright, President; David Carlyle, John Stark, John M. Taylor, Chas. T. Stark. Mr. John M. Taylor has been Manager and Secretary ever since its establishment, in 1887, and there is every reason to assume that the enterprise and growth which have attended the Company in the past, will continue in the future.



CANADIAN BRANCH WAREHOUSES AND OFFICES OF THE DOMINION RADIATOR COMPANY, LIMITED, TORONTO, CANADA. LARGEST RADIATOR MANUFACTURERS UNDER THE BRITISH FLAG.

To trace the course of an important industry from its inception must always be an intensely interesting occupation. In nearly every case it is a history of patient toil and unremitting watchfulness and attention to the smallest details, resulting in the greatest success in the end. The Wilkinson Plough Co., of Toronto, is no exception to this. Commencing in a new country, forty years ago; being under the necessity of originating an altogether new style of implement to meet the conditions of soil; gradually expanding its operations as success attended its efforts, the Company has attained the enviable position it now occupies, and has given Canada a "Standard" for plough building, of which the Dominion is justly proud.

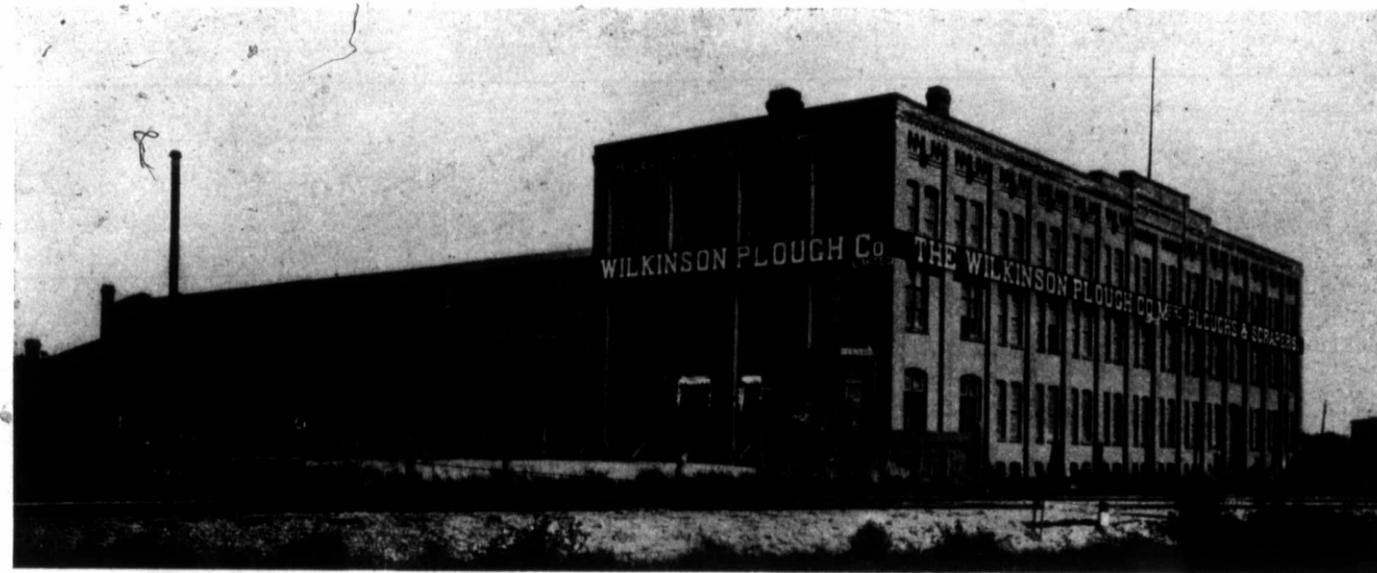
A position such as this is not gained without a vast amount of labor, both of hand and brain. From the rude, hand-made, unwieldy implement turned out by a country blacksmith, to the modern, highly finished plough of to-day, is a long step. Defects in principle, improper material, crude methods, have all to be overcome; and even then, having suited the conditions of the soil in his immediate neighborhood, the embryo manufacturer is, as the demand grows, confronted by entirely new conditions and has, practically, to cover precisely the same ground again, to find something suitable for his new customer. By this time, however, he is beginning to be known and his goods to be in requisition; he is enabled to devote more time to new plans and to hire helpers to carry out his ideas. Presently he finds his shop too small for his operations; his shipping facilities are not adequate; and he finds it imperative to remove to some central point, if he means to follow out the business

he has built up. This step once taken, he is in a good position to enlarge and extend his business; and from this point the real enterprise takes its start. In exactly this manner has the gigantic business of The Wilkinson Plough Co. been built up. They now pride themselves on having the largest and best equipped plough factory in Canada. They will allow nothing but the very best material to be used in the construction of their ploughs, and none but the most skilful mechanics are occupied in their manufacture. To the Canadian farmer to-day the phrase, "They last twice as long," as applied to "Wilkinson" goods, is "Familiar in his mouth as household words," and

he knows that when the article he buys is stamped with that name and address, he is assured of the quality and of value for his money.

In an agricultural country like Canada, and in the foregoing pages, the reader must have already become aware that agriculture is the staple industry of this country. It is an inestimable boon to the farmer to be able to buy implements of the very highest class at home. The farmer's necessity

has created an agricultural implement industry in Canada that ranks, perhaps, the highest among all her manufactures, so far as capital invested and range of market is concerned. Canada not only supplies the needs of her own agricultural population in this direction, but her manufacturers are successfully reaching out for an international market in these products. With the development of her vast mineral wealth, these industries will become more and more important to her. As will be seen by the accompanying picture, the Wilkinson Plough Co.'s premises are very complete and extensive.



THE WILKINSON PLOUGH CO., LIMITED, TORONTO.

This Company, under the powers conferred upon it by an Act of the Parliament of Upper Canada, passed in the year 1833, began operations in fire insurance in Canada, with Head Office in the City of Toronto, and so continued until 1842, when it was authorized to transact Inland Marine Insurance as well, its powers being still further extended in the year 1851 to include Ocean Marine business.

The record of the Company during its long career (and covering as it does operations in all the principal cities and towns in Canada and the United States) is one which reflects the confidence bestowed upon it by the insuring public; and some idea of the steady growth of its business may be formed from the fact that its income, which was less than \$12,000 during

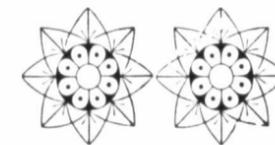


BRITISH AMERICA ASSURANCE COMPANY, TORONTO.

the first year of its existence, exceeded \$1,400,000 in 1897, while its assets now amount to \$1,500,000.

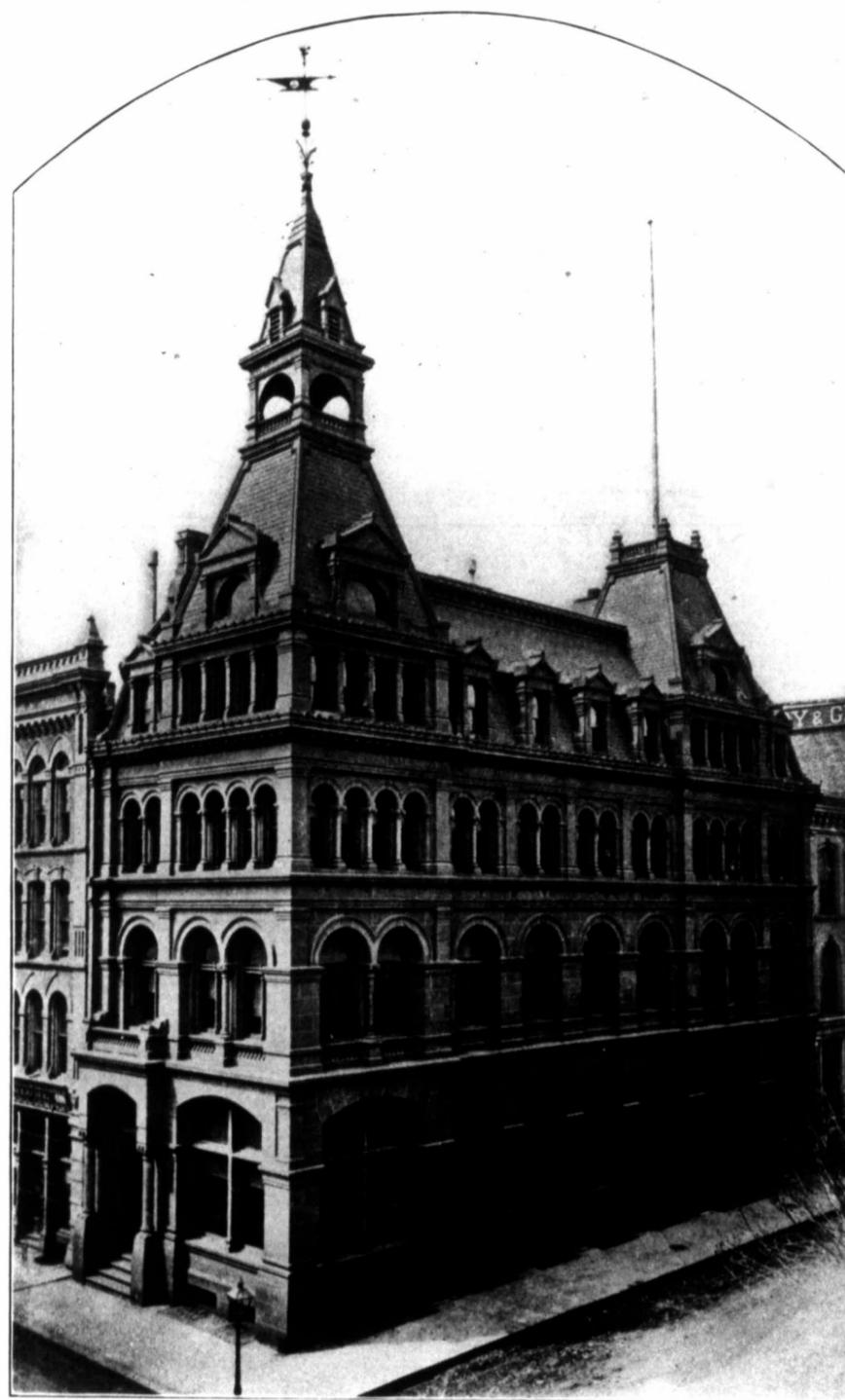
The building occupied by the Company at the corner of Wellington and Scott Sts., Toronto, and which is built of Ohio white cut stone, was erected in the year 1877, at a cost of over \$100,000.

The present Board of Directors is composed of the following gentlemen:—Hon. George A. Cox, President; J. J. Kenny, Vice-President; Hon. S. C. Wood, S. F. McKinnon, Thomas Long, John Hoskin, Q.C., LL.D., Robert Jaffray, Augustus Myers, H. M. Pellatt.





This Company, organized as it was in 1851, is one of the oldest and best known Canadian Companies doing business in the Dominion. Although its charter empowered it to transact life insurance, it has confined its operations to the fire and marine branches. After becoming firmly established in Canada, the Company, in the year 1872, commenced operations in the United States, and is now represented in the principal cities and towns throughout the entire Union. It has also agencies in the British West India Islands, and more recently opened a branch of the marine department in London, Eng.



WESTERN ASSURANCE COMPANY, TORONTO.

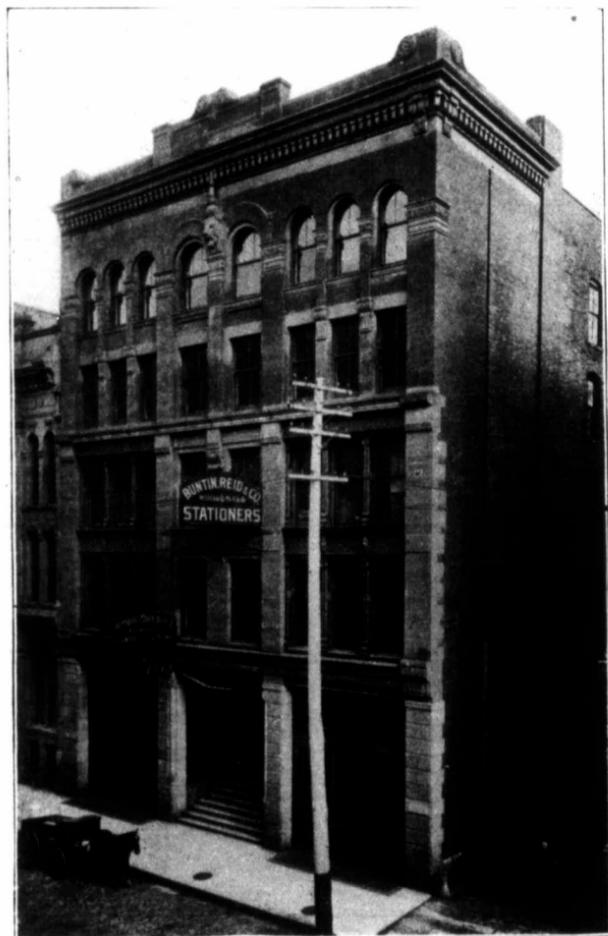


The capital stock of the Company is now \$2,000,000, half of which is paid up, and the assets exceed \$2,300,000. It therefore offers to its policy-holders unquestionable security. The income of the Company for the year 1897 was \$2,280,000, and it has paid in losses to its policy-holders, since organization, upwards of \$25,500,000.

The directorate is an exceptionally strong one, and is composed of the following well-known gentlemen:—Hon. George A. Cox, President; J. J. Kenny, Vice-President; Hon. S. C. Wood, W. R. Brock, H. N. Baird, G. R. R. Cockburn, Robert Beaty, George McMurrich, James Kerr Osborne.



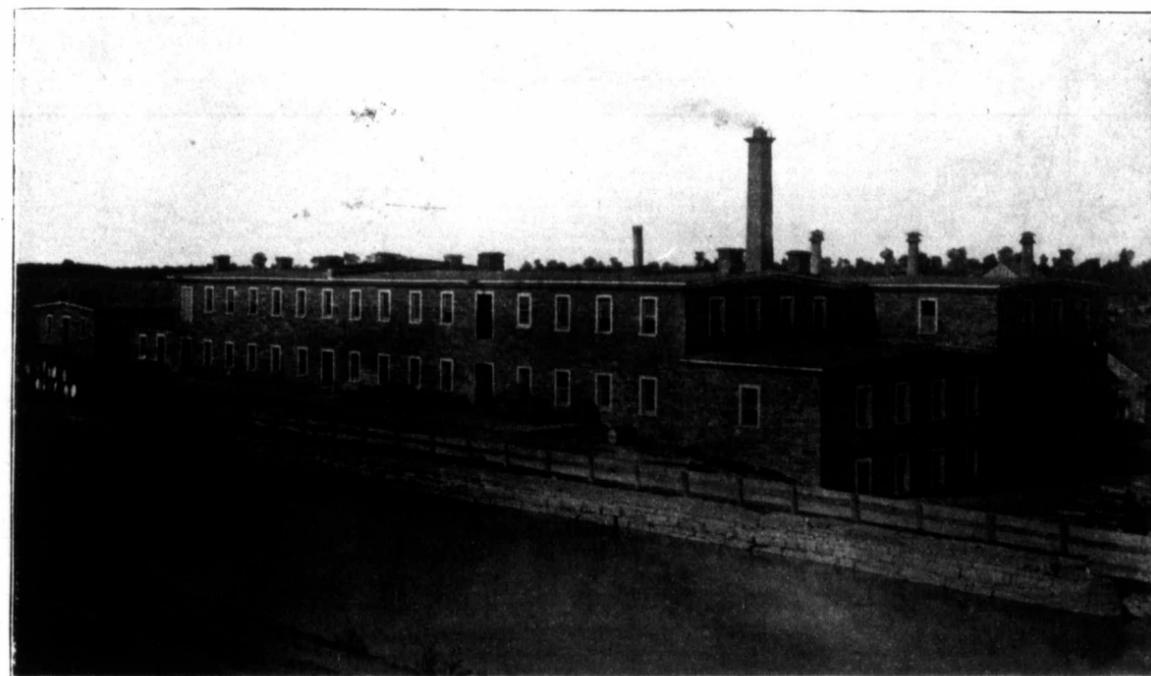
One of the oldest commercial enterprises in Canada is now known as the firm of Buntin, Reid & Co., of Toronto and Montreal, paper manufacturers. The mills of the firm, which are situated at the pretty village of Valleyfield, a few miles from Montreal, were purchased by Messrs. James and Alexander Buntin in 1857. The two brothers, imbued by the pertinacity



OFFICE AND WAREHOUSE OF BUNTIN, REID & CO., TORONTO.

of the Scot, speedily built up a large business. In 1861 Mr. James Buntin died and the remaining brother carried on the work with great success until his death in 1893. Mr. John Y. Reid, the other partner in the firm, entered the employ of Buntin Bros. in 1846, and worked his way up to a

partnership. He, too, was removed by death early in 1899, and the business has been carried on by the executors of the estate, with Mr. Alexander Buntin, Jr., in control, who, although he took hold of the great enterprise as a very young man, has been most remarkably successful. After a career as a ship's officer and as a rancher in the west, he went into the mills at Valleyfield and learned the practical side of paper-making, and thus his management has been thoroughly systematic. During the course of years extensions and additions have been made to the mills, which are now equipped with the most



BUNTIN, REID & CO.'S PAPER MILLS, VALLEYFIELD, QUEBEC.

improved machinery and appliances for the production of the various fine lines of paper they manufacture. The mill for the production of wood pulp has a capacity of 16 tons per day.

Their premises in Toronto are very handsome and extensive, and here they carry on a very large business in all lines of stationery. The quality of the papers they turn out is one of the best evidences of the progressive methods of first-class Canadian business houses.



THE INDEPENDENT ORDER OF FORESTERS.—A brief sketch of "The best fraternal benefit society in existence."—Chief among the very few fraternal benefit societies which have made for themselves world-wide or even continental reputations is the Independent Order of Foresters.

The Order was founded on the 17th of June, 1874, at Newark, New Jersey, as a death assessment society. The experience of the first seven years having failed to come up to the expectations of the leaders, the Order was completely reorganized by Dr. Oronhyatekha and his associates in July, 1881, the death assessment plan being abandoned and the present system of definite paid-in-advance premiums adopted. As part of the scheme of reorganization, the Supreme Court sought for and obtained incorporation under the general law of Ontario, and the legal status thus secured materially assisted in the task of rebuilding the Order. In 1889 application was successfully made to the Parliament of Canada for a special act of incorporation, and the powers then granted were further enlarged by an amending Act passed in 1896. Under the last named Act the Supreme Court is empowered to issue policies up to \$5,000 on any one life, and is authorized to maintain a deposit with the Dominion Government, the same as is required of the regular insurance companies, as well as to make annual returns to the Dominion Insurance Department; and it is subject to be and has been inspected by the Superintendents of Insurance for Canada and for the several States in the United States in which the

Order is doing business. When the Supreme Court commenced operations in July, 1881, under the new system there were only 369 members on the roll with not a dollar in the treasury; and over \$4,000 of liabilities of the old organization were assumed by the new. These, however, were trifles to the determined and enthusiastic men who became sponsors for the reorganized Independent Order of Foresters. So vigorously did they apply themselves to their undertaking, and so successfully have they worked, that to-day the Order extends over the whole of Canada, the major portion of the United States, and throughout Great Britain and Ireland, and has obtained a foothold in Norway, the total membership being now in the neighborhood of one hundred and fifty thousand; while, after paying all management expenses, and benefit claims amounting in the same time to more than six million dollars, a reserve fund has been accumulated to the extent of over three million dollars, to meet future claims and provide for contingencies.

ASSESSMENT SYSTEM.



"TEMPLE BUILDING,"
COR. OF RICHMOND AND BAY STREETS, TORONTO, CANADA.
HEAD OFFICE OF THE I.O.F.

thirty-six High Courts and over four thousand Subordinate Courts and Companion Courts in existence. Membership in the Order is open to both sexes on equal terms, but in entirely distinct and separate courts, called Subordinate

Courts (for the males) and Companion Courts (for the females). The benefits furnished by the Supreme Court, in addition to the social and fraternal privileges of the Order, free medical attendance, etc., provided by most courts, consist of (a) A Sick Benefit of \$3 a week for the first two weeks and \$5 a week for the next ten weeks of any illness, and under certain circumstances, as provided for in the Constitution and Laws, \$3 a week for twelve additional weeks; (b) A Funeral Benefit of \$50; (c) A Total and Permanent Disability Benefit equal to one-half the face value of the Mortuary Certificate held by the member, with exemption from the payment of assessments; (d) A Mortuary Benefit of \$500, \$1,000, \$2,000, \$3,000, \$4,000 or \$5,000; (e) Exemption from paying Mortuary premiums after the seventieth year of age; (f) An Old Age Disability Benefit of \$50, \$100, \$200, \$300, \$400 or \$500 a year for ten years from the date that a member of seventy years of age or upward has been adjudged to be totally and permanently disabled by the infirmities of age, or, as an alternative, (g) An Old Age Pension, graded in amount according to the Mortuary Benefit held and the date of being declared disabled, payable annually until death, when (h) A Burial Benefit of \$100 insures decent interment. The cost to join the Order ranges from \$4.00 to 10.00 and upwards, according to age and amount of protection required; and the subsequent expense will range from \$12 a year upward, according to age at entry and amount of benefits

carried. The Head Office of the Supreme Court is located in the magnificent Temple (illustrated on the opposite page) at the corner of Richmond and Bay Streets, Toronto. Branch offices are maintained at 24 Charing Cross, London, England, for Europe; at 6436 Kimbark Avenue, Chicago, for the United States; and at 806 Market Street, San Francisco, for the Pacific Coast.

The unexampled prosperity and growth of the I.O.F. are due to the fact that its foundations have been laid on a Solid Financial Basis, and that every department has been managed on business principles, thereby securing for all Foresters large and varied benefits at the lowest possible cost consistent with safety and permanence.

The Executive Council, which manages the business of the Order in the interim of Supreme Court sessions, consists of seven members who are elected triennially. The following persons now constitute the Executive Council: Oronhyatekha, M.D., J.P., Supreme Chief Ranger, Toronto, Ontario; Hon. Judge Wedderburn, Past Supreme Chief Ranger, Hampton, N.B.; Victor Morin, B.A., LL.B., Supreme Vice-Chief Ranger, Montreal, Que.; John A. McGillivray, Q.C., Supreme Secretary, Toronto, Ontario; H. A. Collins, Supreme Treasurer, Toronto, Ontario; Thomas Millman, M.D., M.R.C.S., England, Supreme Physician, Toronto, Ontario; Hon. E. G. Stevenson, Supreme Counsellor, Detroit, Michigan.



PRIVATE OFFICE OF DR. ORONHYATEKHA, SUPREME CHIEF RANGER.



OFFICE AND WORKS OF THE GENDRON MANUFACTURING CO., LIMITED, TORONTO, CANADA.

~The Home of the Celebrated Gendron Bicycle. Made to stand the most exacting criticism. From Ocean to Ocean "Gendron Silver Wheel" is synonymous with all that is handsome, reliable and mechanically correct. Also the largest makers in the Dominion of Children's Vehicles, Reed and Rattan Furniture.

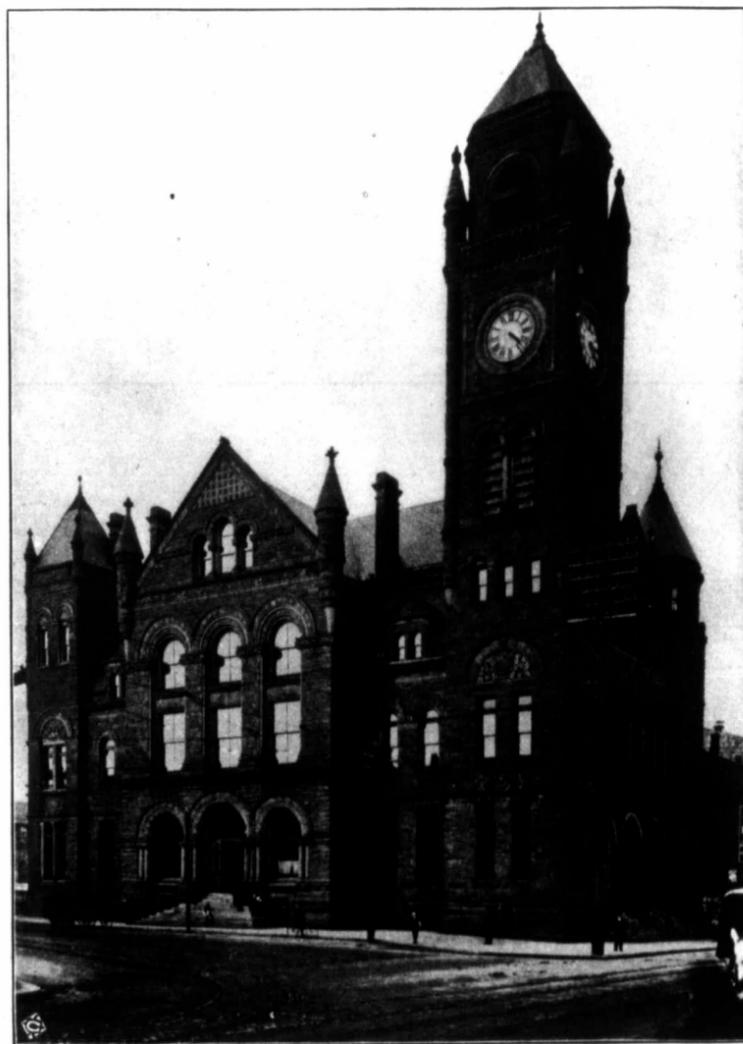
The City of Hamilton



THE CITY OF HAMILTON, ONTARIO, familiarly known as the Birmingham of Canada, occupies an area of 3990 acres, and is situated upon a plane which rises gradually from the shore of Hamilton Bay, a beautiful land-locked harbor at the western end of Lake Ontario, to the base of the Niagara Escarpment, the height over which the waters of the mighty Niagara plunge at the Falls, 42 miles to the east of the city. From the summit of this ridge a magnificent view is to be had—the City lies immediately below, the squares in the centre are distinct as a chessboard, and the foliage of the majestic maples, of which its streets are lined, make a veritable flower garden. At one's feet, extending from Beasley's Hollow in the west to the delta in the east, a distance of nearly five miles, and in width, from the mountain to the bay, about two miles, lies the beautiful city, with its wide, regularly laid out and well-paved streets, its fine churches, residences and public buildings, and its wealth of beautiful shade trees; to the north are the clear waters of the beautiful bay, with the green banks of Oaklands and the blue heights of Flamboro Head for a background; to the west is a bird's-eye view of the beautiful valley and town of Dundas, nestling among its surrounding tall and forest-covered heights. Turning the eyes to the

R

north you look over the bay to the blue and placid waters of Lake Ontario, while separating bay and lake is the beach, glistening and gleaming in the sunlight like a ribbon of burnished gold. This is Hamilton's favorite summer resort. It is about five miles long and stretches across the eastern end of the bay from shore to shore. It has an average width of 300 feet and is intersected only by the Hamilton Canal, which affords an entrance for the largest lake-going vessels. The Hamilton and North-Western Railway crosses this canal upon one of the largest and most substantial swing bridges in Canada, it being 375 feet in length; and the Hamilton Radial Electric Railway upon another; this also affords means of passage to vehicles and foot-passengers.



CITY HALL, HAMILTON.

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To the east we have a panoramic view seldom met with of fields of green and gold, like a tessellated pavement, broken here and there by tracts of woodland, and in the distance the blue waters of Lake Ontario form a fitting frame for so beautiful a picture. At the western end of the bay is another canal and the picturesque Burlington Heights.

It is not our intention to note in detail the gradual development of the city since its incorporation in the year 1847, but rather to give the reader some adequate idea of what the city is to-day as a manufacturing, commercial and educational centre, and as a desirable place for the safe and profitable investment of capital and a delightful place to live in. The city has always been noted for its mild and even climate, the cleanliness of its streets, its drainage system being almost perfect.

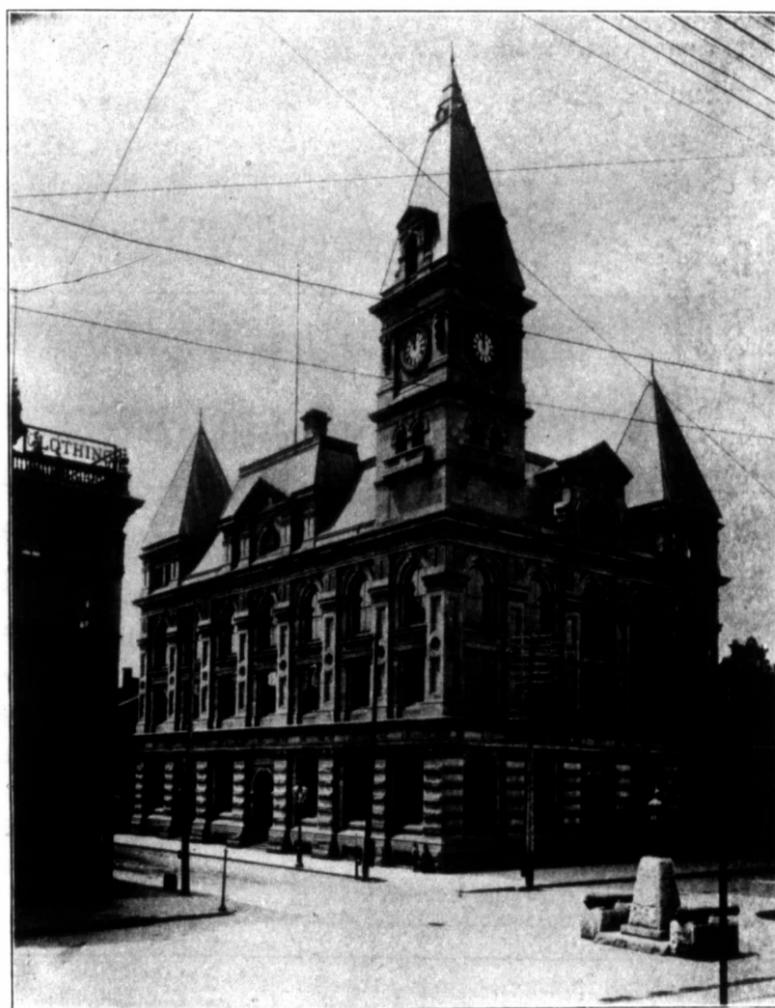
The Water Works system is owned and operated by the Municipality and quite a large revenue is derived from this source. The pumping stations



GORE PARK, LOOKING EASTERLY FROM JAMES STREET, HAMILTON.

and filtering basins are at the beach—two reservoirs are situated on the mountain side—all water is filtered through sand. The pumping capacity of the works is 13,000,000 imp. gals. per 24 hours. There is laid throughout the city 99 miles of water mains, and the total cost of the system was \$1,720,004.40. For the amusement and recreation of the citizens there are nine city parks, containing in all 52 acres.

In facilities for acquiring an education, the City of Hamilton stands in the front rank. The public schools are numerous, well built and comfortable.



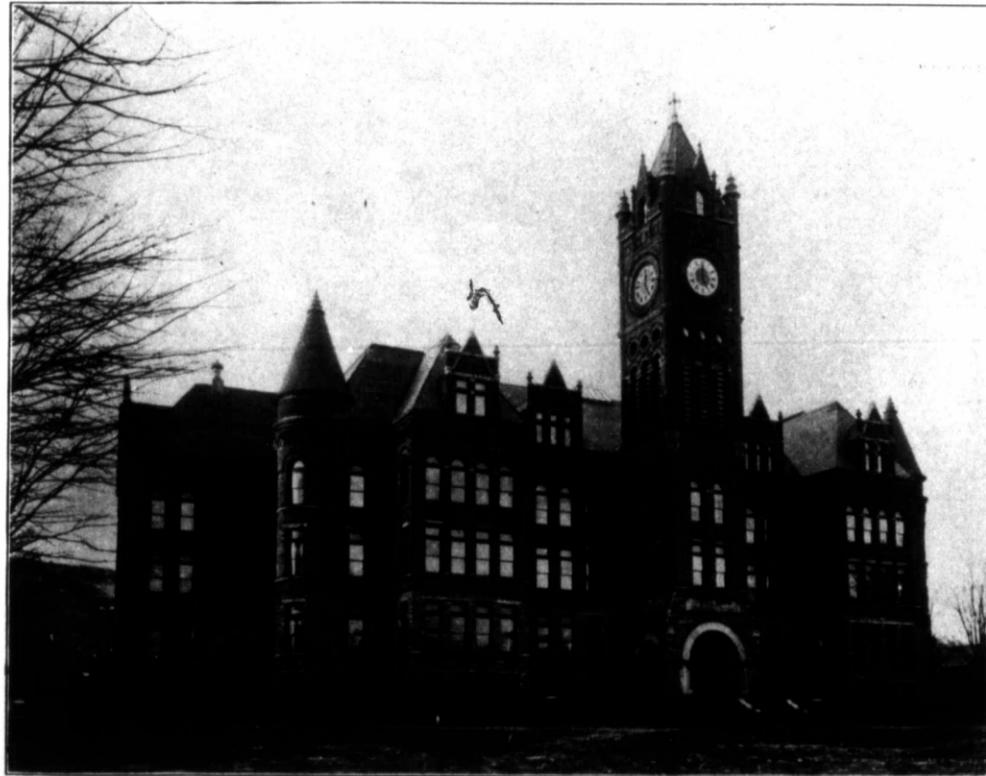
POST OFFICE, HAMILTON.

There are thirteen schools of eight or more rooms, all of brick or stone, and almost as many small schools in the more outlying sections. There are about 7,500 children in attendance, under the instruction of 180 teachers, the whole under the supervision of the Public School Inspector. The public school course extends over seven years, from Kindergarten to the Collegiate Institute. In all the 13 larger schools, from the Kindergarten class for children from 5 to 6 years of age, the pupils pass through



COURT HOUSE, HAMILTON.

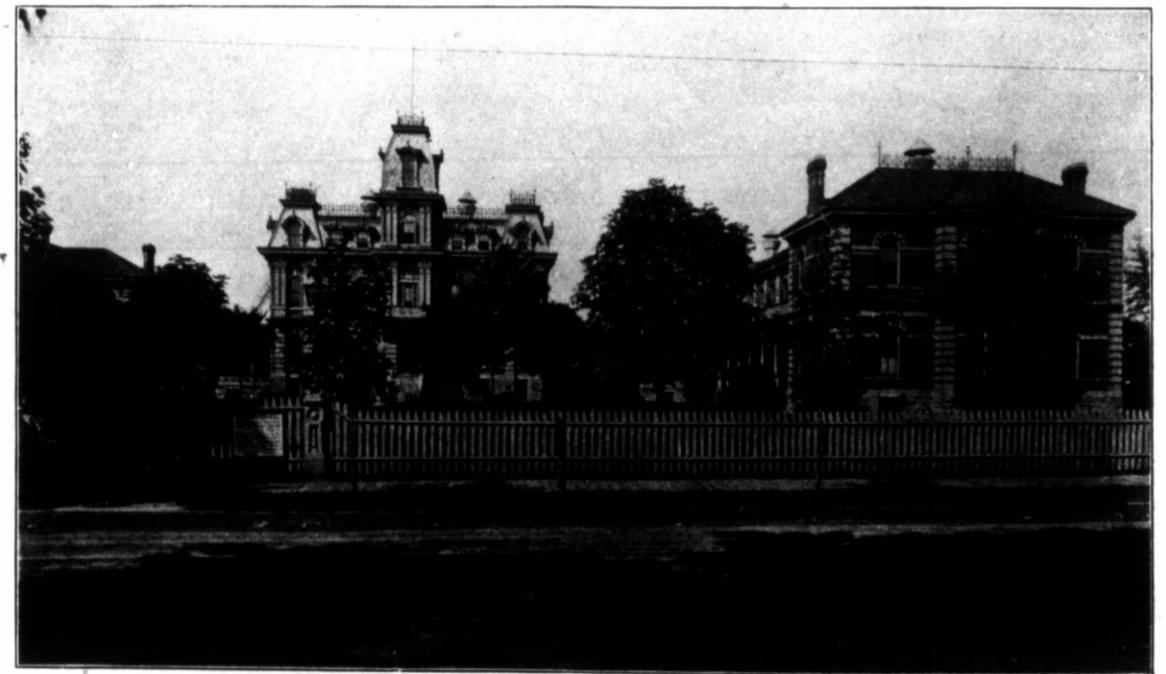
a regular grade to the public school leaving, or taking the entrance examination to the Collegiate Institute. In each of the six districts in which the city is divided for school purposes, there is a commercial class in which is taught all the subjects necessary for entering commercial life—book-keeping, shorthand, typewriting, commercial law and commercial forms. To show the excellence of these classes it needs only to be said that the standard speed in shorthand is 100 words per minute. Every class-room is provided with a library of about 50 volumes of literature, science, history and geography, for supplementary reading by the teacher and pupils, and these libraries are so generally used that many of the books have to be replaced every two or three years. The teachers of the public schools receive special training—any person wishing to be appointed to a class must attend the City Model School for a full year, and afterwards be placed on the probation list for six months. That this has placed the public schools of Hamilton in the front rank, is shown by the



ONTARIO NORMAL COLLEGE AND COLLEGIATE INSTITUTE, HAMILTON.

fact that it was particularly the Hamilton exhibit at the World's Fair in Chicago which called forth the praise of the British educational representative, Sir Richard Webster. For higher education provision is made in the Collegiate Institute where those who desire to go farther than the Public Schools are prepared for matriculation into the Universities or the professions. Many of the students, however, attend solely for the advantages of a broader education. The staff is composed of 17 teachers, most of whom are specialists in their departments. The average attendance for some years has been over 500. The new building (illustration of which appears in this work) is the finest school of its kind in Canada. In fact, there may be larger, but there is not one better equipped in America. It is fitted with all modern appliances—the chemical and physical laboratories are especially well provided for experiments and other individual work. The Assembly Hall, on the third story, has a

seating capacity of 1,200. One wing of the Collegiate Institute is occupied by the Ontario Normal College, the Government training school for first-class Provincial teachers and High School assistants. The students in training, to the number of 180, are instructed in psychology, the science of history and education, by the Principal, Dr. McLennan, whose fame as an educationist is not confined to Canada alone. The lectures on the method of teaching are given by the department masters of the Collegiate Institute, while practical work is afforded by the classes in the Public Schools and the Collegiate Institute. The whole system of education in the city is under the care of a Board of Trustees, composed of men of high views in educational matters, and this in itself is a guarantee that any change made will be for the better. There is also a number of other schools regulated and conducted on much the same principle as those previously noted, by a Separate Board, elected by the Roman Catholic population of the city for the purpose of educating their children. These schools also send a large number of pupils to the Collegiate Institute and Normal College. It will be seen from this brief description of



CITY HOSPITAL, HAMILTON.



MARKET PLACE, HAMILTON.

the educational system that it is no empty boast when Hamilton lays claim to a position in the front rank, in so far as the education of its children is concerned.

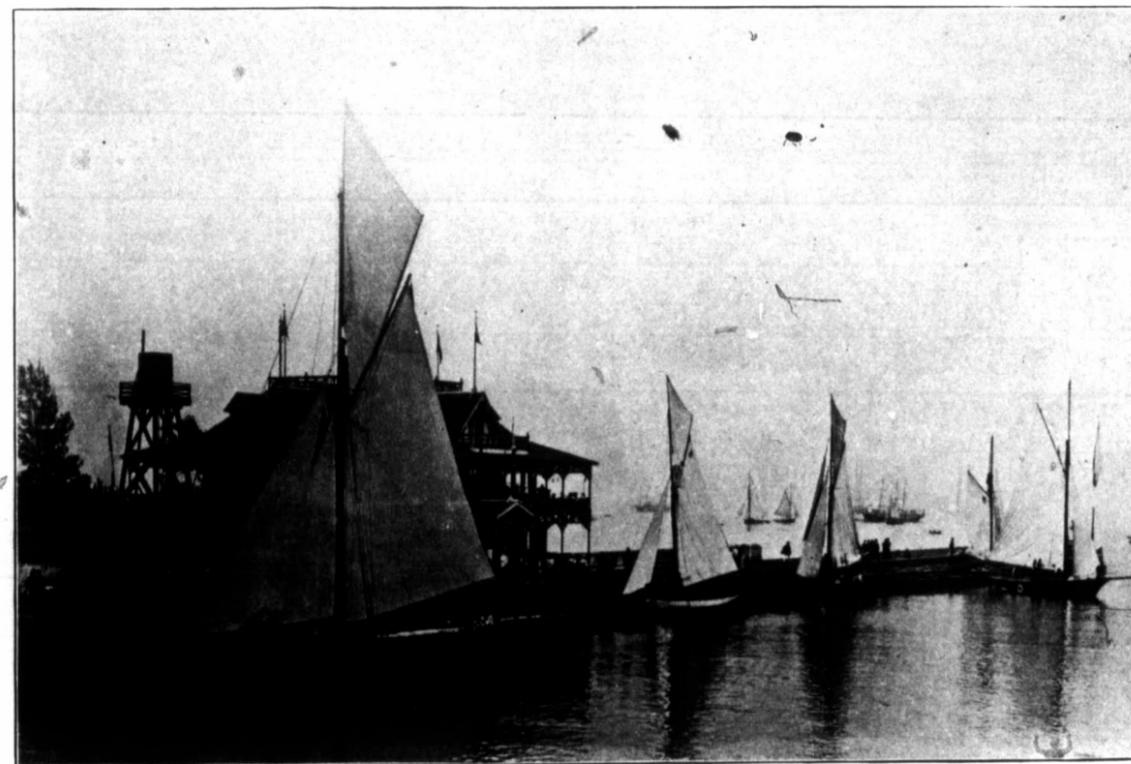
The city also possesses about the finest Public Library in the Dominion, located in a magnificent building centrally situated and open to all free. It is one of the chief features of interest in the city. Under the same roof a very successful Art School is conducted, in which are taught the rudiments and higher branches of mechanical and artistic drawing.

The City Hospital (illustration of which appears in this work) occupies about four acres of ground. This is the only institution of its kind in Canada that is under the control and supported entirely by the municipality. The public wards are free to citizens who, through force of circumstances, are placed in

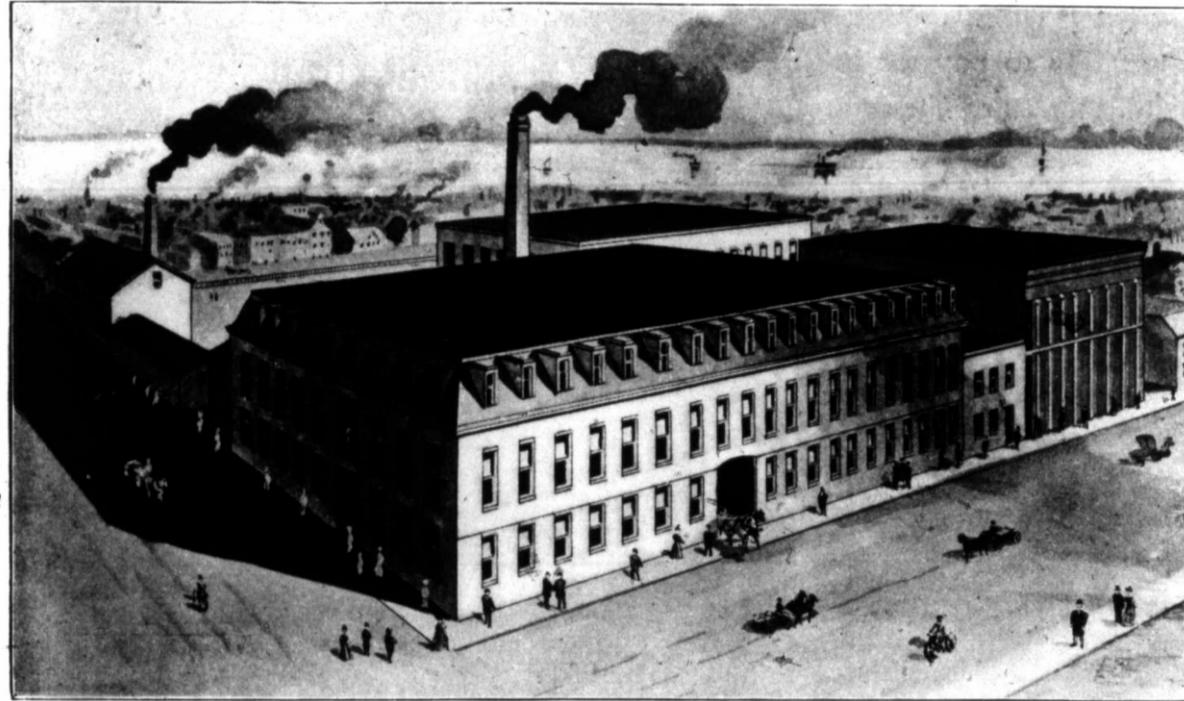
such a position as to require medical care and attention, and who are not in a position to pay for it. There are semi-private and private wards for which small sums are charged.

There has been a training school for nurses in connection with the establishment for the past nine years and has at the present time 26 pupil nurses—the course of training is over three years with yearly examinations. The time of probation is one month, the probationers being accepted in the spring and fall of each year.

Lectures are also given throughout the course by members of the visiting staff of physicians, the Medical Superintendent and the Lady Superintendent of Nurses on the following subjects: Anatomy, physiology, hygiene, materia-medica, medicine, surgery, midwifery, gynæcology, dietetics,



ROYAL CANADIAN YACHT CLUB, HAMILTON PIERS.

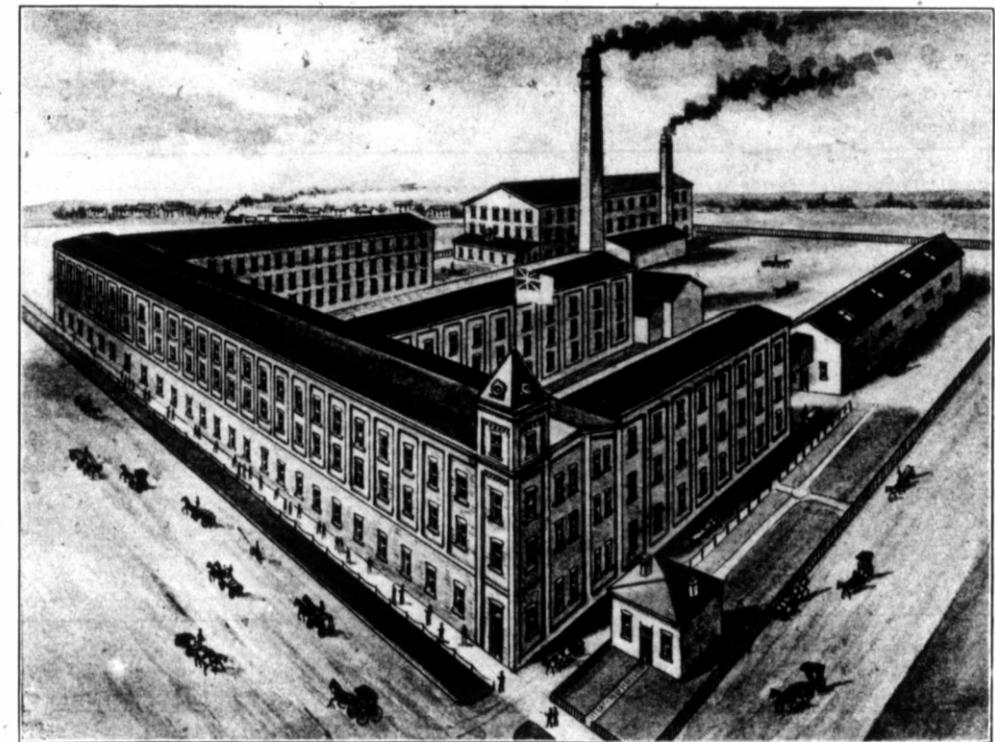


OFFICES AND PREMISES OF HAMILTON DISTILLERY CO., LIMITED, HAMILTON.

diseases of children, massage and bandaging. The internal management is under control of the Medical Superintendent, Dr. J. W. Edgar. The supervision of the entire institution is under the guiding hand of a body of seven responsible citizens who constitute the Board of Hospital Governors. Within the past few years many improvements have been made and the institution is in such a perfect condition at the present time as to make it one of the best, if not the best, institution of its kind in the country. The city also owns and supports a House of Refuge which is a magnificent building situated upon the bay shore, and a great many old and indigent people of both sexes are taken care of and provided for, who otherwise would be thrown upon the cold charity of the world at large.

The City of Hamilton is fast becoming the centre of a widespread and magnificent system of radial railways. The Hamilton and Dundas Street Railway reaches out to the town of Dundas about five miles to the west. The Hamilton, Grimsby & Beamsville Electric Railway travels to the east through

a country that for years has been known as the fruit garden of Canada to Grimsby and Beamsville, a distance of 23 miles. People from all parts of the world have come to visit this place and view the great garden in all its glory. Nearly \$1,000,000 worth of fruit is annually shipped from this place, a great portion of it passing through the City of Hamilton. The Hamilton Radial Electric Railway leaving Hamilton by the north-east and skirting the bay shore until the beach is reached, then crossing the beach and passing between handsome villa residences that have been erected by the citizens of Hamilton along the entire length of the beach, having its present terminus in the pretty little village of Burlington, 10 miles from the City of Hamilton. There is also within the City of Hamilton 19 miles of street railway tracks. All these roads are operated by electricity.



OFFICE AND WORKS OF HAMILTON COTTON CO., HAMILTON.

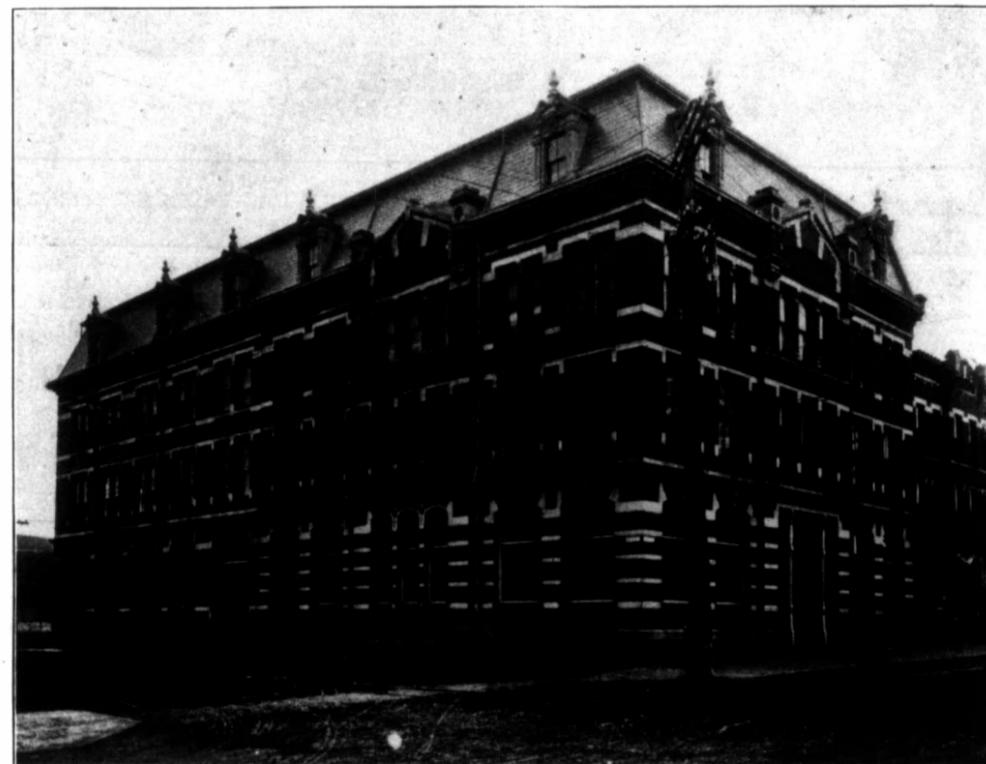
Established 1880. Manufacturers of Cottonades, Denims, White and Colored Yarns of all descriptions, Twine, Cordage and Webbing.



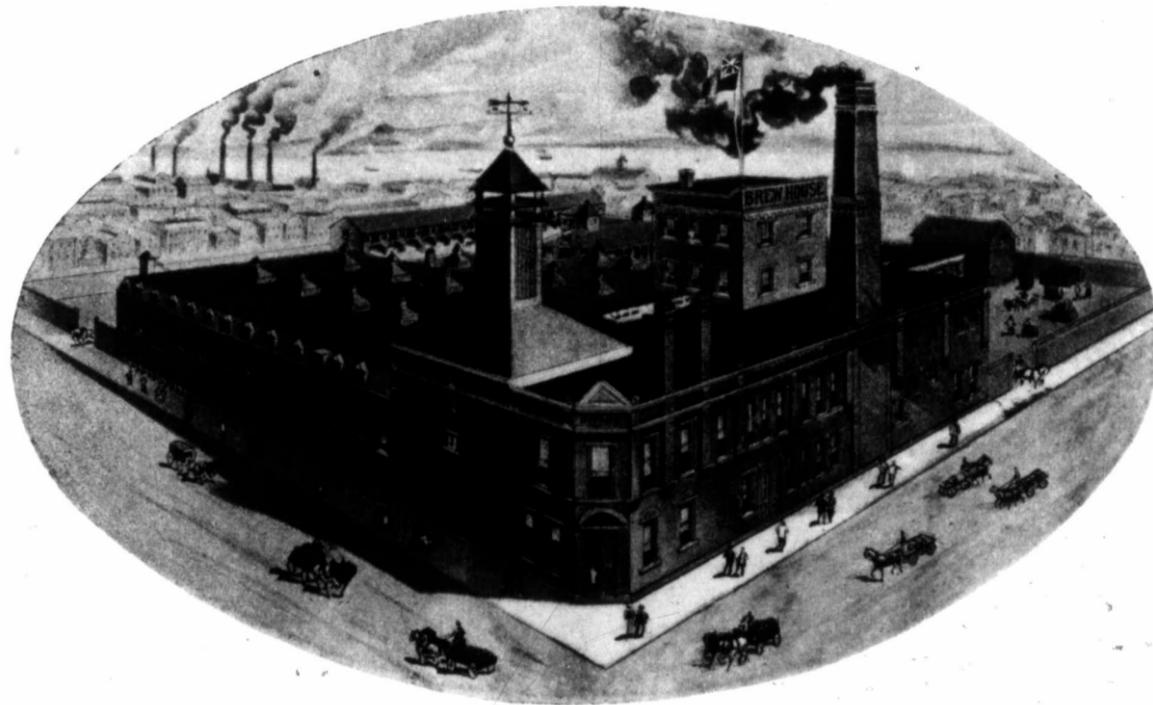
OFFICES AND WORKS OF THE GURNEY-TILDEN CO., LIMITED, HAMILTON.
IRON FOUNDERS. WORKS ESTABLISHED 1843. INCORPORATED 1893.

No other Canadian city has won for itself the industrial celebrity that Hamilton has obtained, so often called the Birmingham of Canada, and though comparison with the world's great workshops in the English Midlands is presumptuous, it is not altogether unwarranted. A place within the memory of living men, transformed from the wilds of a forest, can necessarily but in few things be compared with Birmingham. On one point, however, such a comparison may not be unseemly. Hamilton resembles the older and larger hive of industry in her thrifty application of skill and capital to widely diversified industrial operations. This has been her distinguishing characteristic for the last generation. Within that period 227 manufacturing establishments, on a scale and with equipments in keeping with the latest demands for cheap and efficient productions, have successively sprung up within her limits. Her increasing workshops have steadily added to her population and increased her

wealth, and scarcely an important branch of industry is left altogether unrepresented. Her factories, equipped with modern machinery and the latest labor-saving devices to minimize the cost of production, maintain a daily output of the metal, wood and leather industries, and textile fabrics, glassware, pottery, clothing, etc. The curing and packing of meats and canning of fruits and vegetables are also carried on in accordance with the advantageous methods peculiar to the Western side of the Atlantic. Within the past few years great interest has been taken in the development of the mineral resources of the country and particularly of Northern Ontario, where iron ore is very abundant. The only smelter for this product, situated in Ontario to-day, is in the City of Hamilton, where a plant upon a very extensive and modern plan has been in operation for some time with a daily capacity of 200 tons, and it is possible within a very short time that there will be in connection with these works a



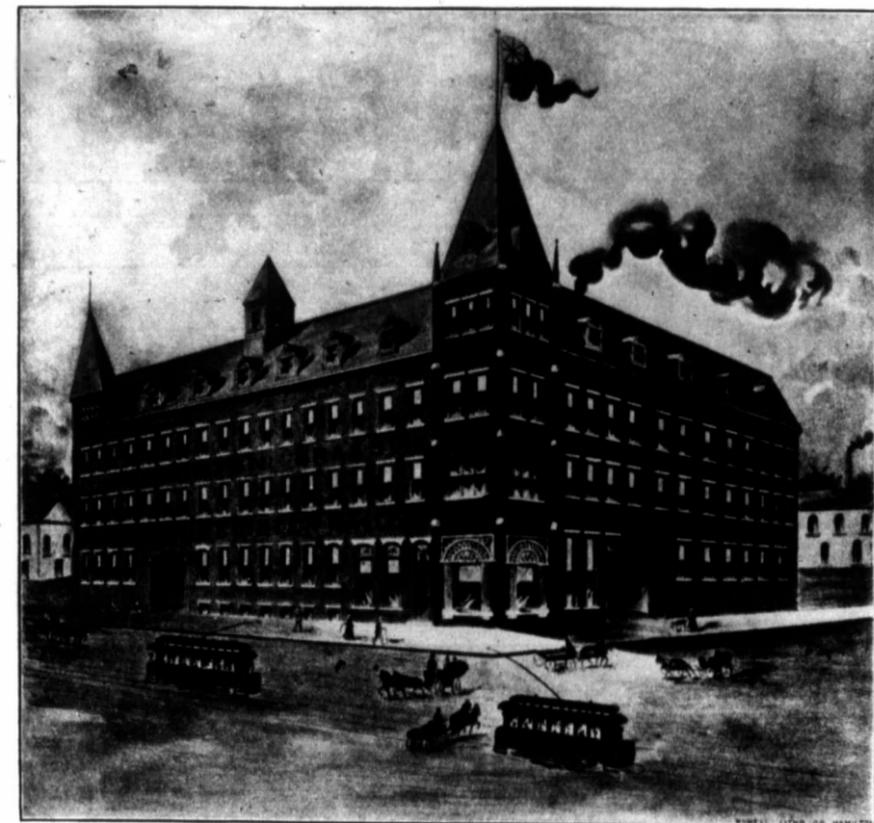
OFFICE AND WAREHOUSE OF LONG & BISBY, WOOL DEALERS AND COMMISSION MERCHANTS, HAMILTON.



OFFICES AND PREMISES OF THE GRANT-LOTRIDGE BREWING CO., LIMITED, HAMILTON.

steel plant upon an exceedingly large scale. Hamilton also contains two large rolling mills, a large number of stove and other foundries and many machine shops, and is recognized to-day as the centre of the iron industry in the Dominion. No city in the Province commands the railway and shipping facilities which the City of Hamilton possesses. Her geographical position at the head of Lake Ontario, gives direct communication with Montreal without the expense and delay entailed in passing through the Welland Canal, and her railway connections are most complete, consisting of the Grand Trunk System (Southern and Northern and North Western Division); Toronto, Hamilton & Buffalo; Canada Pacific; Michigan Central; New York Central; and the Lehigh Valley over Grand Trunk tracks. Hamilton within the past year has solved a problem which will be of great interest and profit to manufacturers, namely: The transmission of electricity for a great distance and at a high voltage, for power purposes. Three years ago local capitalists interested themselves in the formation of a company for the generation of electrical

energy to be transmitted to the City of Hamilton from Decew's Falls, 35 miles distant. Many prejudices had to be overcome and many seemingly insurmountable obstacles had to be brushed aside, and when it is taken into consideration that up to the present time neither in Europe nor America had electricity been transmitted higher than 10,000 volts, and this Company found that it was necessary that the pressure be 20,000 volts or over, so that the cost of the conductor would be within the limits set, to allow The Cataract Power Company to undertake the development of the enterprise, some of the difficulties can be imagined. The work has been successful, and the streets of Hamilton are lighted and power supplied to a great many of her factories by electricity generated 35 miles distant. The plant has been in practical operation for several months and has thoroughly demonstrated the success of



THE HAMILTON BRASS MANUFACTURING CO., LIMITED, HAMILTON.
MANUFACTURERS OF THE HAMILTON AND NATIONAL CASH REGISTERS.

electrical transmission at this high voltage for a long distance. Hamilton being situated at the western end of the Niagara Peninsula it is the market place of very large surrounding territory, and it has without doubt the largest and best market place in the Dominion. It would be utterly impossible to give a word picture that would give an idea of its beauty, its size and the amount of business that is transacted upon it. A better general idea will be given by the two photographs which appear in this work.

Another institution which the citizens of Hamilton are justly proud of is their splendid fire department under their energetic and efficient chief engineer, Alex. W. Aitchison. The department has reached a state of effectiveness that borders on absolute perfection and its performances in some directions have gained for it a continental fame. There are three fire stations in the central portion of the city and four others in the outlying districts, so situated as to be able to arrive at the scene of conflagration within a few minutes after the alarm has been given. Alarms are sent through a system of electric boxes and also through the Gamewell Police Call System, the stations of which are scattered all over the city, and a great many calls coming in over the Bell Telephone System. The department consists of 45 men, and their stations are all equipped with the latest and most approved fire fighting apparatus. A police force of 50 men is found ample to preserve the peace. This is under the command of Alex. Smith, Chief Constable. In the year 1845 a Board of Trade was established in Hamilton. That body since its inception has exercised a salutary influence

over the mercantile affairs of the city and it has always been on the alert to promote the construction of railways, canals and other works for opening up the resources and trade of the country. The list of Hamilton merchants is an interesting one, several standing in the front rank of Canadian trade, and some have won more than a Canadian reputation for their public spirit. We cannot close this article more fittingly than by quoting an extract from

the pen of one who has travelled in many lands and seen many phases of life; we refer to an article by the Countess of Aberdeen entitled "Through Canada with a Kodak," and published in a paper called "Onward and Upward."

The town lies on a gentle rising slope round the head of a beautiful bay, and nestles under a steep ridge, which stretches miles and miles away to the heights of Niagara. Here it shelteringly protects the town, which fondly acknowledges its sway, and which demands from all strangers and newcomers a true tribute of loyal admiration for the mountain.

Well, climb up this mountain (almost on the side of which stands Highfield), in the cool of an early September evening, and see the town spreading itself out east and west before you, wide and well kept streets, trim lawns as green as those in England,

houses nestling amongst trees, handsome buildings, church spires and factory chimneys competing for pre-eminence. Should any further information be required by any of the readers of this brief article upon the City of Hamilton it will be forwarded to them if they will kindly address their communication to the Assessment Commissioner of the city, Mr. John T. Hall.



HEAD OFFICES FEDERAL LIFE ASSURANCE CO., HAMILTON.

Amount Assured, \$11,000,000. Capital and Assets, \$1,500,000.

JAMES H. BEATTY, President.

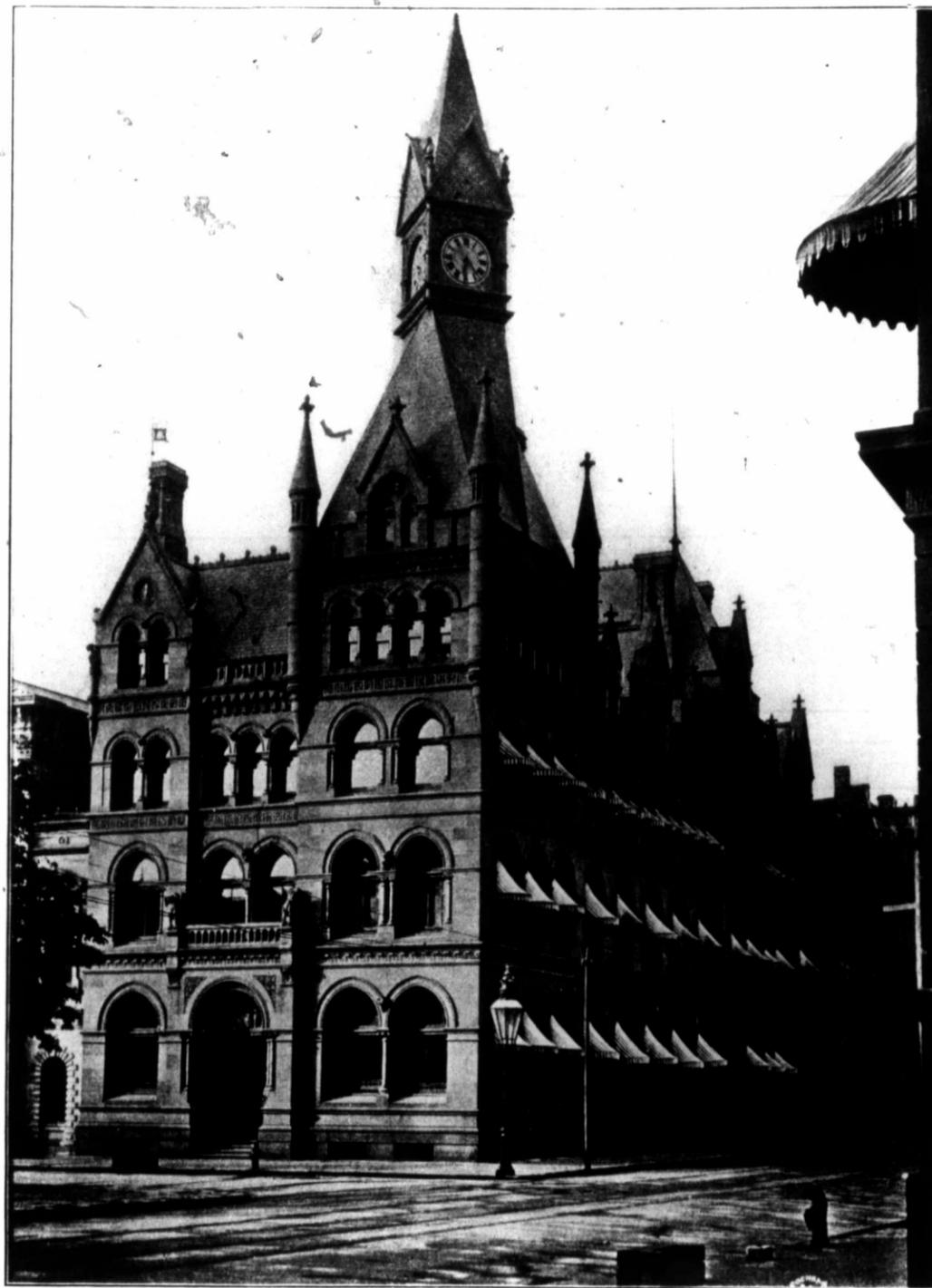
DAVID DEXTER, Managing Director.



HALF-CENTURY RECORD.— In a trip around the world the traveller would find very few countries whose banking and insurance institutions were on a sounder basis than

those of Canada, and among life insurance companies of the Dominion none have a longer, more interesting or more honorable record than that of the oldest and largest Company, viz., the Canada Life Assurance Company.

Its Origin.—The Canada Life was founded in 1847, and has for over half a century conducted a successful business, having its head office in the city of Hamilton, Ontario. It was the first Canadian life insurance company founded, and in its early years experienced opposition from British companies which then occupied the field, and prejudice on the part of the people of Canada, who had not then much confidence in the stability of their own institutions. Consequently the Company had to struggle on with many difficulties which are now rarely met with. Among these may be mentioned the fact that railways were almost unknown, telegraphic



HEAD OFFICE OF THE CANADA LIFE ASSURANCE CO., HAMILTON.

communication was almost unheard of, and the population was small and scattered, and the people had little knowledge of the principles and the necessity of life insurance. But by patience and perseverance the Company grew steadily and surely, as will be seen.

Its Principles.—The founders of the Company established it on sound foundation principles, which have been found to stand the test of half a century. Adopting the time-tried and approved plans of British Companies, the Canada Life has been spared the misfortune of experimenting with visionary and deceptive schemes of insurance. As a result of the adoption and continuation of sound insurance principles, the Company has among its insured many thousands of persons thoroughly satisfied with the Company's management and record. Not only has the Company avoided unsound and deceptive plans of insurance, but it has been managed with a singular degree of economy, and its reputation in this respect is almost world-wide.

Its Profits.—It is, perhaps, not too much to say that no other Company in America has a more satisfactory and honorable record in the matter of profits paid to policyholders. While the Company has a subscribed capital of a million dollars, with \$125,000 paid thereon, its

policyholders are guaranteed at least 90 per cent. of all profit earnings, and as a matter of fact at last division of profits, the policyholders received 95 per cent. of the quinquennial profits, and the stockholders only 5 per cent., so that with the guarantee of a capital stock the policyholders virtually enjoy the privilege of receiving almost all the surplus. As a result, few if any companies can boast of having so many policyholders who are so well satisfied with the large profits paid them from time to time. It may be mentioned that the bonus addition profits distributed by the Company have averaged over \$20.00 per year per \$1,000 of assurance, and for about a quarter of a century the bonus additions averaged \$25.00 per year.

Its Progress.—The progress of the Company is well shown by the study of the table in centre of page, from which it will be seen that at the end of 1897 it had assets of over \$18,000,000 and insurance in force of over \$72,000,000, while its annual income was about \$3,000,000.

Its Buildings.—Visitors to the cities of Montreal, Toronto and Hamilton will be struck with the excellence of the Company's buildings in these three cities. These large buildings are partly occupied by the Company, and while evidences of its stability, they are also an attraction to the cities in which they are erected.

Its Mortality Experience.—In 1895 the Canada Life gave to the public the results of



DATE.	ASSURANCES IN FORCE—(Gross).	ANNUAL INCOME (Gross).	TOTAL ASSETS.
1847			
1850	\$ 814,903	\$ 27,338	\$ 41,973
1855	2,349,609	83,908	217,758
1860	3,365,407	133,446	664,627
1865	4,013,268	141,968	717,379
1870	6,404,437	273,728	1,090,098
1875	13,430,037	582,735	2,412,362
1880	21,547,759	835,856	4,297,852
1885	34,890,890	1,336,681	7,044,944
1890	54,086,801	2,093,881	11,032,440
1894	66,807,397	2,661,985	15,607,723
1897	72,719,555	2,953,273	18,678,915

PROGRESS OF THE COMPANY FROM 1847 TO 1897.



an elaborate investigation of its mortality experience from its origin in 1847 up to the year 1893. This was the first investigation of its kind undertaken in Canada, and its publication and free distribution by the Company has been of material service in clearing the country from the false teachings which had for several years been disseminated. The highly favorable Mortality Experience of the Company demonstrated the great care exercised in the selection of risks, and also the fact that Canada is an exceedingly healthy country in which to live.

Its Present Position.—By reason of its age, its size, its economy of management, its profit record, the Canada Life to-day occupies a unique place among Canadian life insurance companies. It is not too much to say that in the above respects it occupies first place.

DIRECTORS.

- A. G. Ramsay, F.I.A., Pres., Hamilton.
- F. W. Gates, Vice-Pres., Hamilton.
- N. Merritt, Toronto.
- Adam Brown, Hamilton.
- Sir George Burton, Toronto.
- Senator MacInnes, Hamilton.
- B. E. Walker, Toronto.
- Jno. Hoskin, LL.D., Toronto.
- The Very Rev. G. M. Innes, London.
- Alex. Bruce, Q.C., Hamilton.
- Hon. Geo. A. Cox, Toronto.
- J. W. Flavelle, Toronto.
- Z. A. Lash, Q.C., Toronto.
- Wm. Gibson, M.P., Beamsville.

The City of London

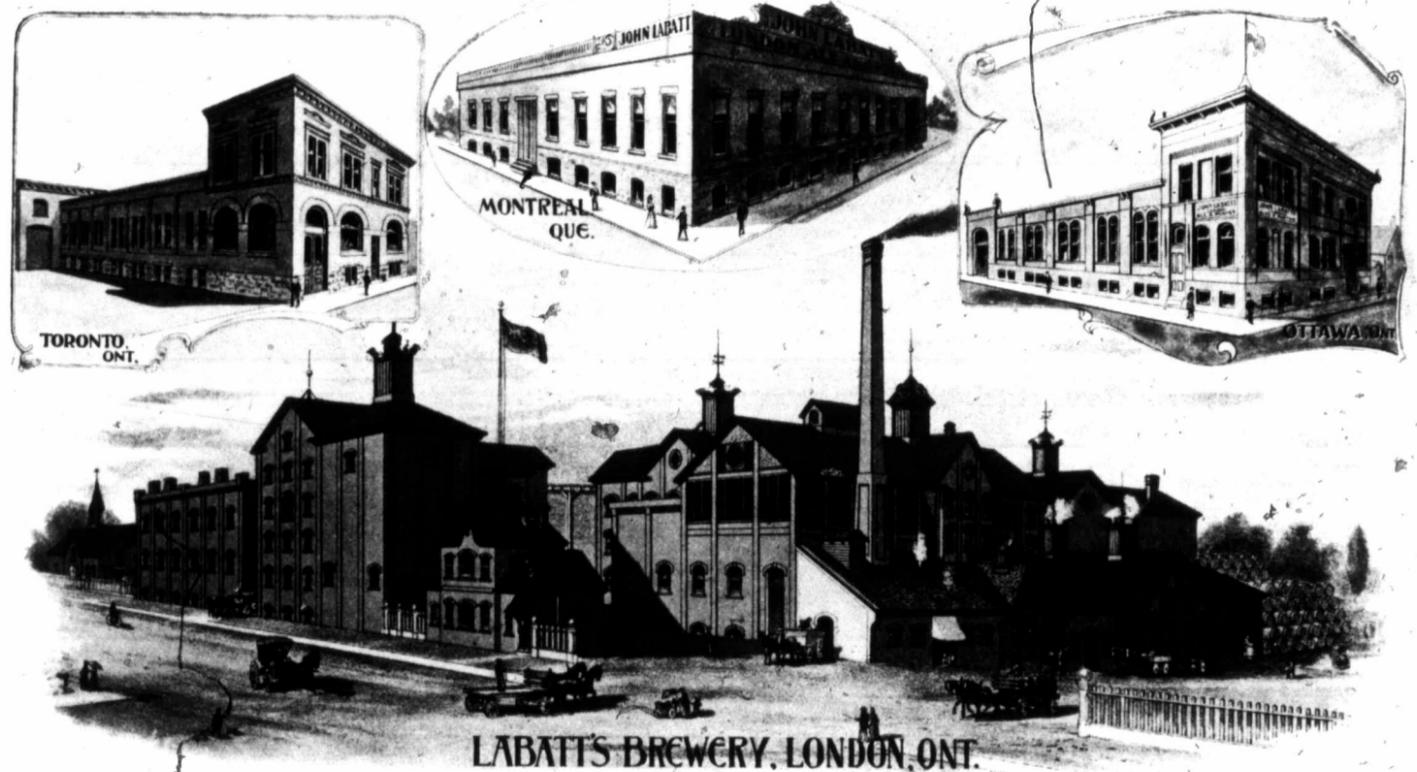


THE great metropolis of the world has in Western Ontario a thriving namesake, situated as it is on a river named the Thames. In 1826 it was laid out as a court town and administrative centre by the paternal government then enjoyed by the Dominion, and was chosen for its position at the forks of the River Thames, the chief waterway of the western peninsula of the Province of Ontario, one of the richest agricultural sections in the whole world. It grew steadily and now boasts a population close on 40,000. It has good railroad connections with all points east and



THE TECUMSEH HOUSE, LONDON, C. W. DAVIS, PROPRIETOR.

west between Montreal and Chicago, and is also a point of importance in the routes from the west to the American cities of the Atlantic Coast. More trains arrive and depart from London daily than from any other point in the Dominion of Canada. The whole area of the most fertile portion of Ontario is tributary to this city as its commercial and manufacturing metropolis. Its public market place is one of the finest and busiest the world over. All classes of agricultural produce have their mart there, and because of its grain output, London has been



the centre of a great brewing industry and sends its ales all over the world. The production of oil and salt is also carried on to a very large extent in the district, while tobacco culture is just being taken up on a large scale in its vicinity. The great number and variety of its manufactures assures for London a constant growth. Of all the counties in the fertile section west of Toronto, Middlesex stands second both in the number of its cheese factories and of its creameries. With public and charitable institutions the city is richly equipped.

The City of Ottawa



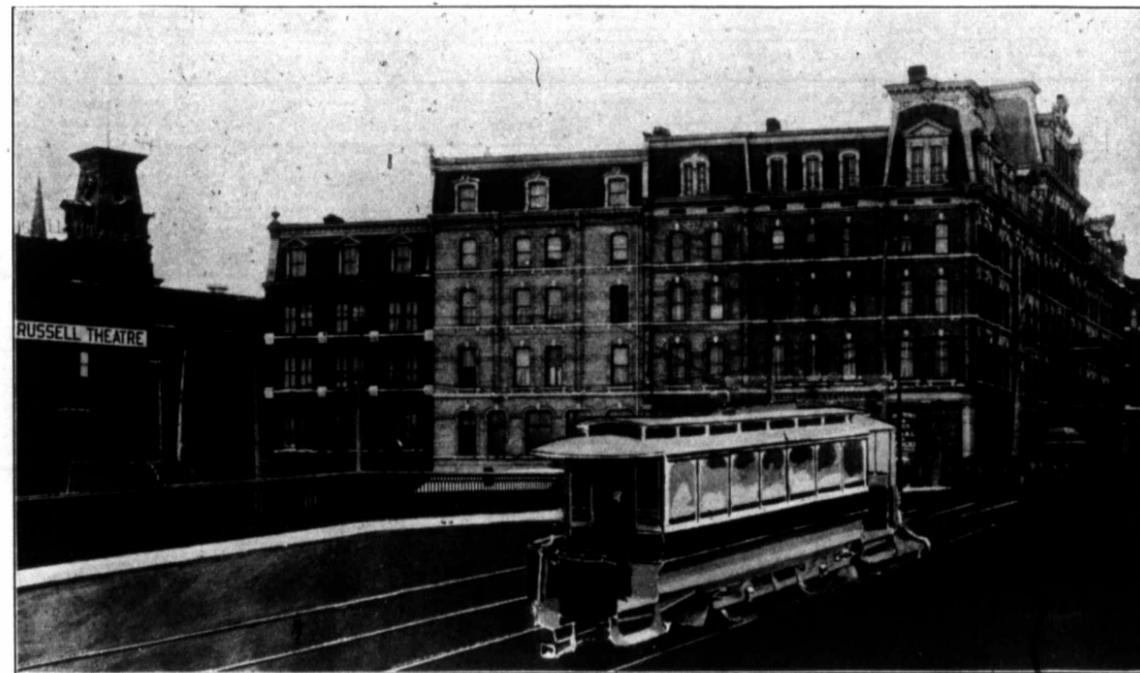
OTTAWA, the capital city of the Dominion of Canada, is situated at the confluence of the river from which it is named with Rideau and Gatineau Rivers. It sprang up in 1826 when the Rideau Canal was commenced, and for nearly 30 years bore the name of Bytown, which commemorated Lt.-Col. By, the engineer in charge of that work. In 1854, when the necessity of obtaining some capital for the united Provinces of Upper and Lower Canada arose, Bytown was chosen as the site by Queen Victoria, the arbiter of the claims of the rival Provinces. It had the advantage of being adjacent to Lower Canada (or what is now the Province of Quebec) and was at the same time distant from the frontier and not likely to be threatened in time of war. In 1867, on the federation of all the Provinces, Ottawa, as it had been newly named, remained the capital.

The following figures show the rapid growth of the city: Incorporated as a town the population of Bytown was 5,000; 1854, 10,000; 1861, 14,669; 1871, 21,545; 1881, 31,307; 1891, 44,154; 1892, 50,000; 1898, 56,000. The present assessment is \$23,679,000. With the addition of the suburb of Hull, on the Quebec side of the river, the population is close on 70,000. The front portions of the city stand on a succession of bluffs, and when viewed from the river are seen to great advantage.

From the high cliffs, on which its noblest buildings have been erected, can be witnessed scenes of natural beauty unsurpassed by any on the continent; rich in all the varied charms of mountain, river and forest, and enhanced by the surrounding triumphs of architectural skill. The River Ottawa, on the southern bank of which the capital stands, ranks as the largest of the third class rivers on the continent; on the opposite bank lies the City of Hull, its more distant cottages blending with farm and forest, while at the back of the whole scene, stretching out interminably to either hand, loom up the dark Laurentian Hills. Below, the river's surface is dotted with steamboats and small craft of every description. Covering the low-lying shores to the west are huge piles of lumber, which tell of the chief industry of that portion of the capital, and further up the stream can be seen the boiling masses of water as they hurl themselves over the Chaudiere Falls. To the east the river can be seen for many miles wending its way through field and forest towards the ocean.

Ottawa is divided by the Rideau Canal running through it, and is laid out in wide, regular and uniform streets, which are planted with shade trees and provided with drinking fountains. Its geographical location, when compared with other cities, makes Ottawa one of the most easily accessible cities from all points of Canada, and with its seven railroads and many steamboat facilities possesses more and better forwarding capabilities than any of its inland sister cities.

It has an advanced waterworks system of absolutely pure water, fine electric light and gas plants, a fine electric railway service, and the best of drainage systems.

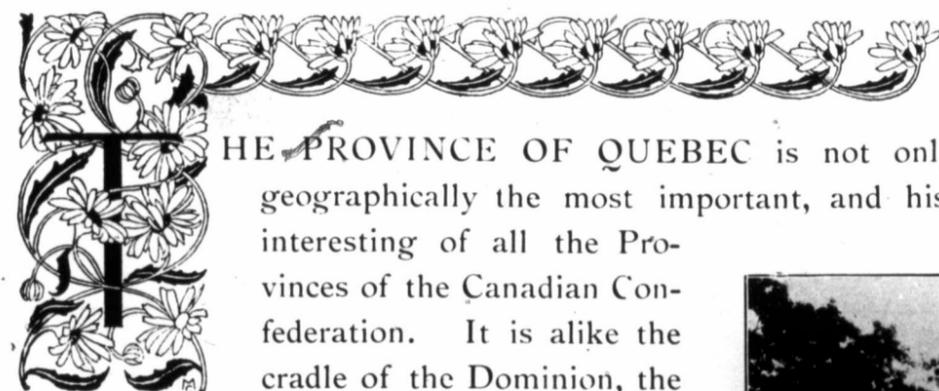


THE RUSSELL HOUSE, OTTAWA, F. X. ST. JACQUES, PROPRIETOR.



PARLIAMENT AND DEPARTMENTAL BUILDINGS, QUEBEC.

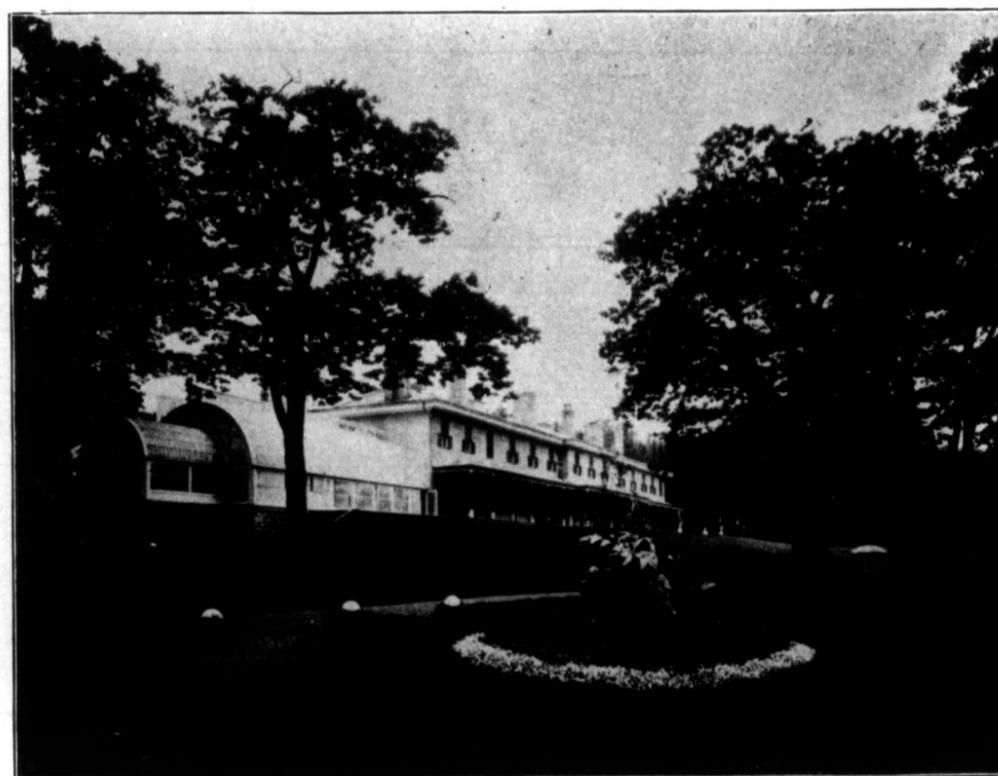
THE PROVINCE OF QUEBEC



THE PROVINCE OF QUEBEC is not only the oldest, but geographically the most important, and historically the most interesting of all the Provinces of the Canadian Confederation. It is alike the cradle of the Dominion, the starting-point of its wonderful development, the fountain-head of its great railway, trade and shipping interests, and the gateway, so to speak, which opens the way to its very heart, and through which is ceaselessly poured the ever rising flood of the rich commerce of half a continent, under the protection of the British flag and the benign influence of responsible government, according to the British constitutional system.

Indeed, the vastness of its territorial extent, the immensity, variety, importance of its natural resources, and the commanding character of its position at the head of oceanic navigation, coupled with the vigor of its population and the stability of its institutions, all combine to make it one of the two leading Provinces of the Confederacy, with a still greater future before it. It is chiefly distinguished from the other Provinces by difference of population. It is the French Province par excellence of the Dominion, the native land of the hardy,

prolific, hospitable and pleasant-mannered French Canadians, the descendants of the original founders of the colony, who have loyally conformed to the British regime, and who dwell in the utmost peace and concord with the representatives of the other races, only engaging with them in a generous and friendly rivalry for the greater development of their common homes and country.



"SPENCERWOOD," RESIDENCE OF THE LIEUT.-GOV. OF QUEBEC.

Within the limited scope of a work of this kind, it is practically impossible to do justice to the unique and almost romantic history of a Province like that of Quebec. Broadly speaking, her history, which is in a great measure synonymous with that of the Dominion, may be divided into two great epochs. One of these covers the period from the discovery of Canada by Jacques Cartier, in 1534, down to the end of the French regime, in 1759. The other carries us through the period of British rule from that date to the present time.

Both epochs so bristle with stirring incidents, and so many illustrious figures loom up in their contemplation, that a veritable aspect of romance is imparted to the retrospect. Nearly three-quarters of a century elapsed between the French discovery of the country and the first serious attempt of the French to colonize it. In the interval, some spasmodic efforts were made to carry on the fur trade with its aboriginal inhabitants, the Indians, but it was not until 1608 that the foundations of the colony were laid, by Samuel de Champlain, on the site of the present City of Quebec, which may

not be inaptly styled the birthplace and cradle of the present Dominion. It was from this humble nucleus that sprang the great colonizing, evangelizing and fur-trading movement which at one time extended the dominion of France from the Atlantic to the Rockies, and from Hudson's Bay to the Gulf of Mexico, and which, after a long and bitter struggle, stretching almost without cessation over a period of one hundred and fifty years, both with savage and civilized foes, was brought to a close by the French defeat on the Plains of Abraham, and the transfer to England of the French possessions in North America, by the treaty of 1663.

Looking back through the mist of blood and tears in which this period is more or less enveloped, one is chiefly struck by the curious combination of heroism and daring adventure, of unceasing hardship and trial, of chivalry and feudalism, of missionary zeal and eager pursuit of the fur-trade which its annals present.

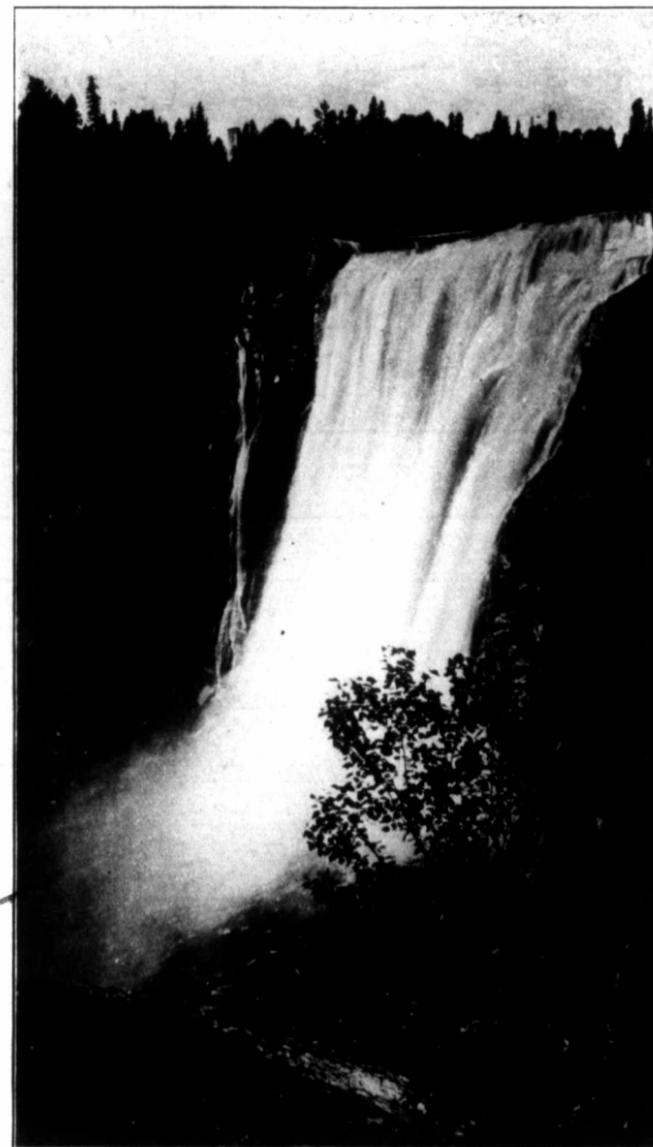
Religious fervor and thirst of gain seem to have produced in New France a more than usually abundant crop of enthusiastic souls and bold spirits, who distinguished themselves as gallant soldiers and sailors, as explorers and missionaries and martyrs, and to whom we are indebted for the opening up of the greater part of North America to the blessings of Christianity and civilization.

And one hardly knows which most to admire, the gallantry and tenacity with which the early French colonists, who numbered no more than 70,000 in 1759, defended and clung to the fortunes of their mother country during the trying French regime, or the frank loyalty with which they accepted and have since adhered to the British Crown, defending it even with some of

their best blood during the wars of the American Revolution and of 1812, and doing a manful share of the patriotic and useful work of building up the sturdy young Dominion, which has sprung up out of the ruins of the colony founded by their ancestors, and which is to-day one of the brightest jewels in the diadem of the British Empire. And as the French epoch was the period of incubation, so has the British epoch been the period of growth and material and constitutional development, in the Province of Quebec. It has passed, during the latter, through the successive stages of Crown and oligarchical rule to the blessings of self-government, and from the position of a poor, struggling and war-devastated colony to that of one of the largest, most prosperous and most important sections of the Canadian Confederation.

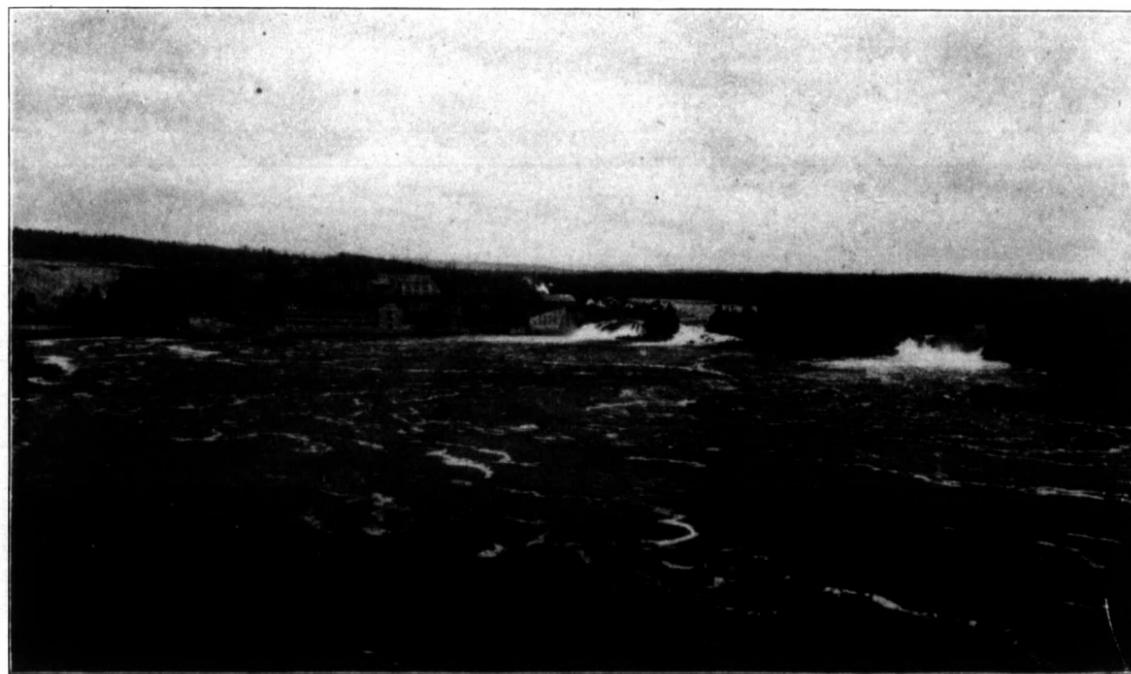
But these advantages have not been secured without many trials and vicissitudes, and without much political agitation and social change. It is not our purpose to enter into these at any length. Let it suffice to say that, in 1867, the Province of Quebec, which for over a quarter of a century had been governed by its own Parliament in union with Upper Canada, the present Province of Ontario, cast in its lot with the young Confederacy which was then formed, and which has since extended from the Atlantic to the Pacific.

By the British North America Act or Constitution of 1867, the Province of Quebec possesses an autonomous government as regards its own particular interests, while to the Federal Government and Parliament at Ottawa, in both of which it is represented by men of its own free choice, duly expressed by the ballot at the polls, is committed the care of those interests which affect the Dominion at large.



MONTMORENCY FALLS, NEAR QUEBEC.

The Province has its own Legislature, which is composed of two Chambers, an upper and a lower, the one Crown-nominated, called the Legislative Council, and consisting of twenty-four members, and the other elective, and styled the Legislative Assembly. The latter consists of seventy-three members elected directly by the people in as many electoral divisions, while the Government is administered by a Ministry possessing the confidence of a majority of these popular representatives, and presided over by a Lieutenant-Governor appointed by the Federal Government at Ottawa. Judicial decentralization exists in the highest degree, and the law courts are accessible to and within easy reach of all. As in England, too, the jury system prevails in all its fulness, even in civil matters. The civil law is the French civil law, as it stood before the French Revolution, with the addition of some provisions of the Code Napoleon, which have been inserted into it. The criminal law is the common law of England, as modified from time to time by the laws of the Federal Parliament, which has exclusive powers of legislation as regards criminal matters. These powers are to-day greater than ever, as the right of appeal to England in criminal cases has been abolished, and the Habeas Corpus forms part of the criminal law. The Province of Quebec occupies the centre of the Dominion. With its eastern shores washed by the waves of the Atlantic, and traversed throughout its whole length by the great River St. Lawrence, it unites all the advantages both of a maritime and a continental country; situated, too, in the temperate zone, its climate is bracing, and among the most favorable to the growth of all agricultural products and to the activity, energy and industry of the hardy and vigorous races who



GRAND MERE PULP AND PAPER MILLS ON THE ST. MAURICE RIVER, QUEBEC.

inhabit it. It extends from east to west between $57^{\circ} 08'$ and $79^{\circ} 34'$ west longitude from the meridian of Greenwich, and from south to north between $54^{\circ} 30'$ and 45° north latitude. Its greatest length is about 1,000 miles, and its greatest width some 650 miles. The Islands of Anticosti and Brion, the Bird Rocks, the Magdalen Islands, and all the islands near Gaspé and along the northern coast of the Gulf of St. Lawrence, also belong to the Province of Quebec. Within the limits of the Province, the area embraced forms a superficies of 222,034,400 acres, or about 347,025 square miles, so that in

point of territory the Province of Quebec far exceeds all the countries of Europe, with the single exception of Russia. Of sea coast proper, it has over 1,000 miles on the Atlantic and Hudson's Bay, but in reality the extent of its maritime shore line is much greater than this figure would seem to indicate. The shores of the Gulf and River St. Lawrence may be included as coast to the ports of Quebec and Montreal, as along the whole of the distance from the Atlantic to those ports, oceanic navigation is carried on as in the open sea, thus giving an additional interior development of coast to the extent of 1,500 miles. Properly speaking, the greater part of the Province is an

immense basin whose waters flow to the St. Lawrence, which conveys them to the sea, the total length of this great artery, including the Gulf, in the Province, from the Straits of Belle Isle to St. Regis, being 1,046 miles.

The influence of the tide is felt in the river as high up as Three Rivers, or to 900 miles from the Straits of Belle Isle, while salt water extends to as high up as thirty-five or forty miles below Quebec.



VAUDREUIL, QUEBEC, ONE OF THE MANY SUBURBAN RESORTS NEAR MONTREAL, ON THE GRAND TRUNK RAILWAY SYSTEM.

But the St. Lawrence is not the only great fluvial artery and waterway of the Province of Quebec. It has others like the Ottawa, St. Maurice and Saguenay, tributaries of the St. Lawrence, which are almost as large as the parent stream and which can compare favorably in size, length of course and volume of water with the largest in Europe, the Ottawa alone having a course of 615 miles. These again have affluents with courses ranging from 250 miles and penetrating far into the interior. Emptying into the north side of the St. Lawrence there are no less than twenty principal rivers, whose united courses represent a total of 2,948 miles, not including the courses of their tributaries. On the south side there are upwards of eighteen more, representing a total length of 1,215 miles, exclusive of their affluents, while, north of the Height of Lands, in the new and important section known as the James' Bay Region, lately annexed to the territory of the Province, there is also a number of great streams.

All these rivers constitute and furnish means of transportation which are of the greatest utility. Several of them are navigable for the greater part of their course, especially the Saguenay, Ottawa, St. Maurice, Yamaska and St. Francis; the others are used for driving timber and thus greatly facilitate the working of the immense forest domain of the Province. These rivers also supply manufacturing industry with almost unlimited water power, and thus permit the establishment in all parts of the Province of factories of all kinds, whose motive power costs almost nothing. These water powers offer above all special advantages for the making of wood pulp. Indeed, there is no country in the world which can offer so many facilities to this industry as the Province of Quebec. And yet these are not the only water surfaces which facilitate transportation and agreeably diversify the picturesque scenery of the Province, besides furnishing vast quantities of fish to the population and unlimited sport to the angler. The surface of the country is literally studded with lakes ranging from the size almost of inland seas to that of mere ponds. Some of these bodies of fresh water, like Great Mistassini, are 100 miles long, while over twenty can be named, including Lakes Abbitibbi, Temiscaming, St. John, Memphremagog and Temiscouata, which range from 50 down to 20 miles.

In fact, it is no exaggeration to say that one-third of the total surface of the Province is monopolized by water, the Gulf of St. Lawrence included.

As regards the quality of the soil, the Province may be divided into three distinct regions; the region of the Laurentides, the region of the Eastern Townships, and the Valley of the St. Lawrence, properly so termed, to which geologists have given the name of the Champaign Region.

The hard rocks of the Laurentides are intersected by numerous bands of crystalline limestone, which, by their softness and decomposition, have given birth to a great number of valleys of fertile soil. The slopes of the hills are covered with a layer of vegetable mould supporting an apparently abundant vegetation; but this soil has been partially destroyed by fire in the clearings, which has left the rock exposed. In the river valleys and bottoms of this great plateau, there are, however, considerable tracts of good land, with a deep soil, and densely wooded. Here is found the greater part of the provincial forest domain, especially those splendid forests of pine and spruce which supply the export lumber trade and furnish to the Province its principal source of revenue, next to the Federal subsidy.

The lands of the Eastern Townships embrace all the mountainous region from the Vermont frontier to the eastern extremity of the Province. Like those of the Laurentides, these lands are formed from crystalline rocks, but softer and producing from their decomposition a more abundant soil—a slightly sandy yellow loam admirably adapted to pasturage and the raising of Indian corn and other cereals. In Gaspé, the calcareous and Devonian formations, which are very extensive, furnish exceedingly rich agricultural lands. The forests of this region include a good deal of hard wood, which is almost entirely lacking in many parts of the Laurentides.

The great plain of the St. Lawrence rests upon beds of primitive Silurian and Devonian rocks composed of sandstones, limestones and schists. These beds are level and overlaid with clay, sometimes interstratified with sand and gravel. These superficial strata, which frequently attain a thickness of several hundred feet, are mostly of marine origin and date from the period

when all this region was submerged by the ocean. They are composed of strong and compact clays, which, in the newly cleared lands, are in many places covered with a thick layer of vegetable mould. The parts adjoining the region of the Eastern Townships, and especially that of the Laurentides, are covered with sandy deposits, chiefly in the neighborhood of Berthier and Three Rivers; but the central part, which is by far the largest, is composed of a tenacious blue clay, more or less calcareous, and of great thickness, constituting a rich soil, which produces crops of all kinds in abundance, but is particularly adapted to wheat-raising.

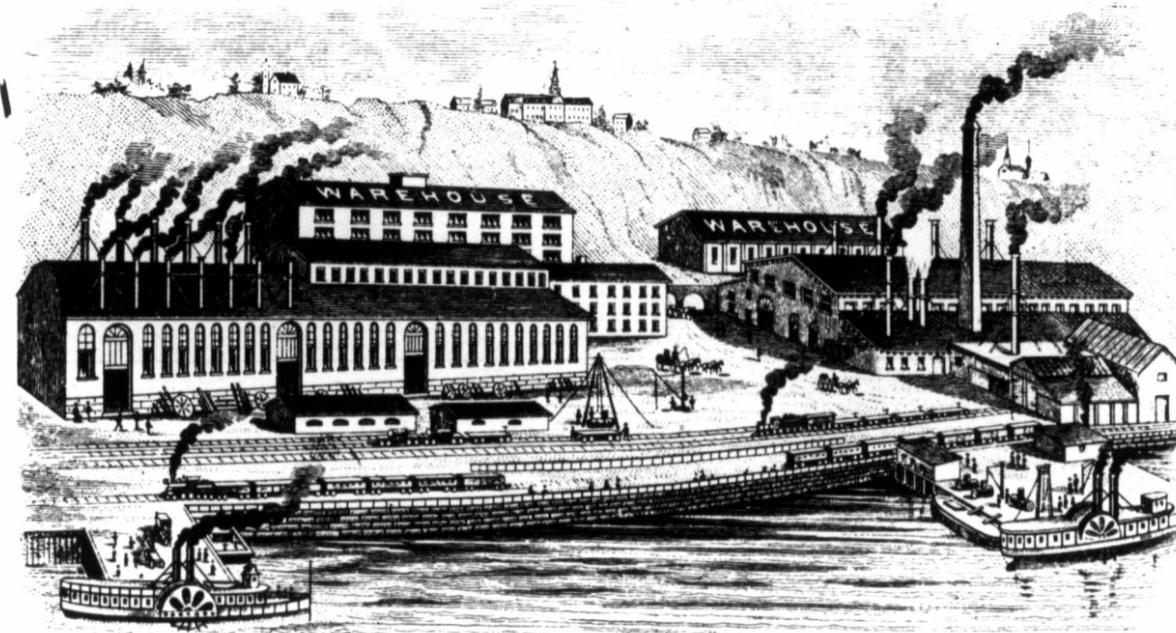
The immense region of Lake St. John is mostly characterized by an exactly similar soil and one fully as rich as that of the St. Lawrence valley, being composed of clay equally suitable for wheat-raising.

Of the total superficies of the Province of Quebec, some 222,034,400 acres belong to the State domain and constitute the Provincial patrimony. In addition, there are 10,678,931 acres included in the seigniories, and 11,744,599 acres held in free and common socage. Of the immense public domain, a good deal yet remains to be thoroughly explored, while only a relatively small portion has been surveyed and laid out into farm lots. This work is only being done gradually from year to year and as the progress of settlement demands, but the Provincial Government can actually place at the disposal of settlers nearly 7,000,000 acres regularly surveyed and divided, more than one-half of which are adapted to cultivation, and almost all accessible by means of good roads. The forest domain actually under license for the manufacture of timber, comprises an area of about 55,000 square miles, leaving

147,000,000 square acres, or 246,785 square miles still available. The principal woods of the region under license vary a little, as regards quantity, in the different parts of the territory. In the region of the Ottawa, the most abundant species are white and red pine. Then come the grey and black spruce, the red spruce or tamarac, the cedar, balsam-fir, ash, red birch, white birch, maple, elm and basswood. There is also a little hemlock in some parts of the Lower Ottawa. In the St. Maurice region, pine and spruce occur in about equal quantities. There is also hemlock. In the other regions, pine is no longer found in abundance, the prevailing timber being spruce, cedar, cypress or grey pine, hemlock, red birch, white birch and maple.

It is difficult to accurately specify the relative abundance of the different woods in the portion of the forest domain still available. However, the isolated and incomplete surveys, which have been made in these regions, establish the fact that there still remain several thousands of miles, at the headwaters of the Ottawa, in which red and white pine are found. Everywhere else, pine is only rarely met, the forests being composed of grey and black spruce, tamarac, balsam-fir,

cypress and cedar. These figures apply to the forests comprised within the old limits of the Province. The additional territory, recently obtained, forms an area of 116,531 square miles, three-fourths of which are in forest. The explorations of the Geological Survey in the region of the Lake and River Abbitibbi, have shown that there are workable pine and spruce in that district; and as this region of the Abbitibbi is pretty extensive, it will offer to the lumber trade a vast field of operations.



OFFICES AND PREMISES OF CARRIER, LANE & CO., LEVIS, QUEBEC. ENGINEERS, FOUNDERS, MACHINISTS AND GENERAL CONTRACTORS.

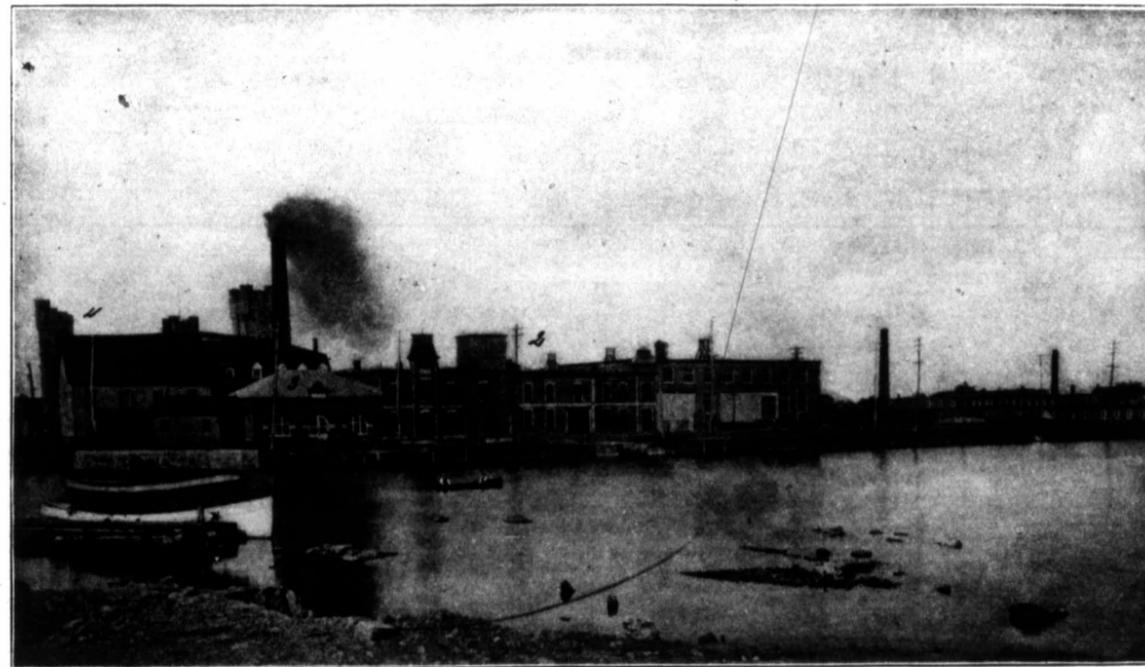
From the first of July, 1867, to the first of July, 1897, the Government's annual revenue from the woods and forests has yielded a total of \$17,113,040. It amounted to \$911,088.30 for the twelve months ended on the 30th June, 1897.

The flora of the Province of Quebec is composed of nearly all the species common to the climates of the temperate zone. The sylvan flora includes the following indigenous trees: Poplar-leaved, canoe, yellow, black and red birch, bitter shell-bark and white heart-hickory, horn-beam, white, post and red oak, white, black and Norway spruce, ash-leaved, silver, rock or sugar, striped and red maple, black, white and red ash, beech, tamarac or American larch, butternut, white and red or slippery elm, iron wood, balsam-poplar, aspen, white pine, banksian pine or cypress, yellow pine, red pine, button wood, bass or linden, hemlock-spruce, balsam fir, white willow, yellow willow, mountain ash, white cedar, etc.

With very few exceptions, the fauna of the Province embrace all the wild animals common to the temperate zone of North America, which are hunted either for food and sport, or for the sake of their skins, the fur-trade still constituting one of the Province's great resources. They include moose, cariboo and red deer, black bears, wolverine, foxes of different species, otter, mink, marten, fisher, hares, musk rats, seals, etc. Of all these, there is still great abundance. In fact, the Province is a great natural game preserve, in which animal life abounds and is constantly increasing, owing to the intelligent protection afforded it by the system of close seasons, and of immense

Government parks, in which it is permitted to freely multiply without disturbance, for the benefit of the other districts. At the same time, it is well to note that the fauna include no dangerous beasts; the bear is the most formidable, and, as every one knows, this animal is not in general dangerous. Among the reptiles there is only the harmless adder.

The list of the feathered game is a large one, and includes the spruce partridge, the ruffed grouse, ptarmigan or white partridge, a great number of varieties of the wild duck, notably the eider, along the north shore of the St. Lawrence, the teal, the Canada goose, the brant goose, the wild goose, the sea pigeon, the snipe, the wood cock, the black eagle, the bald eagle, the golden eagle, the osprey, the snowy owl, the bittern, the heron, and a host of other aquatic birds. Lake St. Peter and its environs are renowned as duck-shooting grounds. In the Lower St. Lawrence, and especially on the north shore, game is so abundant that a good shot can load himself down in a few hours. In the woods, partridge abound and the quantities of these birds killed every winter, or rather every autumn, are immense.



COTTON, PAPER, ELECTRIC LIGHT AND POWER WORKS AT VALLEYFIELD, P.Q.

The Gulf and River St. Lawrence and the myriad inland lakes and streams, abound with fish of all kinds and of the best qualities. The deep sea fisheries, which are inexhaustible and among the most important in the world, supply the home and foreign trade with salmon trout, cod, haddock, halibut, herring, mackerel, shad, smelts, sardines, lobsters, eels, and immense quantities of fish of minor value, such as caplin, etc., which are used either as bait by the fisherman, or as manure by the farmers on the coast.

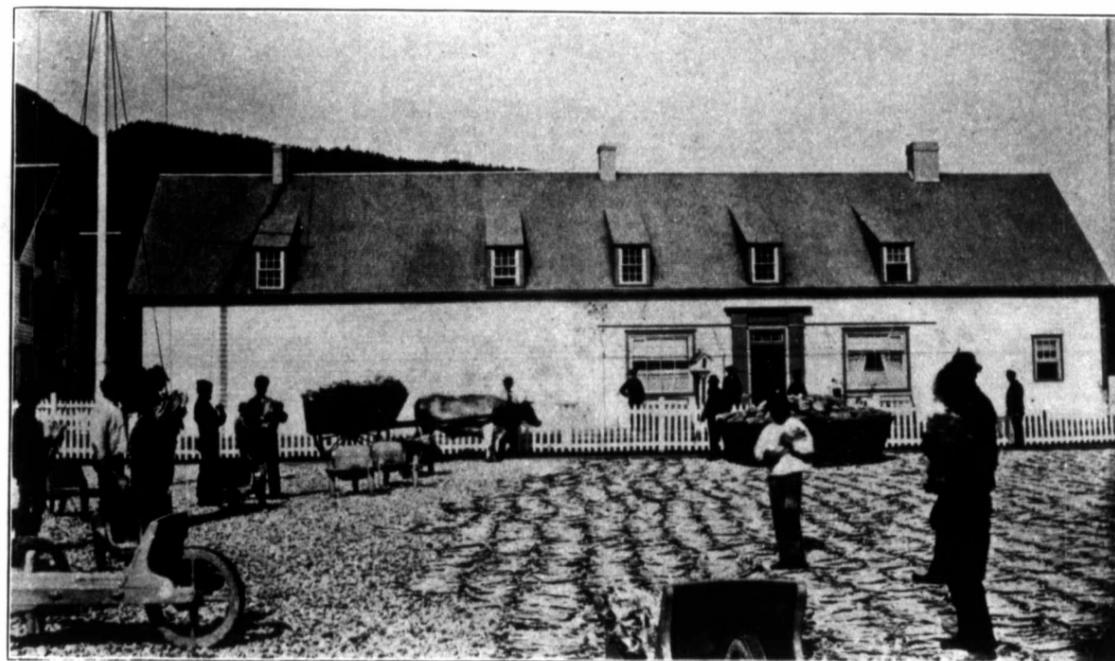
In fact, the prosecution of the deep-sea fisheries constitutes one of the most important of the Provincial industries. In the inland rivers and lakes, there is also a vast abundance of salmon ranging from 10 and 15 to 40, and even 50, pounds in weight; speckled trout, bass, striped or sea bass, touladi or grey trout, pickerel, maskinonge, which attain as much as five feet in length, eel, perch, whitefish, the celebrated ouananiche, a species of fresh water salmon found in the upper waters of the Saguenay and in Lake St. John, and many other kinds of lesser importance. Including the seal and porpoise, the annual value of the products of the deep-sea fisheries was \$2,025,754 in 1896, and that of the inland fisheries about half a million, while the Provincial government derives a large and ever-increasing revenue by leasing the fishing privileges of portions of the inland waters to clubs and individuals for terms of years. The rivers which flow into the Lower St. Lawrence and those of the Bay des Chaleurs, especially the Grand Cascapedia River, have not their equal as fly-fishing salmon rivers. They also swarm with splendid trout, running all the way up to five and six pounds in weight, and even, in some cases, to eight and nine pounds. This superb fish is also taken in immense quantities in the lakes, and the Province of Quebec is deservedly regarded by American and English sportsmen as the finest fishing ground in the world.

The astronomical situation of the Province of Quebec shows at once that it is included in the temperate zone. The extremes of temperature range from 30° and even more below zero, to 90° above; but the mean or ordinary variations are about the same as in the European countries situated under the

same latitude. The mean spring temperature here is 45° 45' and 45° 71' for the seven European cities. The summer mean is 60° 9' in the Province and 60° 8' in the European cities, whence it follows that with a difference of 0° 26' less in spring, and of 0° 1' in summer, the mean temperature of these two seasons is the same as in the most populous and advanced parts of Europe. The autumn temperature is 12° and that of winter 18° 7' lower, with a difference of 9° 44' over in favor of the European countries for the whole year. It may be added that the period exempt from frost is much longer than is required to fully ripen all the cereals.

A somewhat erroneous idea prevails as regards the severity of the Quebec winters. Judging the temperature exclusively by the thermometrical indications, European writers, who have simply passed through the country, have arrived at very false conclusions. It is very true that during the winter the mercury falls lower than in England, for instance; but as the sky is always clear and the air pure and dry, the cold in the lowest temperatures is less penetrating, and is less felt, than in the damper climates of Europe, and especially of England. This is the testimony of Englishmen who have resided for a

length of time in the country and studied the climate with the greatest care. Moreover, the winters possess the double advantage of supplying the inhabitants with the best roads possible for lumbering in the woods, which constitutes the most important branch of their Extractive industry, and also of admirably preparing the land for sowing. The action of the frost pulverizes the soil, which thus becomes extremely friable and only the slightest harrowing is needed to convert the fall ploughings into regular garden mould.



CURING FISH, PERCE, QUEBEC.

While giving excellent roads for the hauling of heavy loads, the snow also protects the grass of the meadows against the frost, which, under ordinary circumstances, never affects it in any way.

The summer temperature is splendid, especially in the region of the Lower St. Lawrence and the Bay des Chaleurs. At that season, the magnificent watering-places of the Province are frequented by thousands of persons from all quarters of the United States and the Western Provinces of Canada, a great number of whom have built villas for themselves at these seaside resorts.

In fine, it is established by vital statistics and by the life insurance companies that the Province of Quebec enjoys one of the most healthful of climates and one as calculated to maintain the vital energy as it is to favor longevity. Endemic diseases are absolutely unknown, and, in the rural districts, physicians would have a hard time of it earning a livelihood, if their positions were not somewhat bettered by other lucrative occupations.

*According to the last decennial census of the Dominion, taken in 1891, the total population of the Province of Quebec then numbered 1,488,535 souls, of whom 1,186,346 were French and 309,189 were English-speaking. Ten years previously, in 1881, the total population was 1,359,027, so that during the last decade there was an increase of 129,508, or 9.53 per cent. The proportion of the French to the English-speaking element is somewhat over three-fourths to one-fourth, the latter being made up of English, Scotch and Irish, with a small percentage of Germans, Jews and other nationalities.

In addition to the 1,186,346 French Canadians in the Province of Quebec, the last census shows that there were 61,767 more in New Brunswick, 29,838 in Nova Scotia, 101,123 in Ontario, 11,847 in Prince Edward Island, 11,102 in Manitoba, 1,543 in the North West Territories and 1,181 in British Columbia, or a total of 1,404,747 in the Dominion at large, with probably over 100,000 more in the United States, making in all pretty nearly two and a half millions, which shows the prodigious development of this race, since the cession of Canada to Great Britain in 1763, when the French population, as already stated, numbered no more than 70,000 souls.

As regards callings, the census of 1891 groups the population who gave their occupations as follows: Agriculture, mining and fishing, 217,061 or 14.6%; trade and transportation, 50,588 or 3.4%; manufacturing and mechanical pursuits, 93,206 or 6.2%; domestic and personal services, 73,307 or 4.9%; professional, 16,342 or 1.1%; non-productive class, 26,396 or 1.8%.

Of the increase during the decade from 1881 to 1891, the section of which Montreal is the centre, claims the largest proportion, namely 28 $\frac{1}{4}$ %, due chiefly to the growth of Montreal's city population, which was relatively larger than that of Boston or Philadelphia, U.S.A.

It is natural that in a Province like that of Quebec, so remarkable for the fertility of its soil and the vast extent of its still unoccupied territory covering more than 258,000 square miles, special importance should be attached to the work of colonization. From this standpoint, the Province may be divided into five great regions or centres of colonization to the settlement of which the efforts of Government and the attention of the public are just now more particularly directed. These regions are:—

1.—The Ottawa and Temiscaming at the north-western extremity of the Province, comprising about 45,000 square miles, a large proportion of which is of the finest arable quality purchasable at the rate of 30 cents per acre, on easy terms of payment, and connected with the great centres of population by means of the Canadian Pacific Railway.

2.—The Montreal Northern, commonly called the Labelle Region, extending from the County of Montcalm and including the valley of the Lievre, equally provided with railway communications.

3.—The Eastern Townships, among which is included the vast territorial division of Beauce. In this region are located the best tilled lands, the finest farms and the richest soils in mineral products of the whole Province. The climate is also milder and more agreeable than in the other regions.

4.—The Metapedia, comprising especially the valley watered by the river of that name, but to which may be added the vast interior plateau stretching

westward from it to the large Lake Temiscouata for nearly 200 miles. This region may be rightfully termed the agricultural region par excellence of the Province of Quebec. It is exceptionally gifted by nature, protected equally against the violence and the humidity of the east and west winds, and watered by numerous streams swarming with the finest game fish, which are a powerful auxiliary to the work of colonization. Indeed, it may be said of the Metapedia that it offers the finest possible field to indigenous settlement as well as to foreign immigration. It is traversed throughout its entire length by the Intercolonial Railway, which extends from Montreal, the commercial capital of the Province, to the extremities of the Provinces of New Brunswick and Nova Scotia, and which has numerous branches circulating the currents of life and trade in all directions.

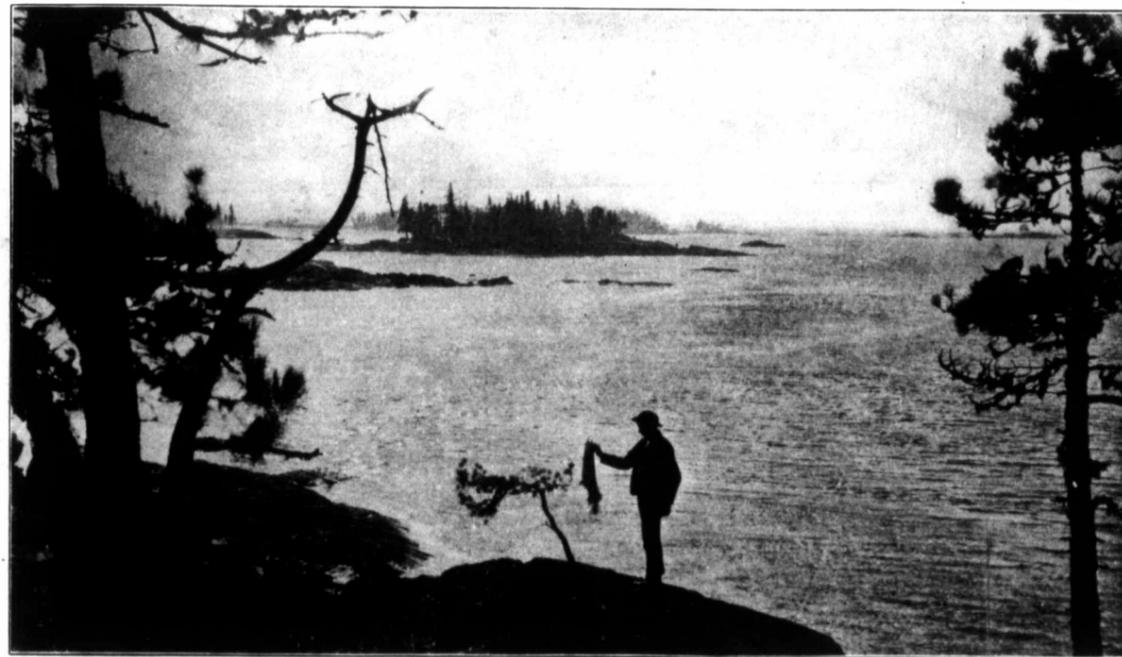
5.—The Basin of Lake St. John, which, during the last twenty-five years, has sprung into astonishing celebrity, by reason of its immediate proximity to the far-famed River Saguenay, and to a region of country presenting the strangest aspects and the grandest freaks of nature. In certain parts of it the soil is of the most remarkable fertility which assures its prosperity and its agricultural importance in the near future. Indeed, the progress of colonization and agriculture there is already very notable. The dairy industry, especially, has advanced with giant strides, the manufacture of cheese alone last year exceeding a value of \$200,000.00. The lumber industry is also carried on very extensively, and the contribution of this region to the lumber exports of the Province is very considerable and annually increasing. The Lake St. John region has a further advantage in being the best and the most regularly watered

of all the sections of the Province, while its many and splendid streams abound with lofty falls and cascades, supplying the finest water powers in the world to manufacturing industry. The Lake St. John region has a superficies of 31,000 square miles, or about 19,840,000 acres. The five regions above enumerated, however, are far from embracing all the colonizable parts of the Province of Quebec, but we limit ourselves to these for the moment, as they are actually the best defined and the most popular centres of settlement. As showing the further scope in this respect which the Province possesses, the

immense peninsula of Gaspé may be mentioned, which itself is large enough to constitute a Province, and the agricultural and mineral wealth of which is as yet but imperfectly known. There are also the valley of the Gatineau and the back country, extending from Temiscouata to Beauce, which is still unpopulated and the soil of which is similar to that of these two regions.

In fact, it is impossible to estimate all that the splendid soil of the Province of Quebec contains in point of still undeveloped wealth. Time and capital alone can call it forth. The natural resources of the Province are unlimited and incalculable, while, thanks

to its innumerable hydraulic powers, industry possesses in it a field to which it is impossible to assign bounds at present. The principal industry of the Province is that of agriculture, and it seems probable that it will always hold the first place in importance. More than half the population are engaged in agricultural pursuits, and therefore dependent for a living on the fruits of the soil. At the time of the census of 1891, there were 5,542,780 acres under crops, 3,054,539 acres in pasture, and 73,627 acres in gardens and orchards,



FISHING IN THE GRAND DISCHARGE OF LAKE ST. JOHN, HEAD OF THE RIVER SAGUENAY.

forming a total of 8,670,946 acres under tillage, or an increase of 2,260,682 acres over the returns for 1881, ten years previously. The yield of cereals was 24,909,156 bushels in 1891. The meadows yielded 2,243,435 tons of hay, 81,548 bushels of seed, while the crop of roots was: potatoes, 15,024,644 bushels, and turnips and other roots, 2,532,853 bushels; flax and hemp, 575,930 pounds; flax seed, 27,647 bushels; apples, 1,034,139 bushels; other fruits, 190,671 bushels; tobacco, 3,958,737 pounds; hops, 180,297 pounds. In addition to the home-made butter and cheese, \$2,362,595 worth of cheese and \$555,932 worth of butter were made in the factories.

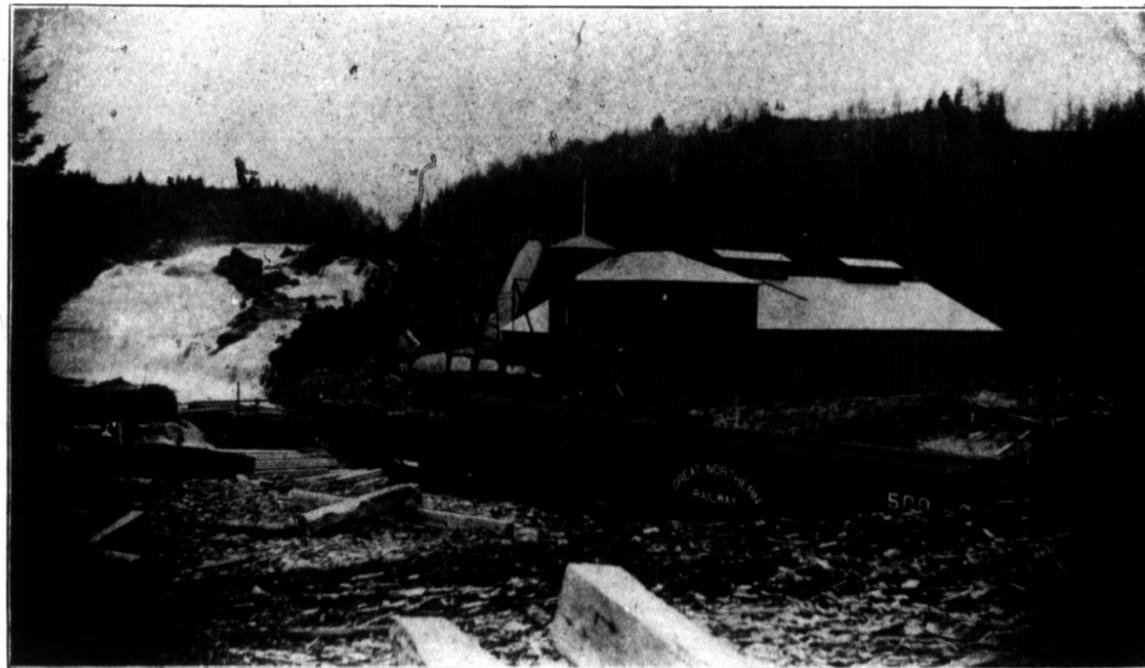
These figures show the rapidly growing importance of the dairy industry in the Province of Quebec, which is specially adapted to it. In 1891 there were 111 creameries in the Province, employing 249 hands, and representing a capital invested of \$361,156.00. The number of cheese factories was 617, employing a total of 971 hands, and representing an investment of \$822,626.00. This is an immense increase over the figures of 1881, and emphasizes the remarkable revolution that is taking place in the agricultural industry of the Province and the rapidity with which dairying is pushing to the front. The products of domestic industry for 1891 amounted as follows:—Cloth and flannel, 2,505,014 yards; linen, 568,359 yards; total 3,073,373 yards; maple sugar, 18,875,231 pounds.

The total value of the real estate, live stock, waggons and farm implements, etc., employed in the agricultural industry may be roughly estimated at \$325,000,000.00. While every effort is being made to increase the milk production, nothing is being neglected to improve the quality of the dairy

products. A dairy school has been established at St. Hyacinthe, which is annually attended by large numbers of persons who go there to acquire the training essential to become skilled cheese and butter makers. Several hundreds of the factories are owned by syndicates of farmers, and are regularly visited by competent inspectors. The half of the cost of this inspection is borne by the Provincial Government, which employs inspectors of its own to visit the establishments that are unsyndicated. After agriculture, lumbering is the most important extractive industry of the Province, affording annual employ-

ment to an average of 25,000 to 30,000 hands, who are engaged in felling and preparing the timber in the forest, or in sawing it at the mills. The wages paid to these exceed \$5,000,000.00 a year and the annual output in the form of round timber, building or square timber, railway ties, shingles, wood for ship-building, carriage making, cooperage, and other industries, represents an average total value of \$25,000,000.00 a year. Of the State domain, 46,155 square miles were under license as timber limits in 1895-96, and from these were cut during the same year, for the home and foreign markets, the following quantities:—White pine, 2,151,949 logs, representing 1,431,787 standards of 200

feet; small white pine and red pine, 1,650,827 logs, equal to 95,483,209 feet board measure; spruce, 4,594,830, representing 1,382,411 standards of 200 feet; boom timber, 570 pieces, or 67,275 feet board measure; square white pine, 8,959 pieces, representing 430,909 cubic feet; square red pine, 679 pieces or 32,961 feet; square birch, elm, maple, etc., 1,133 pieces, equal to 27,036 cubic feet; cedar, etc., 8,771 pieces, or 184,603 lined feet; firewood, hard and soft, 3,868 cords; pulp wood, 4,015 cords; spool wood, 1,421 cords; railway



CHICOUTIMI PULP MILLS, CHICOUTIMI, QUEBEC.

ties, 108,406; lathwood, 42½ cords; fence rails, 16,786; fence pickets, 25,174; shingles, 6,070 thousand, etc., etc.

According to the official figures from 1867 to 1890, the Province produced during the twenty-three years comprised between these years inclusively, 11,668,965,549 feet board measure, and 72,424,363 cubic feet of timber, upon which \$11,570,420 were collected as Government dues. According to the census returns of 1881, the value of the wood pulp manufactured in Canada amounted to \$1,057,810.00, of which \$832,936.00 represented the quantity made in the Province of Quebec. This industry has therefore assumed great importance in the Province. Since 1891, the production of wood pulp has largely increased and the largest establishments for its manufacture are now located in the Province. The greater part of the output is converted into paper for home consumption, only a few of the factories as yet manufacturing for export. Canada, and especially the Province of Quebec, with their immense spruce forests, are destined to take in it the Canadian spruce, being unquestionably the best of all pulp woods, and Canadian pulp being highly prized in the English and American markets.

The Province of Quebec is rich in economic minerals of all kinds, and, within the last twenty years, the mining industry has not only assumed great development, but its progress is constantly marked by new discoveries and by the working of many minerals formerly neglected. Owing to its still limited population, however, it is obliged to export most of its mineral products, having thus to contend against transportation charges, customs duties and foreign competition. Nevertheless

it possesses some well-established mining industries, which are steadily increasing. Among the oldest of these industries is the manufacture of iron.

The old St. Maurice forges, to the north of Three Rivers, date back to the time of the French regime, in 1737, and were the first establishments of the kind started in North America. Since that time, and at different intervals, the limonite, or bog iron, has been worked in blast furnaces with charcoal, producing a superior quality of pig-iron, which is used for railway car-wheels and certain special purposes. At present there is a blast furnace at Radnor, turning out 25 to 30 tons a day, and two others, at Drummondville, of smaller capacity, only one of which is now working. The output of pig iron in 1897 amounted to 8,386 tons. In the eastern townships, magnetic iron is found in the neighborhood of Sherbrooke, in Leeds, and also in the environs of Ottawa, where it has been several times worked, especially some twenty or thirty years ago. Magnetic iron sand forms very extensive deposits on the beaches of the north shore of the St. Lawrence. Titanic iron is encountered in considerable masses in the formation known as the Labradorian or the Upper Laurentian, especially at Bay St. Paul. At St. Malo, near Three Rivers, a considerable quantity of reddish-brown ochre is produced by calcination. In the neighborhood of Black Lake Station, on the Quebec Central Railway, and of the asbestos mines of the eastern townships, deposits of chromic iron have been worked within the last four years, and 10,000 tons have been shipped to the close of 1897. This mineral is abundant and generally of high grade, about 50%. Copper ore, grading from 2 to 5% of copper, 35 to 40% of sulphur and about 1 ounce



ORCHARD PLANTED IN 1831 AT ST. ROCH DES AULNAIES, 70 MILES BELOW QUEBEC.

of silver per unit of copper, is obtained in considerable quantities by two leading companies at Capelton, near Sherbrooke. In recent years, an average of 30,000 to 40,000 tons has been taken out and shipped. Many other copper mines of a similar character are found in the Eastern Townships.

The galena mines of Lake Temiscaming and of Potton, on Lake Memphremagog deserve mention. Last year an important deposit of blend and galena, the latter containing in the rough state from 100 to 200 ounces of silver and upwards to the ton, was opened on Calumet Island, in the County of Pontiac, and the result has been encouraging. In Beauce, some fifty miles south of Quebec City, there are deposits of alluvial gold, which have nevertheless produced upwards of \$2,000,000.00 worth of the precious metal.

Within the last five or six years an important company has been making borings in the Gaspé district, in a sandstone of Devonian formation, and a quality of petroleum analogous to the best Pennsylvanian has been struck in several of these wells. In the neighborhood of Buckingham, County of Ottawa, graphite disseminated in a species of gneiss has been long worked and has yielded a product of good quality. In the Eastern Townships there are important asbestos mines which supply 85% of the world's consumption; phosphate of lime, mica and slate are also important products.

The mining industry of the Province of Quebec has been in regular progress for the past fifteen years, and though it does not provoke the excitement visible in other provinces, it is none the less characterized by several well established industries, such as the manufacture of iron with charcoal from bog ore, the utilization of low grade copper ores and the manufacture of sulphuric acid, asbestos, mica and chromic iron.

It is estimated by Mr. Obalski, the mining engineer of the Province, that during the year 1897, the gross value at the mines of the mineral products extracted represented upwards of \$2,000,000.00, the number of men employed being about 4,000.

The deep sea and inland fisheries of the Province of Quebec are among the richest, the most varied and the most prolific in the whole world. Capital

alone is needed to increase their productiveness, which might be counted by millions. Indeed, from the commercial point of view, the value of the provincial fisheries is incalculable, as the supply is inexhaustible. The deep-sea fisheries furnish employment to a large number of people, while the inland fisheries, besides being in some degree a source of food to many, attract to the Province annually thousands of sportsmen whose numbers are rapidly increasing from year to year. An idea of their importance can be gathered from the census of 1891, showing that the value of their total yield for that year alone was \$2,008,879.00 and of their total yield from 1869 to 1891, both years inclusive, was \$43,149,048.00. But these figures by no means represent the value of the total catch, as they take no account of the large quantities used for home consumption.

The principal fisheries are the salmon, cod, haddock, halibut, herring, mackerel, shad, eels, sardines, sturgeon, trout, ouananiche, striped sea bass, white fish, maskinonge, pike, pickerel, bass, tomcods, smelts, lobsters, seal, porpoise, oyster, etc.; and the products of these are supplied to the home and foreign markets in variety of shapes, fresh, frozen, canned, pickled, smoked, etc.

The manufacturing industry of the Province has within the last twenty-five years assumed very extensive proportions and is constantly growing. In the ten years from 1881 to 1891, the number of industrial establishments in the Province increased from 15,848 to 23,110 and the number of hands employed from 85,673 to 117,389; the census of 1891 supplies the following information: Number of persons employed, 117,389; annual wages paid, \$30,699,115.00; capital invested, \$118,291,115.00; value of raw material, \$85,630,496.00; value of articles produced, \$153,255,583.00.

The leather industry is the most important in the Province. The City of Quebec is the centre where the leather industry—tanning and shoemaking—is carried on upon a larger scale than anywhere else in the whole of Canada. Then, for the whole Province and in the order of their importance, come the following industries: Milling, iron manufactures, sugar refining, furs and hats, cotton, wool, silk, rubber goods. The manufacture of agricultural implements,

furniture, paints, carriages, soap and candles, bricks, window blinds and sashes, tobacco and cigars, ales, etc., etc.; also employ a large number of hands and represent a considerable investment of capital and annual output.

By its geographical position, as well as by the splendid seaports furnished it by the River St. Lawrence, which enable sea-going vessels to ascend as far as Montreal, the Province of Quebec commands the trade of nearly the whole of Canada, and even of the finest portion of the Western States of the American Republic. Montreal is at the head of the entire Canadian trade, and also serves as the distributing point of a great part of the products of the American Western States. Consequently, nearly one-half of the import and export trade of the whole of Canada is done through the Province of Quebec.

For the year 1897, the shipping trade of the ports of the Province shows a total of 8,899,743 tons, made up of 4,598,763 of arrivals and 4,300,980 of clearances. The arrivals were composed as follows:—Ocean navigation, 1,639,074 tons; navigation between the Province and the United States, 185,354 tons; and coasting trade, 2,774,335 tons. The clearances show 1,541,002 tons of oceanic navigation, 179,864 tons of navigation between the Province and the United States, and 2,580,114 of coasting trade. In the latter, 8,354 vessels and over 95,000 men were engaged.

The St. Lawrence, one of the finest rivers of the world, takes its rise in a small lake in Minnesota, which discharges its waters into Lake Superior by the River St. Louis. It is designated by different names:—St. Mary's, between Lake Superior and Lake Huron; St. Clair, or Detroit, between Lake

Huron and Lake Erie; Niagara, between Lake Erie and Lake Ontario; and lastly, St. Lawrence, from the latter lake to Pointe-des-Monts, which is regarded as the line of separation between the River and the Gulf.

The total length of the St. Lawrence is 2,180 miles. Its ordinary width varies between one and four miles in its upper course, increasing below Quebec to over one hundred miles at its mouth. It is navigable for ocean vessels to Montreal, which is 833 miles from the Straits of Belle Isle; and from Montreal to the head of Lake Superior, a distance of 1,398 miles, it can be navigated by vessels of 700 tons, with the aid of the canals built to overcome the rapids. By the Straits of Makinac, Chicago, 1,145 miles distant from Montreal, can also be reached by navigation by the St. Lawrence route.



FRENCH-CANADIAN HOMESTEAD AT STE. PRIME, LAKE ST. JOHN DISTRICT, QUEBEC.

75 miles on the St. Maurice, and about 100 miles on the other rivers, without counting the lines on Lakes Temiscamingue, St. John, Memphremagog and others. The length of the railways in operation in the Province of Quebec, was 3,263 miles on the 30th June, 1897, with 419 miles in the course of construction.

The Province of Quebec leads all the other Provinces of the Dominion in the number, financial strength and stability of its monetary institutions.

The paid-up capital and reserves of its banks amounted, on the 30th June, 1898, to the sum of \$49,537,805.00.

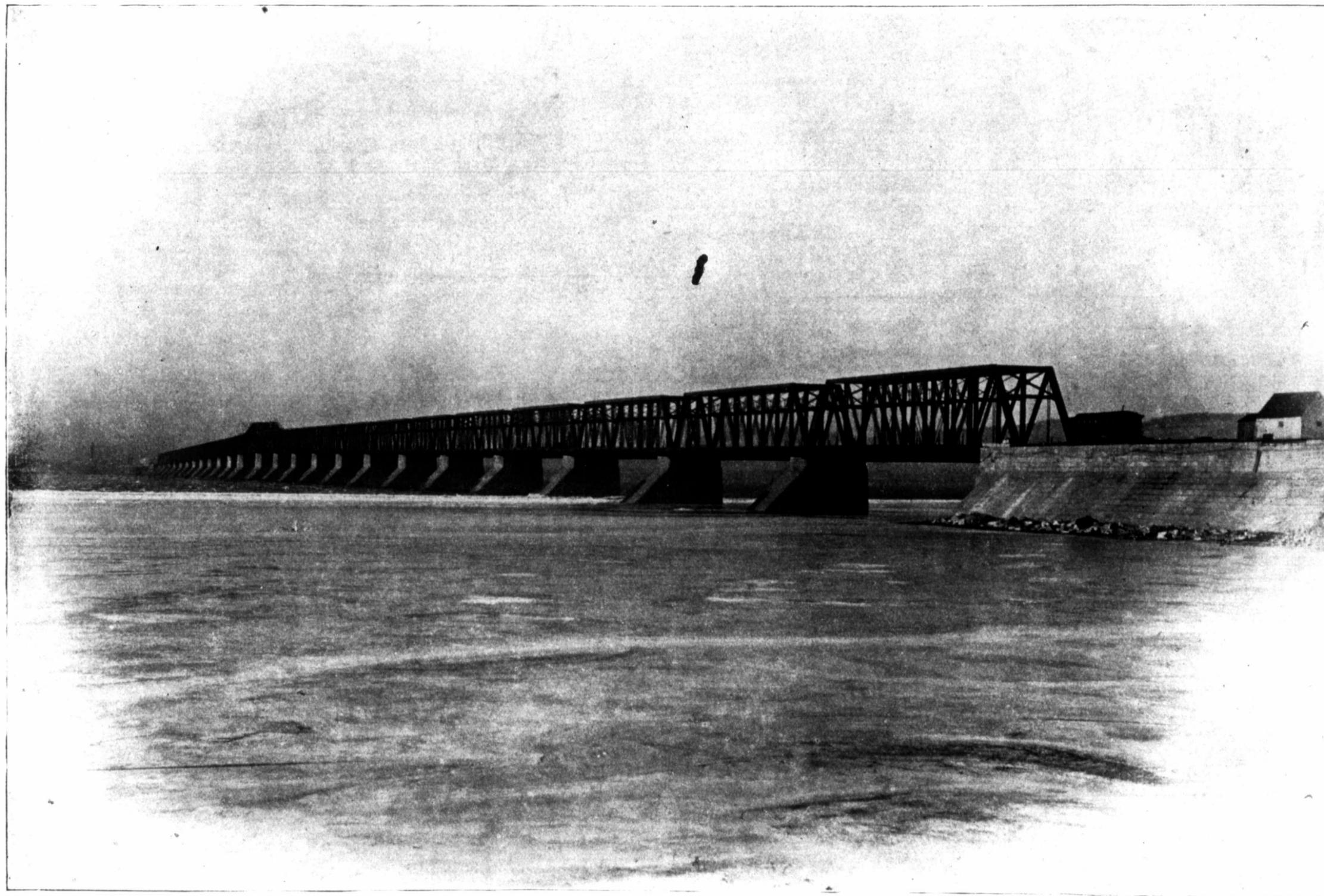
The paid-up capital of the banks of the Province of Québec forms nearly 50% of the paid-up capital of all the banks of Canada, which amounted on the 30th June last (1898) to \$62,303,137.00. At the same date, the discounts were \$114,184,889.00. The total assets were \$177,282,831.00 and the total liabilities were \$128,970,232.00. Deposits formed a total of \$103,653,528.00, Government deposits not included, of which \$44,416,291.00 were payable on demand and \$59,237,237.00 after notice. The notes in circulation at the same date represented a total of \$17,949,353.00 apart from these discounts.

The control and the general supervision of matters relating to education in the Province are exercised by a Council composed: (1) Ex-Officio, of all the Catholic Bishops of the Province; (2) of a similar number of laymen belonging to the same religious denomination and appointed by the Government; (3) of as many Protestant members, also appointed by the Government, as there are Catholic lay members. This body, which is called the Council of Public Instruction, meets very seldom, and then only to discuss questions of general interest. The business is practically done by two committees; one called the Catholic Committee, composed of the Bishops and the Catholic lay members of the Council; the other called the Protestant Committee and formed of the Protestants, named by the Government, and a certain number of associate members chosen by the Committee. Each Committee sits separately and annually distributes the moneys voted by the Legislature for public instruction. The whole school organization is directed by the Superintendent of Public Instruction, who is ex-officio member and President of the Council, with a deliberative voice in the two Committees. He has as executive officers forty-three inspectors, whose duty it is to visit all the schools subsidized by the Government, to see to the observance of the school laws and to report to the Superintendent upon the state of the schools and of education in their respective districts. There are Catholic inspectors for Catholic schools and Protestant inspectors for Protestant schools. These inspectors are named by the Government on the recommendation of one or other of the Committees, according to

the religious denomination to which the schools to be visited belong. In each municipality, school affairs are managed by Commissioners chosen by the ratepayers. The most absolute respect for all religious beliefs as to education and the greatest harmony between the different elements of the population are assured by this organization, which renders all conflict between them on the subject impossible. Moreover, history is there to prove that never, as regards education or any other matters affecting questions of race or religion, have the French Canadians attempted the slightest encroachment on the rights of the other races or the other religious denominations.

The imposts levied for the purpose of primary education consist of a small tax on real estate and a monthly contribution ranging from five to fifty cents, for each child from seven to fourteen years old. All the ratepayers are obliged to pay the school taxes, even when they do not send their children to school. To form teachers for the primary and secondary schools, there are three special teaching schools designated as normal schools, and maintained exclusively at the cost of the State. One of these schools is Protestant; the other two are Catholic. The system of education embraces teaching in all its grades, from University training down to that of the humble primary school. At the head of this system are three great Universities: Laval University, a French and Catholic institution, and two English and Protestant institutions, McGill University and Bishop's College.

Laval University, at Québec, was founded in 1852 by the Québec Seminary, and organized by the late Rev. Louis Jacques Casault. Its curriculum comprises all the departments of science and art, including even a course of veterinary medicine. McGill University, at Montreal, founded in 1827 by a wealthy merchant whose name it bears, and since richly endowed by other wealthy and generous citizens of the commercial metropolis, counts 53 regular professors and 55 assistant professors (lecturers) in its faculties of law and medicine, and in the arts and sciences. Its department of applied science takes rank with the finest and best equipped in the world. Bishop's College, of Lennoxville, is an Anglican University, founded in 1843, by the late Bishop Mountain, of Québec. Its curriculum covers law, medicine, arts, sciences and



VICTORIA JUBILEE BRIDGE, COMPLETED 1899, ACROSS THE ST. LAWRENCE RIVER AT MONTREAL, CANADA.
Grand Trunk Railway System. This bridge accommodates double railway tracks, and double pedestrian and vehicle roadways. The superstructure replaced that of the Victoria Tubular Bridge erected 1854-59.

theology. There are eighteen Catholic colleges in the Province, two of which, the Seminaries of Quebec and of St. Sulpice, at Montreal, are independent institutions and make no report to the Superintendent of Public Instruction. The majority of these colleges are affiliated to Laval University. There are also seven schools of art and design for the Catholics.

The Protestants have also a number of colleges affiliated to their Universities, among which may be more specially mentioned Morrin College, at Quebec, St. Francis College and the Stanstead Wesleyan College, besides a large number of high schools and academies both for boys and for girls. In addition to the institutions of secondary instruction, comprising academies and model schools, there are schools of agriculture and of dairying, schools of applied science, schools of arts and design, and a number of establishments for the training of the deaf, dumb and blind.

It may be stated without fear of contradiction that the Province of Quebec is far ahead of all other countries with the same population in the matter of public charities. Indeed, these benevolent institutions are one of the most characteristic features of its social organization. Its convents, its monasteries of men and women and its hospitals and asylums afford shelter, consolation and relief to all the ills and all the hardships and infirmities to which flesh is heir. Nearly all the races and creeds composing its population are most liberally supplied with institutions of this character which are generously subsidized by the Government. During the year 1896-97, the grants for lunatic asylum amounted to \$314,414, while \$44,175 were contributed to the support of hospitals and refuges; \$62,514 to that of reformatories and industrial schools, and \$13,000 to that of deaf and dumb schools, or a sum of \$434,103.00 in all.

Besides the two leading cities of Quebec and Montreal hereinafter described, the one its political and the other its commercial capital, as well as the commercial metropole of the whole Dominion, the Province contains several other important cities, such as Three Rivers, St. Hyacinthe, Sherbrooke and Hull, and a number of thriving towns and villages like Levis, Mont-

magne, Fraserville, Rimouski, Chicoutimi, Sorel, Richmond, Waterloo, St. John's, Magog, Bedford, Nicolet, Drummondville, Lachute, Longeuil, Louiseville, Valleyfield, Joliette, St. Jerome, Farnham, Lachine, Iberville, Aylmer, etc., whose populations range from 1,200 to 12,000 souls, according to the last census, and which are either the seats of flourishing manufacturing industries, or centres of populous and thriving agricultural districts.

The City of Three Rivers, situated midway between Quebec and Montreal on the north shore of the River St. Lawrence, at the mouth of its great tributary, the St. Maurice, is one of the oldest and most interesting cities in Canada. Founded in 1634 by the Sieur de la Violette, who established a fort and stores there by order of Champlain, the founder of Quebec, it was during the whole of the French regime one of the most important fur-trading posts of the colony, and its history, next to that of Quebec, is the most chequered, interesting and romantic of any point in the Province. At present, it is one of the great centres of the Provincial lumber industry, and has many manufactures. The extensive saw-mills of Baptist Warren & Curtis, and of the St. Maurice Lumber Company, alone turning out over 100,000,000 feet of lumber annually. The great pulp and paper mills of the Laurentides Pulp Company at Grand Mere, on the St. Maurice, are connected with it by means of the Piles Railway, and furnish an extensive contribution to its trade, which also consists largely of farm products, chiefly butter and cheese. Another prosperous local industry is the manufacture of pig iron at the Radnor forges, which turn out an average of 25 tons a day. The manufacture of boots and shoes, of cast iron water pipes, of tools and axes, of steam engines, threshing machines, wooden shovels, furs, gloves, biscuits and confectionery, stoves, carriages, etc., also occupies the attention of its population, which numbers about 10,000 souls, and is almost wholly French Canadian.

The general aspect of the city is agreeable. Its public squares, its terrace overlooking the port, and many of its streets are lined with handsome trees, and its fine public and private edifices; but the majority of its buildings are of substantial but plain construction. Its port is spacious and accessible even to ocean steamships.

The City of Sherbrooke ❀



THE CITY OF SHERBROOKE is one of the most enterprising and flourishing cities of the Province, with a mixed French and English population of about 12,000 souls. It is situated near the United States

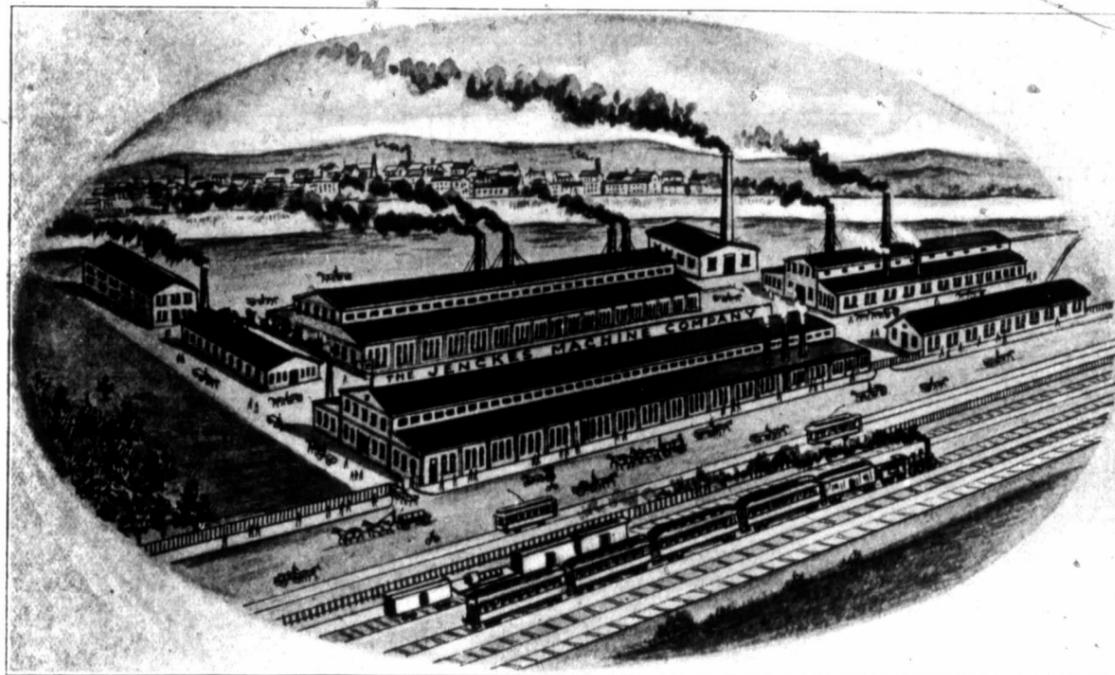
boundary line, on both sides of the River Magog, 100 miles southeast of Montreal, and is a great manufacturing and railway centre, besides being the chief business centre of the



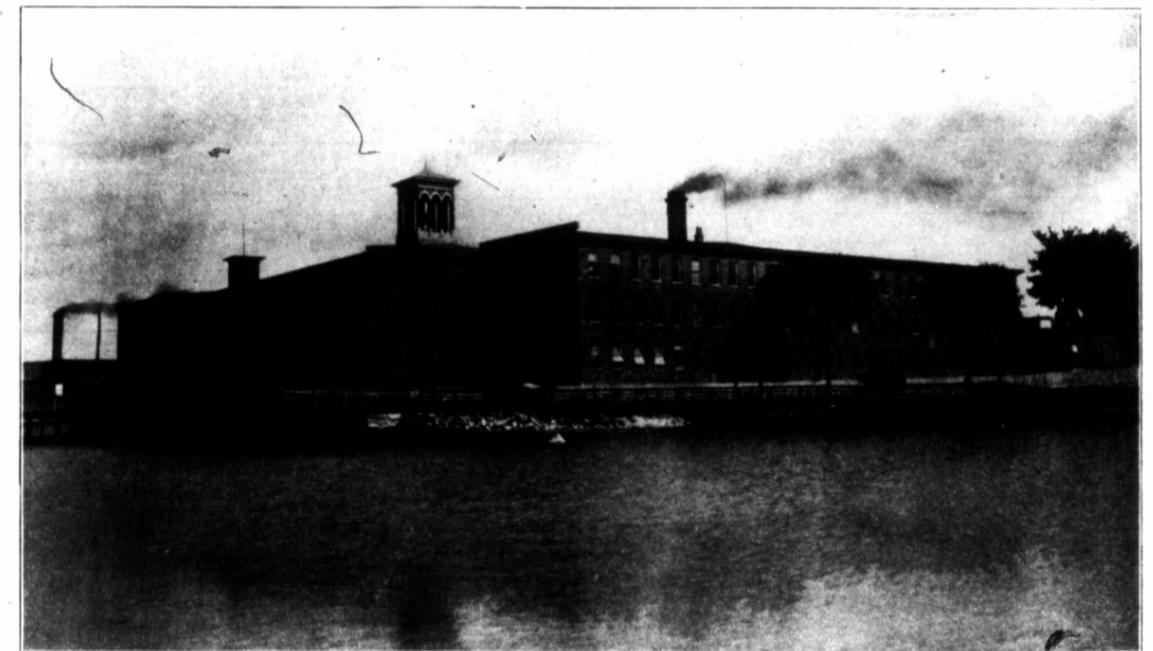
HEAD OFFICE, EASTERN TOWNSHIPS BANK, SHERBROOKE, QUEBEC.

populous and fertile region known as the Eastern Townships. Its industries include manufactories of woollen and cotton goods, flannels, iron castings, machinery, axes, pails, etc., besides saw-mills, breweries, etc. It contains a certain number of large and comfortable hotels, the head office of the Eastern Townships Bank, churches of five or six denominations, law courts, etc.

The Paton Manufacturing Company is one of Canada's largest industries in the woollen trade. The Jenckes Machine Co.'s output is to be seen in all the mining camps in Canada. The head office of the Eastern Townships Bank is one of the beautiful sites in the Province, on the banks of a water-power unsurpassed on the continent.



OFFICE AND PREMISES OF THE JENCKES MACHINE COMPANY, SHERBROOKE, QUEBEC.
MANUFACTURERS OF POWER PLANTS, MINING AND MILL MACHINERY, GENERAL IRON WORK



THE PATON MANUFACTURING COMPANY OF SHERBROOKE, QUEBEC.
MANUFACTURERS OF WOOLLENS, WORSTEDS AND WOOLLEN AND WORSTED YARNS.



BIRD'S-EYE VIEW OF ST. HYACINTHE, QUEBEC.

City of St. Hyacinthe

The City of St. Hyacinthe is also an important and progressive industrial centre, with a population of about 14,000, largely French Canadian. It is situated on the northern branch of the Yamaska River, and located in a fertile and well-

cultivated farming district, but it is as a manufacturing city that St. Hyacinthe is chiefly reputed. Among its principal industries are boot and shoe making, leather tanning, and the manufacture of agricultural implements, organs, woollen goods, webbed goods, steam engines, doors and window sashes, carriages, corsets, etc. These industries furnish constant employment to over 2,000 hands, while the capital invested in them amounts to about \$4,500,000. The city is also supplied with all the modern improvements, and has direct railway communication with all parts of Canada and the United States by means of the Grand Trunk Railway, the



NEW WARD RECENTLY ANNEXED TO THE CITY OF ST. HYACINTHE, QUEBEC.

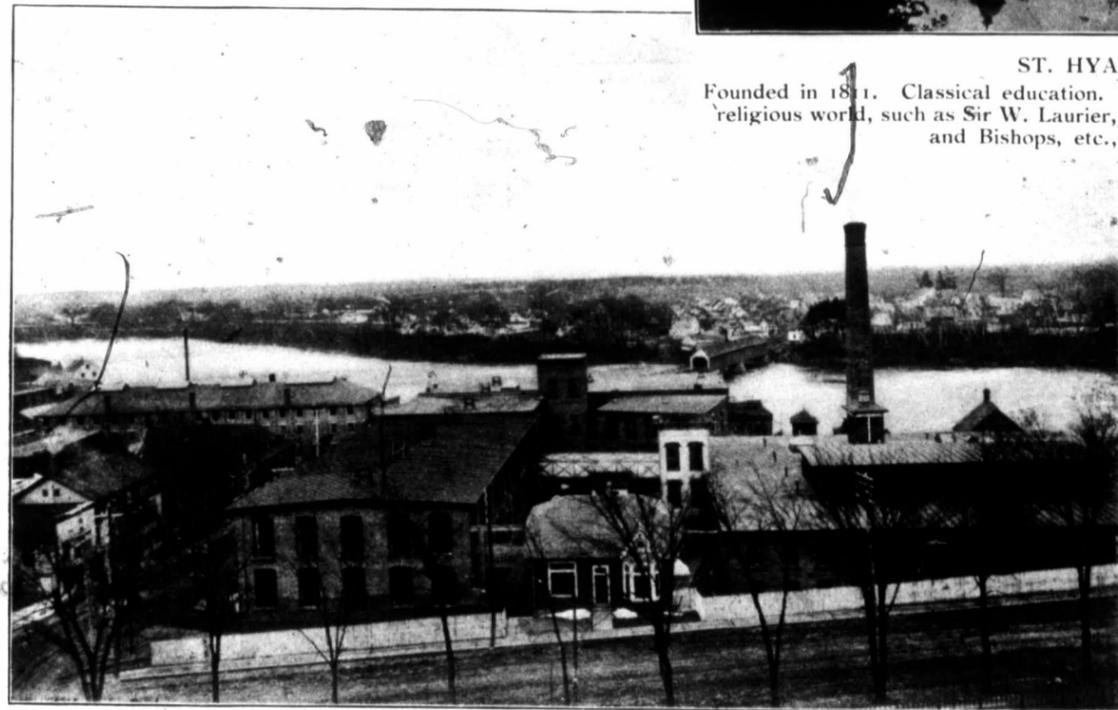
Drummond, the United Counties and the Canadian Pacific Railways. It also contains one local bank, the Bank of St. Hyacinthe, and branches of the Eastern Townships Bank and La Banque National, of Quebec.

The City of Hull, with its population of nearly 13,000, is another of the great manufacturing and lumbering centres of the Province, and is famed for its great saw-mills, paper mills, match and pail factories, etc. It is situated on the east bank of the Ottawa River, which divides it from the capital of the Dominion, and with which it is connected by means of a suspension bridge and by the Canadian Pacific Railway bridge.



ST. HYACINTHE COLLEGE.

Founded in 1811. Classical education. Alma Mater of many celebrities in the political and religious world, such as Sir W. Laurier, the late Sir J. A. Chapleau, etc.; many Archbishops and Bishops, etc., and other prominent citizens.

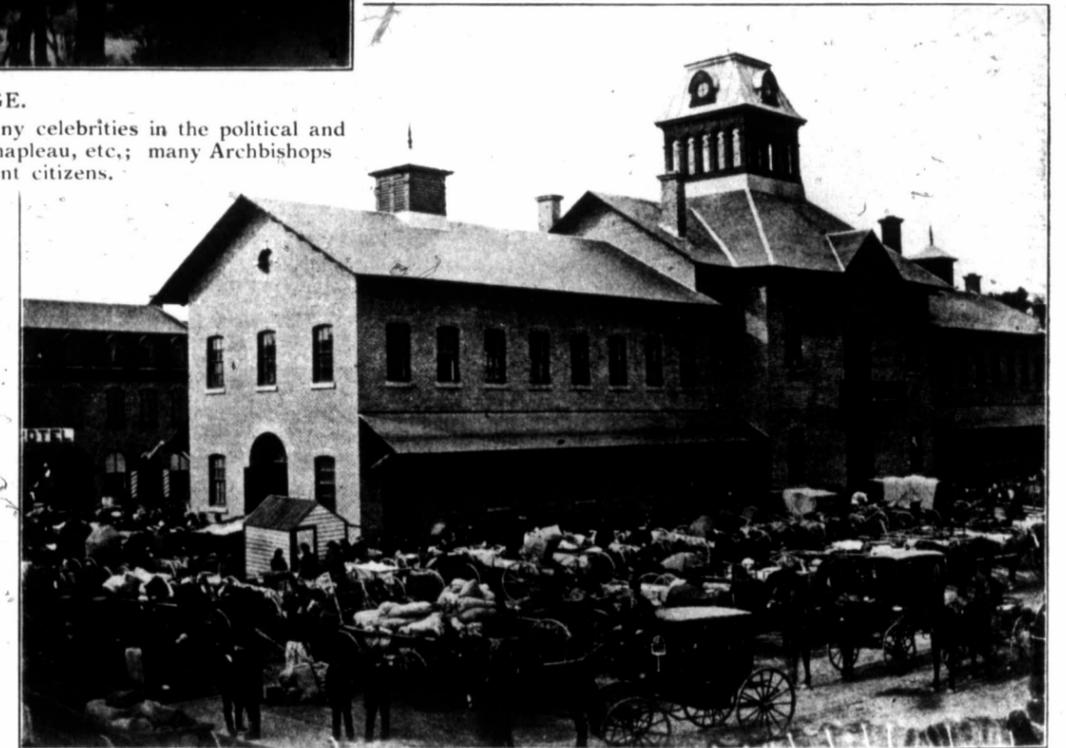


THE BOAS MANUFACTURING COMPANY, ST. HYACINTHE, QUEBEC.

Manufacturers of Woollen Goods, Flannels, Underwear for Gent's and Ladies', Shirts, Gloves, Stockings, etc.
Annual output, \$1,500,000.00. Capital authorized, \$4,000,000.00. Employs over 1,000 persons.

One of its natural attractions is the Chaudiere Falls, considered by many to rank next in importance and beauty to Niagara.

The Town of St. John's is also an important industrial and agricultural centre, with a population of about 6,000 souls. Situated on the west bank of the Richelieu River, at the head of the Chambly canal, and at the foot of the navigable waters of Lake Champlain, 25 miles southeast of Montreal and 20 miles north of the American frontier, it occupies a commanding position in its section of the Province, and is, moreover, rendered easy of access by the navigation of



ST. HYACINTHE CENTRE MARKET.

The City being the best agricultural centre of the Province, the farmers' produce sold on that square is over \$1,000,000.00 annually. Many other places are supplied from the St. Hyacinthe Centre Market, on account of its excellent choice and special quality.

the Richelieu, and by the four great lines of railways converging thereto: The Grand Trunk, the Canadian Pacific, the Vermont Central, and the Shefford, Stanstead and Chambly. It is the chief seat of the Canadian pottery industry.

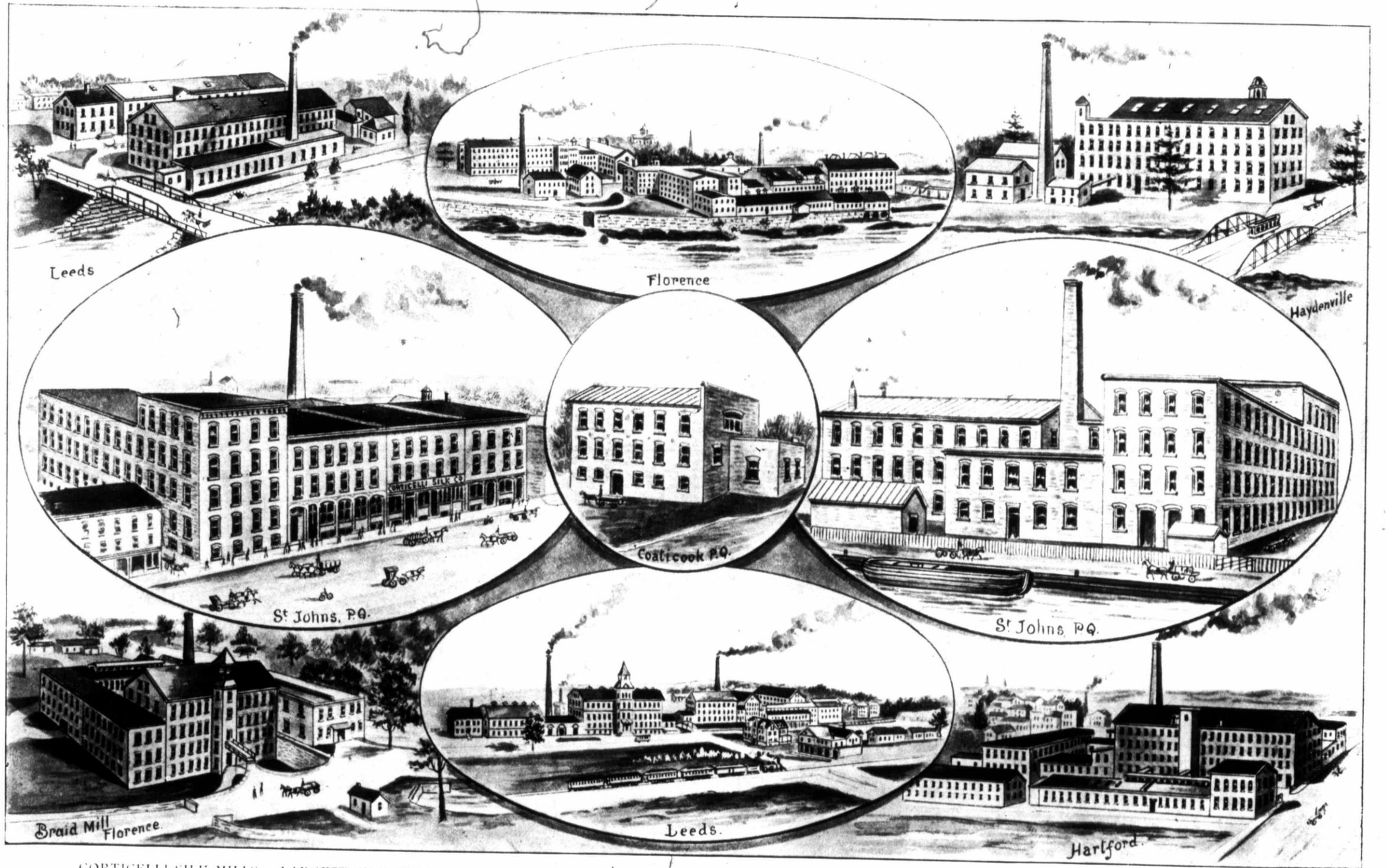
The Town of Salaberry de Valleyfield, or Valleyfield, as it is more frequently called for brevity's sake, is one of the most flourishing and progressive of Canadian towns, and has evidently a bright future before it. Although it only sprang into existence in 1874, it has already a population of 9,000 to 10,000 souls and takes rank among the principal manufacturing centres of the Province. It is agreeably situated at the head of the Beauharnois Canal, at the foot of Lake St. Francis, and is built partly on Grande Ile and partly on the south bank of the St. Lawrence, the separation being by a branch of the latter, which provides one of the finest water powers in the world. This power is utilized to operate the great mills of the Montreal Cotton Company, and the Buntin Estate's extensive paper mills.

The Town of Arthabaskaville, with which is included the adjoining municipality of Victoriaville, is chiefly noted throughout the Dominion as the home of one of the most eloquent, brilliant and successful public men that the French-Canadian race have ever produced, the celebrated Sir Wilfred Laurier, the present Prime Minister of Canada and leader of the Canadian Liberal party. It is to his comfortable but unostentatious residence in Arthabaskaville, that this busy and versatile statesman delights to retire when he lays down the cares of State for a time and seeks a little needful rest amid scenes and friends whom he dearly loves. Arthabaskaville has at present a population of 7,000 to 8,000 souls, chiefly French Canadian. It is situated on the line of the Grand Trunk Railway at the junction, with the main line, of its branch to Three Rivers, and possesses considerable importance, both as the centre of a thriving agricultural and lumbering district, and as the chef lieu, or county town, of the judicial district of Arthabaska. Besides the saw-mills within its limits, or in its neighborhood, it has several factories.

The Town of Levis is situated on the south shore of the St. Lawrence, immediately opposite the City of Quebec, with which it is connected by a powerful steam ferry, running regularly both in summer and winter, and is

remarkable as the spot whence Wolfe bombarded Quebec, in 1759. The three great forts, erected by the British Government on its heights at a cost of several millions of dollars, are particularly interesting. Near by, at St. Joseph de Levis, is also the Government graving dock, a massive piece of masonry, 484 feet long and 100 wide, for the accommodation of the shipping. Including the adjoining municipality of Lauzon, Levis has a population of over 10,000, and is, above all, an important railway centre. It has a classical college attended by nearly 400 boys, a convent school for girls, a number of good elementary schools, an asylum for the aged, infirm and for orphans, an hospital for the sick, two bank agencies, a daily and a weekly French newspaper, a number of social and other clubs, a police force and fire brigade, a telegraph and telephone service, including communication with Quebec by cable, besides many fine stores and handsome public and private buildings, including a town hall, Roman Catholic, Anglican and Presbyterian churches. Levis does a large trade in lumber. The local industries are not numerous, but, such as they are, are very flourishing. They include Carrier & Lanes' extensive foundry and machine works, King's boot and shoe factory, Gravel's saw-mills, the Beaver File Works, the workshops of the Levis Acetylene Company, Davies' slips and floating docks, etc.

In a Province of such vast territorial extent, and presenting such a multiplicity and variety of natural attractions, as well as such an abundance of woodland and water surfaces, the number of favorite summer and sporting resorts is necessarily so great that it would be vain to attempt a description of them in a work of this limited scope. Each centre of population has, so to speak, its own favorite spots, which are more or less special to itself. Quebec is noted among the Provinces of the Dominion for its beautiful scenery, and the variety and number of its watering places. Situate on the beautiful River St. Lawrence are Murray Bay, Cap al Aigle, Riviere du Loup, Cacouna, Little Metis and Tadousac; while on the Saguenay River are Ha Ha Bay and Chicoutimi. From the latter, Roberval, a famous resort situated in the beautiful Lake St. John, is easily reached by the Quebec and Lake St. John Railway.



CORTICELLI SILK MILLS. LARGEST SILK THREAD MILLS IN THE WORLD. FACTORIES AT ST. JOHNS, P.Q., AND COATICOOK, P.Q., CANADA; FLORENCE, MASS.; LEEDS, MASS.; HAYDENVILLE, MASS., AND HARTFORD, CONN., U.S.A.

The City of Quebec

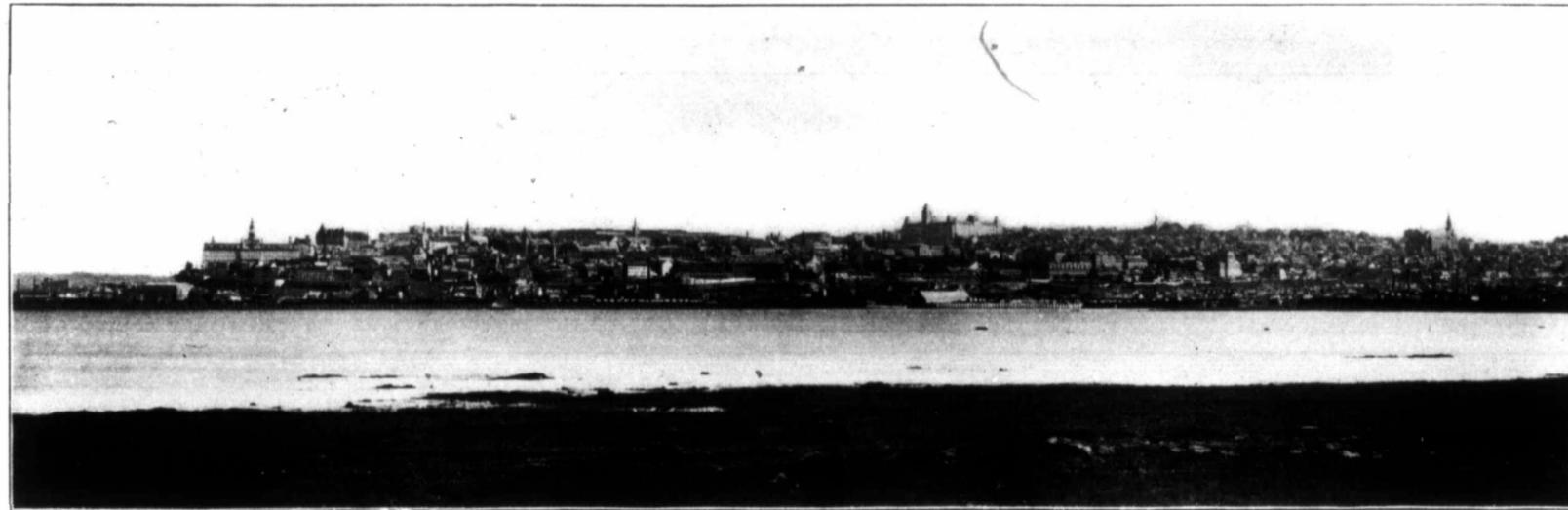


QUEBEC, the Capital of the Province, is one of the oldest and most interesting cities of America; while in the grandeur of its site and surroundings, in the extent and romance of its history, in the strength of its fortifications, and in the kindness and hospitality of its citizens, it far surpasses

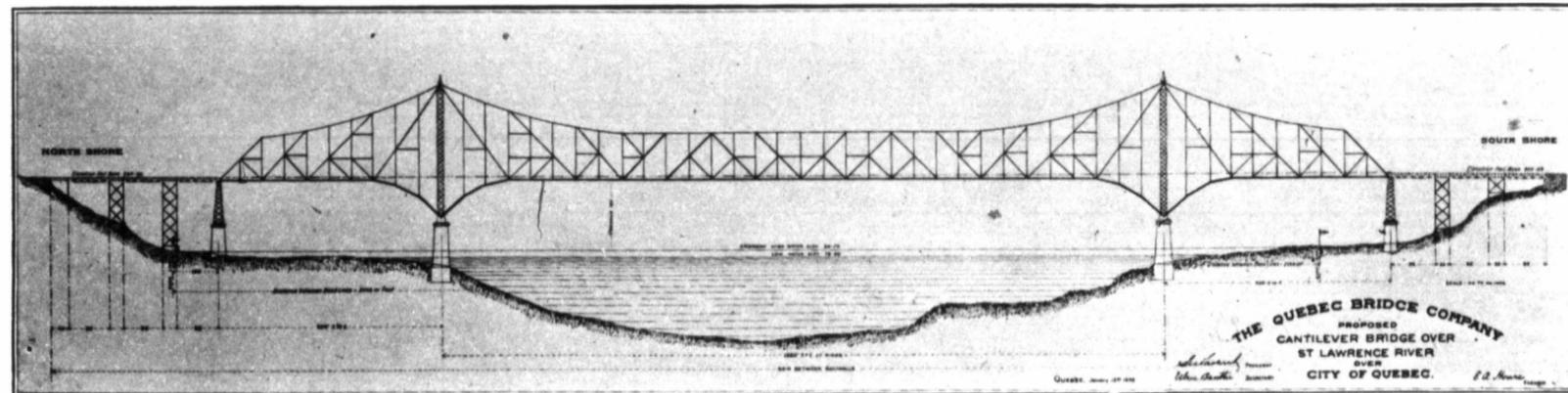
them all. Every foot of ground in and around Quebec is redolent with historic associations, and whatever jealousies may exist among the other Canadian cities, all are proud of this old capital of New France, which was the cradle, so to speak, of the whole Dominion. Its geographical situation, at the point where the St. Lawrence quickly narrows and ceases, so to speak, to form part of the ocean, gives it special importance in the military and commercial strategy of North America. Located

about midway between the line dividing the salt and fresh water on the one hand, and the head of tide water on the other, Quebec is really at the beginning of river navigation. In its splendid harbor, the difference of level between the high water of ordinary and spring tides is 18 feet. Below Quebec the St. Lawrence presents all the appearance of an inland sea, gradually attenuated by the islands which are strung like the beads of a rosary along its centre, with the verdant and smiling Isle of Orleans at the end, separating the waters into two channels right in front of the city. Viewed from this delta, the promontory of Quebec, in the form of a great cetacean asleep on the waters, seems

to close the passage and to indicate the limit of oceanic navigation. True, at a distance of five miles above the city, the shores of the river suddenly draw closer, and its deep waters are pent up in a sort of gorge between cliffs of savage aspect. But what it loses in breadth it gains in depth. In fact, in the harbor of Quebec, the lead goes down to 182 feet before touching bottom. Before 1841, Lake St. Peter had only a depth of seven feet at some points, but since then a channel through it has been dredged out, which enables ocean vessels to ascend to Montreal, at the foot of the first rapids of



BIRD'S-EYE VIEW OF QUEBEC, WITH ST. LAWRENCE RIVER IN THE FOREGROUND, FROM BEAUPORT.



PROPOSED CANTILEVER BRIDGE OVER ST. LAWRENCE RIVER, NEAR CITY OF QUEBEC.



CITY HALL, CITY OF QUEBEC.

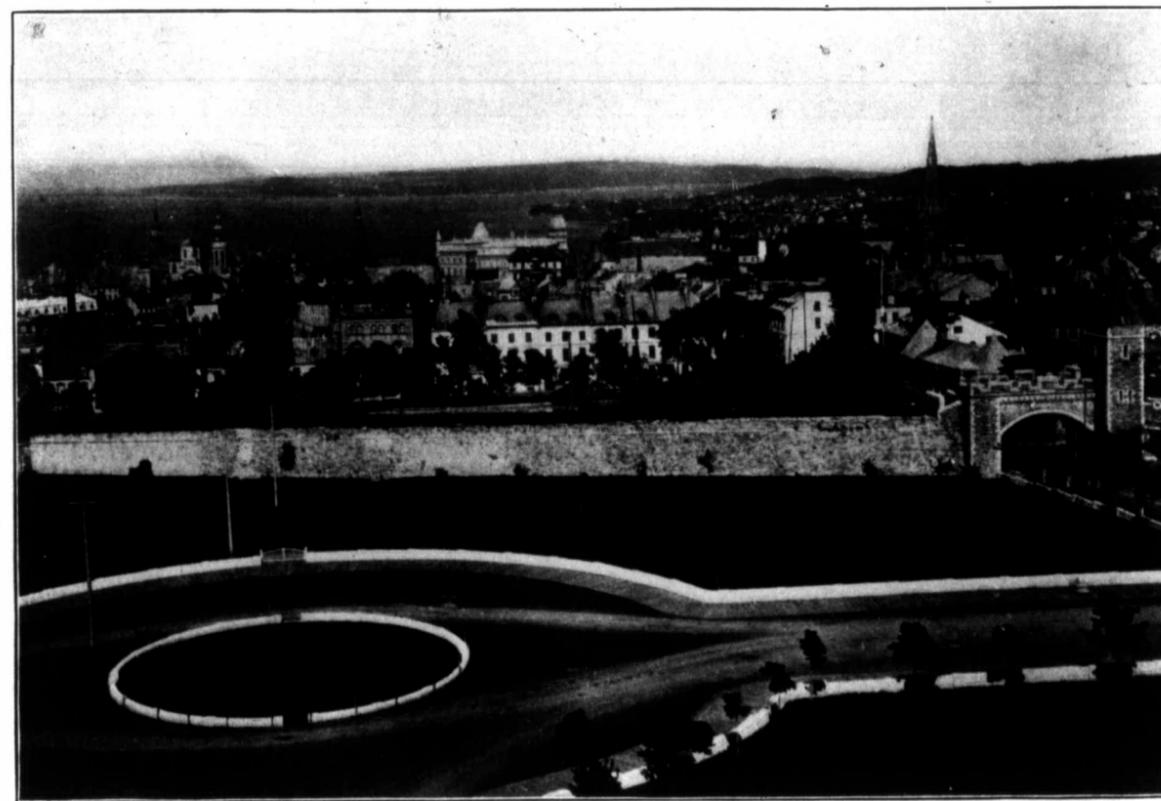


CHATEAU FRONTENAC, DUFFERIN TERRACE, LOWER TOWN AND HARBOR
FROM THE CITADEL, QUEBEC CITY.

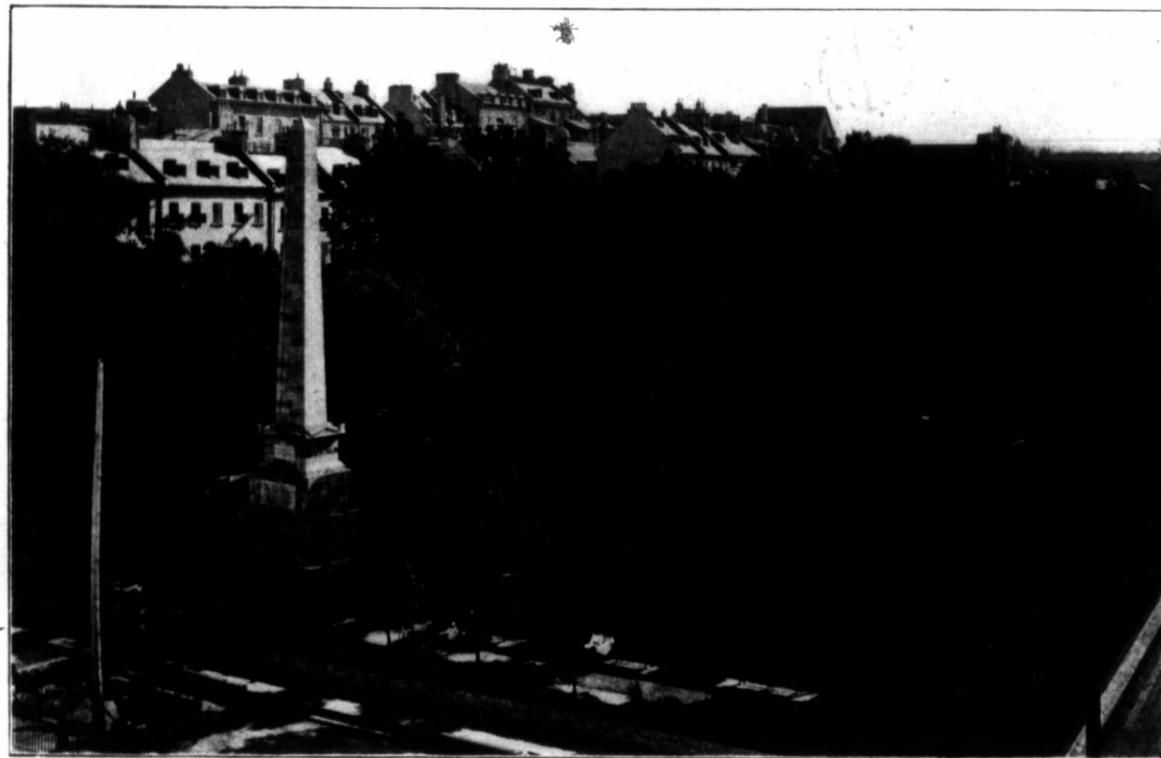
the St. Lawrence. The scenic beauties of the ancient capital are famed far and wide. It has been surnamed the "Gibraltar of America," with this difference, that it is not only a fortified promontory, but an inhabited mountain with palaces and suburbs, and surmounted with cupolas and minarets which give it an Oriental aspect; a city of stairways, of terraces, and of hanging gardens. It has consequently become the Mecca of tourists, and the affluence of its visitors so increases from year to year, that in the summer of 1898, although its one grand hotel has been replaced by the Chateau Frontenac, one of the most extensive and princely hostelries of America, and by two other modern hotels, there is still a lack of accommodation, and it will be necessary to enlarge and build further.

Topography.—Citadel of Quebec, latitude $46^{\circ} 48' 23''$ N., longitude $71^{\circ} 12' 35''$ W. (according to the hydrographical map of Commander Maxwell, 1887)

75th meridian, 5 hours difference of time with the meridian of Greenwich. The city is built partly on the top and on one of the less abrupt slopes of the promontory, and partly on the low shores of the St. Lawrence and of its tributary, the St. Charles, whence its division into Upper and Lower Towns. Its superficies of $1\frac{3}{4}$ miles before 1889 has been increased to $2\frac{1}{3}$ miles by the annexation of the adjoining village of St. Lawrence. Quebec is one of the great seaports of the St. Lawrence and of the Canadian Atlantic, being at the head of navigation in the deep water channel. Its harbor is ten miles in length, with a width ranging from about 2,000 feet at its narrowest point, at the mouth of the Chaudiere River, to 5,000 and 6,000 feet opposite and below the city. In the immediate vicinity are some of the greatest water powers, one of which, the Montmorency Falls, is utilized, while three others, the falls of the Chaudiere, the St. Ann and the Jacques Cartier Rivers, will shortly be



BIRD'S-EYE VIEW OF UPPER TOWN, FROM PARLIAMENT TOWER, CITY OF QUEBEC.



MONUMENT GARDEN, CITY OF QUEBEC.

so for manufacturing purposes. Quebec's "back country" is one of the best watered regions on the American continent, and comprises the valley of Lake St. John and its numerous affluents, that of the St. Maurice, and, lastly, that of the Saguenay which is one of the world's wonders.

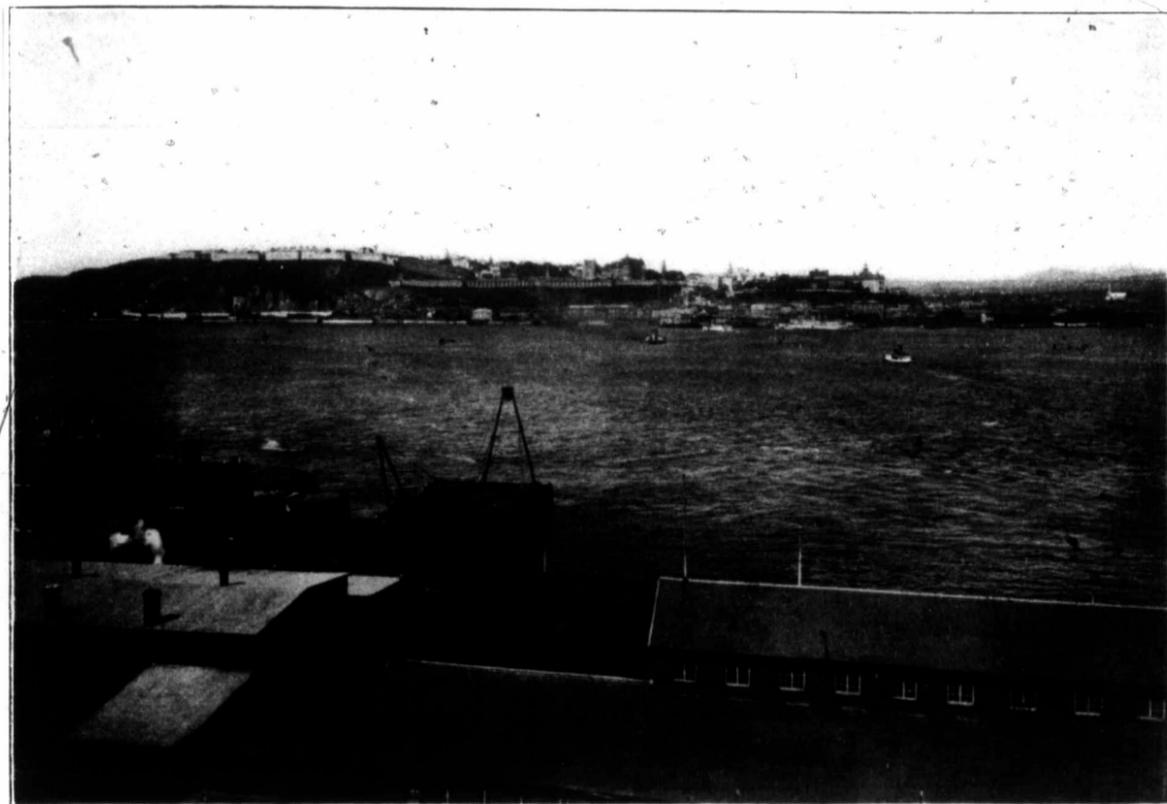
History.—In 1535 Jacques Cartier landed on the banks of the River St. Charles, but the foundation of the first settlement at Quebec only dates back to the 3rd July, 1608, when Samuel de Champlain took possession for and in the name of the King of France. Taken by Kirke in 1629, Quebec was restored to the French in 1633. It was again threatened by Phipps in 1690 and Walkem in 1711, and capitulated to the English in 1759, after the defeat of the French under Moncalm, by the English under Wolfe, on the Plains of Abraham. In 1763, the whole of Canada was ceded by France to England. In 1775 Quebec was besieged by the Americans under Arnold and Montgomery,

the latter being killed in an unsuccessful attempt to carry it by storm. In 1832, no less than 6,000 of its population fell victims to the Asiatic cholera, and in 1845, 1866, 1876, 1881 and 1889, it was the scene of great conflagrations, which destroyed whole sections of it constructed of wood.

Public Worship, Education and Charity.—Quebec has had the honor of possessing the first Canadian Cardinal of the Roman Church. The Roman Catholic archdiocese of Quebec has been the cradle of 50 dioceses. Quebec has also a Bishop of the Anglican Church. It contains 20 Catholic and 12 Protestant churches and chapels. Higher education is represented by Laval University and Morrin College; secondary education by the Minor Seminary, the High School and the Laval Normal School, and summary education by the Commercial Academy, the Business Colleges, the schools under the control of the Protestant Commissioners, the schools of the Christian Brothers, L'Œuvre du Patronage, the Schools of Arts and Design, and the Government Night Schools. There are also six convent schools for girls, and 13 hospitals, refuges and asylums, exclusive of the Beauport Insane Asylum.



VIEW IN QUEBEC CITY, OVERLOOKING ST. LAWRENCE RIVER, FRONTENAC SQUARE.



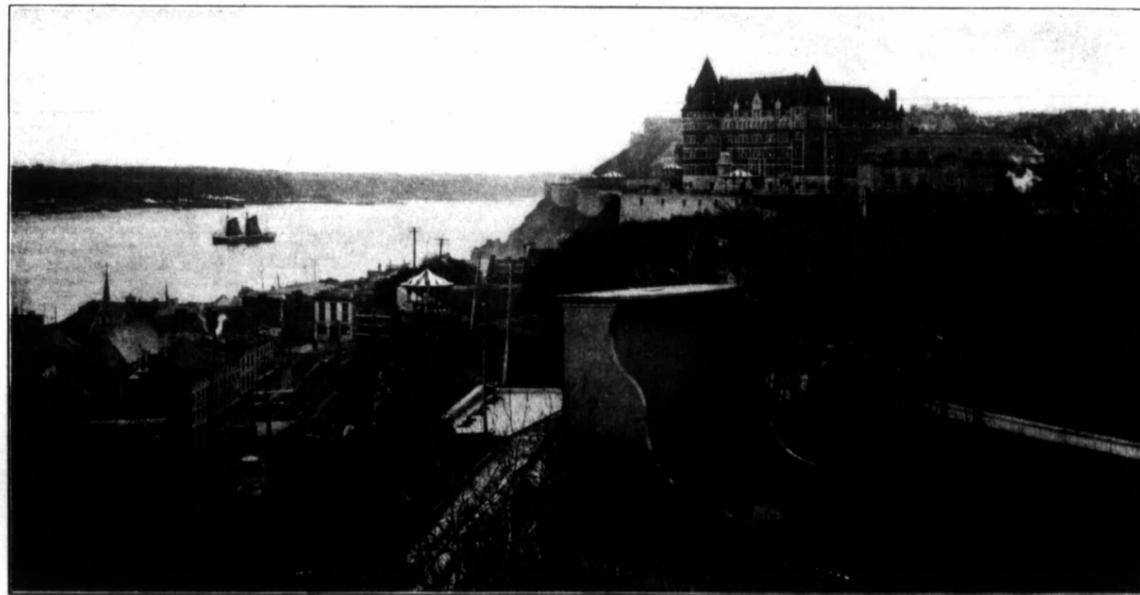
VIEW FROM POINT LEVIS, SHOWING WOLFÉ'S COVE, THE CITADEL, UPPER TOWN AND LOWER TOWN, QUEBEC CITY.

Trade and Industry.—Quebec has the head offices of four banks, the banks of Quebec, the Nationale, the Union and the Caisse d'Economie, and seven agencies of outside banks. Towards the middle of the present century, wooden shipbuilding was one of the great local industries, and the export of square timber was carried on upon a large scale; but the multiplication of saw-mills in the interior and the decentralization of the export trade did great damage to the port of Quebec. But, since then, another great local industry has arisen—the manufacture of boots and shoes. Recent statistics show that there are actually 32 shoe factories in the city, without reckoning those at Levis and Loretto, to the number of 7, and that their annual output is about 9,000,000 pairs, or nearly one-half of the total Canadian consumption, which is estimated at \$20,000,000 per annum. The square timber trade has been

replaced by sawn lumber, in the form of boards and deals, and the export of these national products has increased in a very marked way at Quebec of late years. In 1895, it represented a trade of \$3,500,000; in 1896, \$4,250,000; in 1897, \$5,000,000, and this year the prospect is that it will exceed the last mentioned figure. The total imports and exports at the port of Quebec amounted to \$9,500,000 in 1895, and to \$10,000,000 in 1897, both years in round figures. Quebec is the terminus of four railways, and on the south shore there are three others running into Levis. The idea of connecting the whole of this network of railways with the city by means of a bridge over the St. Lawrence at its narrowest point, in the vicinity, or five miles above Cape Diamond, is now in a fair way to be realized, a company composed of two hundred influential citizens having been formed to carry out the project. Another great company, with a capital of \$3,000,000, has recently been formed by the amalgamation of the Quebec District Electric Railway, the Quebec, Montmorency and Charlevoix road, and the Montmorency Electric and Power Company, to operate the city street railway and to supply electric light and power. Other important local industries are, the Montmorency Cotton



LOUISE BASIN, QUEBEC CITY.



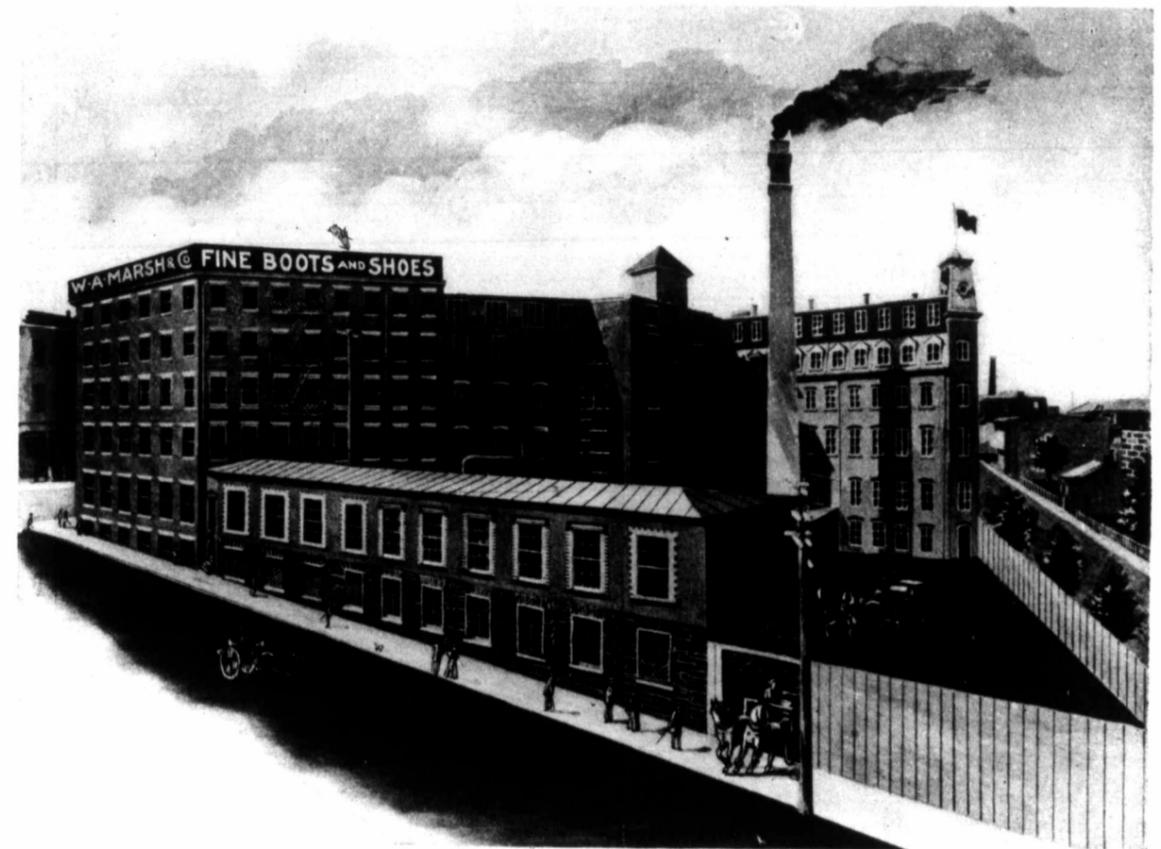
CHATEAU FRONTENAC, FROM LAVAL UNIVERSITY, QUEBEC CITY.

Mills, the Canadian manufacture of furs, four large breweries, two corset factories, two tobacco and cigar factories, etc. Among other local institutions may be mentioned the Quebec Gas Company, the Quebec and Levis Ferry Company, the Quebec Fire Assurance Company, the Quebec Steamship Company, the Lotbiniere and Megantic Railway Company, the Quebec Building Society, etc. The Quebec Harbor Commission is also, this year, making a \$350,000 extension to its already extensive system of wharves and docks, to meet the increase in the shipping trade. The export of pulp to Europe for paper-making, has also set in from Quebec.

The population of Quebec, which was almost stationary during the decade from 1881 to 1891, numbered 63,000 at the last census, in 1891, but it is estimated that it now exceeds 70,000.

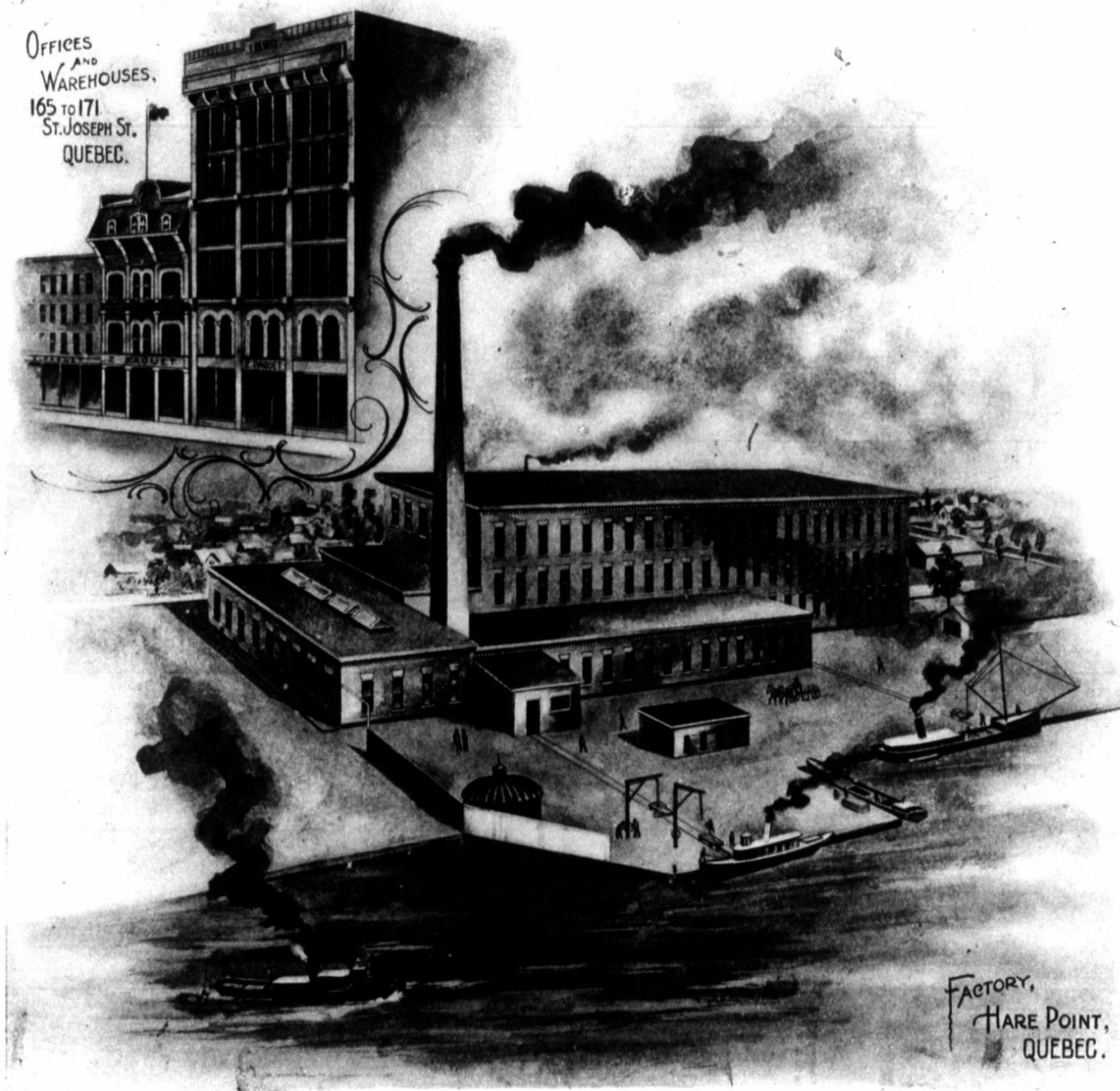
It becomes clear to the most superficial visitor that the City of Quebec is rapidly acquiring a commercial position commensurate with her importance historically. She has not only a great past but a brilliant future. It is possible that some of the conservative minds of the old Province view, with a

certain amount of alarm, commercial growth in a city hallowed by tradition, but in a young country the wheel of progress must continue to revolve. The rapid strides Quebec has made in recent years must be attributed largely to Mayor Parent, who represents the best type of French Canadian. In three successive terms, at the head of her municipal administration, he has stood for progress and development. As a result the city has been spreading out on all sides until it seems likely that the historic battlefield, the Plains of Abraham, will have to be sacrificed to her need for expansion. The exceptional advantages she has to offer as an industrial city, with a good working population to draw on, are being realized all over Canada.



OFFICES AND FACTORY OF W. A. MARSH & CO., 466 TO 472 ST. VALIER ST., QUEBEC CITY.
Manufacturers of Fine Boots and Shoes in Men's, Boys', Youths', Ladies', Misses' and Children's.

An establishment which the City of Quebec may well be proud of is the noble group of commercial premises known as Z. Paquet's stores, which occupy a wide frontage on St. Joseph Street, in the centre of the French-Canadian ward of St. Roches. They consist of three buildings of unequal height, marking different periods and stages in the development of Mr. Paquet's success. They can be pointed out as a remarkable achievement of business enterprise. From a very humble starting point more than fifty years ago, the commercial venture of Mr. Paquet has constantly grown up until it has expanded into a large dry goods departmental store, the first and only one of its kind in Quebec City. The stores are equipped with all modern appliances as far as heat, light, power and comfort are concerned. They also have their own electric plant, a steam heating apparatus, a cable cash system, a system of fire protection, elevators, capacious show - win-



OFFICES, WAREHOUSES AND FACTORY OF Z. PAQUET.

dows, glass counters, folding stools, etc. Above the retail stores are millinery and tailoring workshops, fur showrooms and warehousing department and sample rooms, for Mr. Paquet also carries on a large wholesale business. He is the owner of "The Canadian Manufacture of Furs," which occupies an extensive building at Hare Point, near Victoria Park, and whose production is favorably known from ocean to ocean. His business also includes a glove factory, to which he is just now adding kid-tanning works, and he is one of the largest wholesale Canadian dealers in hats, caps and moccasins. He has a branch office in Montreal. In those several pursuits he gives employ to (700) seven hundred helps, viz.:—bookkeepers, clerks, travellers, operatives, etc. Mr. Z. Paquet has now reached a ripe old age, but the management of his extensive business is in charge of an able successor in the person of Honorable J. Arthur Paquet, senator, one of his sons.

The City of Montreal ❁❁

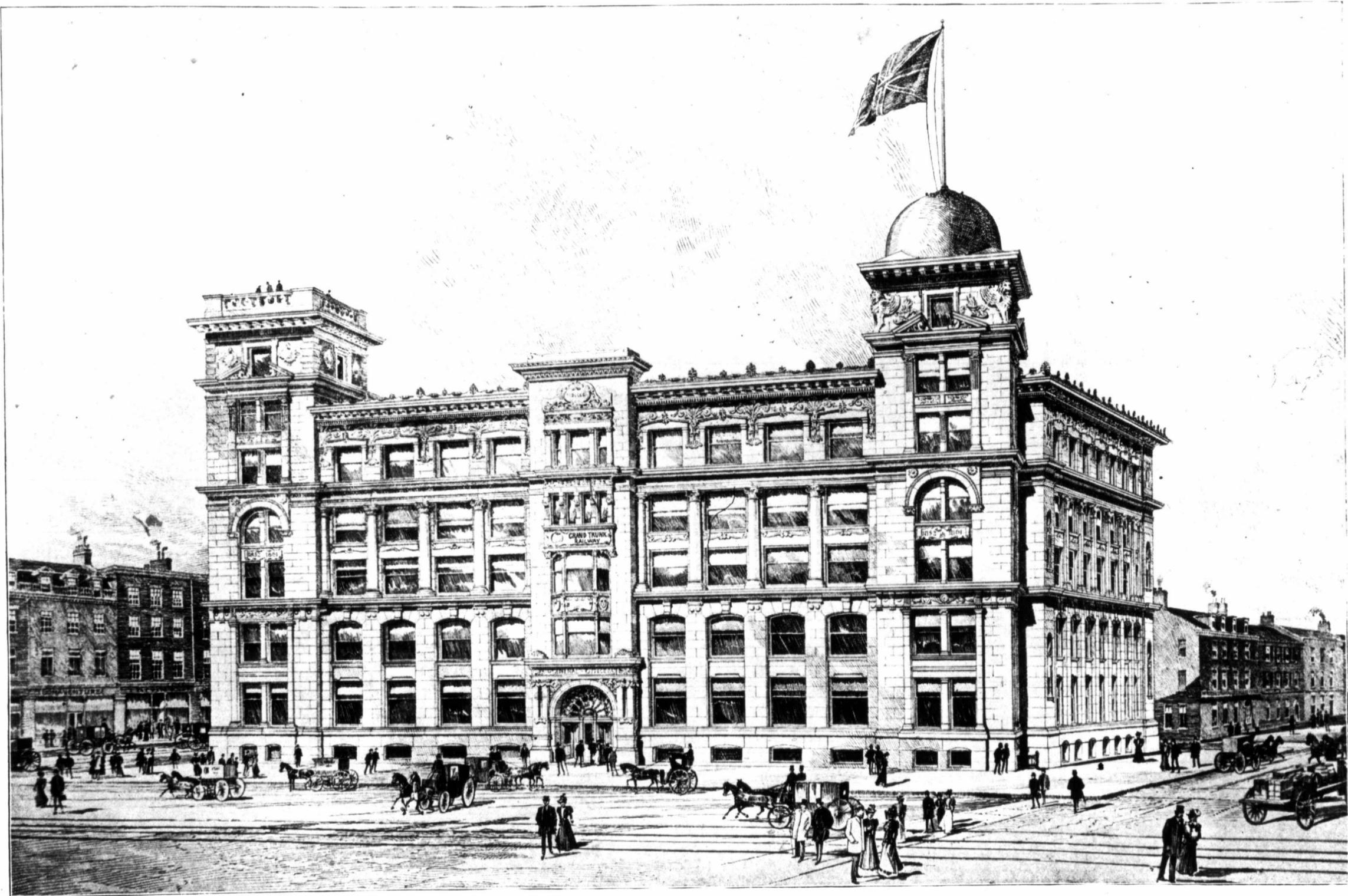


MONTRÉAL is the chief city, not only of the Province of Quebec, but of all Canada. Though not its political capital, or even the seat of Government, of its own Province, it is the commercial metropolis of the Dominion, and exceeds all other Canadian cities, as well in size, population and grandeur, as in its commanding position at the head of ocean navigation, and the unrivalled extent of its trade, as a seaport and a manufacturing centre. It holds toward the Dominion the position that New York does to the neighboring Republic of the United States. As the ages of cities are reckoned in this new world, Montreal is ancient indeed. The story of its settlement goes back so far that it is lost in the mists of antiquity. When Jacques Cartier, the French discoverer of Canada, sailed up the St. Lawrence, he found it an ancient walled city of the Indians. Three centuries and a half have rolled away into the boundless ocean of eternity since Cartier first looked upon its

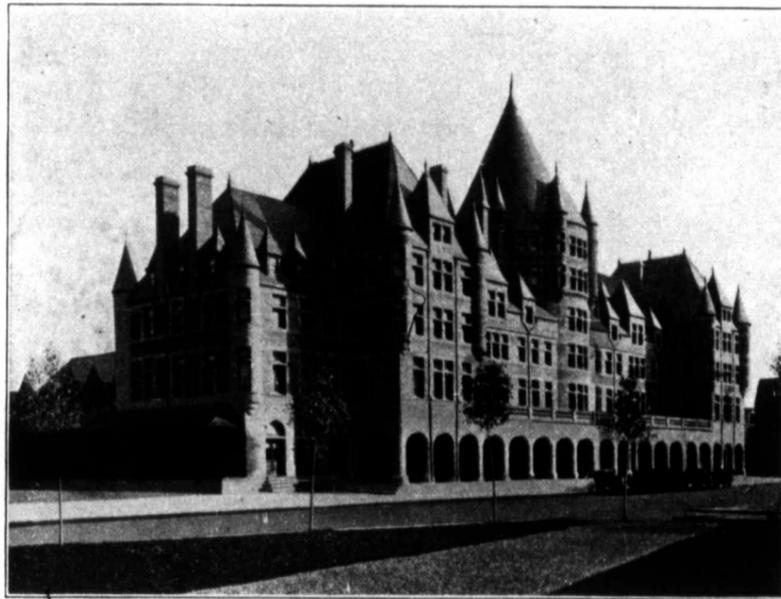


CANADA LIFE ASSURANCE CO. BUILDING, MONTREAL.

magnificent site, on the fertile island formed by the confluence of the Ottawa with the St. Lawrence, and on the majestic mountain which he called Mount Royal, and from which the modern city takes its name. Three-quarters of a century after Cartier came Champlain, the founder of historic Quebec, but over thirty years more were fated to elapse before the knightly pioneer and explorer, Maisonneuve, laid at the foot of Mount Royal the foundations of what was destined to become the great commercial centre of Canada, the fair and flourishing metropolis of Britain's possessions in America. In 1642 Montreal was founded on the site of the old Indian town of Hochelaga, a name still preserved in one of the wards of the city and in many local institutions. The early history of "Ville Marie," the name first bestowed upon it by its founder, is full of romance. During the wars between the French and the New England colonies, aided by the fierce Iroquois, it was exposed to the whole fury of the struggle, and on more than one occasion the entire island, up to the very palisades of the town, was swept by Indian war parties. Yet, in spite of all these drawbacks, it rapidly grew into importance and became the centre of the trade with the west. In 1760, after the fall of Quebec, Montreal capitulated to the English. Sixteen years later, in 1776, it fell for a short



GENERAL OFFICES OF THE GRAND TRUNK RAILWAY SYSTEM, MONTREAL.



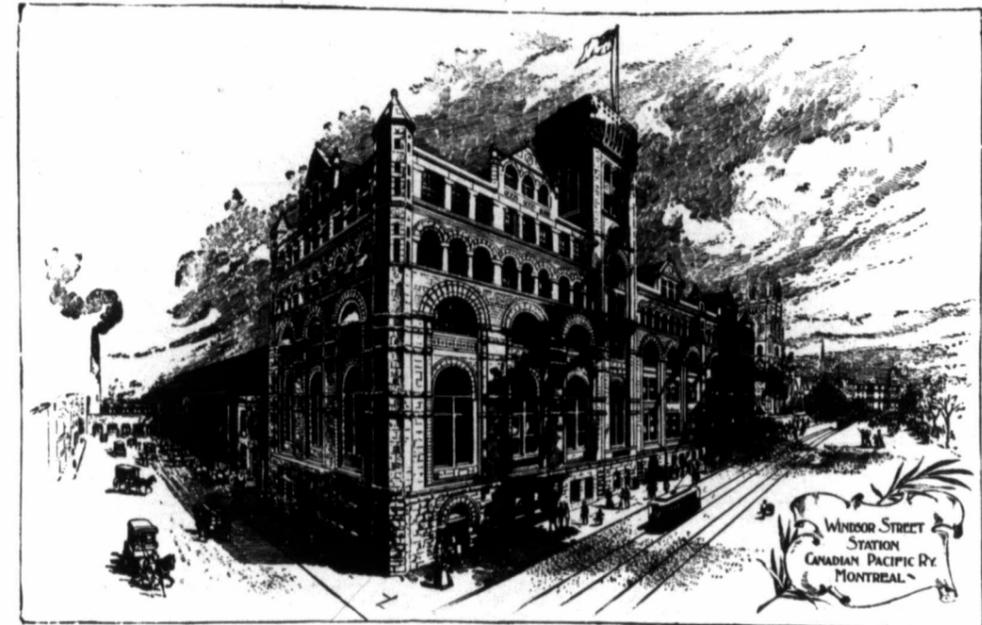
PLACE VIGER HOTEL, MONTREAL.

time into the hands of the American revolutionists, in their struggle for independence. After the revolution, Montreal began to thrive under British rule, and became for a short time the political as well as the commercial capital.

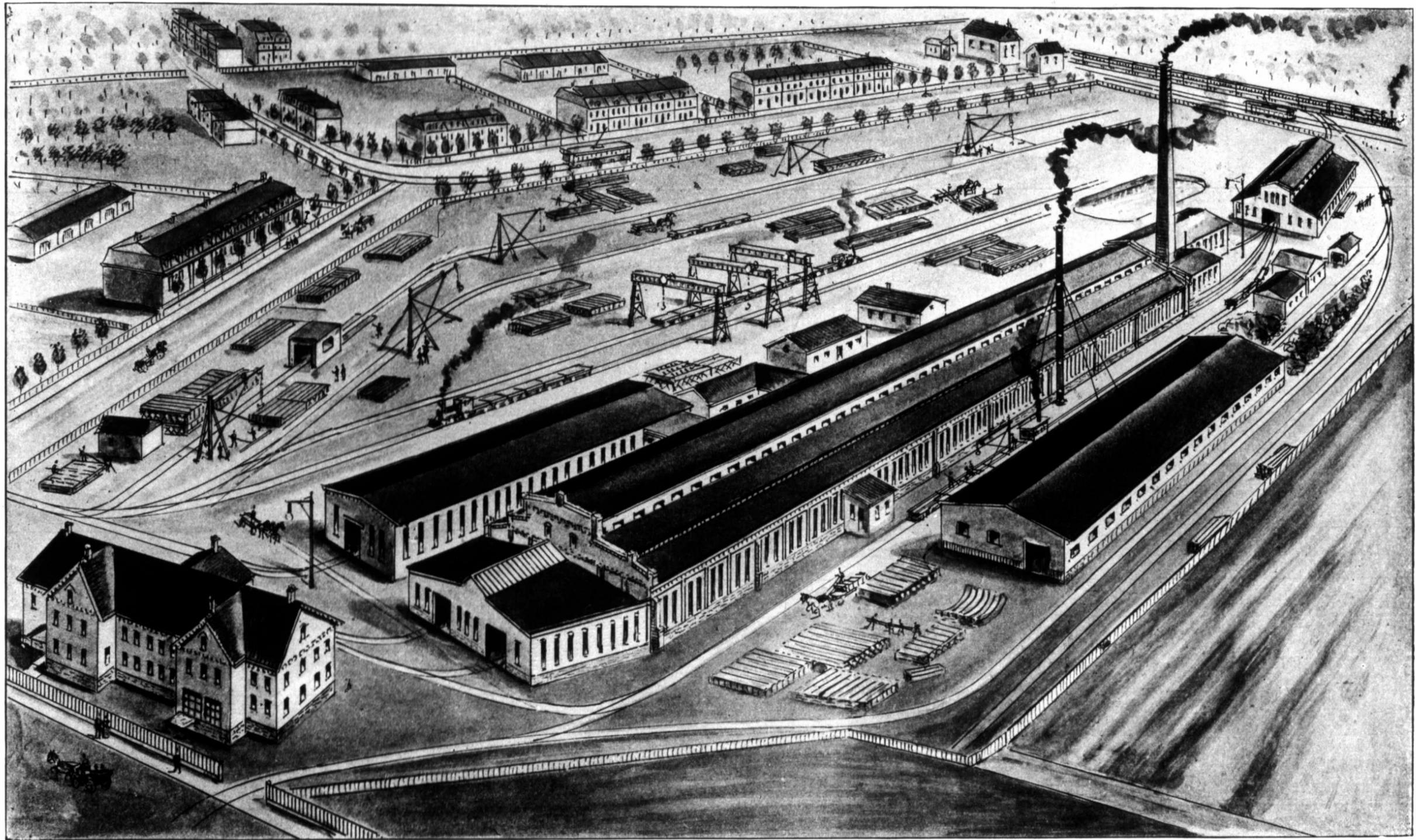
The city tells at a glance to-day the story of its commercial greatness. Its magnificent situation, at the outlet of navigation for the vast chain of inland fresh water seas, stretching away into the very heart of the continent, and at the head of the ocean navigation, 986 miles from the Straits of Belle Isle, shows clearly that it was destined by nature to be the emporium of the Dominion. Four and a half miles long by two miles wide, there are no sleepy thoroughfares within its limits. There are quiet streets in the select residential sections, where the houses of the more prosperous citizens are to be found; but these, in their very nature, are the evidence of a progressive people, who, by their energy and enterprise, have made life worth living for its social pleasures. In the business districts, however, the rush and bustle of a metropolis are seen and heard from early morn till evening late. There are miles and miles of busy streets, with block after block of massive buildings, each of which is a veritable hive of industry. Indeed, the commercial growth of

Montreal has been of a solid nature, based upon legitimate foundations. Sound principles have prevailed and as a consequence foreign capital has sought investment in the city. Montreal is the combined London and Paris of Canada.

Viewed from the summit of Mount Royal, or the Mountain, as it is more frequently termed, the scene is most striking and impressive. Beneath and spreading on all sides in grand and solid proportions, with broad paved avenues, maple-adorned streets, brilliant squares, open parks, hundreds of spires, cupolas and domes, and high above all, rising conspicuously, the huge towers of Notre Dame, and the colossal form of St. James Cathedral, a facsimile of St. Peter's in Rome, we behold the Montreal of to-day. Montreal, with its wealth, its grandeur and its beauty, its museums, its art galleries and its libraries; Montreal, with its great banks and its vast warehouses; Montreal, in all its attractions, is there before us. The scene, too, that frames in the picture of the city is as magnificent as it is varied. To the right run the two picturesque roads to Lachine, and between is the famed canal, where the steamers ascending seem to be running on dry land, while in the distance,

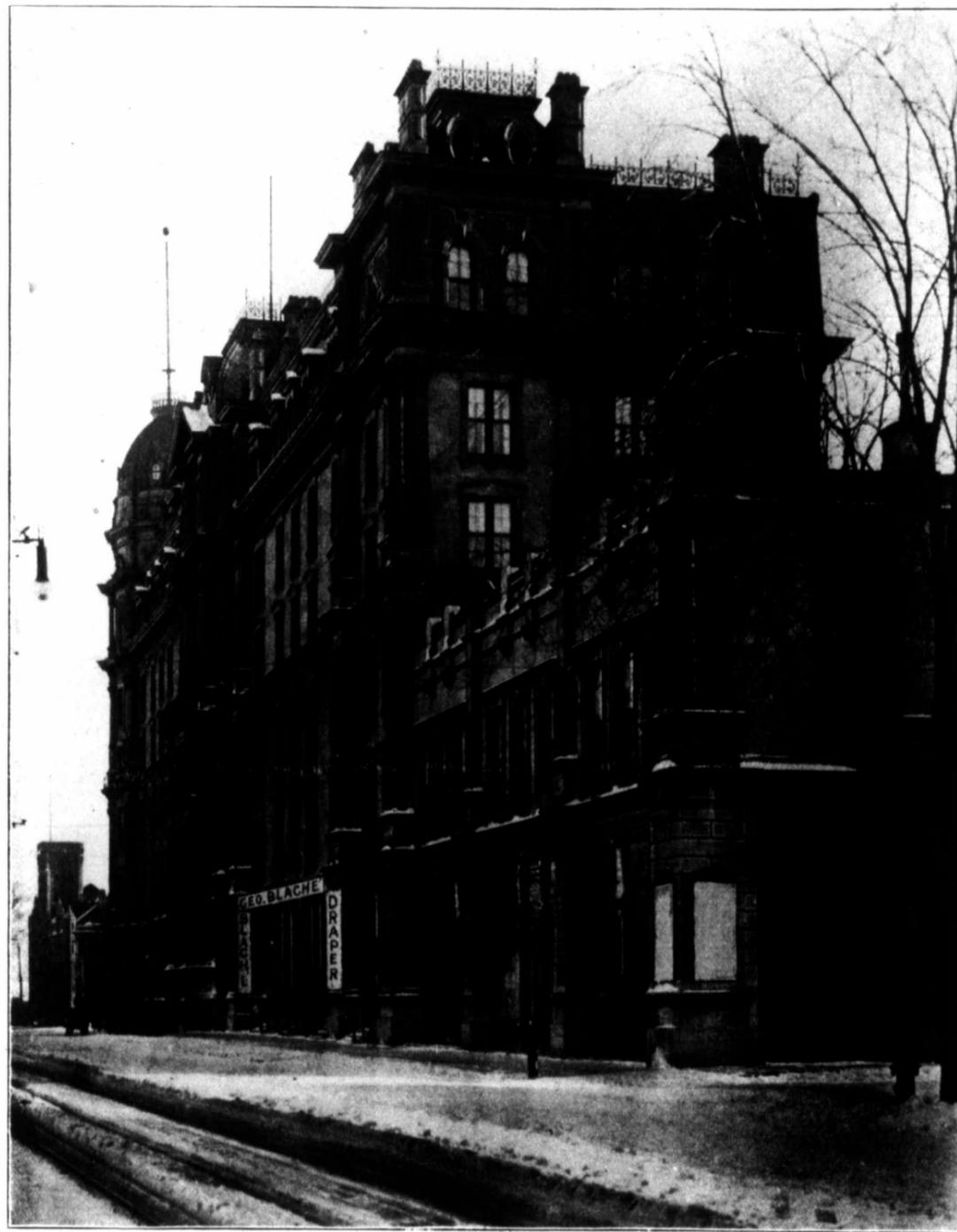


HEAD OFFICES CANADIAN PACIFIC RAILWAY, MONTREAL.



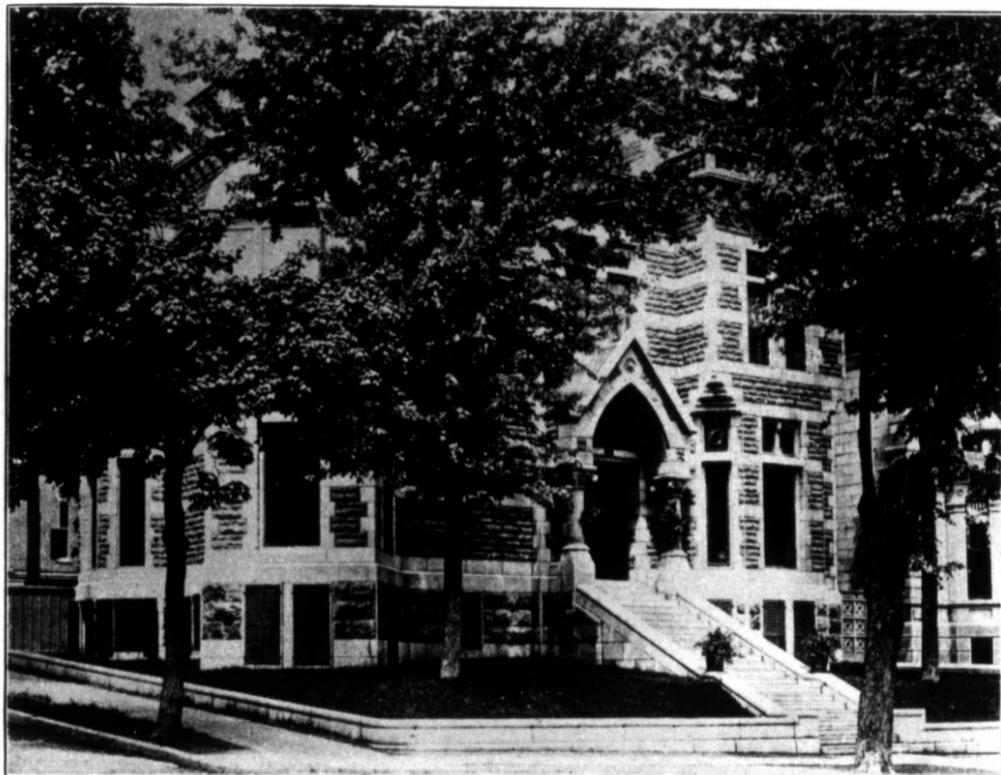
WORKS OF THE DOMINION BRIDGE COMPANY, LIMITED, AT LACHINE LOCKS, P.Q.

the world-renowned rapids appears within a stone's throw of the canal boats. Lower down, like a huge leviathan of prehistoric epochs, stretched across the broad St. Lawrence, pier after pier and span after span, the Victoria bridge flings its huge proportions. Lower still, St. Helen's Island, once famed as a military stronghold, now a gem-like park, within a few acres of the wharves. Over its magazine-crowned hillocks, a glimpse is caught of the slender and elegant spire of the Lengareil Church, one of the finest in Canada, and the blue backs of Beloeil Mountain, the summer resort of the thousands of Montreal's citizens. Broader grows the St. Lawrence, and faintly appear the sparkling steeples of Boucherville and Varennes as they glisten in the beams of the setting sun, while yonder comes a dark object with its curling column of smoke. It is an ocean steamer ploughing its way against the mighty force of the current. Architecturally speaking, Montreal is a beautiful city. It has more variety in its architecture, and its public buildings are more massive and tasteful than those of almost any other city of the American continent. The blue-gray limestone with which the island abounds, is eminently adapted to producing graceful structural effects.



WINDSOR HOTEL, SHOWING PREMISES OF GEORGE BLACHÉ, IMPORTING TAILOR,
WINDSOR STREET, MONTREAL.

Most of the private houses are also built of stone, and several of the better class have been built at a cost of over half a million dollars each. There is greatness, too, in many of the objects of local interest. The Church of Notre Dame, capable of seating 15,000 people, is the largest religious edifice on the continent, north of the City of Mexico, while its great bell is the largest in America. McGill College ranks with the great universities beyond the sea, and Montreal College is famed throughout the continent. The Bank of Montreal is the greatest financial institution in America, and the Seminary of St. Sulpice, the wealthiest educational establishment on the hemisphere. Then among a choice of splendid hotels is the Windsor, with its stately edifice in which a regiment could be lodged, and with a spacious main corridor and dining-hall, which are the admiration of visitors from all quarters. Of churches there are over eighty, apart from chapels and private places of worship. There are upwards of twenty Roman Catholic churches, eighteen Presbyterian, fourteen Episcopal, one Reformed Episcopal, twelve Methodist, three Congregational, four Baptists, one Swedenborgian, one Lutheran, one Unitarian, one United Free Church and three Jewish synagogues.

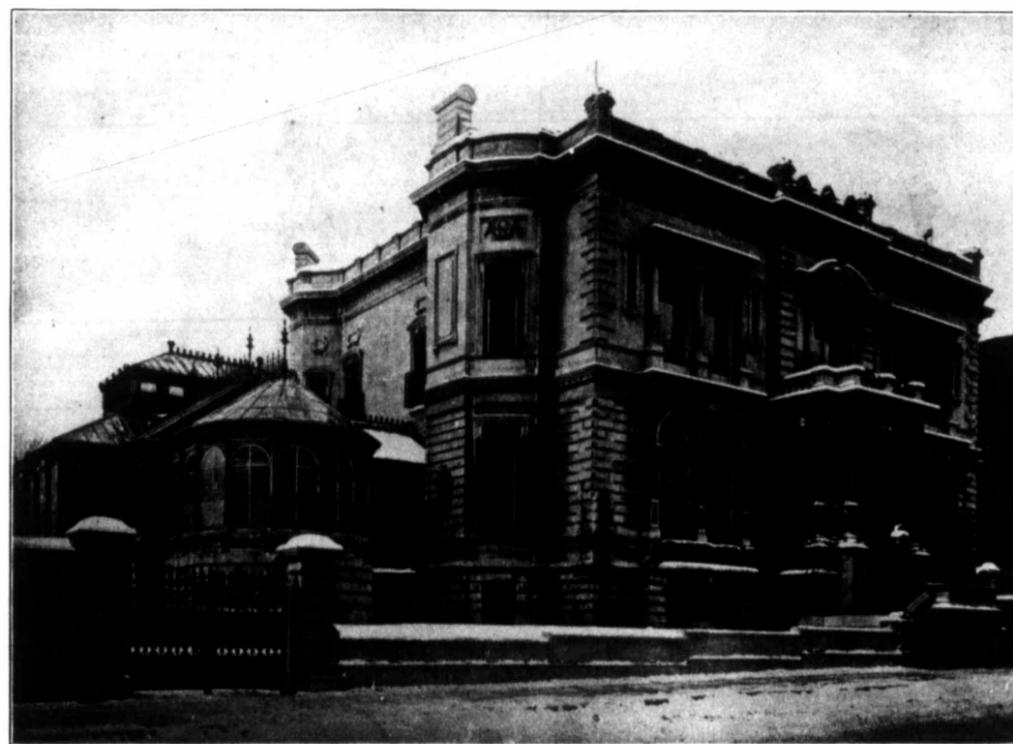


RESIDENCE OF JAMES BAXTER, ESQ., BANKER, SHERBROOKE STREET, MONTREAL.

One of the finest of the Roman Catholic churches is St. Patrick's Church, the shrine, par excellence, where the Irish Catholics worship. The most widely known and important educational institution is McGill College or University. Its buildings, its museums, its grand halls and its splendid grounds, are all worthy of the greatest admiration. It is a very city in itself. There are to-day the William Molson Hall, the Peter Redpath Museum, the W. C. McDonald Physics Building, the Thomas Workman Department of Mechanical Engineering and the W. C. McDonald Engineering Building and Library, besides the many endowed chairs, exhibitions and scholarships to show the world what has been done by Montreal and its merchant princes for higher education. And what McGill is to the English and Protestant element, Laval University is to the French and Roman Catholics of the Province. The chief seat of this institution is in Quebec, but the Montreal branch is

even greater than the parent establishment. There is another prominent Protestant institution known as the Presbyterian College of Montreal, devoted to the education and training of missionaries and clergymen connected with the Presbyterian Church of Canada; the University of Bishop's College, McGill Normal School, the Anglican Diocesan College, the Congregational College and the Wesleyan Theological College must also be included among the Protestant educational establishments.

Among other large Roman Catholic institutions are the Montreal College or Seminary of St. Sulpice, and the Jesuits' College. These take rank among the best classical colleges in America. Other prominent Roman Catholic seats of learning are the Jacques Cartier Normal School, the Convent of the Sacred Heart, the Hochelaga Convent, etc. Besides, there are hundreds of other educational institutions from the high schools, academies and schools of



RESIDENCE OF R. MEIGHEN, ESQ., PRESIDENT OF THE LAKE OF THE WOODS MILLING COMPANY, 140 DRUMMOND STREET, MONTREAL.



ELMCROFT, LACHINE, P.Q., THE RESIDENCE OF MR. ROBERT BICKERDIKE.

applied science, down to the ordinary elementary schools, all engaged in the education of youth. As for libraries they are numerous. The McGill College library contains 25,000 volumes; the Advocates' library, in the Court House, 15,000; the Presbyterian College library as many volumes as the three put together. Besides these, there are public libraries in the Mechanics' Institute, the Fraser Institute, the Young Men's Christian Association, the Jesuits, College, and in many of the other institutions. There are also a number of musical societies in Montreal, among them the most noted and most thoroughly organized being the Philharmonic Society. Then there is the Art Association, dear to every lover of painting and sculpture. The collection, which is augmented every year, is a permanent one, and the galleries are open all day long. Montreal is also a city of amusements. In the first place, it is the grand centre of the national game of lacrosse, and its team have for years held the world's championship for that most splendid form of exercise, and as for theatres, there are no end of them. There are the Windsor Hall, the Academy of Music, the Queen's Theatre, the French Theatre, Sohmer Park, etc. Apart

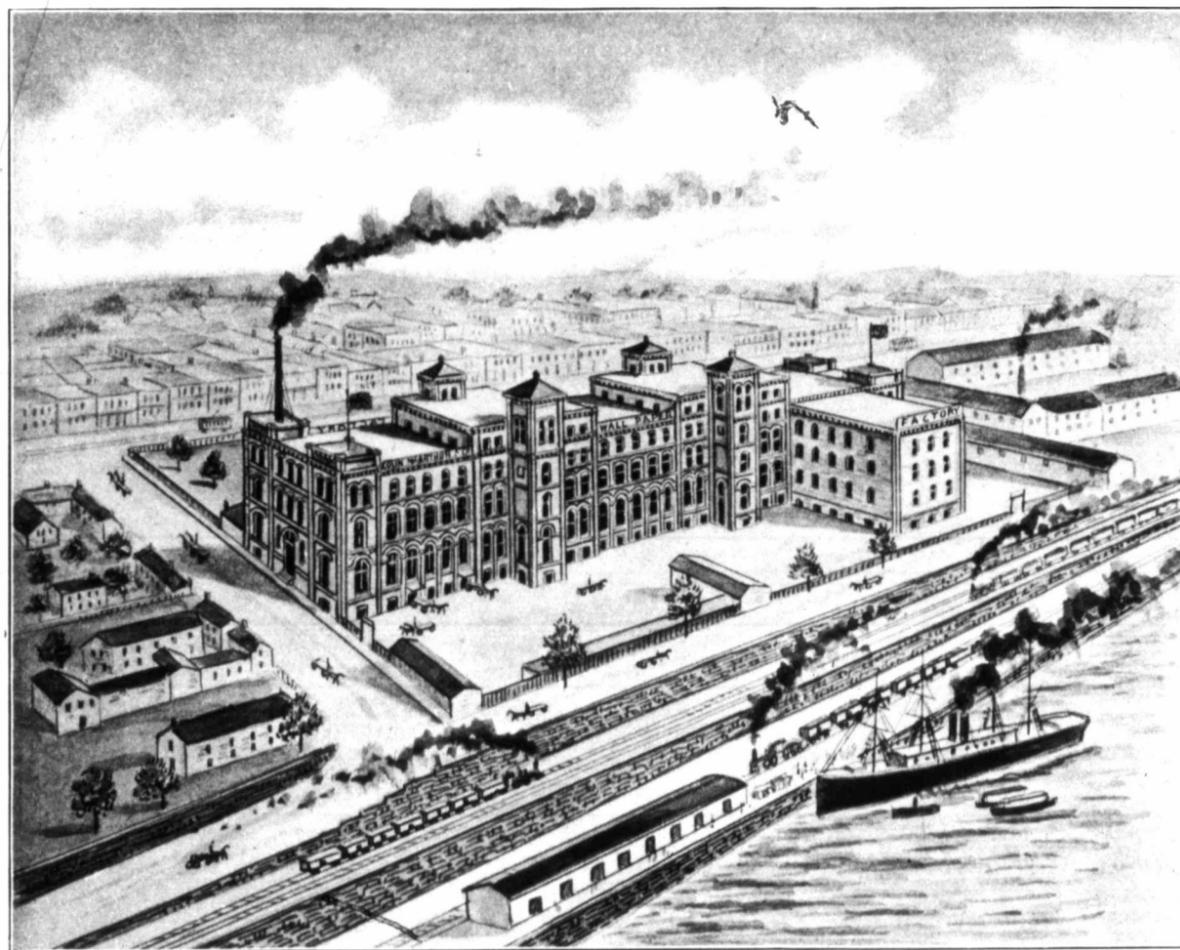
from these there are numerous public halls, notably that of the Monument National. In winter Montreal has its tobogganning, skating and its gymnastic halls; and in summer the winter out-door sports are replaced by lacrosse, foot-ball, golf, tennis, cricket, yachting and boating. The public buildings proper are of a class equal to those of any city on the continent, and superior, in proportion to Montreal's extent and population, to most of them. The Court House is a most massive edifice. The City Hall, the Custom House, Examining Warehouse, Post Office, Harbor Commissioner's Building, Inland Revenue Office, and the magnificent Board of Trade Building, are all beautiful and imposing structures, and pictures of both external and internal perfection of arrangement. There is also the Dalhousie Station in the east end, which forms the terminus of the Canadian Pacific Railway's Quebec line, and is also the grand shipping depot at which the ocean-bound vessels get their



RESIDENCE OF LORD STRATHCONA AND MOUNT ROYAL, SHERBROOKE STREET, MONTREAL.

precious loads of grain and cattle for Europe, while in the west end are the Bonaventure, or Grand Trunk Station, and the Windsor, or Canadian Pacific Station. And, if banks can be styled as public buildings, Montreal has a profusion of them that are worthy of the greatest admiration. The Bank of Montreal is a massive structure of solid carved stone, with huge Corinthian pillars supporting a grandly designed portico. Internally it is fitted up in a manner in accord with the many millions it represents. On St. James Street, also, is the Canadian Bank of Commerce, which has its offices in the splendid building of the Standard Insurance Company; the Bank of British North America, on the same street, is a solid, substantial-looking edifice; the Molsons Bank is a gem of architecture and richness. While the Toronto, Merchants, Jacques Cartier, the National and the Ville Marie are also very prettily housed. Montreal is also remarkable for the abundance and admirable character of its benevolent and charitable institutions. There are Protestant, Catholic, French, English, Irish, Scotch, German, Italian and Hebrew establishments for the purpose of helping the poor, caring for the sick, protecting the insane, giving homes to the aged and the orphan, and for the objects of mutual benefit. Of the Protestant institutions, the most celebrated are the Insane Asylum at Verdun, the Montreal General Hospital, and the Royal Victoria Hospital, besides many smaller and equally useful institutions. The Roman Catholic establishments include the Hotel Dieu

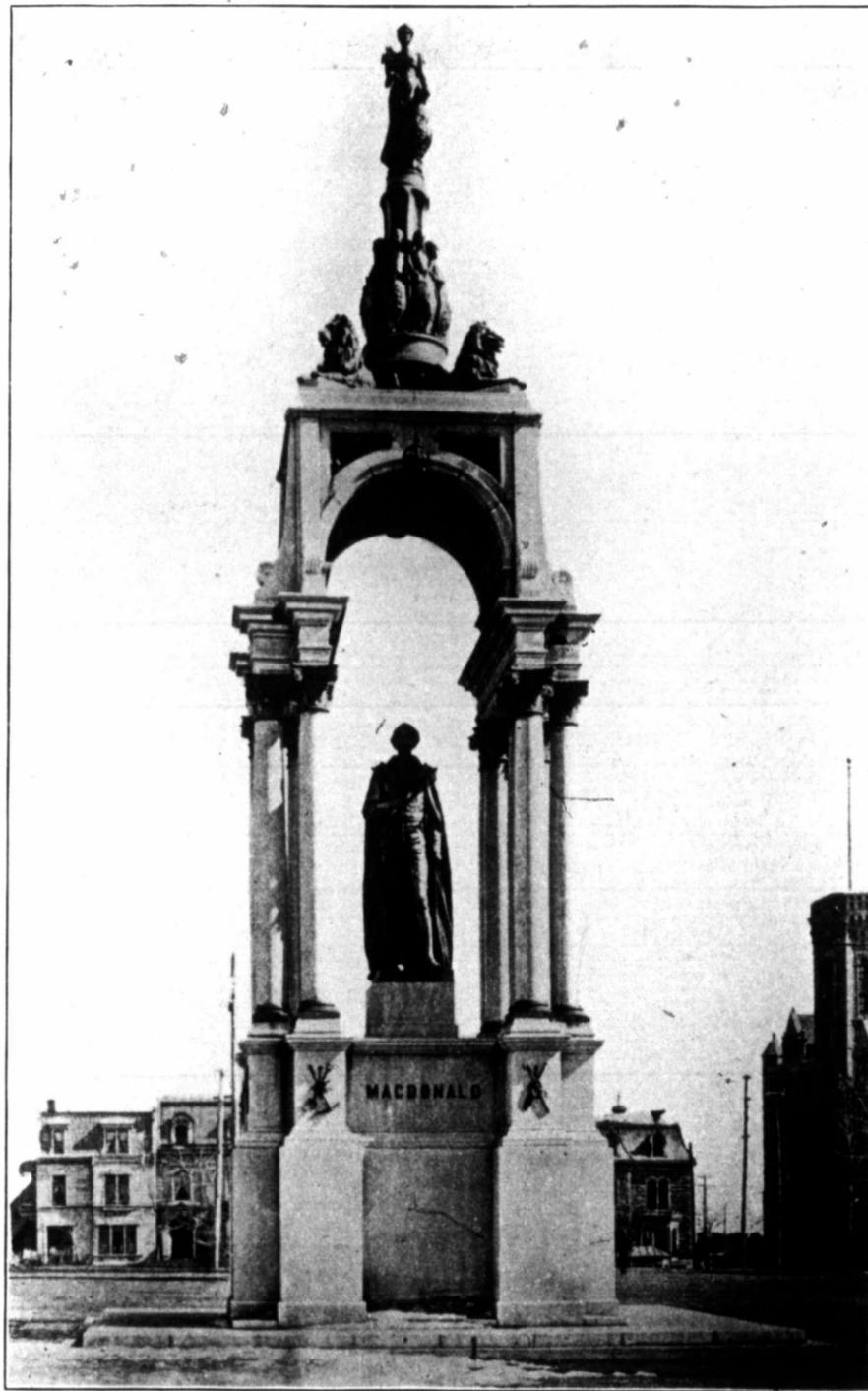
Hospital, the Notre Dame Hospital, the Homes of the Sisters of Providence, the Good Shepherd Asylum and the Grey Nunnery, besides many others too numerous to mention. Social clubs are also numerous, and many of them are magnificent. But it is in the vast accumulation of wealth, its immense commerce and its great manufacturing and industrial interests that Montreal excels all the other cities of the Dominion, and, indeed, most of all the other American cities. Its wealth is attested by the splendor of its merchant princes, and the solidity of its financial institutions. It controls about two-thirds of the banking capital of the Dominion. The Bank of Montreal corresponds, in a sense, to the Bank of England. It is the largest monetary institution in America, and the largest colonial bank in the world, while the number of other great banks, which have their head offices or their agencies in the city, show how immense is the banking business necessitated by the vast and ever-growing trade. The wholesale houses of Montreal are also the largest and wealthiest in all Canada, while in the manufacturing line it equally stands pre-eminent. Among its chief industries may be mentioned its great cotton mills, the largest in Canada, its silk mills and other textile factories, its numerous tanneries and boot and shoe factories, its ready-made clothing establishments, its great iron and steel works, its safe, nail and horse-shoe factories, its foundries, its machine shops, its sewing machine factories, its immense paper and flour mills, its sugar refineries, etc., etc.



OFFICE AND PREMISES OF COLIN McARTHUR & CO., THE PIONEERS OF THE CANADIAN WALL PAPER INDUSTRY, MONTREAL.

Abbey's Effervescent Salt.—Of the more important industries which have been introduced into Canada, during the past year, there is scarcely any ranking in importance with that of the Abbey Effervescent Salt Company, Limited, whose headquarters are in Montreal. Abbey's Effervescent Salt is an English pharmaceutical preparation, which differs from the ordinary proprietary article in that it is endorsed by the medical journals everywhere, and is prescribed by physicians. In its advertising literature, too, it makes no claim that cannot be fully substantiated in its use. The excellent business methods of this Company have met with tremendous success, and with the approval of the drug trade of Canada, so much so that the September issue of the Canadian Pharmaceutical Journal makes the statement that Abbey's Effervescent Salt is probably the best selling specialty in Canada to-day.

Such Companies as these, conducted on the excellent principles which they have laid down as their rule, are what add stability to the industries of Canada. It is an accepted fact that their preparation is a worthy one, and that their motto, used on their posters and in their advertising to the effect that "Abbey's Effervescent Salt is The Foundation of Health," is quite justified. There is no doubt but that the daily use of Abbey's Effervescent Salt will keep one in good health, and this is not only the conviction of the proprietors of the Com-



MACDONALD MONUMENT, DOMINION SQUARE, MONTREAL.

pany, but the opinion unanimously expressed by the leading medical journals and physicians of this as well as other countries.

The success which has attended the Company's operations is thus due to the excellence of the preparation and to the intelligent and honest manner in which it has been placed upon the market. In order that the profession and the public should be satisfied on this point the proprietors had their product analyzed by the Dominion Official Analyst in Montreal with the following result:

LABORATORY OF INLAND REVENUE,
Office of Official Analyst,
MONTREAL, July 28, 1898.

I, John Baker Edwards, do hereby certify that I have duly analyzed and tested several samples of "Abbey's Effervescent Salt," some being furnished by the manufacturers in Montreal and others purchased from retail druggists in this city. I find these to be of very uniform character and composition, and sold in packages well adapted to the preservation of the Salt. This compound contains saline bases which form "Fruit Salts" when water is added—and is then a very delightful aperient beverage, highly palatable and effective. Abbey's Effervescent Salt contains no ingredient of an injurious or unwholesome character, and may be taken freely as a beverage.

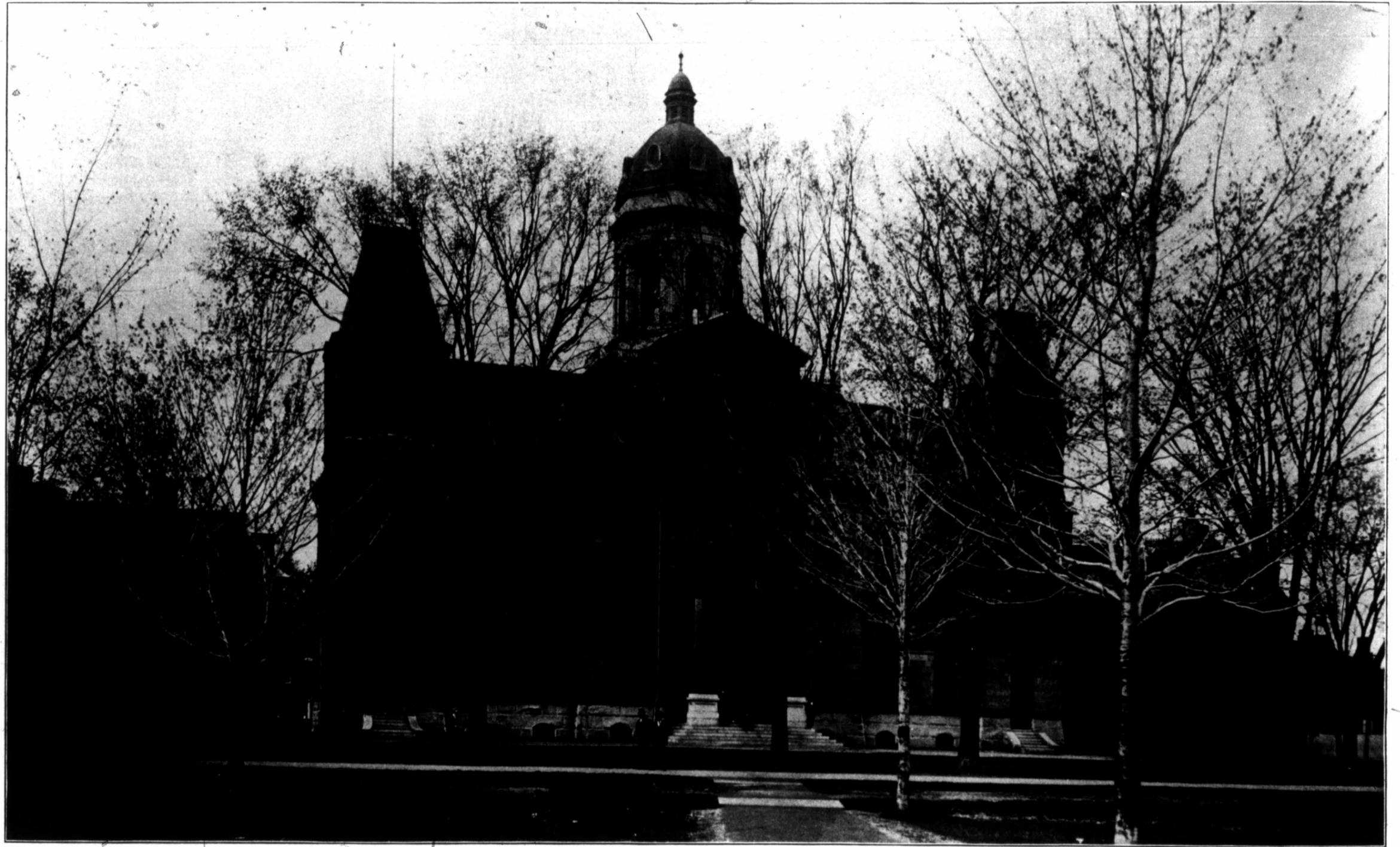
(Signed) JOHN BAKER EDWARDS,
Ph.D., D.C.L., F.C.S.



ONE OF MONTREAL'S INDUSTRIES.

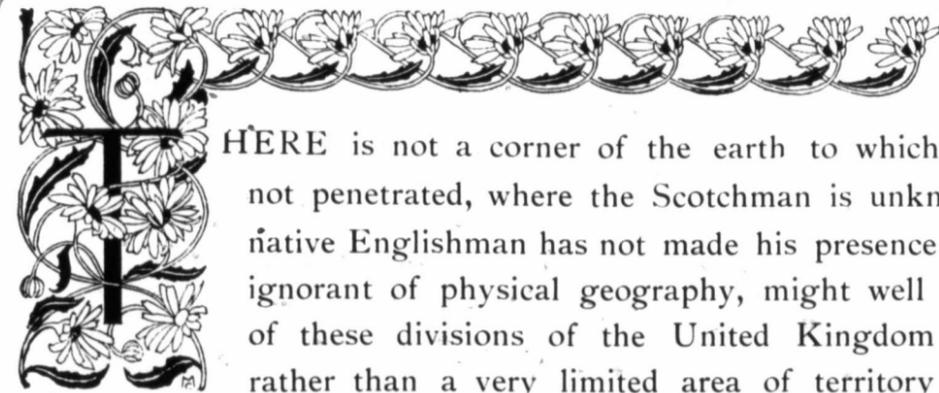
The above is a view of the Canadian premises of the Bovril Company, Limited, a world famous organization which has its headquarters at 30 Farringdon Street, London, Eng., and Canadian Works at 25 and 27 St. Peter Street, Montreal.

It speaks well for the Canadian market that such a famous corporation finds it necessary to maintain such extensive premises here. The condiment manufactured is Bovril, the most notable form of beef nourishment manufactured the world over.



NEW BRUNSWICK PARLIAMENT BUILDINGS, FREDERICTON.

THE PROVINCE OF NEW BRUNSWICK



HERE is not a corner of the earth to which the Irishman has not penetrated, where the Scotchman is unknown, or where the native Englishman has not made his presence felt. A foreigner, ignorant of physical geography, might well suppose that each of these divisions of the United Kingdom was a continent, rather than a very limited area of territory from the extreme points of which would be an easy railway journey of only a few hours. Each of these countries has made its name known to the world, not from its territorial area, its natural resources, or aught else that one seeks for in a new country, but because, in the accidents of history, it has become the abiding-place of a vast and ever increasing population, the overflow of which finds its way to every portion of the habitable world.

Had the accidents of history made the early home of the Anglo-Saxon race on the western side of the Atlantic, imagination fails to predict the extent to which this wonderful land would be developed at the present time. The Province of New Brunswick, for instance, is nearly equal to Ireland in area, and still more closely approaches the size of Scotland. With all due respect to the memories and traditions of those lands across the sea, nature has made New Brunswick a greater country than either of them, and it only remains for time and an increase of population to force a recognition of its long deferred claims to prominence in parts of the world where, heretofore, it has been scarcely known by name.

A generation ago, what was recognized as the leading school geography of America, and which was a text-book in the schools of New Brunswick itself, gave a little over a hundred words to an account of the Province, from

which the stranger was left to gather that it was an unimportant colony where the inhabitants managed to live by the industrious pursuit of lumbering and fishing. Since then better justice has been done, but even at the present day this fair portion of Canada's possessions is not known abroad as it should be to those who seek a land fair to look upon, with great material resources and where the opportunities for successful enterprise are as abundant as in any part of the British possessions.

New Brunswick lies between longitude 64° and 68° west of Greenwich, and between 45° and 48° north latitude, with some small portions lying a little outside of these lines. It is bounded on the east by the Gulf of St. Lawrence, on the south by the Bay of Fundy and the Province of Nova Scotia, on the west by the State of Maine, and on the north by the Province of Quebec and the Baie de Chaleur. The extreme length of the Province is about 230 miles from north to south, and its width is about 190 miles. The territorial area is about 27,000 square miles. As compared with portions of Europe, it has already been stated to be nearly as large as Ireland or Scotland, and it bears the same proportion to the kingdom of Bavaria. It is considerably larger than the whole of Denmark, twice as large as Holland, and some two and one-half times as large as the entire kingdom of Belgium. As compared with the New England States, it is slightly less in area than Maine, but it is nearly three times greater than the important State of Massachusetts, and is nearly equal to that State with Vermont and New Hampshire combined. This area has a population of some 325,000 people, or an average of slightly more than eleven to the square mile, as against 315 to the square mile in Great Britain and Ireland, and the proportion of those living in the cities is about one-fifth of the whole. It will thus be seen that there is abundant room for colonization, and it will presently be shown that the facilities and opportunities for new settlements are of the most inviting character.

“Of the climate, soil and capabilities of New Brunswick, it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. There is scarcely a portion of it without its streams, from the running brook up to the navigable river. Two-thirds of its boundary is washed by the sea; the remainder is embraced by the large rivers—the St. John and the Restigouche. * * For any great plan of emigration or colonization, there is not another British colony which presents such a favorable field for trial as New Brunswick.” This was the official report of the Commissioners sent out by the British Government to explore a line of railway, more than half a century ago, and it applies with tenfold force to-day, when the country is so much more fully developed and the facilities for travel and interior communication are so very materially increased. A glance at a very ordinary map of the Province will show the great extent of seaboard and the principal rivers by which the country is watered, but only a good map will show the ramifications of these rivers and their innumerable tributary streams. A recent and careful calculation shows the area of water surface within the Province to be 400 square miles. Of the rivers, the chief is the St. John, which takes its rise in the State of Maine and has a length of some 450 miles. It is over a mile in width in many portions, flows through a great diversity of country, and, in respect to the scenery along its banks, is one of the most beautiful rivers in America, or in the world. It empties into

the Bay of Fundy, at the city of St. John, and Fredericton, the capital of the Province, is about 85 miles from its mouth. All the country along this river is in a high state of cultivation, but good land is easily obtained on the banks of it and its important tributaries, and for many miles to the rear of them. The question of river communication is less important now, however, than it

was in the days before the country was so fully supplied with railway facilities.

The Miramichi, the second river in size, has so many branches and tributaries, that it has been very properly termed a system of rivers. It starts in the interior of the Province, and empties into the Gulf of St. Lawrence. Much of the territory through which it runs is in a state of nature, abounding in lumber forests, and it is part of the finest moose and deer country on the continent. The important towns of Chatham and Newcastle are at the lower part of the river, the former nearly 25 miles, and the latter about 30 miles from the outer Miramichi Bay, but they rank as seaports, and the shipping of all nations is found at their wharves. The river at these points is over a mile in width, and a few miles below Chatham it expands into the Inner Bay, which has

a width of from seven to more than ten miles. The Restigouche, which empties into the famed Baie de Chaleur, forms a part of the boundary between New Brunswick and the Province of Québec. Like the Miramichi, it has many tributaries, which drain about 4,000 square miles of territory, valuable



DEPARTMENTAL BUILDING, FREDERICTON, N.B.

for its timber and which is a part of the great hunting and fishing region. The important towns at the mouth of the Restigouche are Campbellton and Dalhousie, both of which are extensively engaged in the lumber trade and have other flourishing industries.

These are the three principal rivers of New Brunswick, but there are a number of others which are important streams and which would rank as rivers of the first class in countries less abundantly watered. Among these are the Nepisiguit, the Richibucto, the Petitcodiac and the St. Croix, all of which flow through flourishing sections of the Province.

One of the first matters to be considered about any country is its climate, and in this respect New Brunswick will bear the most searching investigation. It is essentially a temperate climate, where the great extremes of heat and cold found in other parts of Canada to the westward are unknown. The average mean of summer temperature is 60°, and that of winter in the vicinity of 20° above zero. There are, of course, times when these figures are exceeded for short periods, and there is a difference between places in the interior and on the seaboard, but there is no part of the country where the summers are too hot or the winters too cold for comfort. The seasons are such as to make the work of the farmer easy, and the climate, as a whole, is so healthful that the Province is every year becoming more and more of a summer resort for the people from the great cities to the south and west. There are no diseases peculiar to the country, and epidemics are unknown. The death rate of the Province is below the average of Canada as a whole, while instances of extreme longevity are easy to find in every part of the country. In the cities of St. John and Fredericton a large percentage of the deaths is of persons more than 75 years old. In St. John, the ratio of the deaths of these aged people is about 119 in each 1,000 deaths reported, while in Fredericton the rate is 211 in each thousand. No city in any other part of Canada can show a similar proportion of the aged in its vital statistics, and the figures are of themselves a sufficient evidence of the healthful character of the climate. The bracing air combining the balsam of the forest and the vigorous atmosphere of the Bay of Fundy are largely accountable for this.

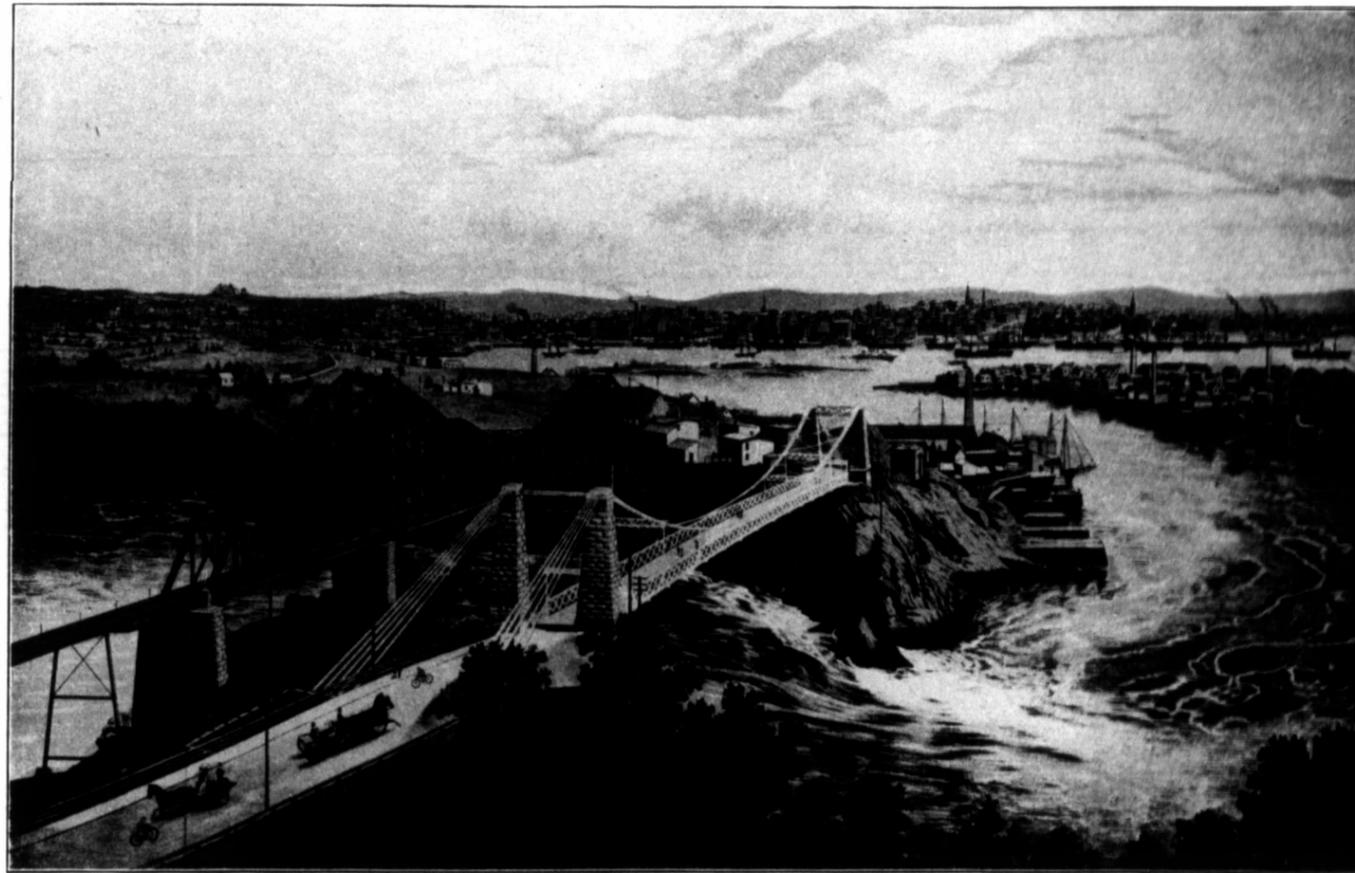


THE CITY OF ST. JOHN, the commercial metropolis, has a population of upwards of 40,000, and has one of the finest harbors on the Atlantic seaboard. It is, indeed, the only harbor north of Cape Hatteras that is never frozen in the most severe winters. It opens into the Bay of Fundy, a place which, in one way and another, has been more misrepresented than any part of the North Atlantic waters. Under certain conditions, fogs are found here as on other parts of the coast, but the bay is absolutely safe for navigation at all seasons, and the disasters have been very few in proportion to the large amount of shipping, from every maritime nation, which finds its way thither at all seasons. The course of vessels in and out of the bay is as plain as a highway, with an abundance of room, and a freedom from rocks, shoals or dangerous currents. Besides this, the whole coast is amply provided with the most approved safeguards in the way of lights, automatic fog alarms and buoys, so that if a vessel comes to grief it will have to be, under ordinary circumstances, through incapacity or ignorance on the part of some person responsible for its safety. The Bay of Fundy has a fame for its high tides, but these in no way affect the safety of navigation, and are of material assistance to it in the case of sailing vessels. At St. John the mean tides rise to a height of 26 feet, and further up the bay, in the narrow estuaries, they reach a height of 40 feet or more. At what are called spring tides these heights may be considerably exceeded.

The result is that as a shipping port the City of St. John has exceptional advantages. Vessels of any known draught can enter its quays and it is an important outpost of the great Dominion.

A large export trade in lumber is still carried on, the principal market being Great Britain. There are more than 30 saw-mills in the city and county of St. John, some of them being of the most complete modern type, and in addition to what they manufacture, a very large quantity of lumber comes to

this port for export, the sources of this supply being the mills along the River St. John, those which send lumber by rail from other places in the interior, and those which are situated along the Bay of Fundy. Thus it is that about half the total export of the Province, valued at between five and six million dollars, is shipped from St. John to ports beyond the sea. While the lumber business is still an important factor in the export trade, so many industries have been developed that the people are no longer dependent on this single line of manufactures to the extent that they were in the earlier days of the city's history. The branches of business have been multiplied into many and extensive lines, and new industries are coming to the front each year. Among the latest evidences of progress in this direction are extensive pulp mills, of which there are also several in other parts of the Province, the most extensive being at Chatham, and the indications are that the number of these will be rapidly increased. It has been necessary to enlarge the city's already abundant water supply in order to better accommodate this particular industry. The geographical location of St. John, and the fact that its harbor is easily accessible at all seasons, has had the effect of making it a winter port for Canada for the shipment of freight from the west to Great Britain and other transatlantic countries. The city is the eastern terminus of the Canadian Pacific Railway,



BIRD'S-EYE VIEW OF CITY OF ST. JOHN AND HARBOR, SHOWING CANTILEVER AND SUSPENSION BRIDGES OVER REVERSIBLE FALLS.

which spans the continent, and is the longest railway line in the world. Through its medium, vast quantities of grain and other produce are brought from the west each year and shipped by various steamship lines to ports beyond the seas, and so largely is this business increasing that additional terminal facilities have been found necessary with each season. The new grain

elevator of the Canadian Pacific Railway at this port, combined with the former elevator, has a capacity for 1,050,000 bushels. St. John is also a deep water terminus of the Canadian Government railway system, and the Government has undertaken the construction of extensive docks, a grain elevator of at least half a million bushels capacity, and other facilities for handling its western business at this port.

St. John has much in its favor, both as a place of business and as one of residence or temporary sojourn. It is a very orderly city, with upwards of fifty churches of all kinds, and its cool summer climate is not surpassed anywhere. Quiet as it is for residential purposes, it

is a busy place, and likely to be more and more so. New and extensive works have been projected in various lines, and among these is a scheme for the construction of dry docks, etc., on a very large and modern scale. Three lines of railway have their termini in St. John, as well as a number of steamship lines, and from this point all parts of Canada and the United States can

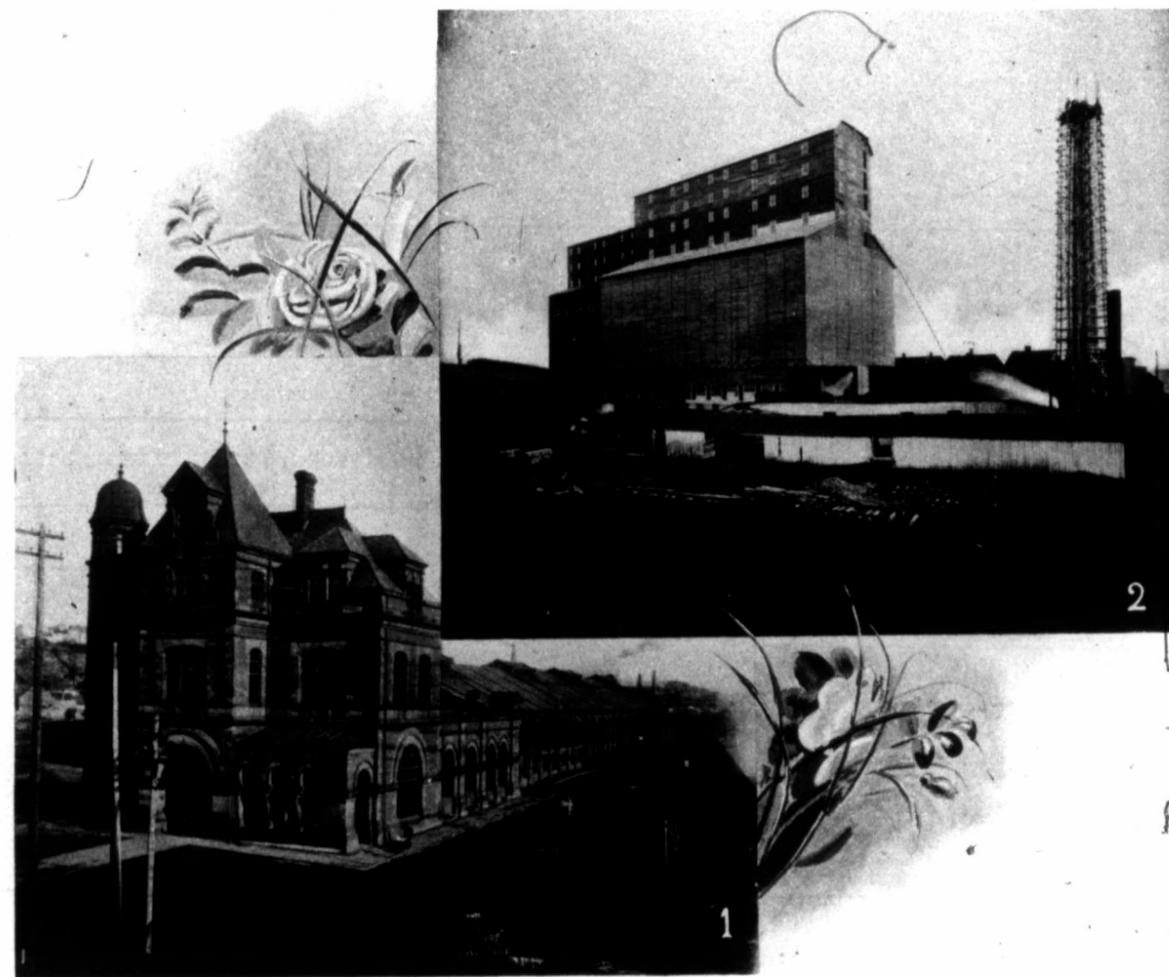
be easily and speedily reached. Where the St. John River empties into the harbor are the most curious natural falls in America. They are unique in the fact that at certain times of tide in each day their descent is with the course of the river, and at other periods of the same day the descent is up river. This is due to the fact that the great River St. John, flowing a distance of some 500 miles, is here forced to discharge its waters through a rocky chasm with a width of about 400 feet. As a result, when the tide is falling, the volume of river water pours out in a fall some fifteen feet in height, while at the turn of the tide the waters of the bay are poured into the river in the same way. At half tide there is safe passage for vessels or boats of any kind. Across this chasm are two beautiful bridges, one a roadway suspension bridge, now under the charge of the Provincial Government, and the other a steel cantilever railway bridge, which connects the city proper with the western lines of the Canadian Pacific and other railway systems.

Reference has already been made to the River St. John, but no brief description can do it justice. It is navigable for schooners and passenger steamers as far as Fredericton, 85 miles from the mouth, and by steamers of lighter draught as far as Woodstock, some 65 miles further, while for certain classes of boats the ascent is easy as far as Grand Falls, 225 miles from the mouth. The ascent of the St. John will give a very good idea of the

character of much of the country, and is a journey never to be forgotten by the stranger. The river flows through some of the richest farm land and the fairest scenery in the Province. All along its course are prosperous settlements, and the eye never wearies of the varying and ever beautiful panorama.

The rich intervale lands of miles upon miles of fertile loam are a prominent feature in many parts of the journey, and the evidence on every hand is that of great prosperity. Not only is the St. John a great river of itself, but its tributaries are of themselves rivers of magnitude. The Aroostook and the Tobique flow through regions that are wonderfully fertile, and are, at the same time, magnificent hunting and fishing grounds. Other tributaries, of each of which a long account could be given, are the Madawaska, the St. Francis, Green River, Grand River, Salmon River, the Nashwaak, the Oromocto, the Jemseg, the Washademoak and the Kennebecasis. Many of these names are suggestive of the days of aboriginal occupation, and here and there in this and other parts of the Province are found the settlements of native Indians, a peaceful and simple-minded race. They number about 1,500 in the whole Province.

In former times, ship-building and the lumber business were the chief resources of St. John. Some of the largest, finest and swiftest of the world's mercantile vessels were built here and in other parts of the Province, until the advent of iron shipping made a change in the conditions of commerce.



CANADIAN PACIFIC RAILWAY AT ST. JOHN.
 1 C.P.R. STATION, ST. JOHN. 2 C.P.R. ELEVATORS, ST. JOHN.



THE CITY OF FREDERICTON, the seat of Government, is centrally situated as respects the other parts of the Province, and it is very easily reached, either by land or water, from all points. North, south and west it has the lines of the Canadian Pacific, while the Canada Eastern gives communication across the country with the Gulf shore and eastern parts of the Province. The Nashwaak enters the St. John immediately opposite the city, and here are some of the most extensive mills and manufacturing establishments in the Province, under the control of Alexander Gibson, known as the lumber king of New Brunswick. Fredericton is also a central point from which ready access may be had to the great game and fishing regions of the country, some of which are within a comparatively short distance of the city. It is also an objective point for summer tourists, who find the climate and the surroundings even more than their fancy has led them to expect. The city has a population of about 7,000, and is beautifully laid out. The streets are wide and regular, very level, and the tasteful private residences are made still more attractive by an abundance of well kept grounds and a profusion of shade trees. The public buildings are of an important character. Among them are the Parliament and Government departmental buildings, the Normal and Training School for teachers, the civic and municipal structures, the English Cathedral and the University of New Brunswick. Fredericton is not only the official residence of the Governor and the headquarters of the Canadian infantry troops in the Province, but it is the seat of the Anglican bishop and of the Supreme Court of New Brunswick. It is also the centre of a rich manufacturing and agricultural district.

Although lumber has always been regarded as the great New Brunswick staple, it is already apparent to those who have perused the preceding pages that agriculture is with her as with the more western provinces a highly important institution.

Woodstock, 65 miles further up the river, is in the great farming county of Carleton, and is also a manufacturing centre. As with others of the cities

and towns of note, however, only a mention can be made of it at this time. In other parts of the Province are such important places as St. Stephen, the live and enterprising city on the borders of Maine; Moncton, the busy and ever-growing railway and manufacturing city to the eastward of St. John with a population of some 10,000, with many other places, such as Sussex, Sackville, etc., all of which are worthy of the attention of the traveller and of him who seeks to settle or invest his capital in this part of the world.

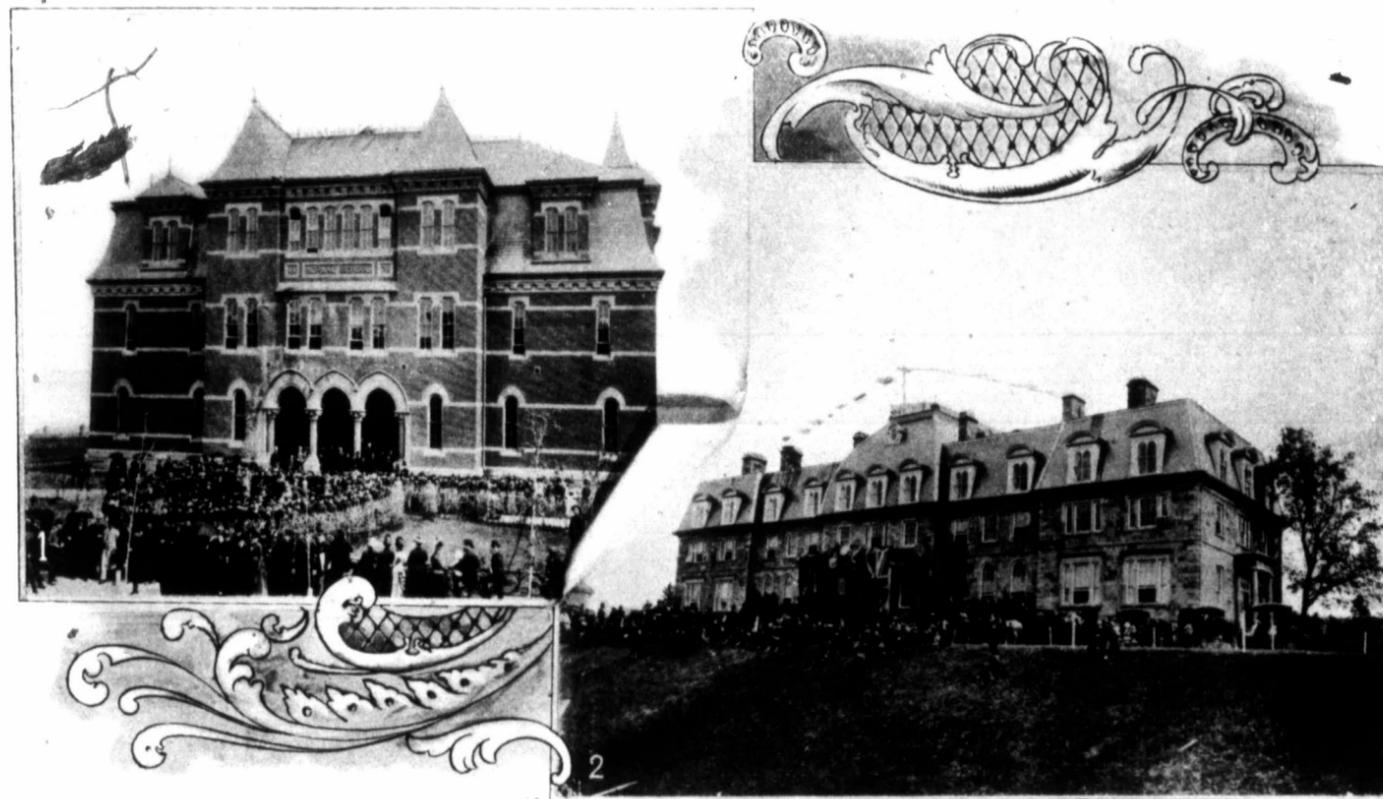
One of the most important towns in the Province is Chatham, the commercial centre of the great Miramichi lumbering, fishing and farming region. It has now a population of upwards of 6,000, and is rapidly growing under the stimulus of increasing trade and commerce. The Miramichi is one of the principal lumber districts of New Brunswick, and a recent year's shipment of spruce from Chatham, Newcastle and other points in the vicinity, was 108,000,000 superficial feet of deal, etc., to ports beyond the sea, not including the large shipments of smaller lumber to the United States. About a third of this was shipped by one extensive concern at Chatham. In addition to the 27 saw mills in this one county of Northumberland, there are two pulp mills at Chatham, one of them representing a cost of upwards of \$800,000. The output is about 300 tons a week, and the amount disbursed in the cost of manufacture will approximate \$9,000 each week. Chatham also does a large business in the shipment of fish, and it is the market town for a large area of country. It consumes all that the farmers can raise in the rich agricultural district in which it is situated, and it is one of the places where there is a steady demand for building lots and houses for the increasing population. The cod, smelt, and other fish which form an important feature of the shipments from Miramichi, are referred to elsewhere in this sketch. Chatham has railway connection by the Canada Eastern across the Province, and by the Intercolonial Railway and its connections with all parts of Canada and the United States. Newcastle, a few miles further up the river, is directly on the line of the Intercolonial, and much that has been said of Chatham will also apply to it and its business enterprises. Outside of Great Britain itself, and excepting the long and narrow territory of Prince Edward Island, there is not

in the British Empire a territorial division so well provided with railways as is New Brunswick. There are nearly 1,600 miles of line, or one mile of line for each nineteen miles of area. If placed to run north and south at equal distances apart, they would traverse the length of the Province seven times, and be practically within the reach of every man's door. The greater portion of them having been built to supply local needs, they are well distributed over the country, and thus bring all the important districts in touch with each other. Connecting with the great through lines, the most remote of the Provincial roads is a part of the complete and wonderful railway system which is in communication with every part of the continent. This very desirable condition of affairs has been due to the liberal and far-sighted policy of the Provincial Government in extending every possible aid to railway enterprise for many years past. The subsidies to the various lines, twenty-three in number, have amounted to nearly \$10,000,000, half of which has been given to these important works since the confederation of the Provinces, and is in addition to the large expenditure by the Dominion Government for railway purposes. This expenditure of the Provincial Government has been more than justified by the development of portions of the country which now offer rich fields for enterprise. A similar progressive spirit has been shown in the matter of great roads, bridges and other public works. In the matter of bridges alone nearly half a million dollars has been expended in

replacing the old time structures with permanent bridges of the most substantial type, a true economy, when the continual losses and charges for repairs under the former system are taken into consideration. With each year, also, the question of good roads for all classes of vehicles receives greater consideration, and the highways of the Province are given increased attention. The lumber industry is a very important one in the Province, and the value of the

annual exports in this line has already been stated at between five and six million dollars a year. Spruce deals for Great Britain form the principal item of the shipments, and these are sent both from St. John and other ports on the Bay of Fundy, and from the great lumber districts which lie along the Gulf of St. Lawrence and Baie de Chaleur. Other classes of lumber are sent to southern countries and to various parts of the United States. Some very large concerns are engaged in this business, and its results affect all classes. Smaller operators are found in all parts of the country, including many farmers who find opportunity to go to the

lumber woods at periods when their farms least require their attention. There are over 4,000 square miles of vacant Crown lands in the Province, on which are vast quantities of the best of timber, to say nothing of the unlimited opportunities for obtaining wood for the manufacture of pulp. On the River St. John and its tributaries alone, there are more than 1,400 square miles of vacant Crown lands, on which, at a low estimate, are three hundred million



NEW BRUNSWICK EDUCATIONAL INSTITUTIONS.

1 NORMAL SCHOOL, FREDERICTON. 2 UNIVERSITY OF NEW BRUNSWICK, FREDERICTON.

superficial feet of merchantable spruce lumber, while further to the eastward, in the interior of the country, are almost unexplored forests, on the enormous timber value of which it would be difficult to place an estimate. Under the recent laws for the protection and preservation of the forests, there is no longer the apprehension that the supply of lumber is likely to be exhausted at an early day, but, on the contrary, judicious cutting will have the effect of permanently improving the timber domain.

In no country can the timber cut in the forest be more easily and cheaply conveyed to the mills and to its final destination than in New Brunswick. The water area of four hundred square miles makes a network of rivers and lakes, large and small, so connected as to be highways for the lumberman's purposes. The logs cut in the woods are hauled to the banks of the nearest available stream, and when the water is high, at certain seasons, may be floated into the larger rivers, and thence to any desired point. The railways, too, penetrating to all sections, are important factors where a saving of time and distance may be desired.

The spruce, however, important as it is, is far from being the only merchantable wood. The forests of New Brunswick abound with hard and soft woods of every species common to this latitude, some of which are of great economic value. White pine of the best description, and in some instances of enormous size, is found over a large area of the country, and has been a very important article of shipment. There are other kinds of pine and several varieties of spruce. The hemlock, a most useful wood for many purposes, including wharf building, has also a commercial value for its bark, which is used in tanning. Not only is the bark exported in its natural state, but factories for making bark extract are an important feature of the industries in some sections. The hachmatac is another useful wood, much in demand by shipbuilders and for ordinary construction purposes. The cedar is one of the most durable woods known, and for this reason it is the material chosen for the construction of telegraph lines and for railway ties. Large quantities of cedar are manufactured into roofing shingles, for which purpose no other wood known is so well adapted. The cedar is a very common wood in many parts

of the country, and the farmers use it to a large extent in making rough fences to enclose portions of their lands. The birch, a harder wood, is extensively used in the construction of heavy works, such as wharves, docks, shipbuilding, and the like, and is also in demand for the manufacture of many kinds of furniture. Large quantities of spool wood are made from it and shipped abroad. The maple, of which there are several varieties, is another wood prized for furniture and decorative purposes, having a beautiful grain and taking a very high finish. It makes the best of fuel. Among the varieties is the rock or sugar maple, from the sap of which large quantities of deliciously flavored sugar are made in the springtime. In good seasons nearly half a million pounds of this home-made sugar are manufactured by the farmers of New Brunswick, and it always commands a ready sale in any of the markets at home or abroad.

The elm, butternut, ash, oak, cherry, poplar and basswood, with many other kinds of trees, large and small, are found in various parts of the country, and all have their uses and value for the people.

While this is not pre-eminently a fruit country, many varieties of small fruits are indigenous to the soil, and cultivated species do remarkably well, especially along the River St. John and in other parts of the interior. As fine apples are raised here as can be found anywhere, with pears, plums, cherries and other marketable fruits. The berries, such as the strawberry and raspberry, are common in the fields, and the cultivated varieties are of the finest description. Among the common wild berries are the cranberry and blueberry, in which a large and profitable export trade is done.

New Brunswick is rich in mineral deposits, and there is every reason to believe that much remains to be developed in this respect. So much of the interior of the country is covered with forest, and such large tracts remain unexplored for deposits beneath the surface that, judging from what has already been discovered, the prospects are of a most encouraging nature. So many sources of wealth have been found ready for use above the ground that less attention has been paid to what is below than would have been the case

in a country less bountifully supplied with natural resources. As it is, coal, iron, gypsum, manganese, antimony and other useful products have been mined to a considerable extent, while gold, silver, copper, lead, etc., are found distributed over a wide area. An important source of industry is found in the building stone, especially the granite and freestone, of which there are extensive quarries in various parts of the Province. The red granite from Charlotte County is found in imposing structures all over the continent, from the Atlantic to the Pacific, and is unequalled for monumental and decorative uses. It is of a beautiful color and takes a high polish, which it retains under all conditions of exposure to the weather. The red and grey freestones, found in the eastern part of the Province, are also handsome and durable building material. In the vicinity of St. John, and at other places, are vast quantities of limestone, the converting of which into lime is a prominent industry, and must be a still more extensive one in the future. Beds of brick and pottery clay are so common, that the utilizing of them for manufactures is merely a question of capital. Salt springs abound in King's County, and the manufacture of dairy salt is carried on, and is to be a very important industry in the future. According to the last census, there were nearly 5,500 industrial establishments in New Brunswick, and since then this number has been materially increased. In this number are embraced all the ordinary trades and industries and many very extensive establishments. There

are about 500 saw mills, employing about 7,000 persons, and indirectly requiring the employment of many more. Among other industries employing large numbers of hands are five cotton mills, and to these must now be added the pulp mills, which are likely to increase in number within a very short time. An abundance of water power, cheap fuel, excellent sites for manufactories and the best of facilities for shipments by water and by rail, make New Brunswick, as a whole, a most desirable place for the investment of capital. In some instances special inducements are offered by municipalities in the way of reduced taxes or entire exemption from taxation for a term of years, varying with the nature and extent of the industry.

The deep sea and shore fisheries of New Brunswick are a most valuable heritage. With a seaboard of nearly 600 miles, every class of fish common to these latitudes is found in abundance. Among the principal fish are cod, halibut, salmon, herring and mackerel, with great quantities of lobsters, oysters and other edible shell-fish. In some years, between two and three thousand men are engaged in the actual work of fishing, but, as in all parts of the world, this is an industry in which the seasons vary. The value of the vessels and other appliances connected with the fisheries of the Province is about two million dollars, and the value of the annual catch may be put at between four and five million dollars. The catch of herring alone considerably exceeds a million dollars in value in good seasons, the value of the lobsters



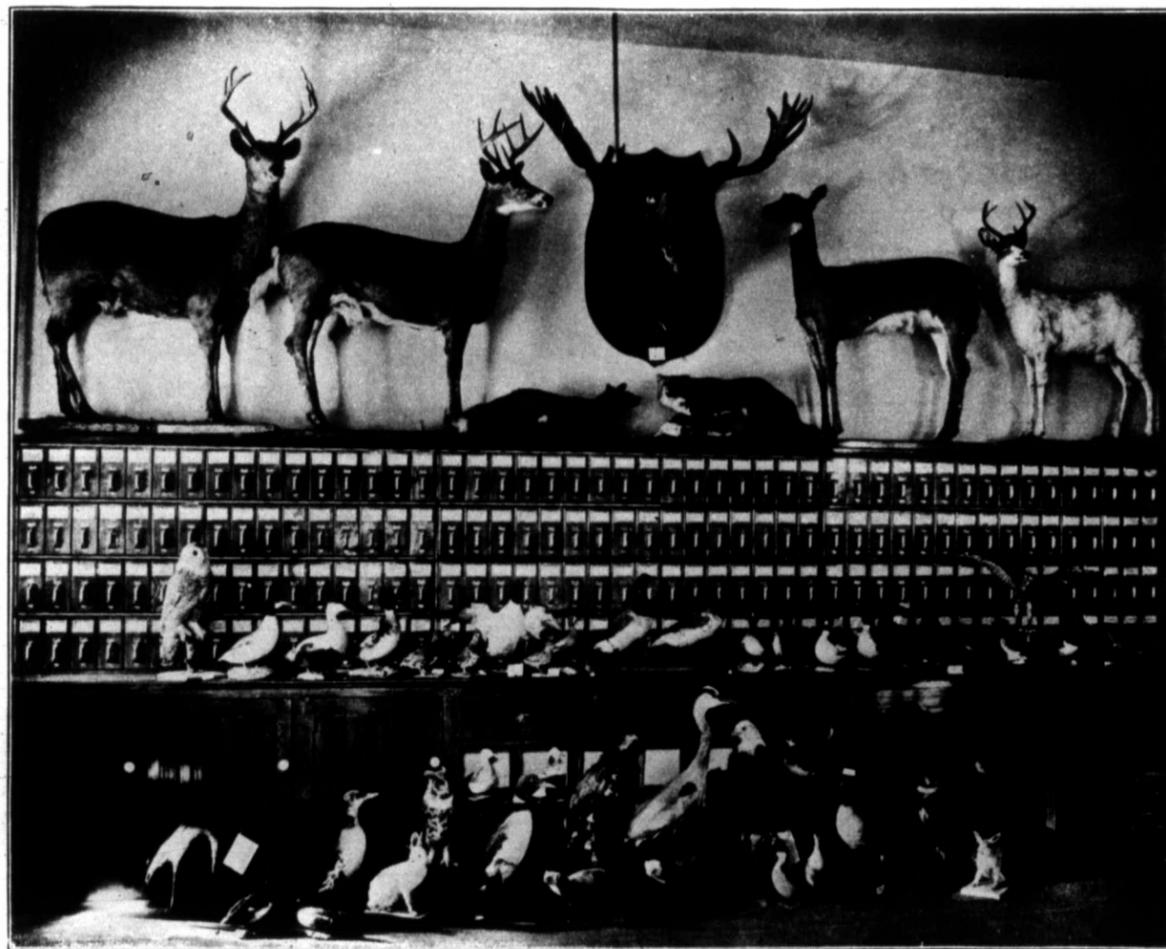
GAME ANIMALS OF NEW BRUNSWICK.

of the vessels and other appliances connected with the fisheries of the Province is about two million dollars, and the value of the annual catch may be put at between four and five million dollars. The catch of herring alone considerably exceeds a million dollars in value in good seasons, the value of the lobsters

approaches half a million, while Prince Edward Island alone, of all the Provinces, exceeds New Brunswick in the value of its oysters. The oysters are chiefly found along the shore of Northumberland Strait, while the other fisheries are everywhere off the coast at Baie de Chaleur, on the Gulf of St. Lawrence and in the Bay of Fundy. The counties which lie along the Gulf of St. Lawrence and Baie de Chaleur are especially notable for their fisheries, the value of which in this district was about \$3,400,000 according to the last available returns, and there were engaged more than 200 vessels, about 3,500 boats, with over half a million fathoms of nets, in addition to between two and three thousand smelt nets and nets of other kinds. There were 173,420 lobster traps, and nearly 200 lobster canning factories, employing upwards of 4,000 hands. The value of the herring caught was nearly a million dollars, of the cod somewhat less than half a million dollars, with about the same values of salmon and smelts. Large quantities of the dried cod are sent to Italy. The value of lobsters amounted to nearly a third of a million dollars, and it was not a good average lobster year in some districts. These returns are chiefly from the Counties of Gloucester, Northumberland, Kent and Westmorland. Did space permit, much more that is of interest could be given in respect to the fisheries both of this and other parts of the Province. The river fisheries of New Brunswick have a very extended fame, and with good reason, for here are some of the finest salmon and trout

streams on the continent. Each season sees a constant succession of enthusiastic sportsmen from all parts of America in search of recreation with the rod on these famous rivers. One of these, the Restigouche, at the northern boundary of the Province, has a reputation which is world-wide, and it is considered to be without an equal anywhere. Thousands of dollars are paid

for the leases of fishing privileges on this river and those connected with it, but those who enjoy the sport are more than satisfied with the phenomenal salmon and trout which are captured. The Nepisiguit, which empties into La Baie de Chaleur at Bathurst, is another notable river, while further to the south the Miramichi and its tributary waters afford unlimited opportunities for the rod and line fisherman. On the western side of the Province is the Tobique, another famous stream, which empties into the St. John, and there are many other excellent fishing rivers, of which even a mention cannot be made in the limits of this article. There is good fishing for either trout or salmon, and in many cases for both, in every one of the fifteen counties of the Province, and in most instances it is of a kind that strangers willingly come hundreds of miles each year to enjoy.



GAME BIRDS AND ANIMALS OF NEW BRUNSWICK.

While Canada has a fame as a land of big game, it may not be generally known that New Brunswick has more of this game, in proportion to its area, than has any part of the Dominion. This is equivalent to saying that it is the greatest game country in America, which is a truth capable of easy

demonstration. There is no territory of similar area which can claim to be its peer in respect to moose, caribou, deer and other game worthy of the skill of the expert hunter. With an efficient game law, carefully enforced, this game is not only not becoming more scarce, but there is every reason to believe that it is likely to increase. There is no wholesale slaughter as in the earlier years of the country, but sufficient close seasons are fixed, and in the open season no one person is allowed to take or kill more than one moose, one caribou or two deer. The killing of female moose is wholly prohibited, and there are other restrictions which the experience of this and other countries has found to be necessary.

The vast forests of the interior, to which reference has already been made, are the homes of this large game, but it is found well distributed throughout the Province, and some of the best of shooting is within five hours' railway from St. John, the commercial metropolis. At least one-third of the area of the Province is good hunting-ground, and some of it is without an equal. By the aid of the numerous railways all parts of it are easily, cheaply and quickly reached, though one who disdains this modern auxiliary of the sportsman, and desires to rough it in the old-fashioned way, has a choice of more than seven million acres of ungranted land over which to pursue his investigations. In whatever way he may go, he is sure of seeing game, and of securing it if he knows anything about shooting. Moose are found in twelve of the fifteen counties, and every county has either moose, caribou or deer, while smaller game is abundant in all parts of the Province. The moose are the largest and finest in America, for though Alaska has had a record for the great size of these animals, that record has been equalled in New Brunswick by the recent shooting of one with a spread of 67 inches from tip to tip of the antlers. A number of those taken in recent years have had a measurement of from 64 to 66 inches, while 50 inches is a common size. One thousand pounds is considered a good, but not uncommon, weight for a moose in this country.

To the north and east of the River St. John is a tract of country about 150 miles long and having a width of more than 100 in places, which is one

vast game region, traversed by railways and easily reached at all seasons by one who is at Fredericton, St. John, or such towns as Chatham and Newcastle, on the eastern shore. Here are found the moose, caribou, deer and bear, and a great variety of smaller game. When one has to leave the railway, good routes are found through the forests to the camping grounds, while an infinite variety of voyages by canoe may be made along the rivers. The head waters of these streams are very often so near to each other that the light canoes may be carried a short distance over the land from one river to make the descent of another river in a wholly different direction. In this way one may go from the City of St. John, on the Bay of Fundy, and make a canoe voyage through the country to the Baie de Chaleur and the Gulf of St. Lawrence, or even to the River St. Lawrence, in the Province of Quebec.

Wild geese, duck, brant, plover, snipe, etc., are found in enormous numbers along the northern and eastern shores of the Province, and to some extent in the Bay of Fundy. Woodcock are plentiful in a number of districts, while partridge are most abundant in every part of the country. New Brunswick is in every sense a land of fish and game, and under the present protective laws it must continue to be such for a long period in the future. These matters are under the control of the Crown Lands Department, and any further information in regard to them will be furnished on application to the Surveyor-General.

All who come to this part of the world for pleasure, however, are not in quest of opportunities for fishing and shooting. The majority are in search of summer recreation, and for these the Province offers many and varied attractions. As has already been said, it is each year becoming more and more of a tourist country for the people from the south and west. It is a sanitarium where the feeble may regain strength without the aid of the doctor, and where the weary in mind and body may fit themselves anew for the battle of life. Two great systems of railway give access to the Province, traverse some of the best portions of it, and by the aid of connecting lines reach every section which the tourist may desire to visit. The Canadian Pacific Railway, the ocean-to-ocean route, runs the best class of express trains between St.

John and Montreal, and gives a rapid service between St. John and Boston. Within the Province, this line reaches to the northward along the course of the St. John River to the north-eastern boundary, with Fredericton and many smaller attractive places along the route. From Fredericton one may go eastward across the country to Miramichi, by the Canada Eastern Railway, and connect with the Intercolonial Railway for all points north and south in New Brunswick and Nova Scotia, as well as for Prince Edward Island. The intercolonial is part of the Canadian Government railway system. It extends from Montreal to Halifax. In New Brunswick it runs along the northern and eastern shore from the Quebec boundary to the boundary of Nova Scotia, intersected by a portion which connects St. John with Northumberland Strait. This is the great tourist route of America, and full information regarding its attractions may be had by addressing the general passenger agent at Moncton, where the head offices are located. The famous trout and salmon fishing rivers are along this line, while the most delightful summer outings, with unexcelled facilities for boating and sea-bathing, are found everywhere along the shores of the Baie de Chaleur and the Gulf of St. Lawrence. In every part of the Province to which pleasure-seekers are likely to resort, good accommodation is found, either at well-kept hotels in the cities, towns and villages, or at farm houses, which give absolute rest and comfort in the more remote districts. The cost of travel and of accommodation generally, is very low, while the variety of scenery and of opportunities

for recreation is not excelled in any part of Canada. Strangers are equally charmed with the pleasures of the sea shore and the beauties of the interior, while the scenery of the magnificent River St. John has been the theme of many a traveller's song of praise. Scant justice has been done in the past to New Brunswick as a home for immigrants. While other parts of Canada have been advertised abroad, and strenuous efforts have been made to secure the attention of intending settlers in the New World, this Province has merely

taken what has come to it in the natural course of things. In this age of competition, countries, as well as individuals, must not be content to rest on their own merits without letting the world know something of their capabilities, and the government of to-day has recognized this fact. The efforts now making are not to secure an indiscriminate throng of fortune-hunters, such as pour into the countries when gold or silver are discovered, but to aid in settling the Province with the best class of settlers, who have the qualities of good citizens about them, and whose industry and good character will make them desirable acquisitions to any

land. Many of this class have already settled in New Brunswick, where they have their own little colonies, and have really a home in a new land. More of the same class are expected, and thus throughout the Province are being laid the broad foundations of good citizenship for all time to come. The ease with which all parts of the Province may be reached has already been pointed out. It will thus be seen how admirably adapted it is for settlement, few



NEW BRUNSWICK EXHIBIT.

1 VEGETABLES. 2 FRUIT. 3 WHEAT. 4 CHEESE.

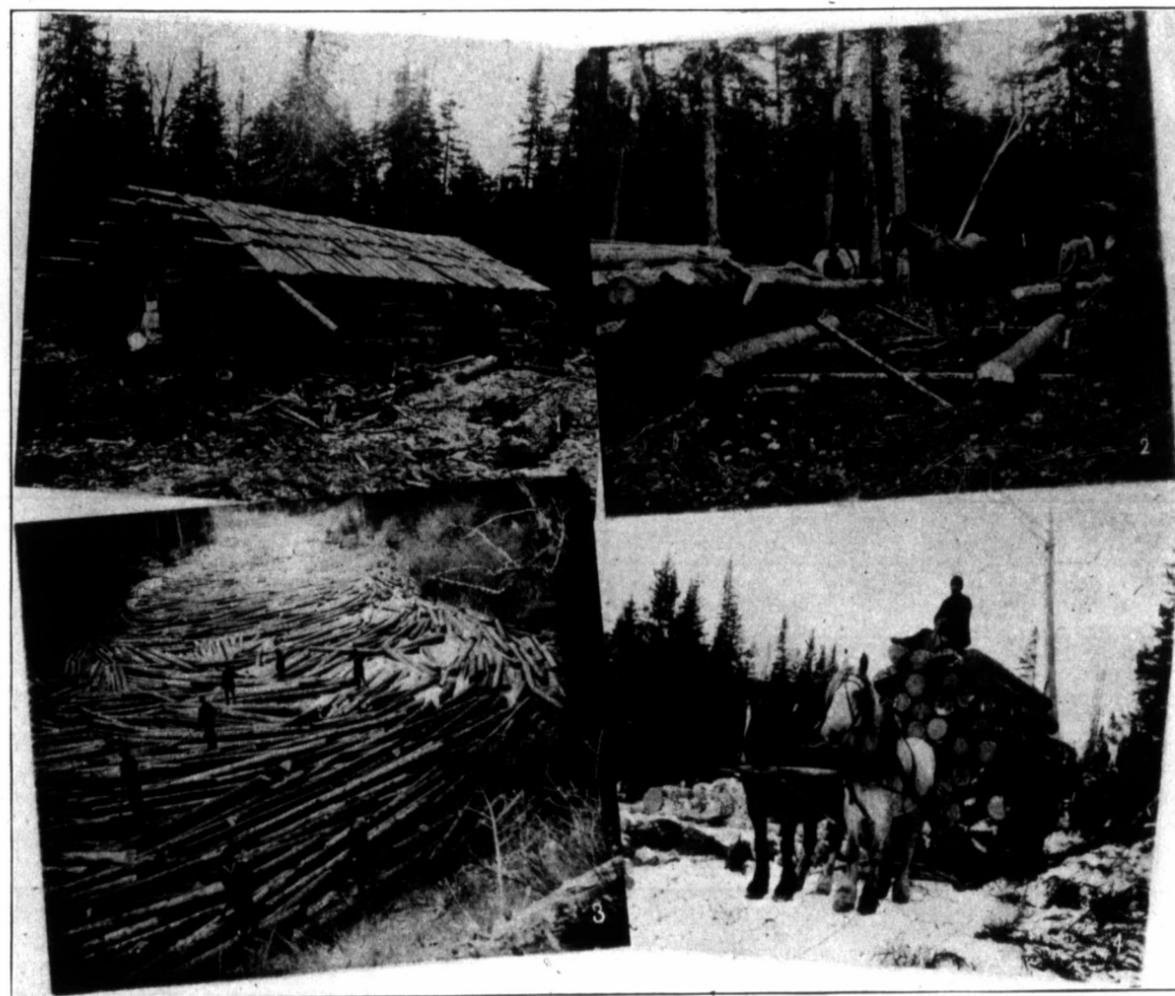
parts of it being really remote from markets and bases of supply. The contour and physical features of the country make all parts of it easily accessible, and all sections are available for settlement as the increase of population may demand. The total area of the Province is 17,393,410 acres, of which a little less than 10,000,000 are granted lands, leaving more than 7,000,000 acres open for settlement by direct acquisition from the Government. Apart from this, there are always opportunities in the older parts of the country for securing the best class of cleared farms at very moderate cost. Of the Government lands, large areas of the finest description, capable of sustaining hundreds of thousands of farmers, are to be had on very easy conditions. In addition to these choice lands, there are great tracts of forest, where the land is excellent for most purposes, but which does not rank as farming land of the best quality. At least two million acres of the public lands are fit for settlement, on a very moderate estimate, and the actual quantity is probably much greater.

More than 1,400 square miles of these vacant lands are situated on the River St. John and its branches, and much of this is of a very excellent description. At the northern part of the Province, in Victoria County and the southern part of Restigouche County, is an unsettled territory which contains some of the best land in the country, a fertile belt capable of sustaining tens of thousands of families. It yet awaits the settler, but some day it must be one of the famous farming regions of this

part of the world. The principal portion of the vacant lands on the River St. John are in the vicinity of Grand Lake, a large inland water which has its outlet on the river, and on the Tobique River and its branches. The Tobique flows through Victoria County and empties into the St. John. Some of the most fertile land in the Province is in this part of the country, and the vacant lands around the Tobique amount to 105 square miles.

In the rich, but, as yet, thinly settled County of Restigouche, are 400 square miles of vacant land; the great County of Northumberland has between 800 and 900 square miles vacant, and the adjoining County of Gloucester has about the same number. Charlotte County has over 300, Kent nearly 200, while Westmoreland, Albert and St. John have much smaller quantities. When it is remembered that a square mile means 640 acres, some of these figures may seem large, but it must be understood that there are large counties in New Brunswick. Northumberland, for instance, has an area of more than two and three-quarter million acres, so that only about a tenth of it is available as vacant land. The Government does not make any absolutely free grants, but the conditions under which a lot of one hun-

dred acres can be obtained by actual settlers are so easy as to be within the reach of any man who has health and energy. He may pay twenty dollars in money to aid in the construction of the roads and bridges in his locality, or he has the choice of another method, by which he pays no money, but



LUMBER OPERATIONS OF EARNEST HUTCHINSON ON MIRAMICHI, N.B.

performs work on these roads and bridges to a certain extent each season for three years, at the rate of ten dollars a year. In either case he is doing work which is not only for the general good, but is of particular benefit to himself. Within two years after obtaining permission to occupy the land, he must build on it a house not less than 16 by 20 feet in size, and clear at least two acres of the land. When he has resided there three consecutive years, cleared and cultivated ten acres, and complied with the conditions already named, an absolute grant of the 100 acres will be made to him, and he will have a home as against all comers. In order to make the condition as to three years' residence as easy as possible, and yet to protect the bona fide settler, the applicant may from time to time absent himself from the land in order to follow other occupations, to assist him in supporting himself and family while he is making his future home the place he intends it to be for his permanent source of livelihood. There are various ways in which an industrious man may thus earn money both in summer and winter, in lumbering and otherwise, and an active worker of steady habits need never want for employment in this part of the world. All required information as to available lands, and the conditions under which they may be secured, may be had by addressing the Surveyor-General at Fredericton.

That farmers in New Brunswick prosper is shown by the number of them who are well-to-do in every county. The seven millions of dollars in the savings bank at Fredericton is chiefly the money of the farmers, and represents only one section of the Province. New Brunswick produces about five million bushels of potatoes in a year, more than three million bushels of

oats, and about half a million tons of hay. Other field crops are in proportion. All these crops do well in every section of the Province. Every farm has its fields of upland hay, while some parts of the country have the best of natural hayfields in the form of marsh and intervale meadows. The marshes, of which there are more than 100,000 acres in this Province at the head of the Bay of Fundy alone, are of inexhaustible fertility. The dykes protect them from the sea at ordinary times, but when they require renewing, at long intervals, the tide is allowed to flow in upon them, depositing a coating of fine mud, which makes the best of fertilizers. The fresh water intervalles along the River St. John are inundated by the river during the spring freshets.

Too little attention has been given in the past to the raising of wheat, though many sections of the Province are well suited for this important cereal. The Provincial Government, recognizing this fact, has of late made the question of wheat and wheat mills a part of its policy. During the past year it has imported over three thousand bushels of the best seed wheat, which it has distributed among the farmers of the wheat districts at cost, and it offers a bonus, equal to about a fifth of the cost

of construction, to every mill built and equipped with machinery for producing the roller process flour. Under the stimulus of this encouragement, thirteen mills have been put under construction in various parts of the Province, one of which is at the City of St. John. Four of these mills are already in operation, and others will be begun within a short time. A liberal bonus is also given to ordinary grist mills, which introduce the roller process machinery, and the general results cannot but be beneficial to every section of the Province.



NEW BRUNSWICK TROUT.

Some of the finest beef cattle in the country are raised in the County of Westmoreland, and they have found great favor in the English market. Sheep, too, can be raised to a very much greater extent than has yet been attempted, while the raising of pork is likely to be a prominent branch of farming in the near future. The increase of pork-packing establishments has caused a demand which the farmers will be called upon to supply. Poultry raising is also attended with large profits, and a new stimulus has been given to it by the demands of the English markets supplied by the transatlantic steamers which make St. John their winter port.

It has been found, also, that there are great profits in dairy farming, to which increased attention has been given in recent years. Apart from what is produced by individual farmers, there are nine or ten butter factories in operation in the various counties, the production of which in a recent season was 81,000 pounds. There are more than half a hundred cheese factories, and in 1897 these produced 1,107,281 pounds of cheese. Of this, more than 400,000 pounds were exported to the English market, and a considerable quantity to the West Indies.

The Provincial Government has given much attention to the subject of agriculture, and has gone to a large expense in the importation of the finest specimens of improved stock for the benefit of farmers. The policy of the fostering agriculture is continually broadening as the needs of the farmers become apparent in this or that branch of their pursuit. In order that these interests may be better watched and provided for, the Government, in 1897, created the new Cabinet position of Secretary for Agriculture. Active and efficient agricultural societies, to the number of over fifty, are found in the various counties, having a membership of between four and five thousand practical farmers, many of whom are making a science of their occupation.

The seasons in New Brunswick are favorable to out-of-door work for a large portion of the year. Spring is a delightful time of year, and it is succeeded by a summer which is never oppressive in its heat, though there are occasional very warm days in the interior of the country. Near the seaboard

the summers are always cool. This season is followed by a long and mild autumn, which many consider the most pleasant time of the year. What is known as Indian summer comes between the 10th and 20th of November, or a little earlier in some years, after which the colder weather begins. The average time for the closing of navigation on the St. John River is the 20th of November, but in some years the date is much later and extends well into the month of December. It opens about the middle or latter part of April and in some years very early in the month. The winter bears no resemblance to the ridiculous caricatures which have gone abroad to represent that season in Canada. While there are short periods of keen cold, much of the weather is mild and the farmer can accomplish a great deal during the months the snow is on the ground. Working in the woods at this season is a pleasure rather than a toil, so bracing is the air and so little does one feel the fatigue of manual labor.

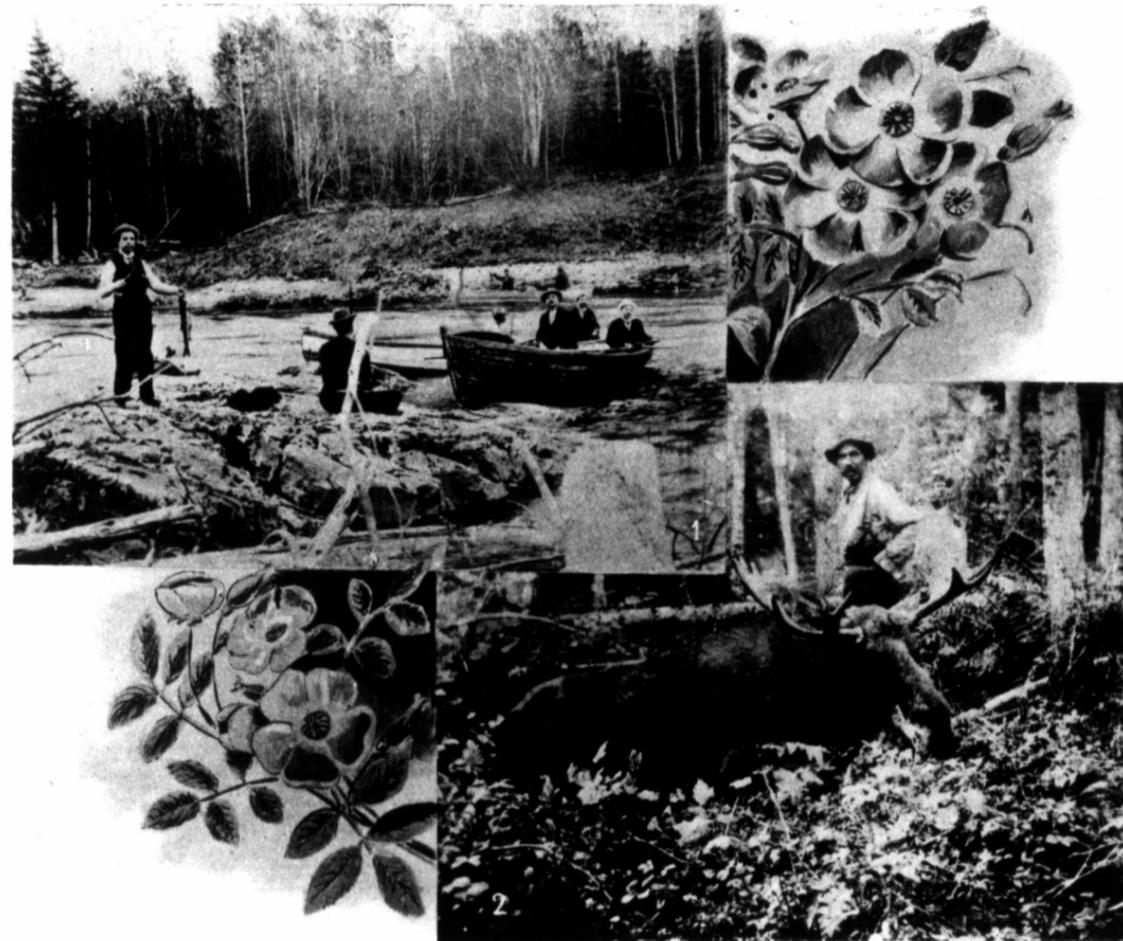
About one-seventh of the people of New Brunswick who are classed as having occupations follow agricultural pursuits, but the proportion to the total population is, of course, much larger when farmers' families, not included in this enumeration, are taken into consideration. Many of the farmers are wealthy, and all who intelligently follow this pursuit can live in comfort in this part of the world. The Lieutenant-Governor himself has been a farmer, and representatives of this class are found high in position in public affairs throughout the Province.

New Brunswick was originally settled by the French, and the Acadian French compose about one-sixth of the population at the present time. They are found chiefly in the northern and eastern counties and especially in Westmoreland, Gloucester and Kent. The principal settlement by the English began after the American Revolution, when large bodies of Loyalists sought a country under the British flag and made their homes in various parts of the Province. The City of St. John was founded by them in 1783. It is thus a comparatively new country in respect to English occupation, and when all things are considered it has made and is making wonderful progress, a growth that is not so rapid as it is sure. From time to time the population has

been augmented by immigration from England, Ireland, Scotland and various countries of Europe, including Scandinavia. Some of the smaller settlements partake strongly of the national characteristics of their founders.

There are nearly a thousand churches in the Province of New Brunswick, representing all shades of Christian belief. There is no established or state religion, though, when New Brunswick was a separate colony and under imperial regulations, the Church of England virtually occupied that position, as in the Mother Country. At the present time the Catholics number about 116,000, or somewhat more than one-third of the population, and the leading Protestant denominations are in the following order:—Baptists, about 80,000; Church of England, 43,000; Presbyterians, 41,000; Methodists, 36,000. Besides these are a number of the smaller denominations. Churches of some kind are found in every part of the country, and in the rural districts they are in more than relative proportion to the size of the population. King's County, for instance, has a church for every 175 people within its boundaries, and its population is about 24,000. In all parts of the Province harmony exists between people of different religious beliefs, and sectarian strife is unknown. The only attempts to excite such a feeling are those occasionally made by petty politicians to force themselves into temporary prominence, but they have not the sympathy of the body of the people, and in due time they fall by their own weapons.

The educational interests of the Province are provided for by a system of free public schools, which has been in operation for more than a quarter of a century. As a result, the proportion of those who are illiterate is small, and is composed largely of the more advanced in years, who were among the poorer class of immigrants in the days prior to the opportunities for free education. As it is now, there are over 1,700 free schools throughout the Province, some of them in the most remote and thinly settled districts, all taught by teachers who have taken the required course and have been certified as competent instructors. In the larger places the schools are graded so as to give the highest educational facilities. The public schools are non-sectarian, but in Catholic communities, religious instruction is permitted under certain definite regulations as to the hours. The cost of the school system is met by an assessment in ratio to the general taxes, and while it is not felt by the rich, is in no way burdensome to the poor. The school tax of the head of a family is insignificant when compared with what would be required to provide even a poor education for the children under the old system.



SPORTING SCENES IN NEW BRUNSWICK.
1 STREAM FISHING. 2 MOOSE SHOOTING.

In addition to the large number of free schools, there are a number of educational institutions, including fully equipped universities and colleges. The oldest of these is the University of New Brunswick, at Fredericton, formerly King's College. It receives government aid and is non-denominational in its character. The University of

Mount Allison, at Sackville, is a Methodist institution of high reputation, splendidly equipped in every department, and including a wide range of work. The University of St. Joseph, near Memramcook, in the same county, is the evolution of an academy designed primarily for the benefit of the Acadian French, but it now reaches all classes, and is the chief Catholic educational institution in the Province. It is under the charge of the religious order of the Congregation of the Holy Cross.

Taxes are very light in New Brunswick, and there is no direct taxation by either the Federal or Provincial Governments. The Dominion Government imposes a revenue tariff on all parts of Canada, which is adjusted from time to time with a view to reducing the customs duties on the articles most necessary to the people and which are imported from other countries. So far advanced is Canada in manufactures, however, nearly everything that is ordinarily required by the mass of the people is made in the country. The expenses of the Provincial Government are met by subsidies from the Government of Canada and from the revenues derived from Crown lands, etc. The only direct taxation is that imposed by the people themselves in each municipality, through the members of the County Councils whom they annually elect to represent them. This taxation varies in each county, according to the local requirements, but it is never a very serious matter. In the cities, the assessment is for civic purposes, and while considerably greater than in the country the benefits and advantages are in proportion to it. No special taxes on different kinds of personal property are imposed in any part of the Province.

New Brunswick is essentially governed by the people, to whom the Government is responsible for all its acts. The qualification for voting is so small that it practically means universal suffrage for any man who has reached the age of twenty-one and has either property of any kind or earns any wages. The Governor, appointed from Ottawa, holds his office for five years, but may be reappointed at the end of his term. All of the Governors appointed since the formation of the Dominion have been New Brunswick men who have worked their way to the front, sometimes from very humble beginnings, and have served the Province faithfully in other capacities. One of the former

Governors started in life as a poor errand boy, and it is within the possibilities that any bright boy at the present time may some day hold the chief executive position in his native Province or the Province of his adoption.

The Legislature consists of only one branch, consisting of 46 members, representing the various counties on the basis of relative size and population. They are elected for a term of four years, but the Assembly may be sooner dissolved and a new election may take place if the Government considers it advisable to have the voice of the people on any question. The Executive Council consists of seven members, and is at the present time constituted as follows:—Hon. Henry R. Emmerson, Premier and Chief Commissioner of Public Works, residence Dorchester, N.B.; Hon. L. J. Tweedie, Provincial Secretary, Chatham; Hon. A. S. White, Attorney-General, Sussex; Hon. Albert T. Dunn, Surveyor-General, St. John; Hon. C. H. Labillois, Commissioner for Agriculture, Dalhousie; Hon. L. P. Farris, White's Cove, and Hon. Ambrose D. Richard, Dorchester, members of the Government without portfolios.

The Chief Commissioner has charge of the roads and bridges, public buildings, etc., and has a very important department, involving large expenditures. There are nearly 2,500 miles of great roads in the Province, with a very large number of by-roads, with many rivers crossed by bridges. Among the public buildings which are looked after in this department is the Asylum for the Insane, a very completely arranged establishment at the City of St. John.

The Provincial Secretary is the Finance Minister, and the financial affairs of the Province are on a very sound basis. The old time bonds at six per cent. have been replaced from time to time by bonds at lower rates of interest, until the rate is now three per cent. No four per cent. bonds have been issued since 1897, at which time they realized a large premium. Indeed, in 1897, bonds bearing three and one-half per cent. interest were sold at a premium. In January, 1898, a three per cent. loan of a million dollars was disposed of at the remarkably good figure of 96. As the bonds netted this figure, they rank with the Dominion Government two and one-half per cents., the latter realizing in the vicinity of 92, while the brokerage and other expenses

added bring them pretty close to three per cents. The Provincial three per cent. loan of 1898 was made to meet the redemption of four per cent. bonds, that may be called in at the option of the Government after ten years from their date. It is the intention of the Government to call in all the bonds that have a provision for optional redemption, as fast as possible, substituting three per cent. issues. Nominally, the Province debt is somewhat over two and a third million dollars, but, as a matter of fact, the assets available for ready conversion into money, much more than offset this amount. Among the assets are nearly seven and a half million acres of land. The value of the public buildings is about \$370,000. Of the nominal debt the greater portion has been incurred in providing for works of permanent value to the country. The nearly five millions given in aid of Provincial railways since Confederation have been well expended in the public interest, as have been the large amounts devoted to highways and permanent bridges. Among the items of expenditure in the accounts for 1897 are over \$208,000 for education, \$195,800 for public works, and nearly \$20,000 for agriculture.

The Attorney-General is the legal adviser of the Government and is the Crown prosecutor. In the latter respect his duties are not onerous, for this is not a land where the criminal dockets are heavy, and very serious crimes are of rare occurrence.

The Surveyor-General is at the head of the Crown Lands Department, the receipts of which from sales of land and other sources were more than \$180,000 in the year 1897. This official also has charge of the inland fisheries and the game within the Province, and of the mining leases. The receipts from the leases of salmon and trout rivers, in the year last named, amounted to \$9,225, while nearly \$2,000 were paid in for licenses to hunt game, by sportsmen who were not residents of the Province.

The Secretary for Agriculture looks after the interests of the farmers, and his annual report shows the work that is being done in the various counties throughout New Brunswick. The position of Solicitor-General, who is auxiliary to the Attorney-General, is at present vacant.

The Government of New Brunswick is carried on without reference to federal party lines, and thus stands upon its own merits, free from the entanglements of Dominion politics, with which it has no concern. Each constituency chooses its members on whatever issue may seem of importance to it, and it can make a party issue if it so desires. In legislative work and in the conduct of the affairs of the Government, however, there is no line of Dominion politics drawn. In voting on debated questions in the legislature, the sides are of Government and Opposition on local issues, and in the constitution of the Cabinet men are chosen because of their fitness, and without reference to their political views in respect to the two great Canadian parties. The present Premier, a Liberal, succeeded a Conservative of whose Cabinet he had been a member, and the present Provincial Secretary is a Conservative. The other members of the executive come from both of the political parties. This system is an exemplification of the principle, so sound in civic and municipal affairs, that men should be chosen with reference to local matters, rather than that they should hold office because of their belief in politics, which do not pertain to the work they have in hand.

The judiciary of New Brunswick is composed of a Chief Justice and five Judges of the Supreme Court, one of whom is an Equity Judge. The Supreme Court meets at Fredericton at the regular terms, and the judges hold circuits in the various counties at stated times of the year. These judges are appointed from Ottawa, as are the judges of the County Courts, who have inferior jurisdiction. There are also parish courts for the hearing of cases involving small amounts.

Each county is a municipality, and councillors to transact its business are elected annually by the voters. These regulate the local assessment and appoint the required officers for parish purposes.

In what is intended to be a comprehensive sketch of this kind, much must of necessity be left unsaid in regard to the Province, its people and resources. There is no opportunity for detail, and even a general view is of necessity limited. Much might be told of the commercial importance of New Brunswick, its products of the field, the forest, the mine and the sea.



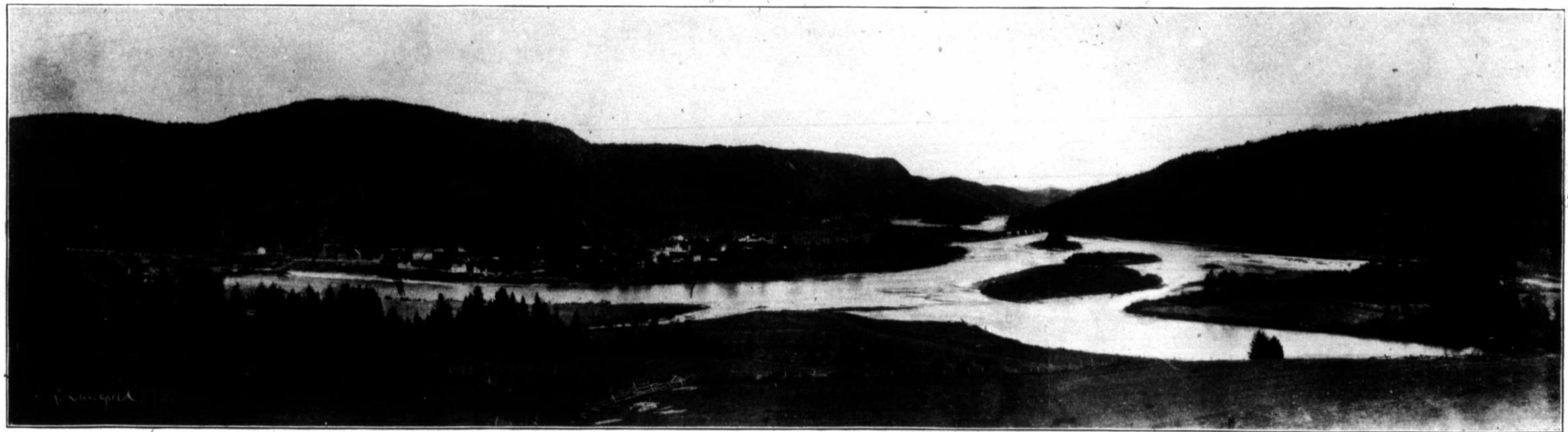
BEAUTEOUS NATURE ON THE INTERCOLONIAL RAILWAY OF CANADA.

- 1 GRAND METIS FALLS, P.Q., REACHED ONLY BY THE INTERCOLONIAL RAILWAY. 2 LAWLOR'S LAKE, NEAR ST. JOHN, N.B., ON INTERCOLONIAL RAILWAY. 3 NORTHWEST ARM, HALIFAX, ON INTERCOLONIAL RAILWAY.
 4 CAMPBELLTON, N.B., ON INTERCOLONIAL RAILWAY.



THE chances of your holiday outing being a success will be greatly enhanced should you visit the territory on or reached by the Intercolonial Railway of Canada. It has decidedly the advantages of picturesqueness, and no other route in America presents to tourists, invalids, hunters and fishermen, so many unrivalled attractions. Starting from its western terminus, Montreal, where connections are made with rail and steamer lines, the Intercolonial's superbly equipped train crosses the Victoria Jubilee Bridge and thence on to Quebec through a romantic country,

gouche Rivers, so famous for salmon fishing and for scenery, also the shores of the beautiful Baie des Chaleurs, embracing an ever-changing panorama of mountain, river, lake and seashore scenery. In the Provinces by the sea, the Intercolonial connects with all steamboat lines to Prince Edward Island, "The Garden of the Gulf of the St. Lawrence," and is the "All Rail Route" to Cape Breton, the Switzerland of Canada, with its famous Bras d'Or Lakes, immortalized by Charles Dudley Warner in his "Baddeck and That Sort of Thing," and is the only "All Rail Route" between the cities of St. John, N.B., and Halifax, N.S. This railway furnishes to the general traveller all the comforts, conveniences and luxuries of modern invention; while the pleasure



METAPEDIA, P.Q., INTERCOLONIAL RAILWAY.

wherein are many of Nature's beauty spots, and pretty little towns, among which are St. Hilaire and St. Hyacinthe, and in quick time Levis and Quebec are reached. For some distance the Intercolonial commands a magnificent view of this famous old city, crowned by its historic Citadel, and of the celebrated falls of Montmorenci, thence the train speeding away south skirts the shore of the mighty St. Lawrence, and follows the course of the Metapedia and Resti-

seeker, angler and sportsman will find elsewhere few, if any, equals to the numerous summer resorts and places of interest which it reaches. The hotels are comfortable and home-like, and the rates exceedingly low.

Guide books, timetables, etc., mailed free on application to the District Passenger Agent, Montreal or Halifax, the General Travelling Agent, Toronto, or the General Passenger Agent, Moncton, N.B.

THE PROVINCE OF NOVA SCOTIA



ONLY a narrow peninsula separates Nova Scotia from its sister Province New Brunswick. It has on the north the Gulf of St. Lawrence and on the west the Bay of Fundy. Its extent is about 21,731 square miles, including the Island of Cape Breton. The population by the census of 1891 was 450,396. The settlement of the country practically commenced in the year 1749, and has continued since with an influx of settlers from a number of sources, so that the population at present is made up of the descendants of the French inhabitants, Germans, Irish, Scotch, English and United Empire Loyalists. The nature of the country has largely determined the occupations of its inhabitants. The Atlantic shore which is bold and rocky is principally occupied by fishermen. The more central and northern counties, which have large tracts of fertile land, support a considerable farming industry. The interior of the country, which is extensively wooded, supports a considerable lumbering industry, while in Cape Breton, Pictou and Cumberland there are large coal mining and iron smelting industries, and on the coast there are numerous gold mines.

As will be understood from the small size of the Province it contains no large rivers. As it abounds in lakes there are numerous and important water powers which are beginning to be utilized for manufacturing and other purposes. The coast is provided everywhere with excellent harbors, is well lighted and buoyed, and free from any difficulties or impediments to navigation.

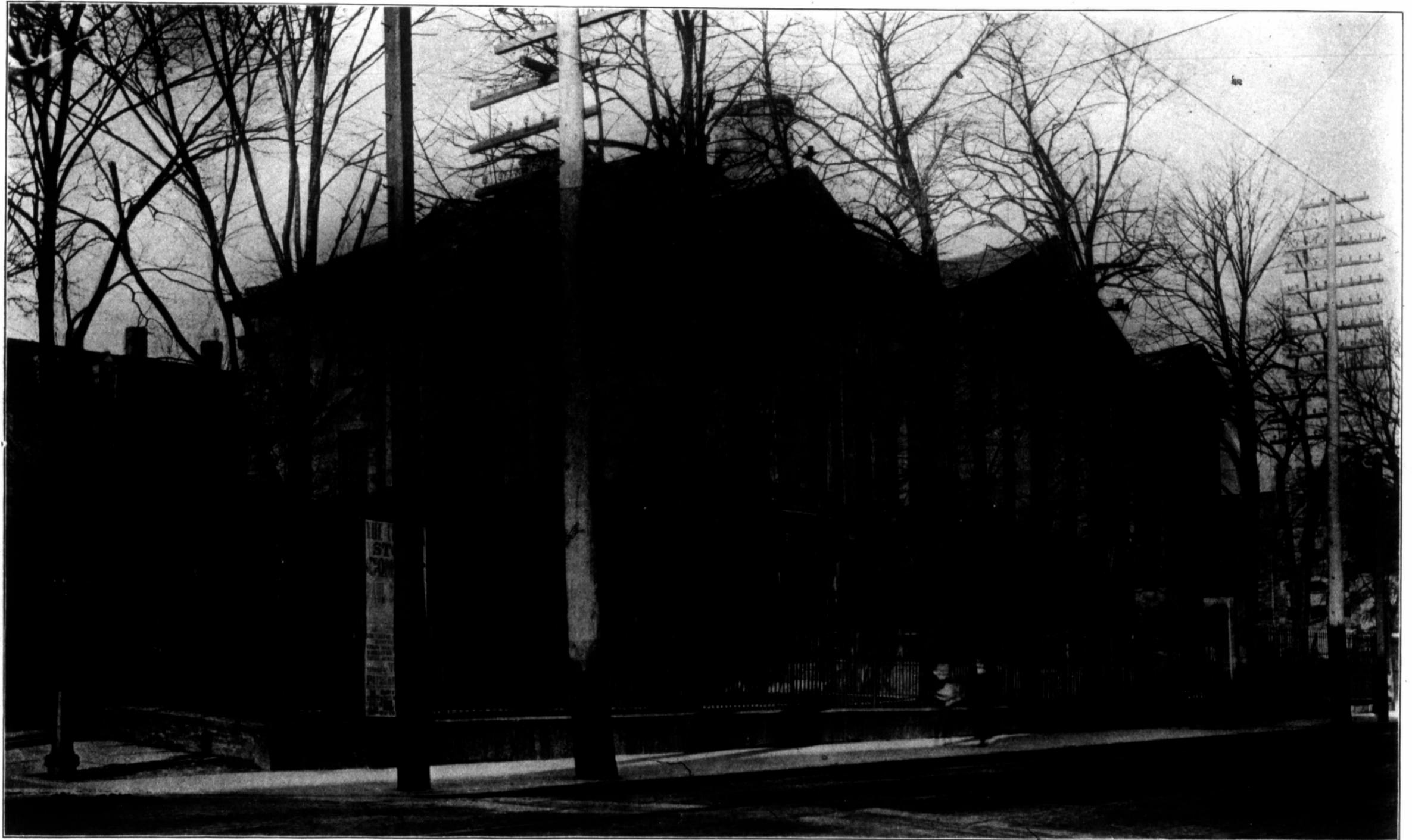
The construction of railways in Nova Scotia commenced in 1854, and since that time they have been systematically extended. At present Halifax, the capital, is connected by railway with Yarmouth, at the western extremity, and with Sydney, in the Island of Cape Breton, at the eastern extremity.

The Intercolonial Railway (Dominion Government) runs from Halifax to Montreal, and connects with the railway system of the continent. The branches from this railway connect with Prince Edward Island, Pictou, Parrsboro and Joggins. Other roads are in course of construction and projected, so that in a few years' time the Province will be abundantly supplied with railroad communication.

The Island of Cape Breton presents the peculiarity of having in its centre a large salt water lake known as the Bras d'Or. It penetrates into the recesses of the Island, and affords great facilities for internal communication. It has an opening into the Atlantic on the eastern side of the Island, and where it approaches the southern shore of the Island a canal has been constructed at St. Peters, capable of passing large vessels. By this means a route is furnished from the coal fields and eastern shore to the Gulf of St. Lawrence, which is shorter and more sheltered than the route by the Atlantic. The country is well supplied with roads through every part of it.

In addition to the above railway facilities steamers, subsidized by Government, run along the shore so that a complete system of transportation by water is supplied. A number of steamship lines make Halifax their headquarters, and connect with the United States, West Indies, Prince Edward Island, Newfoundland and Great Britain.

The climate of Nova Scotia is necessarily affected by its peculiar position. The severity of the winter season incident to its high latitude is modified by the fact that it is almost entirely surrounded by water, consequently the winters are very much less severe than they are in the mainland, and the heat of the summer is tempered by ocean breezes. The climate is remarkably healthy, as is shown by the records of the Imperial garrisons, from which it would



NOVA SCOTIA'S PARLIAMENT BUILDING, HALIFAX, N.S.

appear that it is the healthiest station the British soldiers are stationed in. There are no diseases peculiar to Nova Scotia. During the earlier settlement of the country, pulmonary complaints were common, but with the improvement in the modes of living, the drainage of large portions of the country, and the clearing of the forests, the mortality from this disease is not above the average of other countries. The mean temperature of the summer at Halifax is $62\frac{1}{2}$ degrees, and of the winter 30 degrees, the winter proper lasting about three months. The maximum heat in Nova Scotia rarely exceeds 80 degrees, and in winter time the greatest cold rarely exceeds zero.

The Atlantic coast is rugged and rocky; but happily it is broken by many beautiful and well-sheltered bays, harbors and havens, some of which run far inland, and are useful for purposes of commerce. The coast is also protected and rendered picturesque in many places by islands, large and small, resorts of sea fowl, and frequently favorite resorts of summer pleasure-seekers. No spots could be healthier in the hot summer time, for the breezes are ever cool and bracing, and the coves and creeks sandy and sheltered. Yarmouth, Shelburne, Liverpool, the long beaches of Petite Riviere, LaHave, Lunenburg, Mahone Bay, Chester, Margaret's Bay, to the south-west of Halifax; Cow Bay, Lawrencetown, Sheet Harbor, Guysboro, Port Mulgrave, and many a lovely spot in Cape Breton, to the east of Halifax, furnish every attraction that natural beauty of situation can impart. The other side of the Province is certainly not less attractive, though it is widely different. Digby, Annapolis, the shores of the Minas Basin, the whole westerly coast of the Bay of Fundy, is remarkably picturesque.

The soil in the interior of the country is as rich as could be wished; it is in many cases inexhaustibly fertile, and a source of perennial wealth to the farmer who is happy enough to be the proprietor. Along the northern coast, too, the soil is usually rich and good. On the flanks of the Cobequid hills the soil is usually thin, and requires more manure than is easily available; but in the "intervals" of those hills, the quiet spaces where the brooks and rivers begin, there is fertility as well as beauty, and it often happens that prosperous farms lie nestled and hid away in the bosom of the valley.

The system of public education in the Province of Nova Scotia is based upon legislation passed by the Provincial Government, which unites with the different sections in the support of the teachers, and in addition specially subsidizes academies, or finishing schools, in each county. The Government also supports a Normal School for the training of teachers at Truro.

The principle of education in Nova Scotia is that it is free and non-sectarian. However, the latter feature permits the employment of members of religious and other orders when licensed by the regular Provincial authority. The scheme of education is progressive through various steps to the High Schools and Academies, and thence to the Colleges and Universities. So broad is this scheme that a boy or girl can pass from the primary schools through the different grades to the High Schools, whence matriculation into the Colleges is a regular step. The Colleges, it may be remarked, are practically denominational, and as a rule, furnish opportunities for study equal to those of any other part of the Dominion. The country is divided into sections in each of which is a school, the teacher being supported partly by the County and section and also subsidized by the Provincial Government. The result of this is that few countries present better facilities for education, and it is an exceptional case where a Nova Scotian child does not find within its reach educational facilities that will fairly fit him for the duties of citizenship. There are also a number of large and well conducted private schools for children of both sexes; some are denominational and others are not.

The Government of Nova Scotia also supports a School of Agriculture at Truro, in which the theory and practice of farming as suited for Nova Scotia are taught and exemplified. A similar school for the teaching of Horticulture, with special attention to the growth of apples, peaches and plums, etc., has been established at Wolfville.

The Dominion Government supports at Maccan a large experimental farm which supplements the work of the two institutions maintained by the Provincial Government. Through the exertions of the staffs of these three important institutions, the farmers are gradually acquiring a better knowledge

of their occupations, and the benefits of the experience gained in this manner are already very evident. The Provincial Government also provides instruction and requires the managers and other coal mine officials to pass examinations before they can be entrusted with responsible positions. Night schools are also provided for those who are unable to attend day schools. Responsible government was conceded to the Province in 1847. The Lieutenant-Governor is appointed by the Dominion Government, and he has an executive of nine members selected from the Legislative Council and House of Assembly. The Legislative Council consists of 21 members appointed by the Government to serve for life. The duty of legislation devolves upon these two bodies. The Provincial Legislature has the power of passing laws for the regulation of matters not in conflict with the powers of the Dominion Government. The Civil and Criminal Laws are administered by judges appointed by the Federal Government for life. Appeals can be carried from the Supreme Court of Nova Scotia to the Supreme Court of Canada, sitting at Ottawa, and from there to the Privy Council of England.

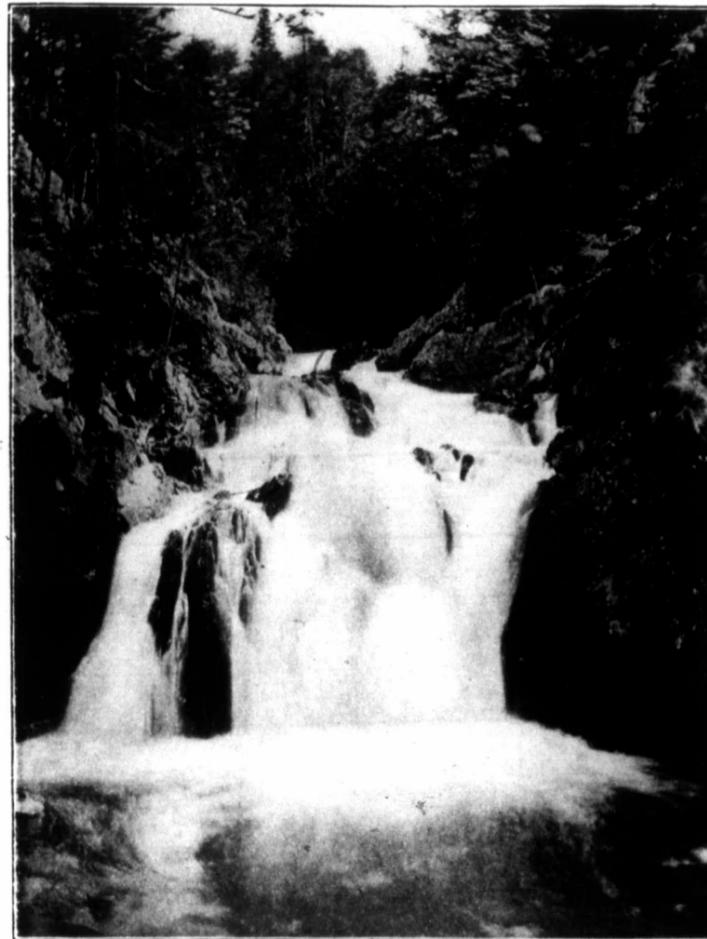
The qualification for voting for members of the House of Assembly, sitting at Halifax, is that the person must be of the full age of 21 years, and a subject of Her Majesty by birth or naturalization.

a) Every male person who shall have been assessed in respect of real property of the value of \$150, or in respect of personal property, or of personal and real property together, to the value of \$300. (b) Every yearly tenant of real property of the value of \$150, where the assessment on real property was by law levied upon the owners thereof, or the assessed value of whose personal property, combined with that of the real property so occupied by him as a

yearly tenant, shall have been three hundred dollars or upwards. (c) The son of every person qualified under the preceding sub-sections, if such person at the time of the last assessment shall have been in possession as owner or yearly tenant of sufficient property to qualify more than one voter, and if such son shall have resided in the residence or dwelling of his father, or on property owned by his father within the assessment district, for at least one year next prior to said assessment. (d) The son of every widow, if such widow, at the time of the last assessment, shall have been in possession, as owner or yearly tenant, of sufficient property to give a qualification to vote, if such son shall have resided in the residence or dwelling of his mother, or on property owned by his mother within the assessment district, for at least one year next prior to said assessment.

Members are elected to serve in the House of Commons, at Ottawa, for five years, and in the House of Assembly for five years. The Provincial franchise has been adopted for elections to the Federal Parliament.

The franchise in Nova Scotia is essentially popular and calculated to develop a sense of the privileges and responsibilities of citizenship. Every man may have, if he desires, a voice in the management of the country from the levying of an assessment for a trifling local matter, up to the policy and welfare of the Dominion. By preserving the form of monarchical stability of government and by the wide division of the franchise, the principles of the broadest democracy have full room. A settler from the United Kingdom will find here the same freedom of thought and speech as he enjoyed at home, and perhaps in a greater degree, as the country is not in



JOE HOWE FALLS, VICTORIA PARK, TRURO, N.S.

any way bound by the traditions and by the social and other restraints which are in force in the Old World.

The eastern section of the Province is largely occupied by the descendants of Highlanders, principally belonging to the Roman Catholic and Presbyterian Churches. In the centre and western portions of the Province Protestants of various denominations predominate. There is no established church and all denominations are totally untrammelled in the exercise of their religion and possession of property.

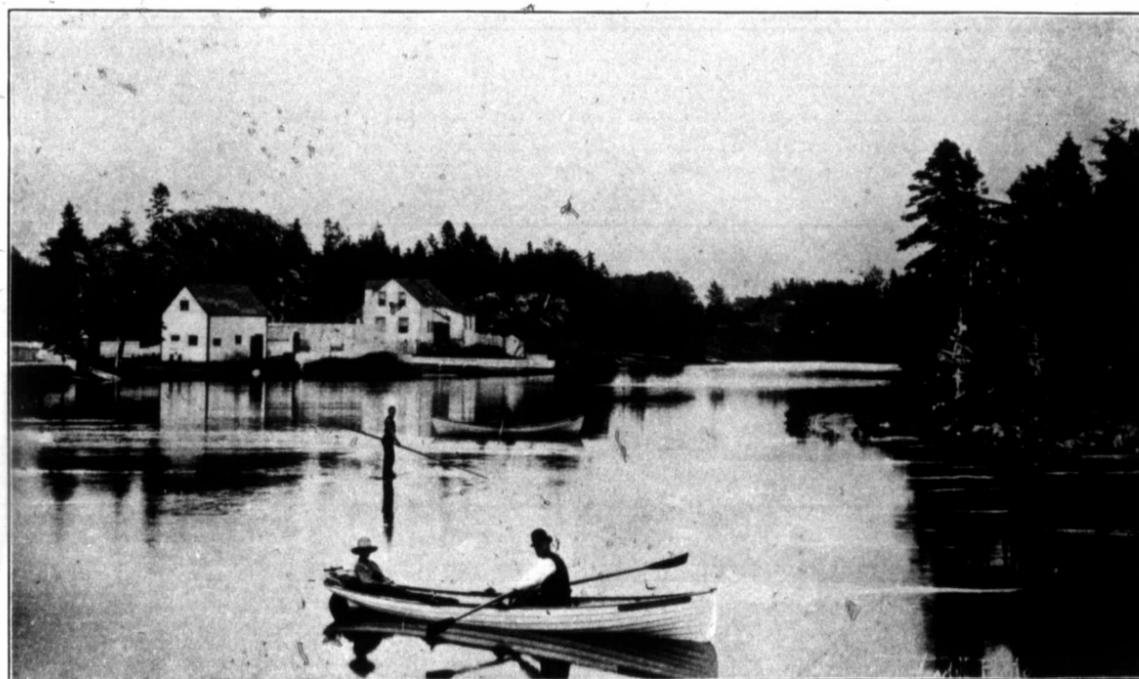
There are seven local banks of good standing, in addition to branches of the Bank of British North America and of the Bank of Montreal. The banking institutions of the Province have been conducted for a number of years with great skill and success. They have branches at all important parts of the Province wherever business warrants it, and by this means the facilities of banking operations are available everywhere. Some of these banks have Savings Bank branches, and the Dominion Government also has Post Office Savings Banks in all the principal villages and towns.

The low rate at which Provincial, county and municipal loans are floated bears evidence of the prosperity and good business thrift of the Province.

The manufacturing industries of Nova Scotia, while not as extensive as those of the Province of Quebec and Ontario, are becoming an important item in its industrial life. Among the most prominent may be mentioned the refining of sugar, the working of cotton mills, the manufacturing of iron and steel and the different castings and forgings made from these metals, the

building and repairs of ships both wood and iron. There are a number of woollen factories turning out clothes and other goods equal in quality and cheapness to any that are imported.

The manufacture of fertilizers, grind-stones, agricultural implements, wooden-ware in various forms, carriages, furniture, boots and shoes, cotton duck, machinery of all kinds, canned lobsters, canned fruit and vegetables, and the manufacture of boxes and barrels, etc., etc., may be referred to. The exports of Nova Scotia, to points outside of the Dominion of Canada, in 1897 were \$10,683,065.00; and the imports, \$7,657,242.00.



FRESH WATER CREEK, CAPE BRETON, N.S.

The position of Nova Scotia naturally led to a great attention to the fishing industry. The waters surrounding the coast are at a temperature which ensures the finest development of the best varieties of food fishes. Codfish, pollock, haddock, salmon, mackerel, herring and alewives are abundant. Large quantities of these fish are caught for home consumption, dried, cured and exported. In addition there are salmon, trout, shad, smelts and oysters. Cod fishing is the most valuable industry—last year the catch being valued at \$2,188,512. The value of the mackerel and other fish, although considerable, is much smaller. Next in importance to the cod fishery comes the lobster industry. The whole of the shores of Nova Scotia are particularly adapted to this crustacean, and it is extremely abundant. As soon as the art of canning lobsters was discovered, factories were put up all around the shores, and in 1897 the value of the catch was \$1,802,000. The total export of fish in 1897 from Nova Scotia was \$4,562,120. The total value of the catch in addition used for home consumption

and for export to the neighboring colonies would be in the neighborhood of \$7,000,000. It may also be mentioned that the rivers and lakes abound in salmon and trout and furnish unequalled opportunities for the angler's sport.

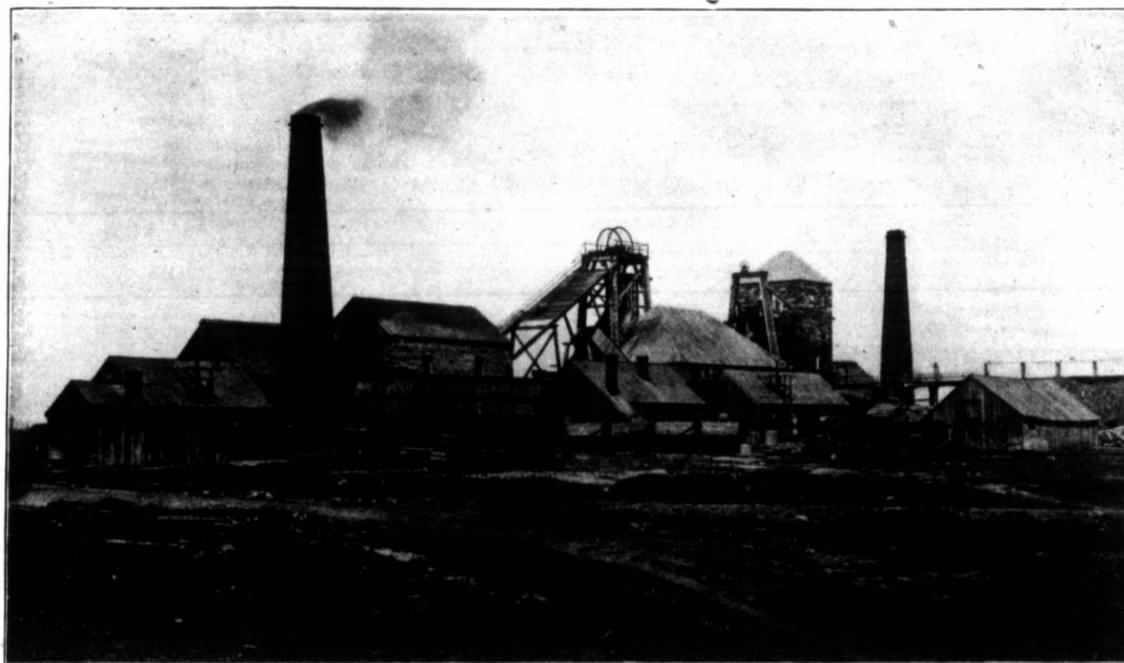
The proximity of Nova Scotia to the Great Banks of Newfoundland has led to the building of a large fleet of fishing vessels. The principal headquarters of this business is at Lunenburg, Lockeport, Shelburne and Barrington. In addition to this a large cod fishing business is kept up on the shore banks by means of small sail boats. Lobster catching, bank fishing, shore fishing and the capture of herring and mackerel in nets constitute the livelihood of a large proportion of the people living on the Atlantic Coast. The fisheries in the Island of Cape Breton and in the Bay of Fundy and on the northern side of the Province are not so extensive, and are regarded more as an adjunct to farming and other occupations.

The fishing interests of Nova Scotia have been the subject of much attention at the hands of the Dominion Government. They are practically reserved for the Nova Scotians, foreign vessels not being allowed to fish within three miles of the shore, or to enter harbors except for wood, water, shelter and repairs. The lobster fishery is also the subject of regulation, and it is hoped that the result of the measures that have been adopted will be that the fishing industry in Nova Scotia will long retain its present important position. The following summary of exports of fish from Nova Scotia to countries outside of the Dominion of Canada will be of interest. The value of the export of fish in 1897 was: Salmon, \$60,760; mackerel, \$161,606; herring, \$213,674;

cod, \$2,188,512; halibut, \$20,637; other fish, miscellaneous, \$109,863; lobster, \$1,802,019; total, \$4,557,071.

The Government provide at convenient places hatcheries for replenishing the lakes and rivers with trout and salmon, and experiments are being made in the breeding of codfish and lobsters, and it is also contemplated to establish a Marine Biological Station in connection with the fisheries of the lower Provinces. The Province of Nova Scotia has in the interior, large tracts of land which, while comparatively valueless for farming purposes, are admirably adapted for the growth of trees. The principal varieties of lumber cut in Nova Scotia are spruce and hemlock; small quantities of pine, birch, oak, ash and maple are also cut. The intersection of the country by numerous rivers and lakes, permits of cheap collection and transportation of the lumber to the saw mills, which are generally placed at the head of navigable tide waters. In addition, during the past few years, tracts of land inaccessible by these means have furnished supplies of lumber by portable steam mills.

The lumber is largely cut into deals and boards, for export to the West Indies, Great Britain and the United States. The hardwood goes almost entirely to England, for cabinet making and similar purposes. During the past few years, the manufacture of wood pulp has engaged much attention. A number of large establishments have been built in various parts of the Province, and their product finds a ready sale on the Continent and in the United States. The large tracts of land which yield lumber necessary for this purpose replenish themselves with great rapidity—as spruce will



THE PRINCESS PITS AT THE COLLIERY OF THE GENERAL MINING ASSOCIATION, LIMITED, AT SYDNEY MINES, N.S. PORT OF SHIPMENT, NORTH SYDNEY, C.B.

grow in 25 years to a size sufficient for the purpose of lumbermen. It appears probable that the extent of territory which may be considered tree-bearing is sufficiently large in this Province, and the rate of growth sufficiently rapid, to ensure for many years a large and permanent industry in the production of timber. The trade returns for 1897 show the following figures as the export of lumber, pulp, etc., from this Province—\$2,508,968.00.

As will be seen by reference to the mineral resources of the Province, there are few countries better adapted for building iron steamers and sailing vessels. It is probable that as capital is accumulated or invested in the Province, a large trade will be built up in this direction. At New Glasgow, for instance, there are large steel, boiler and machine works. Coal is abundant in the vicinity. Equally favorable natural conditions exist at several other places in the Province, and there is no reason why, at these points, ship-building could not be carried on more cheaply than in most countries, and possibly as cheaply as in the famous ship yards of the Clyde and other localities in England. The present tonnage owned in Nova Scotia is about 2,347,064 tons.

In this connection, it may be mentioned that Halifax has a large stone dry dock, which is capable of taking the largest ships afloat. There are also large marine slips at Halifax, Lunenburg, Pictou, Sydney, Hawkesbury and Yarmouth.

Nova Scotia has long been distinguished as a mineral producer. The mining resources of the Province are much more extensive than is generally known, and a list of minerals of economic value is a long and interesting one.

BB

Few of the English colonies offer a more promising field to the miner and capitalist. The natural position of Nova Scotia, projecting into the Atlantic, with fine harbors, a cheap fuel, numerous minerals, a healthy climate, and an orderly population, all combine to forecast an important and prosperous future for its mining resources.

The Nova Scotia coals belong entirely to the bituminous system, and are coking, free-burning and steam coals. There are three principal coal fields. The Sydney coal field occupies the eastern shore of Cape Breton County, and contains about 40 feet of coal in seams not less than four feet thick. This group of seams is known as the upper series, and is underlaid by other workable seams which as yet have received very little attention, but are known to be, in some cases, large and valuable. The coal of this district is bituminous, and especially adapted for gas and coke making, and for steam purposes, and is a well-known domestic fuel.

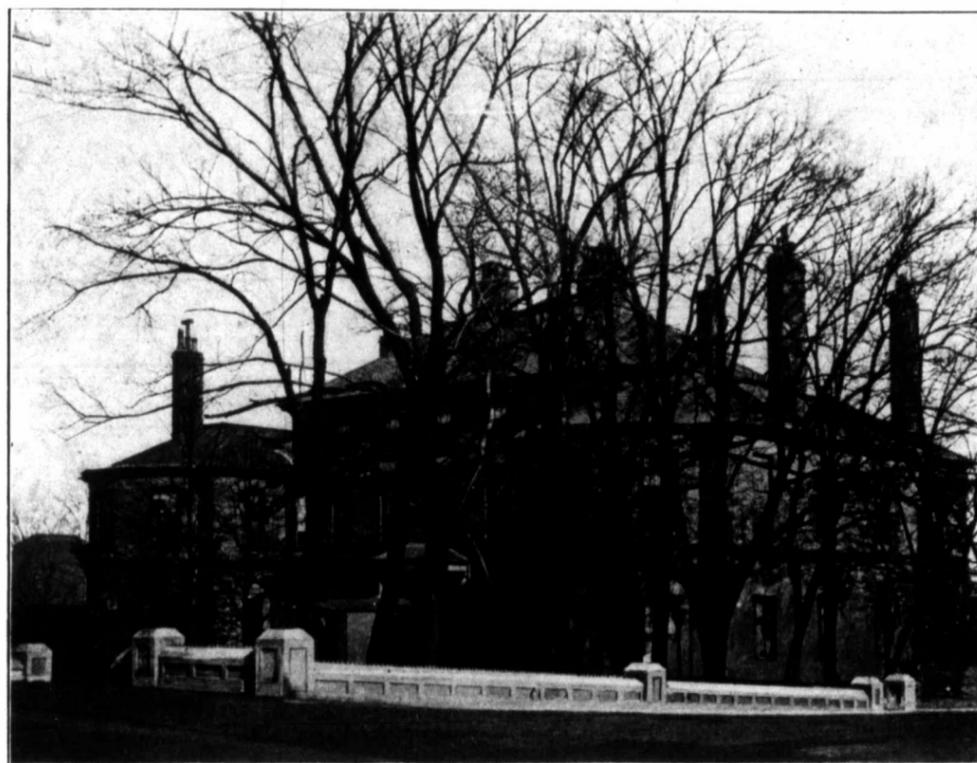
Official reports on the Cape Breton coals show that they are admirably suited for marine steam purposes, and Sydney is a well-known port of call for bunker coal. There are two large companies operating in this district—the Dominion Coal Company and the General Mining Association. Their combined output last year was about 1,114,000 tons.

The gold fields of Nova Scotia stretch in an irregular band along its Atlantic coast. Their area is estimated at about 3,000 square miles. The gold occurs in quartz veins from one inch to ten feet in thickness. The gold is generally visible in grains and small nuggets, and is also present in various



COUNTY ACADEMY, PICTOU, N.S.

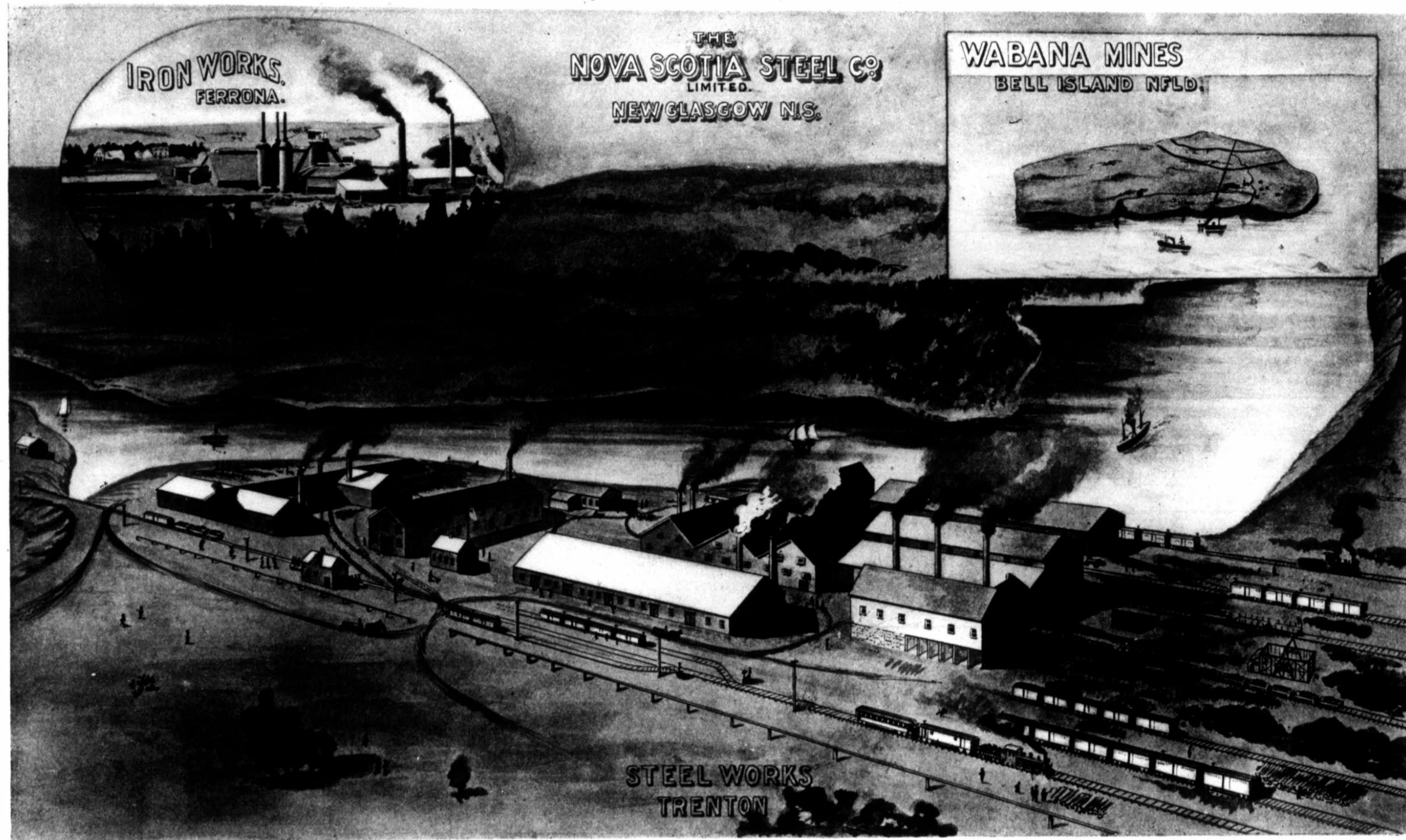
sulphides of iron, lead, copper, etc., which occur more or less abundantly in the veins. In places these veins are especially rich, and form what are called pay streaks, some of which have been followed to a depth of over 600 feet. In addition to these quartz veins there are in many of the districts belts of quartzite and slate, intersected by small quartz veins. It is found that frequently the veins and the rocks in these belts are more or less auriferous, and pay for crushing and working. Experience has shown that when a large quantity of this material is available, it yields a handsome profit even when it is not worth more than \$2.00 a ton. At present there are several mines working in the Province on these low grade deposits, and making profitable returns. Among these may be mentioned the Richardson mine, at Isaac's Harbor, which has for a number of years been profitably worked on a deposit of this character. A statement of the cost of working and of expenses during the month of May, 1898, at this mine, shows that 2,226 tons of quartz were crushed which yielded \$5,372 worth of gold at a cost of \$3,275, leaving a profit of \$2,097. Similar returns have been made from this mine during the whole of the year. As yet, little attention has been paid to alluvial gold mining in Nova Scotia, but there is no doubt that in many places the ground is rich enough to warrant systematic working and sluicing. As already mentioned, the various sulphides that occur with the gold in the quartz are auriferous. It has been found lately that at a great many other points in the Province, outside of what is known as the regular gold fields of the Province, there are deposits of metallic sulphurets of greater or less value in gold or silver. As yet little has been done in the way of testing and prospecting these deposits.



GOVERNMENT HOUSE HALIFAX, N.S.

They are found in the Cobequid Mountains, in Pictou County, and in the northern part of Cape Breton. The conditions under which these deposits occur are similar to those characterizing some of the best known gold and silver producing districts in the world, and there is every reason to believe that before long, the yield of gold in Nova Scotia from this source will be of much more importance than that hitherto extracted from the veins of the coast district. The principal gold mining districts are Isaac's Harbor, Sherbrooke, Tangier, Lake Catcha, Caribou, Oldham, Renfrew, Uniacke, Brookfield and Montague.

The iron ores of Nova Scotia are of great extent and variety, and frequently of very good quality. They are nearly all favorably situated for working and transportation. There is a blast furnace working at Ferrona, in Pictou County, and has been running steadily for several years on local ores mixed with ore imported from Newfoundland. This furnace produces a foundry and Bessemer pig. The latter is converted by the Nova Scotia Steel Company, a few miles distant, at Trenton, near New Glasgow. Another furnace has been running for some years at Londonderry, producing principally a foundry and forge pig. At Nictaux, in Annapolis County, there are large deposits of magnetite and red hematite which have been worked to some extent. At Londonderry, in Colchester County, in the Cobequid Mountains, there are very extensive veins carrying brown hematite which have been worked for a number of years. In Pictou County there are large deposits of specular ore, red hematite and brown hematite, which have been worked by the Ferrona furnace, and for use in a small charcoal furnace. Red hematite is also found at Arisaig, Clifton, Stewiacke,



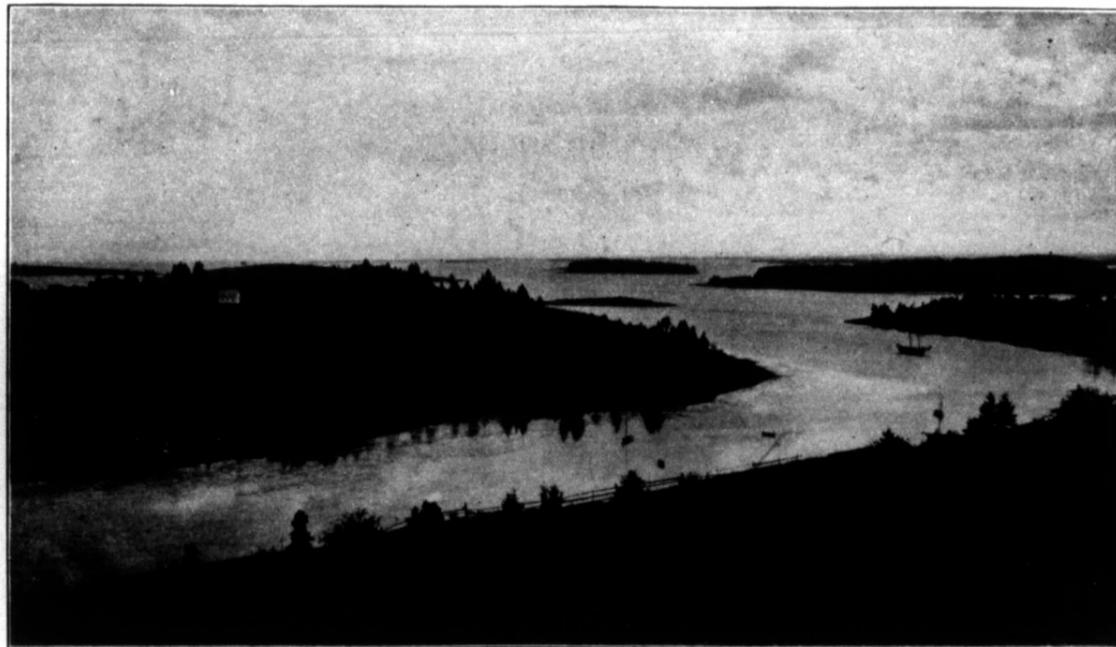
IRON WORKS
FERRONA.

THE
NOVA SCOTIA STEEL CO.
LIMITED.
NEW GLASGOW N.S.

WABANA MINES
BELL ISLAND N.F.L.D.

STEEL WORKS
TRENTON

NOVA SCOTIA STEEL COMPANY, LIMITED, MANUFACTURERS OF OPEN HEARTH STEEL, HEAVY FORGINGS, "FERRONA" PIG IRON, MINERS AND SHIPPERS OF "WABANA IRON ORE."

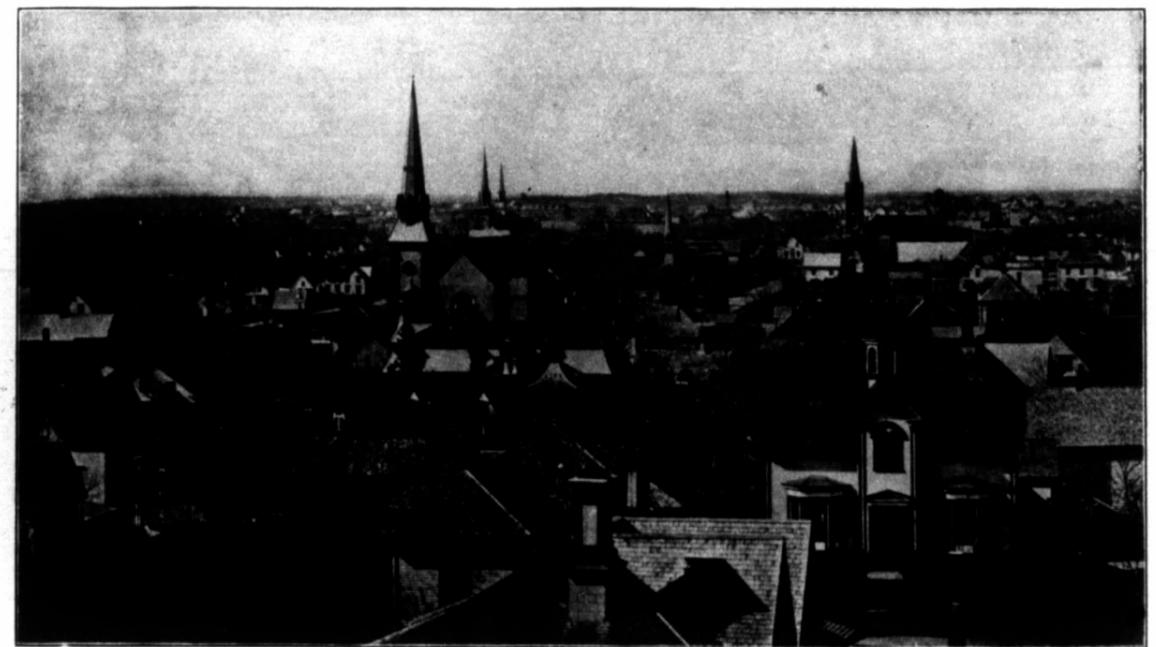


BOCK HARBOR, CHESTER, N.S.

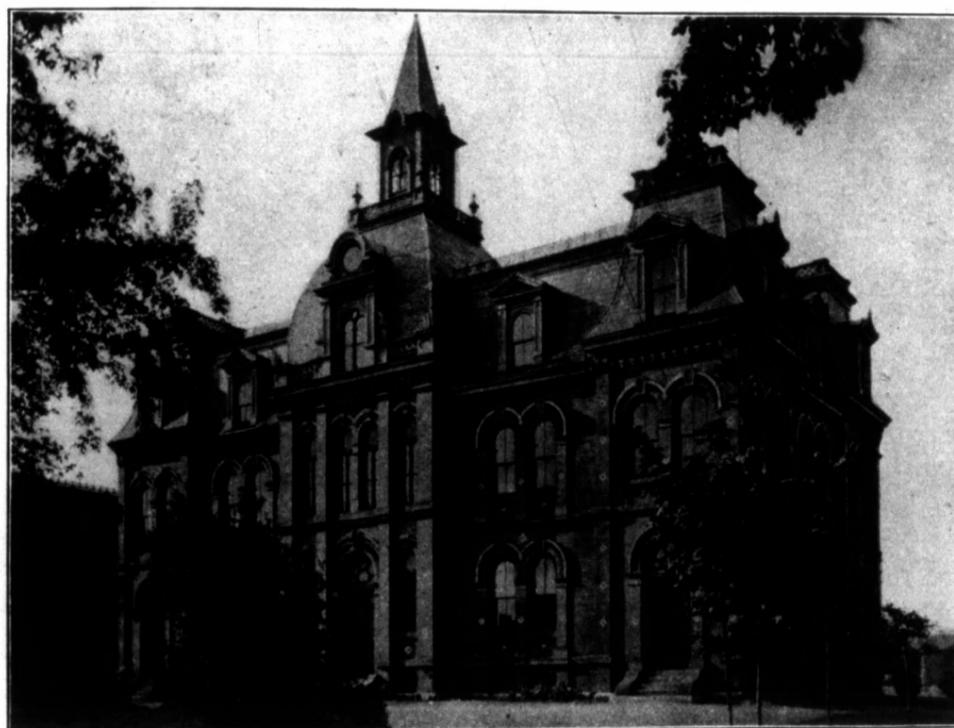
Brookfield and in a number of other places in the Province. In Cape Breton there are large deposits of magnetic ore at Whycomagh and George's River, and red hematite is also found at East Bay, Loch Lomond, and in other portions of the Island. Hitherto, however, in Cape Breton, very little attention has been paid to the iron deposits as they could not be made available for smelting in Nova Scotia, and have not been developed sufficiently to come into competition with the Cuban and Spanish ores. It is proposed that a large blast furnace should be erected at Louisbourg. This point is close to limestone, the coke of the Sydney coal field, the iron deposits of Cape Breton, and available for supplies of ore by water from the Gulf of St. Lawrence and Newfoundland. It is confidently believed that pig iron of an excellent quality can be manufactured here more cheaply than in the Southern States of the American Union. In view of the fact that pig iron from that district has been successfully shipped to Europe there is every reason to believe that highly successful business could be done in Cape Breton in supplying the English and European markets.

At present but one lead mine is being worked in Nova Scotia. It is situated at Cheticamp in the Island of Cape Breton. The deposit is large, carries an important percentage of silver and is accessible for shipping. A large plant has been erected and work is being carried on with satisfactory returns. At present arrangements are being made for concentrating and shipping the ore.

Soft and hard gypsum is very abundant in Nova Scotia in deposits of great extent. It is met principally in the northern and eastern parts of this Province. In the district of Windsor, on the Bay of Fundy, there are very large deposits of very fine quality, and there is an annual shipment from this point of about 120,000 tons to the United States per annum. It is used in the United States as a top dressing in house construction, and in the manufacture of fertilizers. Other deposits are worked at Lennox Passage and near Baddeck. The Cape Breton deposits are worked for export to Montreal and New York. The plaster is locally used to a considerable extent in the manufacture of fertilizers, and for cornices, and other architectural purposes. The



BIRD'S-EYE VIEW OF YARMOUTH, N.S.



PROVINCIAL NORMAL SCHOOL TRURO, N.S.

total production would be about 175,000 tons per year. Mineral paints are worked to a small extent for local consumption. Barytes is mined in several places, and used locally in the manufacture of paint, etc. Mineral waters occur at several places and are frequently credited with medicinal properties. At one or two places these waters are bottled and find a considerable sale. Brine springs occur in connection with the gypsum deposits. They are in many cases capable of yielding salt of a very fine grade, but at present little attention has been paid to them, as the maritime position of the Province permits of the importation of salt at a very low figure. It is probable that these brine springs come, in some cases at least, from deposits of rock salt, and market conditions permitting, an important industry may some day be established in this connection.

The grant of lands to the early settlers in this Province contained no regular reservation of minerals. In some instances gold, silver and precious

stones only were reserved; in other cases the gold, silver, iron, copper, lead, etc., were retained for a source of revenue to the Crown. In 1858 the Government passed an Act by which they retained in previous grants the gold, silver, coal, iron, copper, lead, tin and precious stones whenever reserved, and for the purposes of revenue made the above reservations in all future grants. This Act releases to the owner of the land all gypsum, limestone, fireclay, barytes, manganese, antimony, etc., etc., and any of the above reservations, whenever they are not specified in the grant. In 1892 an Act was passed by which the Government reserved in all ungranted lands for the purposes of revenue all minerals except plaster, limestone and building material, which were granted with the land. Information as to every grant can be obtained at the Crown Lands Office. The Department of Public Works and Mines is charged with the collection of revenue from the mines, the enforcement of the Mines Regulation Act, etc.



VICTORIA STREET, AMHERST, N.S.

All the regulations connected with the leasing and working of the Provincial mines are framed with the view of affording all proper and necessary facilities to those desirous of entering into mining operations, and among not the least of these advantages may be mentioned the security of the title granted and registered by the Government.

The following are the rates of royalty paid by those holding under the Government: Each licensed mill owner shall pay, or cause to be paid, in money, in weekly or other payments, as the Commissioner of Mines shall order, to the Commissioner or to the Deputy Commissioner for the district, a royalty of two per cent. on the gross amount of gold obtained by amalgamation or otherwise in the mill of such licensed mill owner, at the rate of nineteen dollars an ounce troy for smelted gold, and eighteen dollars an ounce troy for unsmelted gold, and of two per cent. on the silver, at the rate of one dollar per ounce troy. Coal.—Ten cents on every ton of two thousand two hundred and forty pounds of coal sold or removed from the mine, or used in the manufacture of coke or other form of manufactured coal. The words "removed from the mine," in the preceding section shall not be held to apply to coal used for domestic purposes by the workmen employed in and about each mine; nor to coal used in mining operations in and about the mine from which such coal has been gotten; but coal so used shall not be liable to pay royalty. Tin and precious stones. — Five per cent. on their values. The Governor-in-Council have power to arrange for the rate of royalty on all other minerals.

If we pass over our mines, especially coal and gold, our fisheries and our forests, as an Agricultural Province we can offer inducements to intending settlers second to none. The great fruit valley from Windsor and Annapolis, upwards of eighty miles long, and an average of about six miles wide, is not surpassed for apples, plums, pears, and the usual small fruits on this continent, and yet is well adapted for mixed farming, especially dairying. The other portions of the Province while more especially suited for mixed farming, such as grain, roots, sheep raising and beef, being so well watered and with such

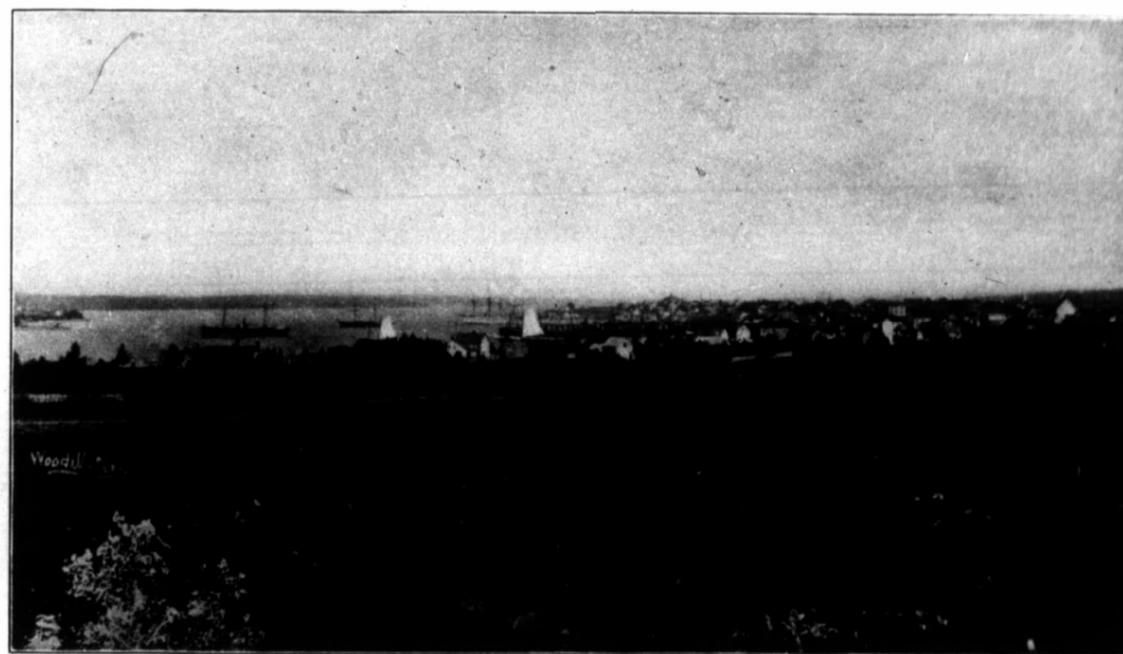
excellent grazing, should be one of the best portions of the Dominion for producing butter and cheese of the finest quality. Even in the counties outside of what is called the fruit belt, sufficient can be raised for local use, and Yarmouth, North Queen's and Lunenburg are fast growing for export.

By comparing the products of our experimental farm at Nappan, with those of the United States, and of the other Provinces in Canada, it will be found that those of Nova Scotia are well up in the average with all important crops.

There can be no question that most excellent inducements are offered

for a good class of English, Scotch, Irish or German farmers with a small capital of, say, from two hundred to two thousand pounds sterling, to settle in Nova Scotia.

The dikelands around the Bay of Fundy are admirably adapted for the growth of hay. The intervale lands all over the Province are rich and productive. The upland is of varying degrees of fertility. Wheat, rye, buckwheat, peas, beans, Indian corn, together with almost every variety of roots



SYDNEY, CAPE BRETON, N.S.

and vegetables are produced abundantly. Apples, pears, plums and cherries and all the small fruits of temperate climates are largely cultivated. The wildwoods, barrens and pastures are full of strawberries, raspberries, blackberries, blueberries, whortle berries and cranberries. Cranberries have recently become an important article of profitable cultivation, not only for home consumption, but for export, in sections of bog land which is valueless for any other purpose. Away from the sea grapes ripen in the open air, and in the world famed fruit region of the Cornwallis and Annapolis Valley, where the apple crop now reaches the vicinity of a million barrels annually, and is destined in the lapse of a decade or so to reach ten or twenty millions, pears and even peaches are successfully cultivated. Great attention is now given to the cultivation of fruit, the Government having established a School of Horticulture at Wolfville, and for some few years past considerable quantities have been shipped to the English market. In 1891, the last census year, the farm products included 165,186 bushels of wheat, 227,530 of barley, 1,559,802 of oats, 5,113,612 of potatoes, 63,291 tons of hay, 1,051,592 bushels of apples, 9,004,118 pounds of butter, 589,363 pounds of cheese and 1,072,234 pounds of wool. Since that date the production of butter and cheese has largely increased under the stimulus of a Provincial bonus of \$400 for the establishment of creameries and cheese factories under certain conditions.

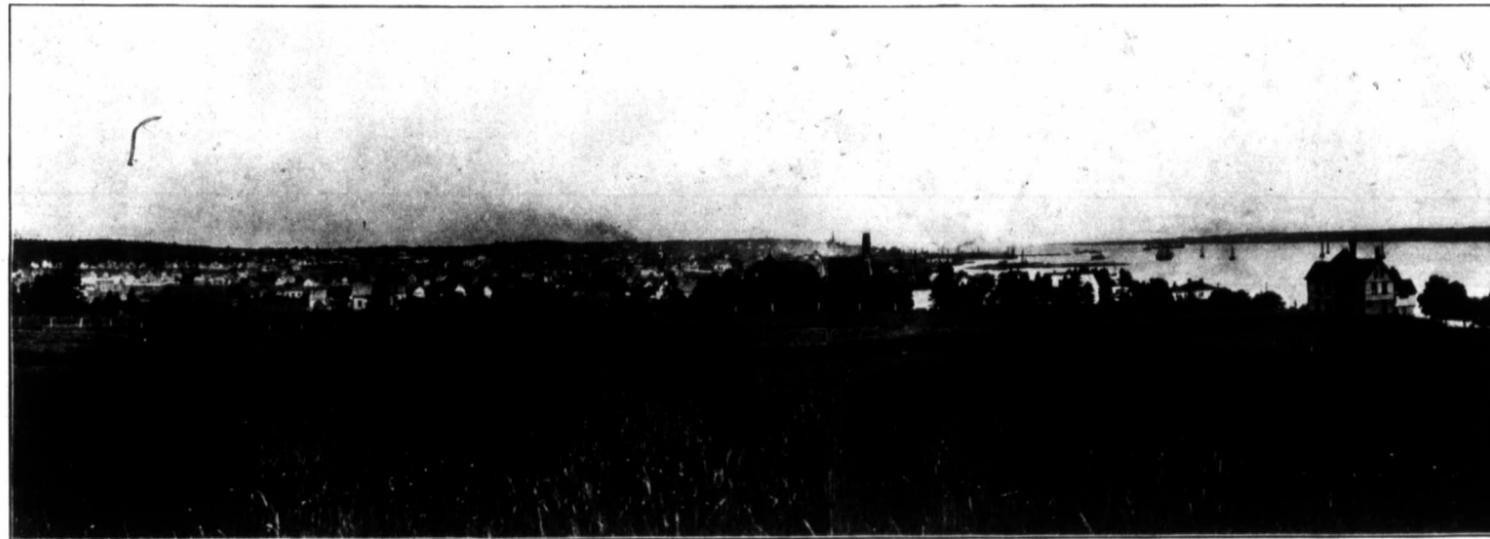
Nova Scotia is destined to take a high rank among the dairy countries of the world, as the natural conditions are pre-eminently favorable to the

proper maintenance of the best dairy breed of cattle. Jerseys, Guernseys and Ayrshires thrive admirably in Nova Scotia, as several fine herds and many individual specimens in the Province amply attest.

Truro is on the Salmon River, which empties its waters into Cobequid Bay, the tides from which have formed the rich dikelands containing many hundreds of acres which lie along its banks. The districts of Upper and Lower Onslow and Fort Belcher and Clifton, all of which may fairly be called outlying portions of Truro, are all illustrations of prosperous husbandry carried on under the most favorable conditions. The places named lie to the west and south of Truro. Following down the western shore of the Cobequid Bay from Truro, we find an excellent farming country for many miles, where rich dikelands and undulating upland and hills abound. All the shore of the Bay of Fundy and Minas Basin presents alternations of rich dikeland and fertile upland, the most extensive dike-

lands being in the vicinity of Wolfville, and along the Annapolis River. There are extensive ranges of dikeland near Amherst and along the Gulf shore.

East of Amherst there is a country intersected with numerous brooks, on the banks of which are rich interval lands. It is filled with hills and valleys, the soil of which is generally fertile and much of it very productive. The population is thrifty and intelligent, and numerous well cultivated farms and comfortable houses are met. The district is well adapted for grazing and could support great numbers of sheep. It is large and there is room for



TOWN AND PORT OF NORTH SYDNEY, CAPE BRETON, N.S.

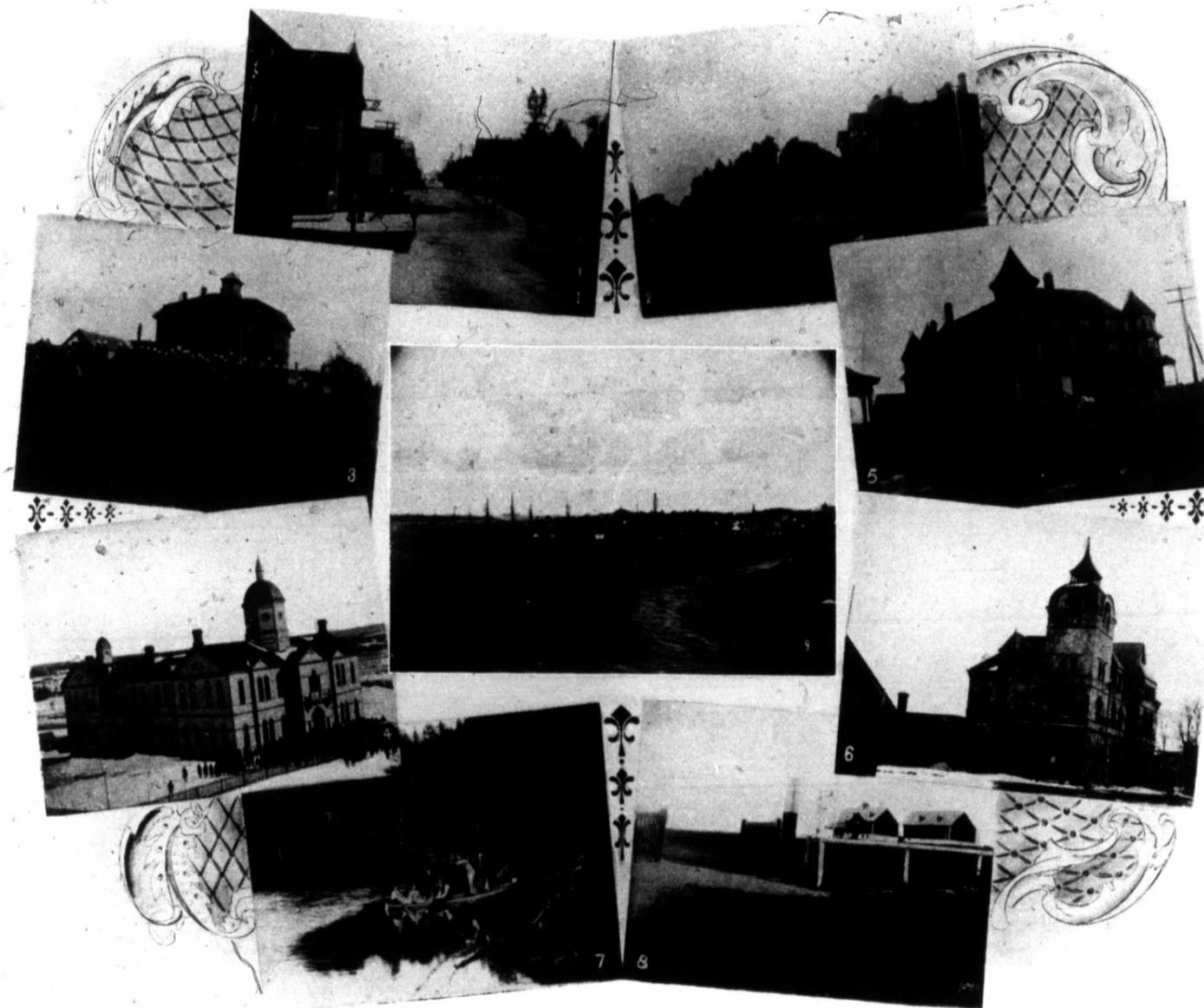
several times its present population. These remarks apply to all the district lying between Amherst and the Strait of Canso, along the shore of the Gulf of St. Lawrence. Already it is well known for its dairy products, and has in operation a number of cheese factories, creameries, etc. In Cape Breton there are large tracts of good land as yet untouched, or worked only in the spare time of the miner or fisherman. The valleys of all the rivers are fertile and in many sections there are large tracts of productive upland, and in every section there are good grazing facilities.

Ten miles from Port Hood is the village and farming settlement of Mabou, an exceedingly rich and fertile district; in fact, taking it for all in all, and barring fruit, it cannot be surpassed by any other district in the Province. And even the cultivation of fruit might, with proper attention, become a profitable pursuit in this district, as apples and plums are grown to some extent, and we have seen fairly well matured grapes on vines at Mabou that were grown and ripened in the open air. Leaving Mabou and passing Hillsboro and Brook Village,

both fine farming districts, we reach picturesque Whycomomagh, at the head of a section of Bras d'Or Lake. The scenery is magnificent, the farms are good, and recent gold discoveries have drawn great attention to the district. Continuing east about twenty-five miles we come to Baddeck, in Victoria

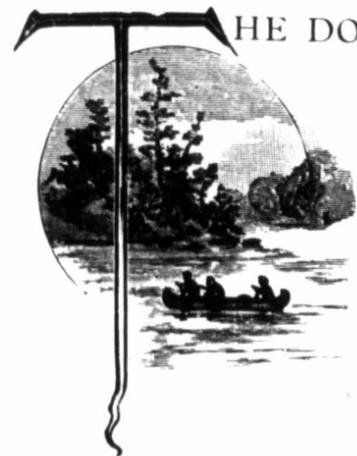
County; and continuing to Inverness, through the best farming districts, we would touch Lake Ainslie. Along the margin of this lake for about fifteen miles on either side are excellent farms, and to be had at very low prices.

Annapolis and the western part of Hants, contain the great fruit valley of Nova Scotia. For a distance of upwards of eighty miles in length, and ranging from four to eight miles in breadth, lying between what are called the North and South mountains, this great and fruitful valley extends. The apple production is not confined to the valley, for on the slopes of the mountains, both north and south, splendid orchards are found. The annual production of apples in this valley is now about three-quarters of a million barrels, which, with the new trees now rapidly coming into bearing, will soon be very largely increased.



SCENES IN THE TOWN OF SYDNEY, CAPE BRETON, N.S.

- 1 BUSINESS STREET. 2 RESIDENCE STREET. 3 COURT HOUSE. 4 ACADEMY. 5 HOTEL. 6 POST OFFICE. 7 CRAWLEY'S CREEK. 8 PARK AND MILITARY BUILDINGS. 9 TOWN AND HARBOR.



THE DOMINION ATLANTIC RAILWAY runs from Halifax, N.S., to Yarmouth, N.S., with branch lines from Kentville to Kingsport, and Wilmot to Torbrook. It operates its own line of fast modern steamships which perform, during the summer months, a daily service between Yarmouth and Boston, Digby and St. John, N.B., and Kingsport and Parrsboro. The fleet comprises the Prince Rupert, Prince Edward, Prince George and Prince Arthur, which are without any

question the swiftest and most elegant of their class in these waters, or, for the matter of that, in the world. This line, within the last few years, has become so popular with the travelling public, and has given such satisfaction to shippers of freight that its business has increased by leaps and bounds, and it is now the favorite passenger and freight line between Nova Scotia, Newfoundland, New Brunswick and the United States, via Yarmouth and St. John, N.B. Apart from the splendid service by land and water, the route offers absolutely unique attractions to passengers and tourists in the way of picturesque scenery, the highest and lowest tides in the world, the most famous apple-growing district on the globe, and the oldest town in North America, Annapolis Royal. This has been designated "The Land of Evangeline" route, and rightly so. The rails run within a few yards of the site of the ancient Village of Grand Pre—the scene of the expulsion of the French Acadians, and a spot immortalized by the poet Longfellow, in verse of exquisite beauty and pathos. The Annapolis Valley is every season drawing more people from the Upper Provinces of Canada and from the United States; people who desire a thorough rest and change, and where the cost of living

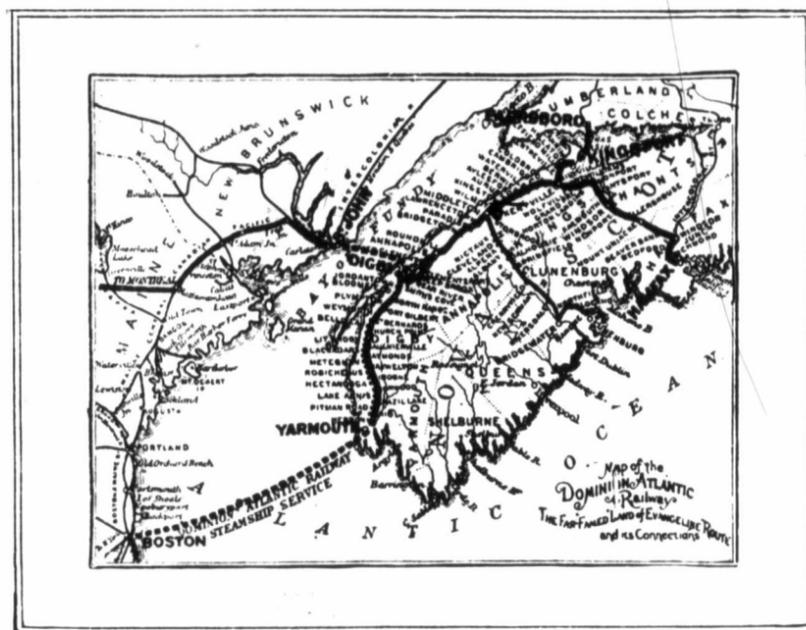
allows them and their families to come and stay a few weeks without spending any more money than if they had stayed at home, and in some cases less. Full information on every point will be gladly furnished by the officials of the Company, and as it is impossible to shortly touch on the many attractions of this part of Nova Scotia, the intending visitor should obtain the Company's official guide book, which is not an ordinary publication of the kind, but a history and description of the country written for the Company by Prof. Chas. G. D. Roberts. The service performed between Halifax and St. John by the

celebrated "Flying Bluenose" express trains and the R. M. S. "Prince Rupert," a ship which gets through the water at the enormous speed of over 19 knots an hour, is without doubt the route which commends itself to every one. Not only is the distance between the two places shorter than by any other route and the time less, but it costs less. No wonder the traveller who once gets hold of these facts becomes a patron of the line, and, after a single trip, remains one.

To the shipper who is looking for despatch, careful handling of goods and moderate freight rates, this line appeals strongly. With termini at Boston, St. John and Halifax, putting customers in touch with all the principal railroads and steamship companies, the lowest through rates can be

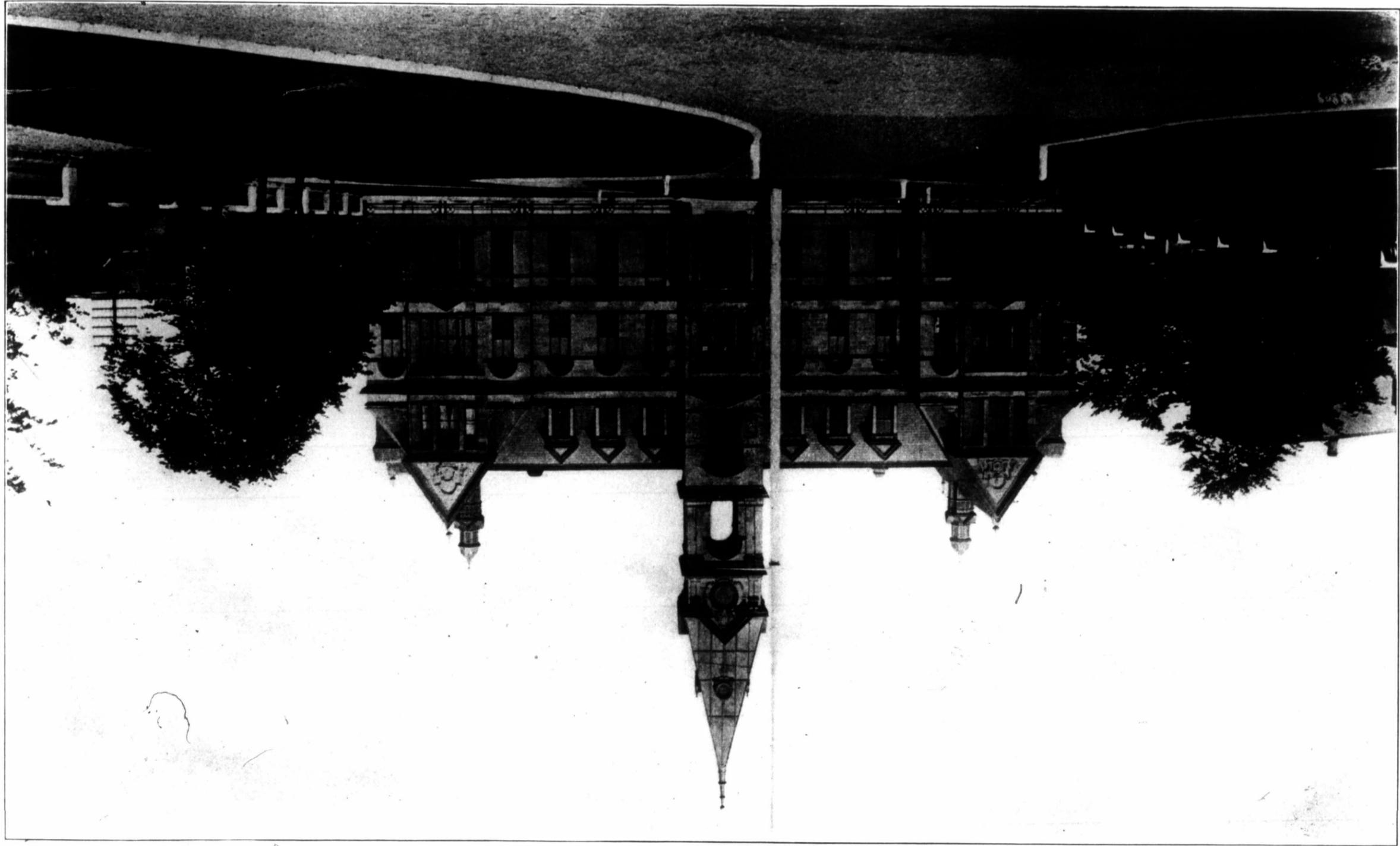
quoted and the quickest possible time made.

The following are the Company's officials. A line addressed to any of them will bring information and pamphlets illustrating the scenery that abounds in the region made famous by Longfellow, in his poem "Evangeline":— P. Gifkins, Superintendent, Kentville, N.S.; A. D. Hewat, General Passenger Agent, 126 Hollis Street, Halifax, N.S.; W. Fraser, General Freight Agent, 126 Hollis Street, Halifax, N.S.; W. R. Campbell, General Manager, Kentville, N.S.



MAP OF THE DOMINION ATLANTIC RAILWAY.

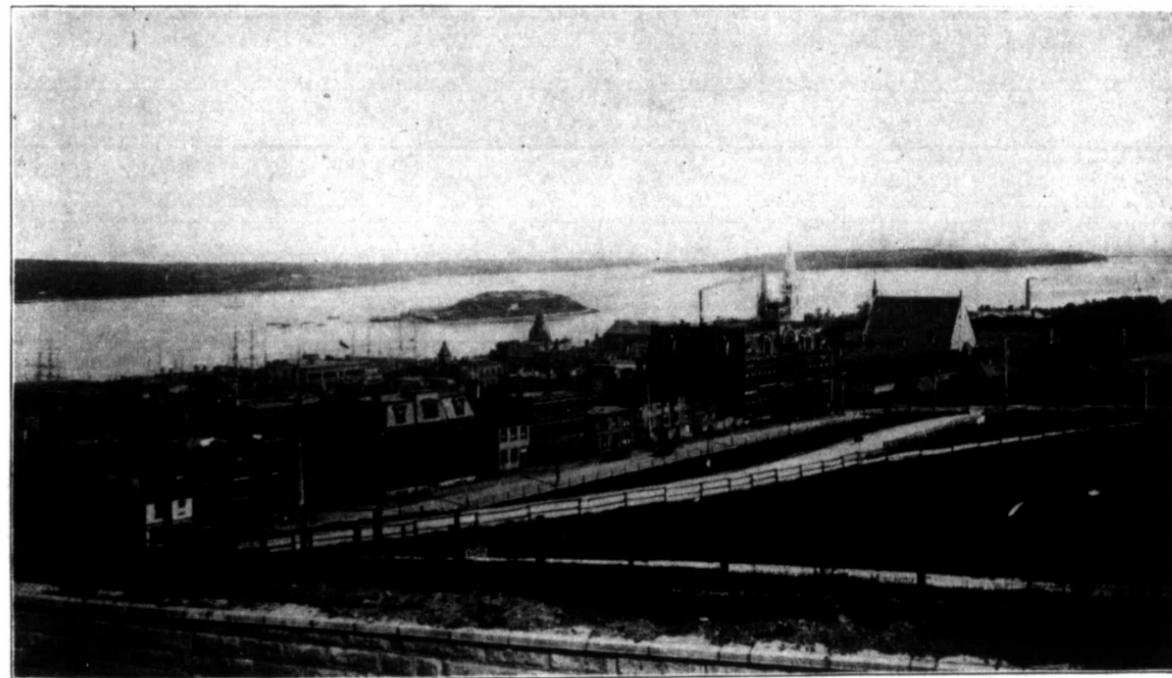
CITY HALL, HALIFAX, N.S.



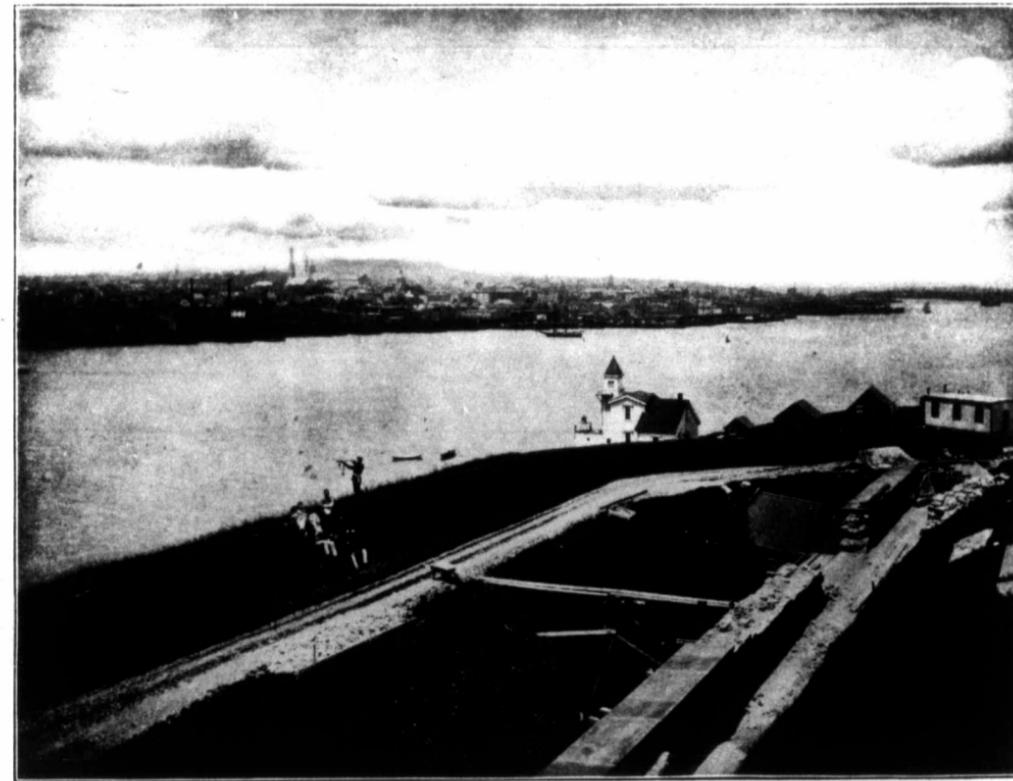
The City of Halifax



STONE laid in Her Majesty's Dockyard, states that the latitude and longitude of Halifax are respectively $44^{\circ} 39' 26''$ N. and $63^{\circ} 37' 48''$ W. The city is built on the eastern side of a triangular-shaped peninsula three miles long and a mile and a half at its greatest width. To the north of the city is Fort Needham, still showing in its grass-grown mounds the abandoned earthworks once thrown up to defend the early settlers against either French or Indian invader. On the south, in contrast to this fort of the past, is Point Pleasant, with two batteries of to-day, and manned by the Royal Artillery. Down the harbor's sides and on George's and McNab's islands are a half-dozen other strong fortifications.



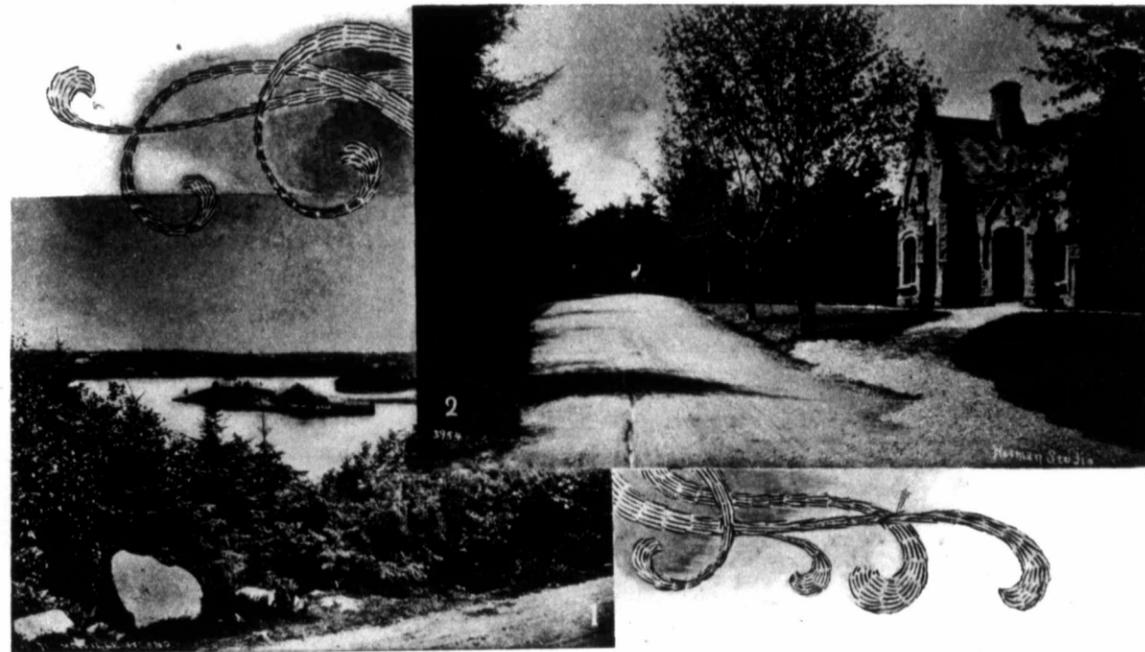
ENTRANCE TO HALIFAX HARBOR, N.S.



CITY OF HALIFAX, N.S., FROM FORT ST. GEORGE.

Halifax is easy of access. It can be reached from Boston in twenty-four hours, from New York in thirty hours, from St. John in eight hours, from Montreal in twenty-four hours, and from Toronto in thirty-four hours.

It is midway between Cape Breton's charming lakes and frowning mountains on the east, and the Land of Evangeline and Nova Scotia's beautiful South Shore to the west. By finely equipped railroads the traveller may go east, north or west. Halifax is the seat of government in Nova Scotia. Here the legislature makes laws in Provincial affairs, and here the courts administer laws Federal and Provincial. Here the Lieutenant-Governor resides. Here the general officer commanding the British forces in North America has his headquarters, and here are stationed the Imperial troops. Here in summer rendezvous the splendid fleet of British warships, commanded by Admiral Sir John Fisher.



VIEWS IN HALIFAX, N.S.

1 NORTHWEST ARM SHOWING MILITARY PRISON. 2 A VIEW IN POINT PLEASANT PARK.

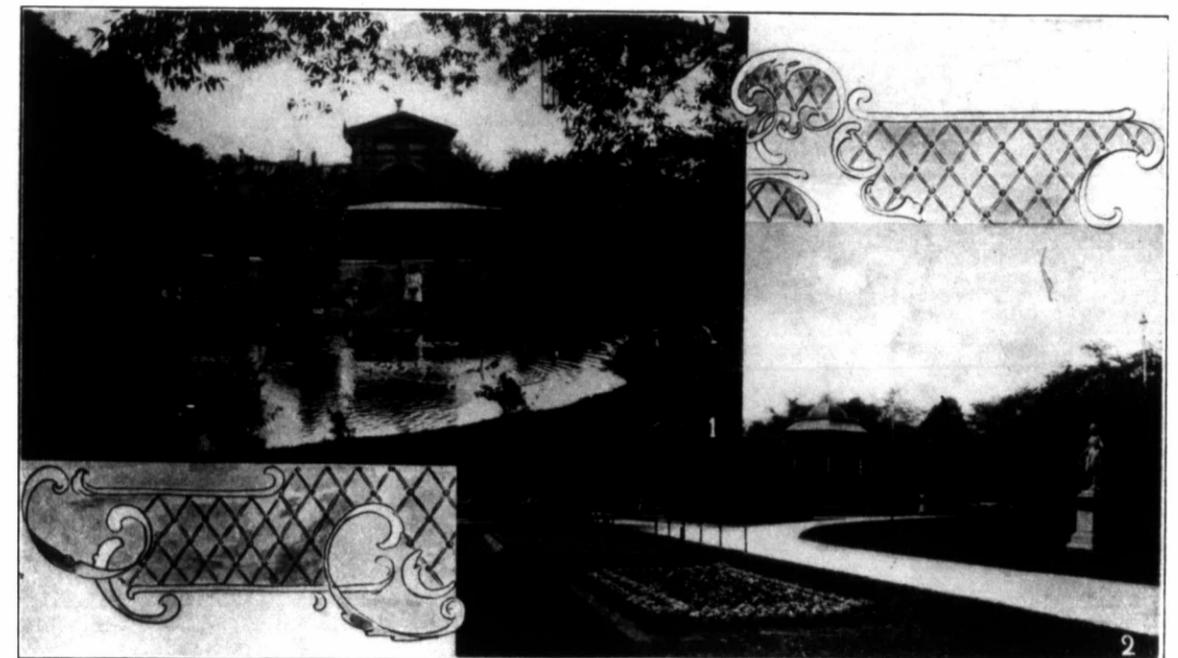
Halifax was founded in 1749, by English colonists under the leadership of Colonel Edward Cornwallis. Previous to the settlement, the harbor had only been visited by a few storm-stayed fishing smacks. In 1746, the Duc d'Anville's shattered and fever-stricken armada had sought shelter there, and the broken-hearted commander died, some say of poison; and his successor shortly after committed suicide. When Cornwallis arrived, the skeletons of some of d'Anville's men were found beneath the trees, while thousands lay buried in trenches near the shore. For some time the Indians were a constant source of anxiety to the inhabitants, and they murdered several who straggled outside the pickets of the town.

Dartmouth, on the opposite side of the harbor, was attacked by night by Micmacs under the direction of French Acadians, and a number of the settlers were killed and scalped. This hostility had much effect in retarding the growth of the town. To aid in defending the settlement, a blockhouse was erected on a commanding eminence, now known as Citadel Hill, and

others were built in various advantageous positions. The modern fortifications which surround the town are evidences of the great importance of the position as a naval and military station.

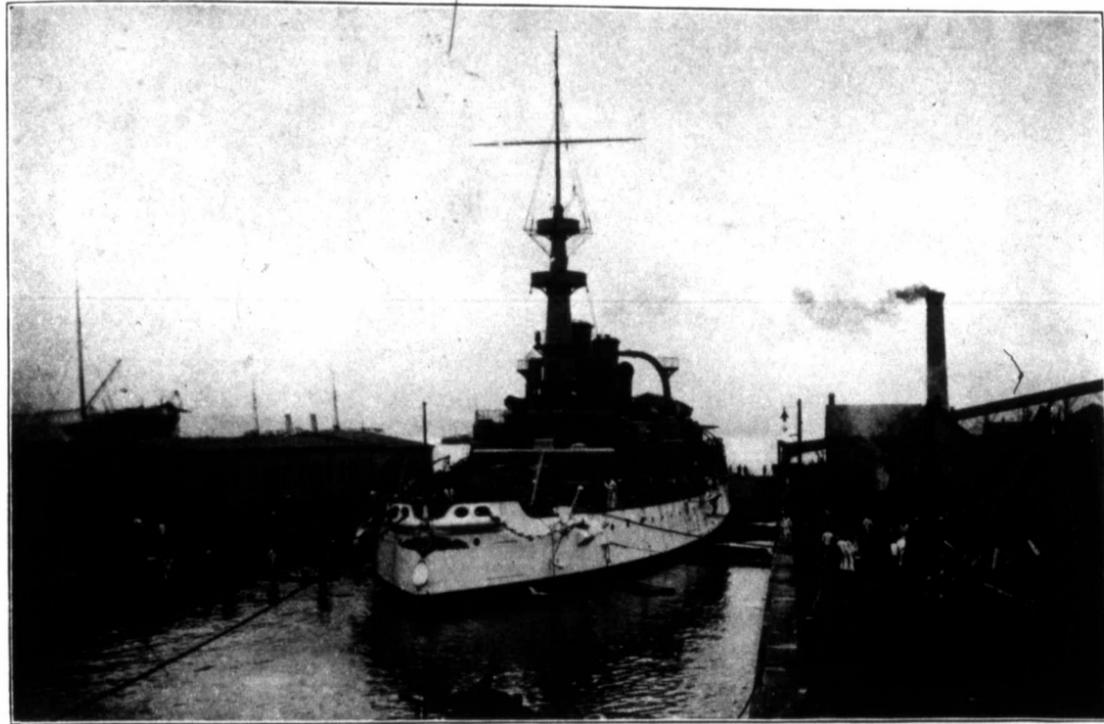
St. Paul's Church, commenced in 1749, is probably the oldest building in Halifax, and its history is most interesting. The quaint Dutch church was built about six years later, as a place of worship for the German settlers who resided in the northern suburbs. The legislative building, erected in the early years of the present century, was once considered the finest building in America. At the close of the American revolutionary war, the population of Halifax was greatly increased by loyalists from the United States, and we find many New England names represented among the citizens of to-day. Old St. Paul's cemetery and the church records afford rich stores of information for American genealogists.

Halifax has been the rendezvous of many fleets on their way to attack the French strongholds in Cape Breton and Canada. At such times the place



VIEWS OF PUBLIC GARDENS, HALIFAX, N.S.

1 MAIN ENTRANCE AND LILY POND. 2 BAND STAND.



UNITED STATES BATTLESHIP INDIANA IN THE DRY DOCK AT HALIFAX, N.S.

presented a busy scene, the roadstead being filled with battleships and the streets thronged with troops.

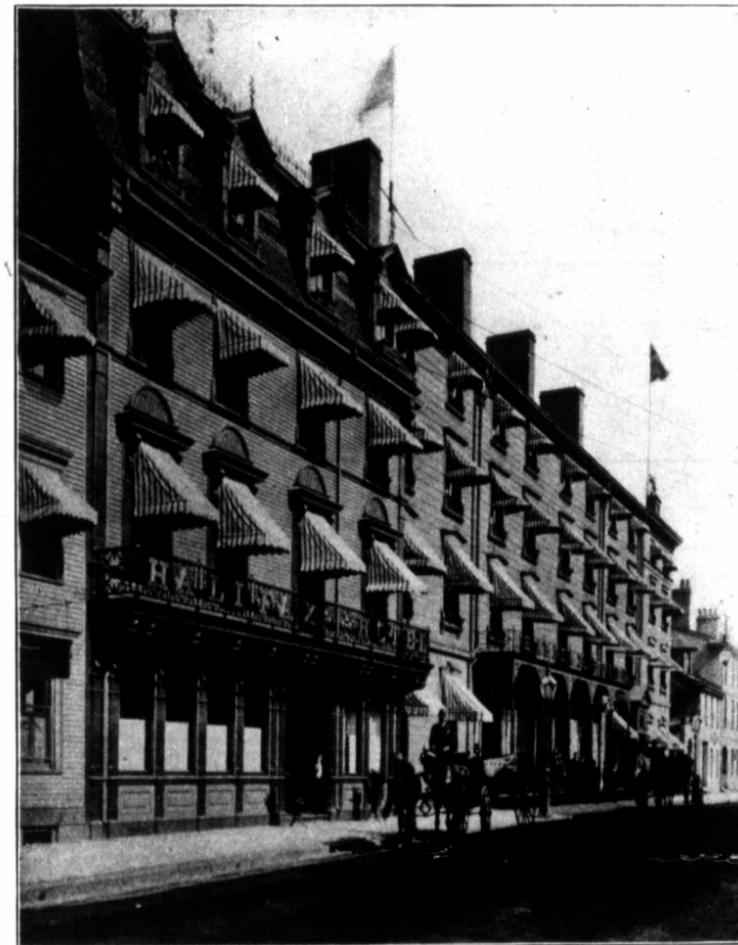
The most picturesque figure in Halifax social life was H. R. H. the Duke of Kent, father of Queen Victoria. For a number of years he was stationed here as commander of the forces. His summer residence was a most imposing and beautiful one on the shores of Bedford Basin, a few miles from the city, and there he lived in semi-regal state. The winding paths of this once magnificent estate can yet be traced among the trees, and the old band house remains until this day. Innumerable stories of the duke's life are extant, and the whole place is steeped in the glow of romance.

From a military point of view, Halifax is one of the most important positions in the British Empire. Its foundation is said to owe its origin to the people of Massachusetts, who recognized that Annapolis Royal was inadequate to cope with the pretensions of the French to obtain the mastery of

the New World. The cession of Louisburg, in 1748, rendered such a step imperatively necessary, and Halifax was in reality a military colony at the time of its settlement. In its peerless harbor, the armaments destined to bring the whole of North America under British rule were once assembled, and its early records are indelibly associated with some of the grandest achievements in our military annals. For an unbroken period of one hundred and fifty years, a large proportion of the different regiments in the regular army have been quartered here, many of them several times, and it has long enjoyed the reputation of being one of the healthiest and most desirable stations in the British

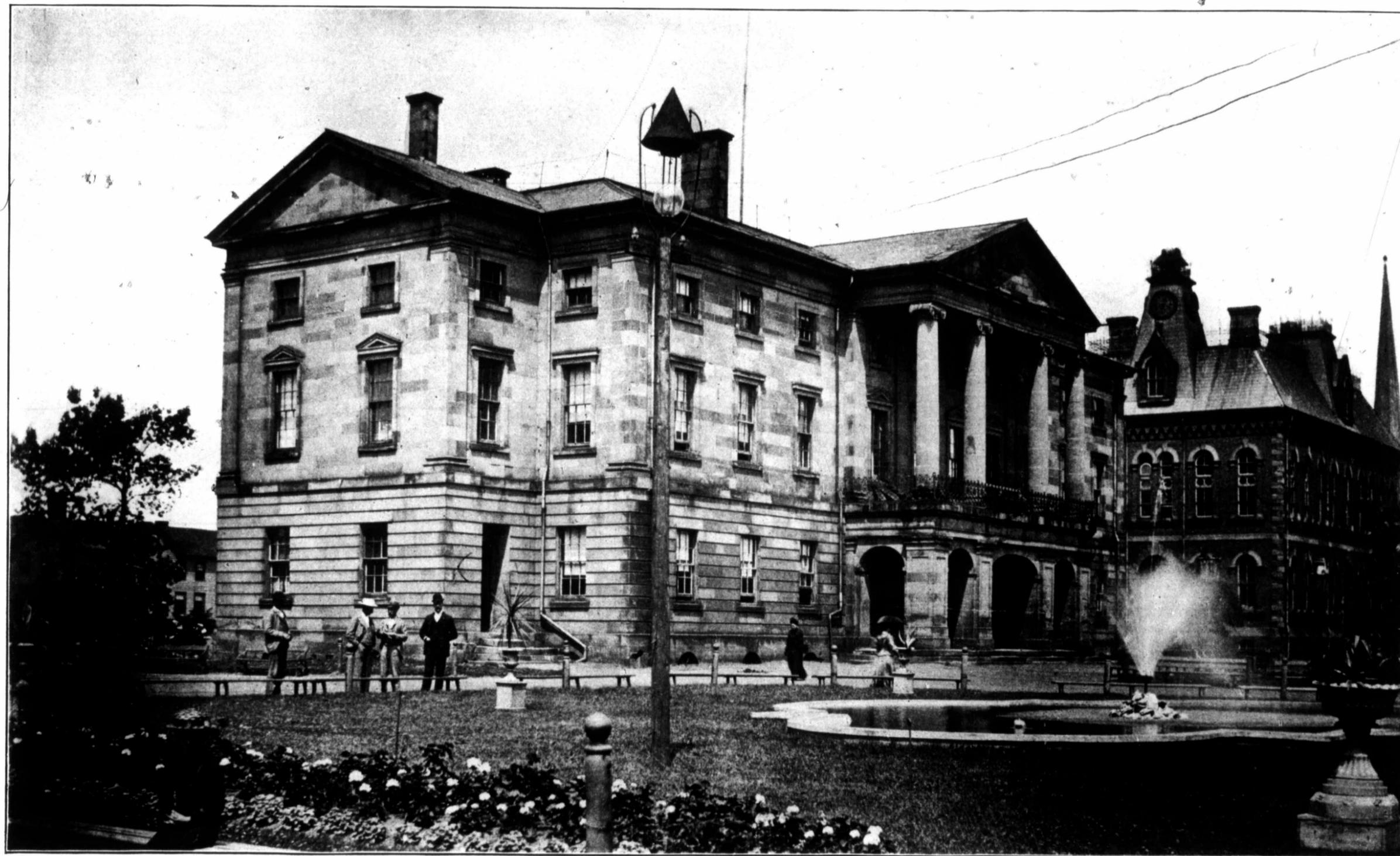
Empire. The command has always been a favorite one, and at the beginning of this century was filled by H. R. H. the Duke of Kent, the father of Queen Victoria. Halifax, since its foundation, has been the headquarters of the North American fleet.

The position of Halifax as an Atlantic seaport, gives it the utmost importance in a commercial sense. Her trade is expanding in all directions, and the tonnage of outgoing and incoming shipments is very heavy. With the exception of New York and Boston, she is the most important post on the Atlantic coast.



HALIFAX HOTEL, 93 TO 105 HOLLIS STREET, HALIFAX, N.S.
H. HESLEIN & SONS, PROPRIETORS.

Accommodation for 450 Guests. The Cuisine is of the Finest



PARLIAMENT BUILDINGS AND LAW COURTS OF PRINCE EDWARD ISLAND, QUEEN SQUARE, CHARLOTTETOWN. FORMER BUILT OF NOVA SCOTIA FREESTONE.
ERECTED IN 1843. LATER BUILT IN 1876.

THE PROVINCE OF PRINCE EDWARD ISLAND



WADLED on the wave of the Gulf of St. Lawrence, and situated in its southern part, Prince Edward Island presents the form of an irregular crescent concaved towards the north. It lies between 46° and $47^{\circ} 7'$ North latitude and 62° and $64^{\circ} 27'$ West longitude, and is separated from Nova Scotia and New Brunswick by the Strait of Northumberland, which varies from 7 to 30 miles in width. The Island is 130 miles long, and from 2 to 34 miles wide, and contains an area of 2,133 square miles, or 1,365,120 acres. The exact date of the discovery of Prince Edward Island is rapt up in uncertainty. But it is generally conceded to have been amongst the first discoveries of the celebrated navigator, John Cabot, who named it St. John, in honor of the day on which he first saw it—the 24th of June, 1497. The island bore the name of St. John until 1798, when, out of compliment to the Duke of Kent, the father of Queen Victoria, at that time Commander of the forces at Halifax, it was changed by an Act of the Colonial Legislature to that of Prince Edward Island.

In 1663 the Island of St. John was granted with other islands by the Company of New France, to Sieur Doublet, a captain in the French Navy, and he, with some other adventurers, established a few fishing stations; but for half a century after its discovery by Cabot, this beautiful "gem of the ocean" remained in its primeval state. It was not until the Treaty of Utrecht in 1713, which brought to a close a war of ten years' duration between England and France, that the Island can be said to have begun to attract settlers. By this treaty, Acadia and Newfoundland were ceded to Great Britain, but Isle St. Jean (as it was called by the French), Cape Breton (then Isle Royale), and Canada were still retained by France.

Many of the expelled Acadians from Nova Scotia found safety on St. John's shores, and from this date, 1713 to 1758, the Colony was under the control of the French. Port La Joie (Charlottetown), Pinnette and Crapaud, appear to have been the earliest of the French settlements; but other places such as St. Peter's, Rustico and Malpeque soon sprang up. The population of the Island of St. John in 1728 was about 300, and in 1745, it did not exceed 1,000 souls. In this year, war between England and France again promoted its settlement. The fall of Louisburg caused several French families to remove from Cape Breton to Isle St. Jean. The great fortress was restored to the French in 1748, but it again fell into the hands of the British in 1758 under the leadership of the gallant Wolfe. After the reduction of Louisburg, several ships were sent to seize the Island which was accomplished without difficulty. And now followed the fall of Quebec, and by the Treaty of Fontainebleau in 1763, Cape Breton, the Island of St. John and Canada were formally ceded to Great Britain, the two Islands named being placed under the Government of Nova Scotia. Rigorous measures were adopted to enforce the submission of the Acadians, and many returned to France rather than swear allegiance to England. The population at this time is estimated to have been a little over 4,000. Becoming dissatisfied with their connection with Nova Scotia, in 1768 the Islanders petitioned for a separate Government and agreed to contribute a certain sum to meet their expenses. This request was complied with and within two years afterwards. Walter Patterson was appointed the first Governor. It was not, however, until July 7th, 1773, that the General Assembly first met under Governor Patterson.

The Island remained a separate Province from the 1st of May, 1769, until July 1st, 1873, when it became a Province of the Dominion of Canada. Responsible Government was granted in 1851, since which time the Executive has been distinctly recognized as responsible to the Legislature.

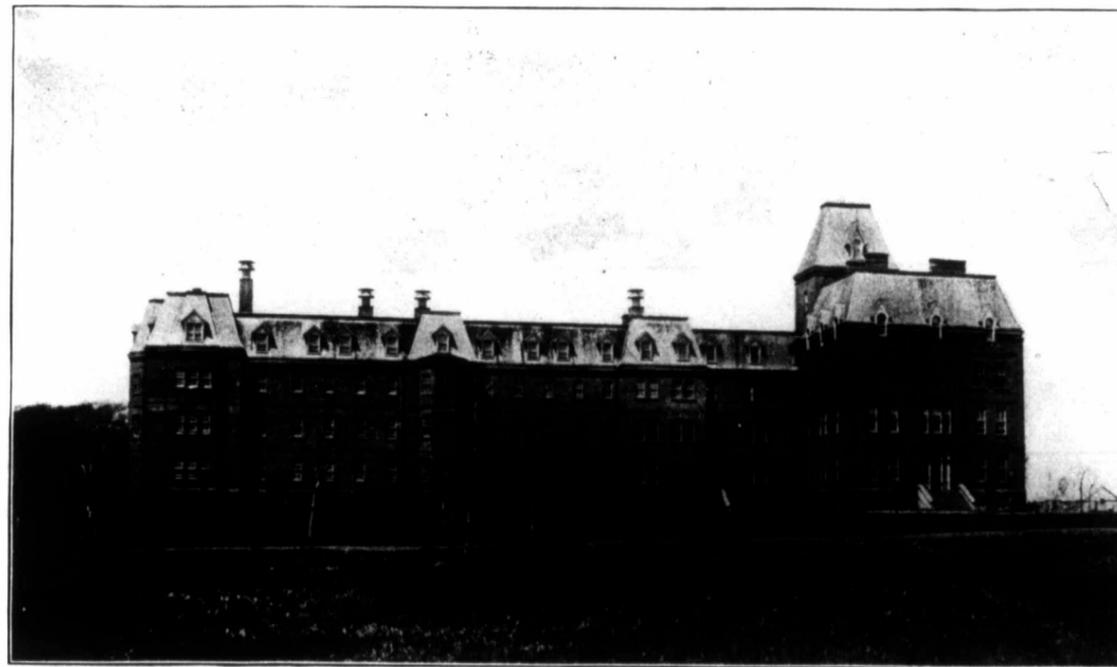
After the Treaty of Fontainebleau, the British Government set about devising some method of settling the country, and accordingly in 1766, a survey was made by Captain Samuel Holland, whereby the Province was divided into 67 townships or lots and granted to a number of persons who were considered to have had claims upon the British Government. By the terms of their grants, the grantees were to encourage the fisheries, pay a small sum as quit-rents, and were to settle one person upon every 200 acres of land, within 10 years. Very few of the original grantees carried out the conditions, their only object being to convert the grants into ready cash as quickly as possible, and many of them sold their estates to parties in England. However, notwithstanding these difficulties, shortly after the beginning of the present century, the country became populated with a race of hardy English, Scotch and Irish settlers who formed separate communities, and, along with the French inhabitants, devoted themselves to agriculture and the fisheries.

Prior to Holland's survey, many plans were suggested for the settlement of the Colony. The most strenuous efforts were made by the Earl of Egmont, First Lord of the Admiralty, for a grant of the Island, and to hold the same in fee simple to the Crown. He proposed to settle it on a feudal plan, and that he himself should be Lord Paramount of the whole Island. His plans were set forth in an elaborate memorial to the king, and were backed up by several communications addressed to the Lords of Trades and Plantations, and signed by influential gentlemen distinguished for military and other services. The king referred the matter to the Board of Trade. In 1764 the

Board reported against the adoption of Egmont's scheme, and his proposal was therefore rejected.

For more than half a century what was known as the Land Question was "a fruitful source of discontent." The matter remained unsettled until the union of the Island with Canada, when a sum of \$800,000 was placed at the service of the Local Government for the purpose of finally disposing of the difficulty. The Land Question has now become a thing of the past, absentee proprietorship has been abolished, and the Provincial Government has purchased the interests of the landlords with the object of making the farmers owners of the freehold of the soil which they have redeemed from the wilderness. The great majority of the tenants have availed themselves of this immense advantage, and at the present time, only 50,000 acres remain unsold of the 843,981 acquired by the Government, and of this quantity but 20,000 acres represent land held by parties who have not yet purchased from the Government. The remaining 30,000 acres may be set down as the available uncultivated and vacant Government lands. The population is of mixed origin, a large proportion being emigrants

from Great Britain, and the remainder natives of the country, descendants of the French Acadians, Scotch, English and Irish settlers, and of the Loyalists who came to the Island after the American Revolution. The inhabitants are almost exclusively engaged in agriculture, considerable attention, however, being devoted to the fisheries, and to the breeding of horses and sheep. The Island is divided into three Counties, King's in the east, Queen's in the centre and Prince in the west. The Provincial Government is vested in a Lieutenant-



FALCONWOOD INSANE ASYLUM, THREE MILES FROM CHARLOTTETOWN, A BRICK STRUCTURE, ERECTED IN 1878.

Governor, an Executive Council of 9 members, and a Legislative Assembly of 30 members elected by the people.

The Judiciary consists of a Supreme Court with one Chief and two Assistant Judges; a Court of Chancery of which the Lieutenant-Governor is ex-officio Chancellor, and the judicial powers of which are exercised by a Master of the Rolls and a Vice-Chancellor; a Court of Marriage and Divorce of which the Lieutenant-Governor and Members of the Executive Council are Judges (this exists as yet but in name); a Court of Vice Admiralty with one Judge; a Court of Probate and Wills with one Judge; three County Courts with one Judge for each; and Stipendiary Magistrates and Justices of the Peace. The Province has authority to make its own civil laws, but in all criminal cases, the form employed by the Courts is the Criminal Law of the Dominion. The Island is represented in the Dominion Parliament by four Senators, and five members in the House of Commons. The revenue is derived from subsidy allowed by the Federal Government, the taxation of lands, incomes, and incorporated companies, fees, etc., and is applied to education, the administration of Justice, the maintenance of Public Works and Buildings, and of the Executive Government.

In military affairs, the Province is the twelfth district of Canada. The established strength of the active force by arms is composed of five companies of garrison artillery, one double company of engineers, and eight companies of infantry, a total of 60 officers and 646 non-commissioned officers and men.

Prince Edward Island's educational system is under the control of a Board of Education appointed by the Government, and of a Chief Superintendent, and the schools are supported partly by Government grants and partly by district assessments. The school age is between the ages of 5 and 16, attendance between the years of 8 and 13 being compulsory. Since 1852, the free school system has obtained. Prior to that date, the schools were mainly supported by voluntary subscription, and with such local assistance as could be had. In 1877, the Public Schools Act, an ample and liberal measure, was passed, and a Department of Education was instituted. Two years later ladies

were admitted to the Prince of Wales College, an institution established in 1860 and amalgamated in 1879 with the Normal School; and since then the Department has introduced many improvements into the system. The total number of teachers in 1897 was 579, of school districts 469, and of schools 467. The number of pupils was 21,845, and the average daily attendance was 12,978. The total expenditure for education by the Provincial Government was \$128,662.53. The schools are divided into three classes, primary, advanced and high.

The Prince of Wales College, which includes the Normal School, is situated in Charlottetown, and its staff consists of a principal and four professors. Attached to it as an adjunct to the Normal Department is the Model School with two teachers.

In connection with the Roman Catholic Church are St. Dunstan's College near Charlottetown, two convents in the city, and several others in different parts of the Island. Boarders and day scholars are received in all these institutions. Connected with St. Peter's English Cathedral, in Charlottetown, is a day school for boys and girls.

Churches prettily situated are everywhere met with, and the Roman Catholic body possesses brick edifices on commanding sites at Tignish, Fort Augustus, Vernon River, St. Peter's Bay, Souris and elsewhere. There are two hospitals located in Charlottetown, the Local Government maintains an institution for the care of the insane, and a quarantine station or hospital for infectious diseases is under the control of the Dominion authorities.

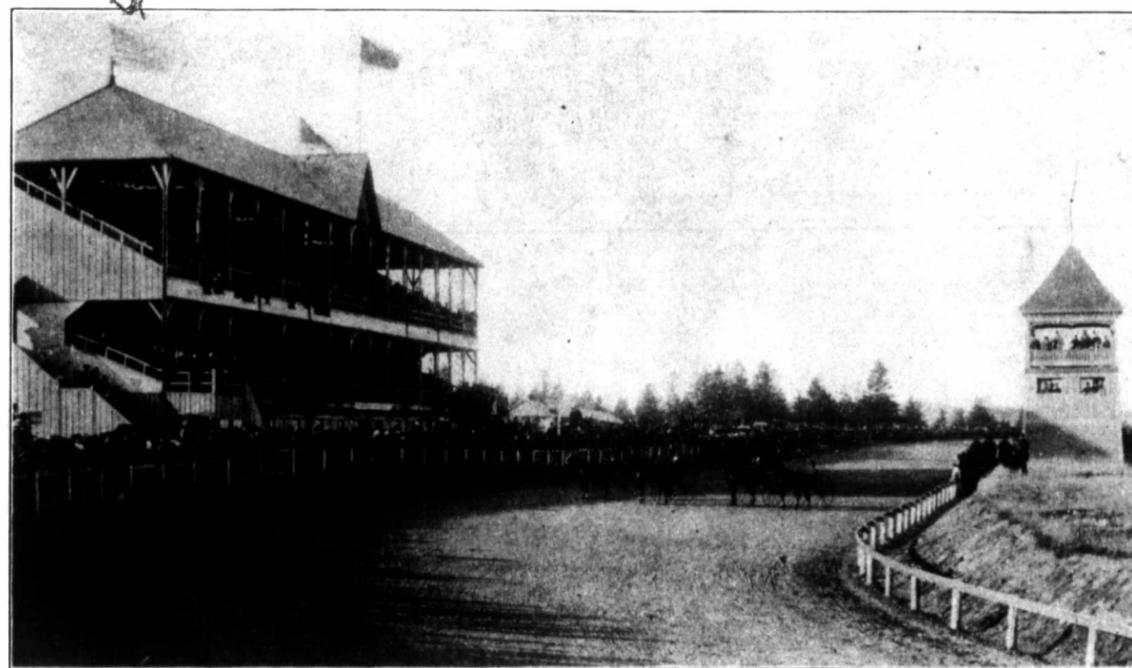
Agriculture overshadows every other resource in this Island, and few counties, considering everything, are better adapted for profitable farming. No floods or tornadoes destroy the labors of its inhabitants, or mar its beauty.

"Rent by no ravage but the gentle plough."

And the owners of this fair land are worthy of it; for they are an industrious, independent and moral people. The farmers, generally, are a well-to-do class. The soil is light, warm and easily tilled, and its productiveness is on the whole equal to that of any other part of Canada. Very great progress has in

recent times been made in this line. Modern labor-saving machines have been adopted. The mixed farming of years ago is now supplemented by the dairy industry. Fruit-growing is receiving more attention than formerly. This is a most enjoyable pursuit, and it is not accompanied by the heavy, laborious work that is inseparable from the ordinary avocation of farming. With better transportation facilities, fruit-raising in this Province could be made a most important industry; and it is expected that the proposed cold storage and direct steamship service to the old country will render this business more profitable than it has hitherto been.

The fisheries (also referred to on another page) must continue to be one of the standard resources of Prince Edward Island. But the habits and feelings of the Islanders are so decidedly agricultural, that the tillage of the deep has not received from them the attention which it deserves. Apart altogether from their direct value financially and industrially to the Province itself, the Island waters are of immense importance, far transcending their mere extent. The mackerel fisheries in what is known as the North Bay of Prince Edward Island, are considered by competent authorities to be worth more than those on all the other eastern coasts of the Dominion combined. One of the most important sources of profit is the lobster fishery. This industry shows signs of deterioration from over-fishing; but the strict enforcement of the regulations regarding the close season, etc., will have a good effect. The oyster industry is extensive and annually increasing, and is capable of vast development. The employment by the Dominion Government a few years ago of an expert in this line, has been, and will still be, productive of good results in the preservation and replenishing of



A RACE DAY ON THE HALF-MILE TRACK OF THE CHARLOTTETOWN DRIVING PARK ASSOCIATION, CHARLOTTETOWN.

the oyster beds. Of two former resources not much can now be said. The forests, once very extensive, have been reduced, although many trees still remain, the principal being beech, birch, pine, maple, poplar, spruce, fir, hemlock, larch and cedar. Ship-building, too, formerly a considerable resource, has declined here as it has done in other parts of the world.

Prince Edward Island has been justly termed the "Garden of British North America." The summer climate is perfect, and, as Jacques Cartier

described it, "of the best temperature which it is possible to see." In the six weeks from the middle of June till the end of July, the country is a perfect paradise of verdure, bloom and foliage. The summer heat is always tempered by the waters of the surrounding Gulf, and from every direction is borne on the breeze the life-giving smell of the sea. The summer climate generally is remarkably healthy. The winter, *per se*, is not unpleasant; but the springs, owing to the prevalence of ice along the shores, are often backward. The summer, however, is of such brightness and beauty as amply to compensate for the tedious spring. Ordinary navigation generally closes towards the end of

December and re-opens about the middle of April. The cold is neither so great in winter nor the heat so intense in summer as in the other Provinces of the Dominion; while the Island, sheltered from the Atlantic by the mountains of Cape Breton and Newfoundland, is almost entirely free from fogs. In mid-winter the mean temperature is about 19.6. The mean heat of August is 63.9, and the autumn is very pleasant. Seen from the water, the appearance of the Island is exceedingly prepossessing. Although generally level, in some

parts it is beautifully undulating. As Hunter Duvar, a gifted Island writer, says :—

“ A long low line of beach, with crest of trees,
With openings of rich verdure, emerald-hued,
. And this fair land is Epaygooyat called,
An isle of golden grain and healthful clime ;
With vast fish-teeming waters, ocean-walled,
The smallest Province of the Maritime.”

The scenery resembles that of England and everywhere flourishing homesteads meet the eye. The landscape is sufficiently undulating to relieve it from the monotony of the prairie ; while the bays and beautiful arms of the sea with which the Island is so indented, with their silvery waters and red-hued banks, together with the foliage of the trees and the rich verdure of the meadows, make up a scenery which is very beautiful and pastoral. On the north shore of the Island, fifty miles of clean white sands washed by the cool waters of the Gulf, form one of the finest bathing grounds in the world. The average temperature of the water is about 65 degrees.

It may here be stated that the oldest geographical formations in Prince Edward Island are represented by beds of brown, grey and red sandstone and shale, with layers of coarse concretionary limestone and fossil plants. The disintegrated red sandstone forming the upper layer, imparts a peculiar redness to the soil, a feature which always attracts the attention of strangers. The minerals are unimportant, neither coal, gypsum nor gold being found in any part of the Island.

Prince Edward Island is essentially an agricultural Province. It is noted for the fertility of its soil, and, with the exception of a few bogs and swamps composed of a soft spongy turf or a deep layer of wet black mold, the whole Island consists of valuable land, which responds readily and generously to good cultivation. All kinds of grain and vegetables ripen here in great perfection. The principal crops raised are wheat, oats, barley, potatoes and turnips, of which oats and potatoes are exported in immense quantities. The potatoes are famed for their excellent quality, hence the demand for them abroad. Of wheat the crops are from 18 to 30 bushels and of oats from 25 to 70 bushels to the acre. The Island's productiveness is equal to that of any

part of the Dominion. According to the census of 1891, the proportion of oats and potatoes grown in the Province per thousand acres is higher than that of any part of Canada east of the Prairies ; and the proportion of wheat, turnips and other crops and roots is, on the whole, equally high. The following figures will indicate the progress made in farming during the last three-quarters of a century : In 1825 there were raised on this Island 766 bushels of wheat, 10,717 bushels of oats and 47,220 bushels of potatoes. In 1841, there were of wheat 160,028 bushels ; of barley, 83,299 ; of oats, 611,824 ; of potatoes, 2,250,114 bushels ; number of horses, 9,861 ; of neat cattle, 41,915 ; sheep, 73,650 ; hogs, 35,521. In 1860 (as shown by the census of 1861) there were raised of wheat 346,125 bushels ; of barley, 223,195 ; oats, 2,218,578 ; buckwheat, 50,127 ; potatoes, 2,972,235 ; turnips, 348,784 ; hay, 31,000 tons ; horses, 18,765 ; neat cattle, 60,015 ; sheep, 107,242 ; hogs, 71,535.

In the year 1890, the products of 15,000 farmers in Prince Edward Island included :—Wheat, under cultivation, 44,703 acres, yield 596,761 bushels ; barley, 7,594 acres, yield 147,880 bushels ; oats, 123,924 acres, yield 2,922,552 bushels ; buckwheat, yield 84,460 bushels ; potatoes, 43,521 acres, yield 7,071,308 bushels ; turnips, 4,411 acres, yield 2,005,453 bushels ; hay, 150,108 acres, yield 132,959 tons ; grass and clover, yield 12,417 bushels ; corn, yield 2,651 bushels ; beans, yield 2,445 bushels ; peas, yield 4,735 bushels ; rye, yield 221 bushels ; apples, yield 52,018 bushels ; plums, yield 1,479 bushels ; cherries, yield 4,265 bushels.

In the same year, the live stock of the Province comprised :—Horses, 25,674 ; colts and fillies, 11,718 ; milch cows, 45,849 ; working oxen, 116 ; other horned cattle, 45,730 ; sheep, 147,372 ; swine, 42,629 ; hens, 485,580.

In 1891, there were 718,092 acres of improved land, of which 536,175 acres were under crop, 178,072 acres of pasture land, and 3,845 acres of gardens and orchards.

Since 1891 there has been great improvement in the dairying industry. An experimental station for the manufacture of cheese started in 1892, under the supervision of the Dominion Dairy Commissioner, was followed in the

succeeding years by several other factories, all, with one exception, being on the co-operative principle, and each company owning the building and plant which it used. Since then, 32 cheese factories and 4 creameries have been established throughout the country. The exception just mentioned is that of a Charlottetown gentleman who has, from time to time, imported a large number of pure-bred Holstein, Guernsey and Jersey cattle, and has started the manufacture of butter in a factory of his own. This new industry is well adapted to the Province. The products are regarded as first-class and have found a ready sale in the markets of Great Britain, the neighboring Provinces, Newfoundland, and the West Indies. In the summer of 1896, the cheese manufactured and sold in the Province amounted to 1,612,209 lbs. valued at \$141,235.19, and during the summer of 1896 and winter of 1897, the product of the butter factories amounted to 225,802 lbs., the value of which was \$41,706.37. These factories, originally managed by the Dominion Government, are now conducted by joint stock companies of farmers.

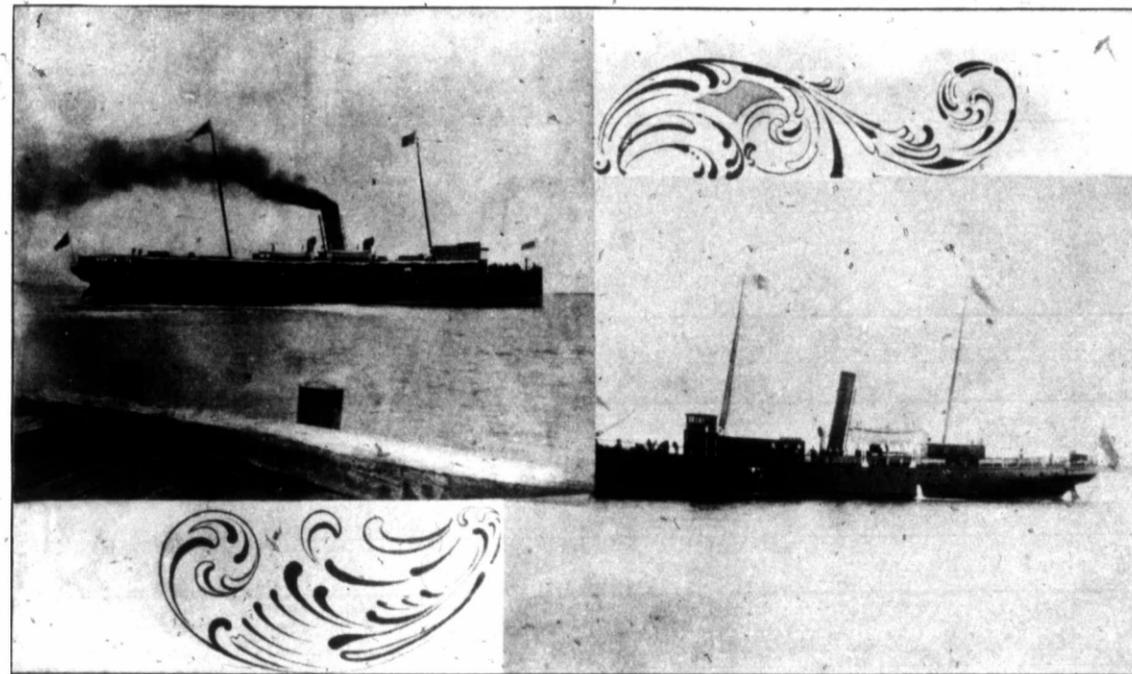
The growing of Indian corn for fodder has been greatly extended on the Island. In 1890, the area devoted to the growth of this article was not more than ten acres. In 1896 it was estimated that the area of the Indian corn for fodder was about 10,000 acres. Many of the leading farmers have put up silos, and others stook the fodder corn and have it in a fair state of preservation for feeding during the winter. Considerable improvement has of late been made in the raising of farm stock. Excellent specimens of live stock are to be met with in every section, and at the present writing, Island animals are

capturing prizes at a great fair in a neighboring Province. The Provincial Government maintains a stock farm which is devoted to the breeding of cattle, and the yearly surplus stock is distributed between the three counties. The horses of the Island enjoy a high reputation, much attention having been bestowed upon their breeding. Owing to early Government importations of thoroughbred and cart stallions, which have more recently been followed by many private purchases from abroad, the horses are now regarded as among

the best in America, and command ready sale at good prices. In recent exhibitions open to the whole Dominion, held in Montreal and Halifax, a large share of the honors and prizes for the horses was awarded to this Province. For sheep, also, this country appears well adapted, the soil being light, dry and sound, and growing a thick-set, tender and nutritious herbage. The mutton is of very fine flavor, and the export of sheep and lambs to the other Provinces and the United States is assuming large proportions. Exhibitions of live stock, farm, garden and dairy products, and manufactures are, and have been for a number of years, held in Charlottetown, Summerside, Georgetown and other parts of the

country. The annual Provincial Fair in Charlottetown, in connection with horse races under the auspices of the Driving Park Association, is, from an agricultural point of view, superior to any annual show of the kind in the Maritime Provinces. Our illustration on page 234 shows one of these gala days.

In addition to the natural fertility of the soil, the facility for obtaining manure may be noted as a particular advantage. In most of the rivers and



STEAMERS OF THE CHARLOTTETOWN STEAM NAVIGATION CO. "NORTHUMBERLAND" PLYING BETWEEN POINT DU CHENE AND SUMMERSIDE, AND "PRINCESS" BETWEEN PICTOU AND CHARLOTTETOWN, P.E.I.

bays are found extensive deposits of mussel mud formed by decayed oyster, clam and mussel shells. The deposits vary from 5 to 20 feet in depth, and their surface is often several feet below low water level. Machines placed upon the ice and worked by horse power are used for raising this manure. Procured in this way in large quantities and possessing great fertilizing qualities, it has vastly improved the Island's agricultural status.

Without doubt, Prince Edward Island is the best fishing station in the Gulf of St. Lawrence, and the fisheries are exceedingly valuable, particularly those on the north coast. They consist chiefly of mackerel, lobsters, herring, cod, hake and oysters, while salmon, bass, shad, halibut and trout are caught in limited quantities. In the year 1896, the whole of the product of the fisheries was \$976,125, which included mackerel valued at \$59,628, herring \$224,110, lobsters \$284,019, cod \$102,686, smelts \$33,960, hake \$56,095, and oysters \$120,856. The yield of lobsters was 2,028,709 lbs., of oysters 30,214 bbls., of mackerel (fresh) 11,680 lbs. The number of vessels and boats engaged in the fisheries in 1896 was 2,086, number of men 4,668. The number of lobster canneries was 174, and the number of hands employed was 3,748.

Commerce is maintained principally with the other Maritime Provinces, the United States and Great Britain. The value of the exports is large. They embrace oats, potatoes, oysters, and other products of the field and fisheries, eggs and live stock. Trade with the Mother Country is growing, and the large interprovincial traffic is increasing.

Prince Edward Island is the smallest member of the Canadian family, but it is more than twice as thickly populated as any other Province, the proportion being 54.5 persons to the square mile. Its population is 109,078. The Scotch muster about 49,000, the Irish 25,000, the English 21,000 and the French about 12,000. There are 281 Indians. The Roman Catholics number 47,837, the Presbyterians 32,988, Methodists 13,596, Church of England 6,646, and the Baptists 6,265. The Roman Catholic Diocese is situated at Charlottetown; and authority over the spiritual affairs of the Episcopalians is exercised by the Bishop of Nova Scotia.

The future of the Island lies obviously along the line of further improvements in methods of farming. The dairying industry has transformed the farmers. A new light has broken in upon the cloudy and murky atmosphere of antiquated methods. In the line of handling milk, raising fodder of the proper kinds in right quantities, feeding stock and caring for them, and in scientific knowledge, the advance has been remarkable. To-day, Prince Edward Island derives a large revenue from its export of butter and cheese. Who can tell what the future of this great industry will be?

There is also a prospect of a largely increased product of pork. Charlottetown possesses a modern pork-packing factory fitted up with all the necessary appliances for the slaughter of swine, and the curing, packing, smoking and complete preparation of pork and its by-products for markets in Great Britain, the neighboring Provinces of Canada and elsewhere. The old way of fattening pork is being abandoned, scrub pigs are now no more highly esteemed than scrub cattle, and the result of their extinction on the Island will be greatly to the advantage of the farmers.

Although Prince Edward Island cannot expect many new settlers, since there is now comparatively little available land for such, yet it is a desirable place for a certain class of immigrants in search of improved farms with buildings, and within easy reach of the social comforts of life. Good farms of this kind, vacated by those who turn their faces to the Golden West, can from time to time be had at from \$20 to \$35 per acre.

And should not the Island's immense attractions to tourists be here noted? There is no better summer resort in all America. Being of such limited area, and its inhabitants so much devoted to domestic pursuits, it is not surprising that comparatively little is known abroad concerning it. However, its fame is increasing, and now instead of being characterized as it was in the latter part of the last century by a very prejudiced English writer, who had never seen it, as a "rascally heap of sand, rock and swamp, occupied only as a military station, and producing nothing but potatoes," the Island has been aptly termed, and is admitted to be, "The Garden of British North

America." It is a tourist's paradise, and a wonder to those who visit it for the first time. None of the objectionable attractions of a modern seaside resort will here be found; but, instead, is the finest surf-bathing in the world. excellent fishing and game in season. Comfortable hotels and farm houses are everywhere open to the tourist at moderate rates, where the tired toilers of the hot and dusty cities can find health and enjoyment. There are many attractive places on both the north and south shores of the Island.

"With spots of sunny openings, and with nooks
To lie and read in, sloping into brooks."

Several Americans have built cottages for their own use, and the number of tourists is yearly increasing. With more extensive advertising and greater hotel accommodation, the summer visitor "industry" would be a veritable mine to the country.

The Prince Edward Island Railway is 210 miles long, runs from one end of the Province to the other, and touches almost every point of any importance. A branch to the Murray Harbor District, in the southern part of the Province, is in contemplation. Good waggon roads are everywhere found, but as these are often sandy, the Island is not a wheelman's paradise.

During the season of navigation there is daily communication by the fine steamers of the Charlottetown Steam Navigation Company, between Charlottetown and Pictou, N.S., and Summerside and Point du Chene, N.B. After the close of open navigation, connection is maintained between Georgetown and Pictou by the steamer "Stanley," a boat specially constructed for winter work, and which has been wonderfully successful. Within a year it is expected that there will be a boat similar to the "Stanley," but of larger dimensions, to act in conjunction with her. In mid-winter the work of the "Stanley" is supplemented by the Ice Boat Service between Cape Traverse on the Island, and Cape Tormentine on the New Brunswick shore, a distance of about nine miles. The standard ice boat is 18 feet long, 5 feet wide and 2 feet 2 inches deep. Its frame is oaken, it is planked with cedar, and the planks are covered with tin. It has a double keel which serves for runners, and four leather straps are attached to each side. The crews are hardy,

powerful and courageous men. The passage usually occupies about three and a half hours, but when there is much "lolly" (small particles of ice floating in the water, often to the depth of several feet) and when wind and tide are unfavorable, it sometimes requires from five to seven hours. A trip by "The Capes" is a unique experience.

Freight and passenger steamers connect weekly with Quebec, Montreal, St. John's, Newfoundland, Halifax, Boston and the Magdalen Islands. Small steamers and sailing packets, most of them more or less subsidized, furnish means of coast and river transit. A direct steamship service to Great Britain will soon be an accomplished fact.

Telegraphic communication is maintained by the cable of the Anglo-American Telegraph Company between Capes Traverse and Tormentine, and other offices of this Company are established throughout the Province and along the Railway. A telephone system reaching almost every important point, is also in existence. Mails are despatched daily to the mainland, and weekly to Great Britain, while advantage is taken of intervening opportunities to Europe via New York. There are good postal facilities throughout the Island, offices being established at intervals of three or four miles.

The Island Province possesses few financial institutions. The banks are the Merchants' of Prince Edward Island and the Summerside Bank. The former occupies a substantial building in Charlottetown and is doing a very successful business. It was incorporated in 1871 and has agencies at Souris and Montague. The Summerside Bank has been in existence for upwards of 30 years. Both are sound financial institutions. The Union Bank of Prince Edward Island, incorporated in 1832, was, in 1883, amalgamated with the Bank of Nova Scotia, and is now known as the Charlottetown agency of that great Nova Scotian Corporation. There is also an agency at Summerside. Another Halifax Bank, the Merchants', has agencies at Charlottetown and Summerside. A branch of the Dominion Government Savings Bank, and an agency of the Credit Foncier Franco-Canadien of Quebec, also do business here. There are no Loan or Trust Companies.

The business men of Prince Edward Island are up-to-date. Stores with well selected stocks are found in every village and at almost every "cross roads" throughout the country. In Charlottetown, the establishments of every kind are equal to those of any city of its size in Canada; and the window dressing of many of the stores surpasses that of much larger places. The principal dry goods retailers send buyers direct to England to select their stocks, while the large army of commercial ambassadors who regularly visit the Island, secure substantial orders. In the capital are several shipping firms, eight or nine dry goods establishments (some with wholesale departments), seven drug stores, two furniture warerooms, five tailoring establishments, with several stores each in the lines of groceries, hardware, boots and shoes, etc. Summerside, too, possesses excellent business establishments. The Charlottetown Board of Trade is an influential body and is accomplishing good work for the city and Province.

Manufactures are limited, but have rapidly developed of late. They consist of butter, cheese, starch and soap factories, tanneries, grist, saw and woollen mills, furniture factories, lobster and other canning establishments, carriage factories, etc.

By the census of 1891 the figures of Island industries were as follows: Number of industrial establishments, 2,679; capital invested, \$2,911,963; number of hands employed, 7,910; yearly wages, about \$1,101,620; value of products, \$4,345,910.

Compared with the census of 1881, these figures show an increase in ten years of over 25 per cent. in the number of establishments, nearly 40 per cent. in capital invested, 38 per cent. in hands employed, and 27 per cent. in value of products.

To-day the Island of Prince Edward is as beautiful as ever. Its people are as hospitable as of yore, and are ready to welcome increasing numbers of tourists and permanent residents to its shores. With more hotel accommodation, and the good work of modern improvements now going on, continued, the prosperity of this "gem of the sea" is assured.

The City of Charlottetown

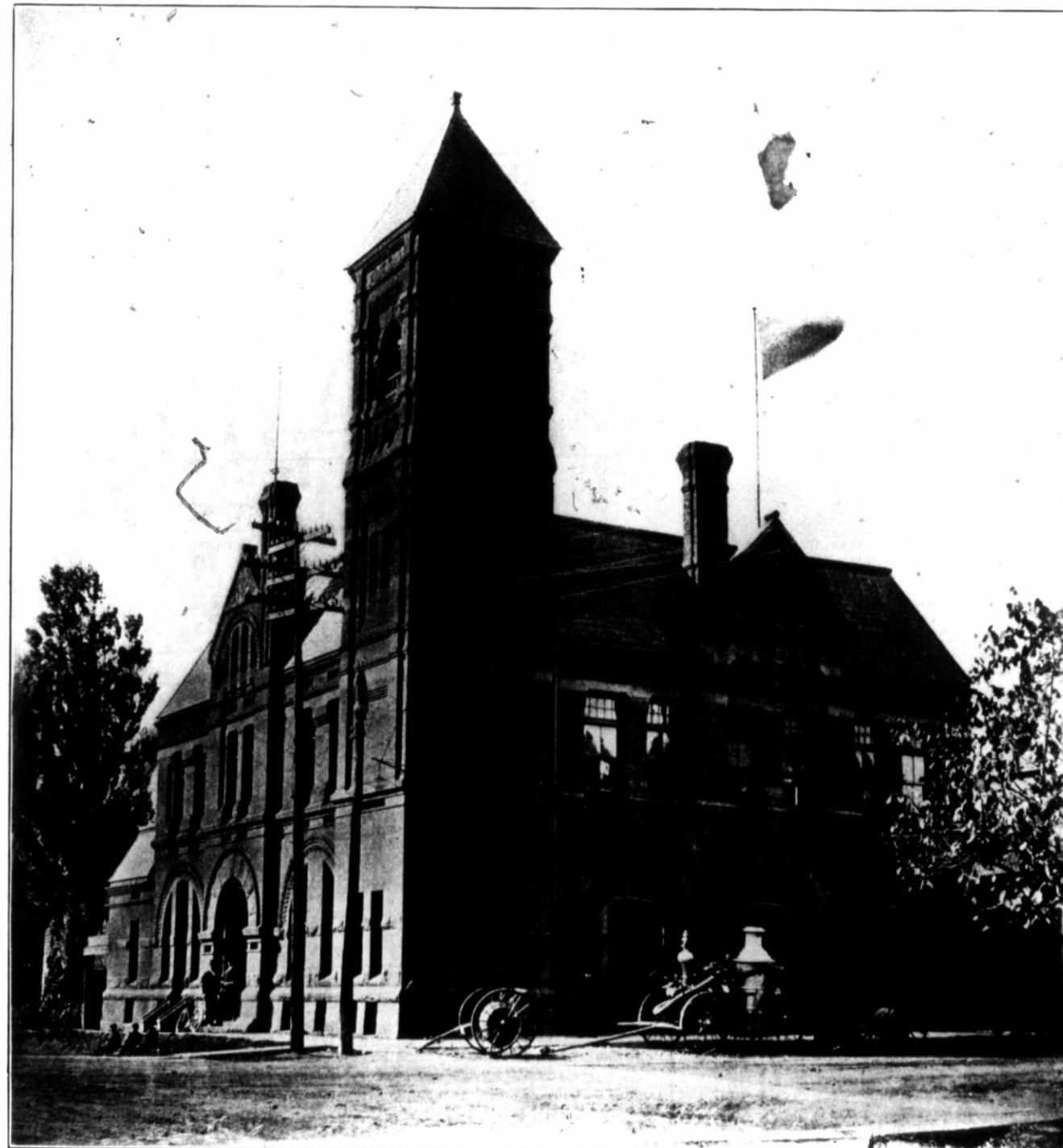


THE CITY OF CHARLOTTETOWN, the seat of Government, was founded in 1768, and was incorporated in 1855. It is pleasantly situated upon a point of land at the confluence of the York, Elliot and Hillsborough Rivers. Approaching from the sea and passing the red sandstone cliffs which, with the vivid green of the fertile fields, make a rare combination of color, one enters a large, safe and almost land-locked harbor, deep enough for the anchorage of the largest warships. This harbor is said by Admiral Bayfield (a standard authority) to be in every respect one of the finest in the world. Three miles from the mouth of the harbor, the city stands, occupying gently sloping ground and almost surrounded by water. To the left, as seen from the water, is Fort Edward, with a battery of four guns. From this battery salutes are fired on important occasions, and it is all that remains of a number of fortifications erected in bygone times.

Charlottetown is the principal port of shipment in the Province and has a thriving trade. The city is attractively and generously laid out, the streets being wide and the public squares numerous. Of these the principal is Queen Square which, from being a barren waste a few years ago, has been converted into a thing of beauty with hard smooth paths and well-trimmed grassy lawns. It is planted with trees and embellished with numerous beds of flowers and foliage plants which, during the season, show a marvellous growth. A fountain and a band stand add to its attractions. The electric light and the presence of a band of music make it a great resort of the people during the summer evenings. The other squares of the city are well kept. Charlottetown is widely known as one of the healthiest towns in Canada. Many of its thoroughfares are shaded and there are pleasant drives in the vicinity, the principal being the new Park Boulevard. The city's surroundings

are attractive, the water pure, and the air clear and bracing. Many improvements have been made in recent years. The wooden buildings that served as business establishments a generation ago, have given place to modern brick and stone structures, and great progress is also to be seen in the residential parts. The suburbs are charming with gardens, groves and hedges of evergreens and with shady avenues opening out upon fertile fields.

The principal public buildings are situated on Queen Square. In the Dominion Building—a massive brick and stone structure—are the Post Office, Custom House, Savings Bank and other Federal Government Offices. Alongside is the Provincial Building, of Nova Scotia freestone, the cornerstone of which was laid on the 16th day of May, 1843. It contains the Local Government offices and Legislative Assembly Chamber, etc. Further east is the Law Courts Building. These, surrounded by the tastefully laid-out gardens and the handsome brick and stone blocks on all sides of the



CITY HALL, CHARLOTTETOWN, P.E.I.
CONTAINING COUNCIL CHAMBER, STIPENDIARY MAGISTRATE'S COURT ROOM, MAYOR'S AND ALL CITY OFFICES; ALSO FIRE AND POLICE STATIONS. BUILT OF BRICK AND STONE.

Square, make up a city vista which would be creditable to a larger place than the Island capital. East of these buildings is St. Paul's Anglican Church with its beautiful rectory, and to the west is the Market House, one of the institutions of Charlottetown. Here twice a week are offered for sale in great abundance the farm, market garden and dairy products for which the Island is so noted. The butchers and market gardeners have their stalls on the lower floor, while upstairs, women dispose of butter, poultry, fruit, flowers, etc., of a quality and at prices that surprise visitors. The surrounding Square is also given up to market purposes. The city is well supplied with places of worship, among which are one Roman Catholic, two Anglican, three Methodist, two Presbyterian and one Baptist Church. A large and handsome Roman Catholic Cathedral, to replace the old St. Dunstan's, is in course of erection. St. Paul's Anglican and St. James' Presbyterian Churches are pretty edifices, and St. Peter's Cathedral (Anglican), with the Chapel adjoining, is well worth a visit.



QUEEN SQUARE SCHOOL AND VICTORIA ROW. A BUSINESS PORTION OF THE CITY FRONTING ON QUEEN SQUARE, SOUTH SIDE, CHARLOTTETOWN, P.E.I.

Other prominent buildings are the Bishop's Palace, City Hall, Masonic Temple, Charlottetown Hospital and the Public Schools. The institutions include two well-conducted hospitals (the Charlottetown, in charge of the Sisters of Charity, and the Prince Edward Island, managed by a general board of directors), the Prince of Wales College and Normal School—a wooden structure which will soon be replaced by a brick and stone one—St. Dunstan's Roman Catholic College, two Convent Schools, three Public Schools, a Kindergarten, and several excellent private schools. There is also a well-appointed Young Men's Christian Association. A new Opera House furnishes amusement for the theatre-going population.

Victoria Park, to the west of the city, is a popular breathing place, and though somewhat limited in area, containing but 46 acres, possesses many beauty spots. The cricket, football and tennis clubs have excellent grounds in this park, which, during the fine afternoons of the summer, present scenes of great animation. On the way to the park and overlooking the new Boule-

vard, is Government House—the official residence of the Lieutenant-Governors for many years past. The Exhibition Buildings and Driving Park are at the east end of the city, and to the north of the town are the grounds of the Charlottetown Athletic Association. Both of these grounds contain good racing tracks, that of the Driving Park being pronounced one of the best in Canada. Charlottetown has a first-class water-works system which furnishes water that is not surpassed in excellence anywhere in America, and a modern system of sewerage is now in use. The city has two electric light plants, an electric fire alarm, and a gas light and power company; and legislation has recently been passed for an electric street railway. There are three daily and several weekly newspapers. Religious and national societies are well represented, there being no less than fifteen lodges or societies, including the Masons and Odd-fellows. The leading hotels are good and are constantly improving. The city contains several machine shops, wood-working, furniture and tobacco factories, a pork factory, woollen mill, flour mill, a boot and shoe factory, and numerous



MARKET HOUSE AND SQUARE ON MARKET DAY, WITH QUEEN SQUARE, POST OFFICE, PROVINCIAL BUILDING AND LAW COURTS ADJOINING, CHARLOTTETOWN, P.E.I.



LAWN TENNIS COURTS WITH TENNIS BUNGALOW. A BEAUTIFUL SPOT SITUATED IN VICTORIA PARK, COVERING ABOUT TWO ACRES, WITH GRADED WALKS AND SHADED DRIVES ALL ROUND, CHARLOTTETOWN, P.E.I.

minor industries. The affairs of the city are administered by a mayor and eight councillors, and its population is about 12,000.

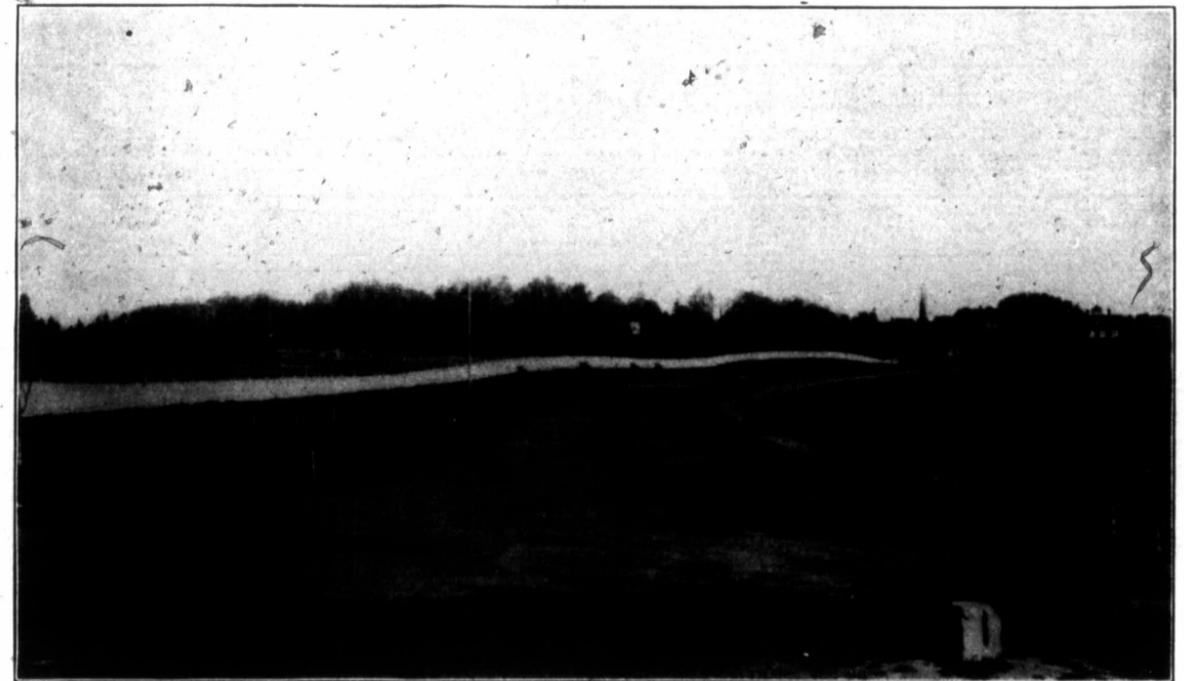
Summerside in Prince County, with a population of about 4,000 and ranking next to the capital in wealth and importance, is situated on Bedeque Bay in the centre of one of the finest farming districts in the Province. A large import and export trade is done here, as well as an extensive wholesale and retail distributing traffic throughout the county. It is also the principal oyster mart of the Island. The town is lighted by electricity and boasts of the largest and finest departmental store in the Maritime Provinces.

It is a go-ahead community, the citizens being noted for their energy and enterprise. The business establishments are substantially built and of modern appearance. Its Post Office and other public buildings are creditable, and many of the residences exhibit much taste, being surrounded by beautiful lawns and gardens. The town contains three banks, several industrial estab-

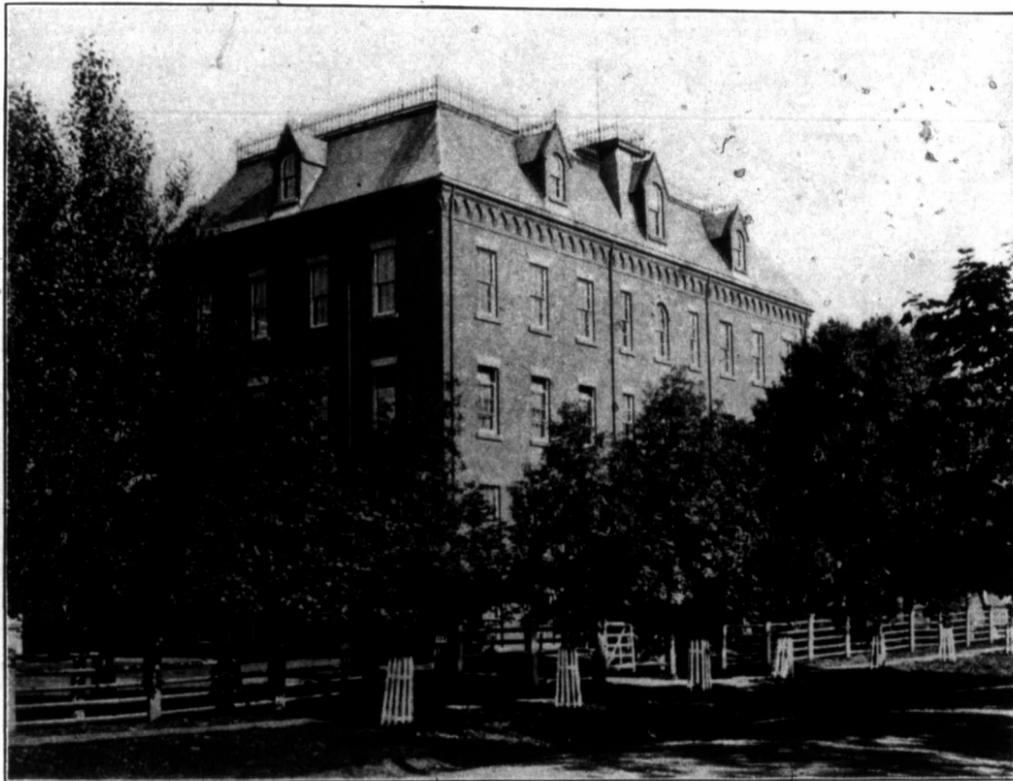
lishments, and two well-appointed printing offices. Two semi-weekly newspapers are published, each of which issues a weekly agricultural adjunct. There are eight churches representing the leading religious denominations, a public library, and several lodges of Masons, Oddfellows and Foresters, besides national, temperance and other societies.

Summerside is justly proud of its schools, the principal of which is the brick High School on Green Street. The eastern and western district schools are good institutions, and there is also an excellent convent school for girls. In the neighborhood of the place, the sportsman will find good fishing and shooting grounds, and a famous trout stream—the Dunk River—where many a piscatorial beauty has been killed, is only six miles distant.

The hotels are fair and tourists are delighted with the beautiful scenery and pleasant drives in the vicinity of the town. Forty miles west of Summer



VICTORIA TERRACE. A BEAUTIFUL DRIVE AND ROADWAY CONSTRUCTED ALONG THE FRONT OF GOVERNMENT HOUSE FARM, BETWEEN THE CITY AND VICTORIA PARK, AT A COST OF \$14,000, FRONTING ON THE HARBOR. OFFICIALLY OPENED BY THE MAYOR ON JUBILEE DAY, JUNE 22nd, 1897, CHARLOTTETOWN, P.E.I.

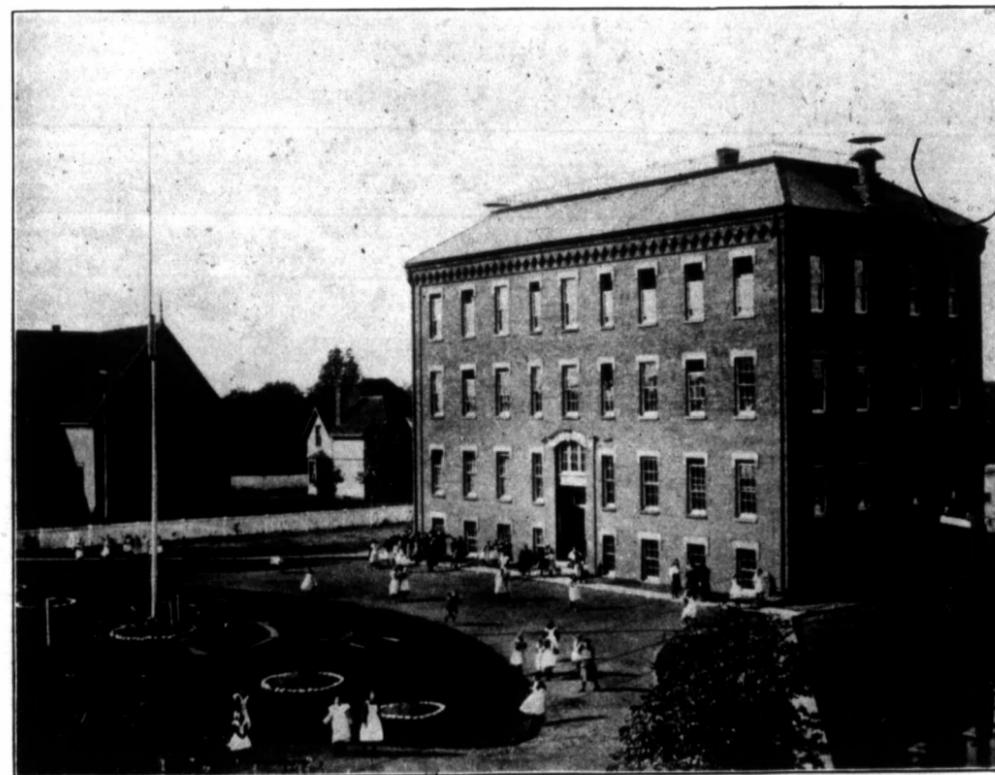


WEST KENT STREET SCHOOL. BUILT OF BRICK AND STONE AT A COST OF \$26,000. IT HAS 13 CLASS ROOMS AND AN ATTENDANCE OF 500 PUPILS, WITH LARGE PLAY GROUND, CHARLOTTETOWN, P.E.I.

side is Alberton, a growing place. Georgetown, prettily situated amid the slopes of velvet fields on a peninsular between the Cardigan and Brudenell Rivers, possesses one of the finest harbors in the world. The other most important town in the east end of the Island is Souris, situated on Colville Bay, and said by some to be the prettiest and healthiest spot on Prince Edward Island. Tignish, Kensington, Mount Stewart and Montague are thriving villages, having the advantage of water connections or railway stations.

On a calm day, with a blue sky overhead, the waters on which fishing boats and larger vessels are constantly coming and going, and the bright sun lighting up all the varied colors of the scene; make a prospect that is distinctly pleasing. Entering the narrow passage, between Blockhouse Point on the one side and Keppoch on the other, the voyager finds himself in a

splendid harbor—almost land-locked—formed by the confluence of the Hillsborough or East River, the West River, and the North River. In this harbor the largest warships in the English navy can anchor, and every summer some of the vessels attached to the North Atlantic squadron pay Charlottetown a visit. If the traveller is just from Halifax or Pictou, or from any ports in Cape Breton or up the St. Lawrence, the change from the rocky shores of the former places to the verdant well-tilled fields and thick woods of the Island is most surprising. Long before landing one comes to the conclusion that Prince Edward Island has a perfect right to the title of the Garden of the Gulf. About three miles from the mouth of the harbor the City of Charlottetown occupies a pleasant site, being laid out upon a slope that gradually rises from the water's edge to a height of 50 feet above sea level.



PRINCE STREET SCHOOL, ORIGINALLY THE WESLEYAN ACADEMY. BUILT OF BRICK AND STONE AT A COST OF \$25,000. IT HAS 14 CLASS ROOMS AND AN ATTENDANCE OF 600 PUPILS, WITH 2 ACRES OF LAND FOR PLAY GROUND, CHARLOTTETOWN, P.E.I.



FEDERAL CABINET OF THE DOMINION OF CANADA.



PROVINCIAL CABINET OF MANITOBA.



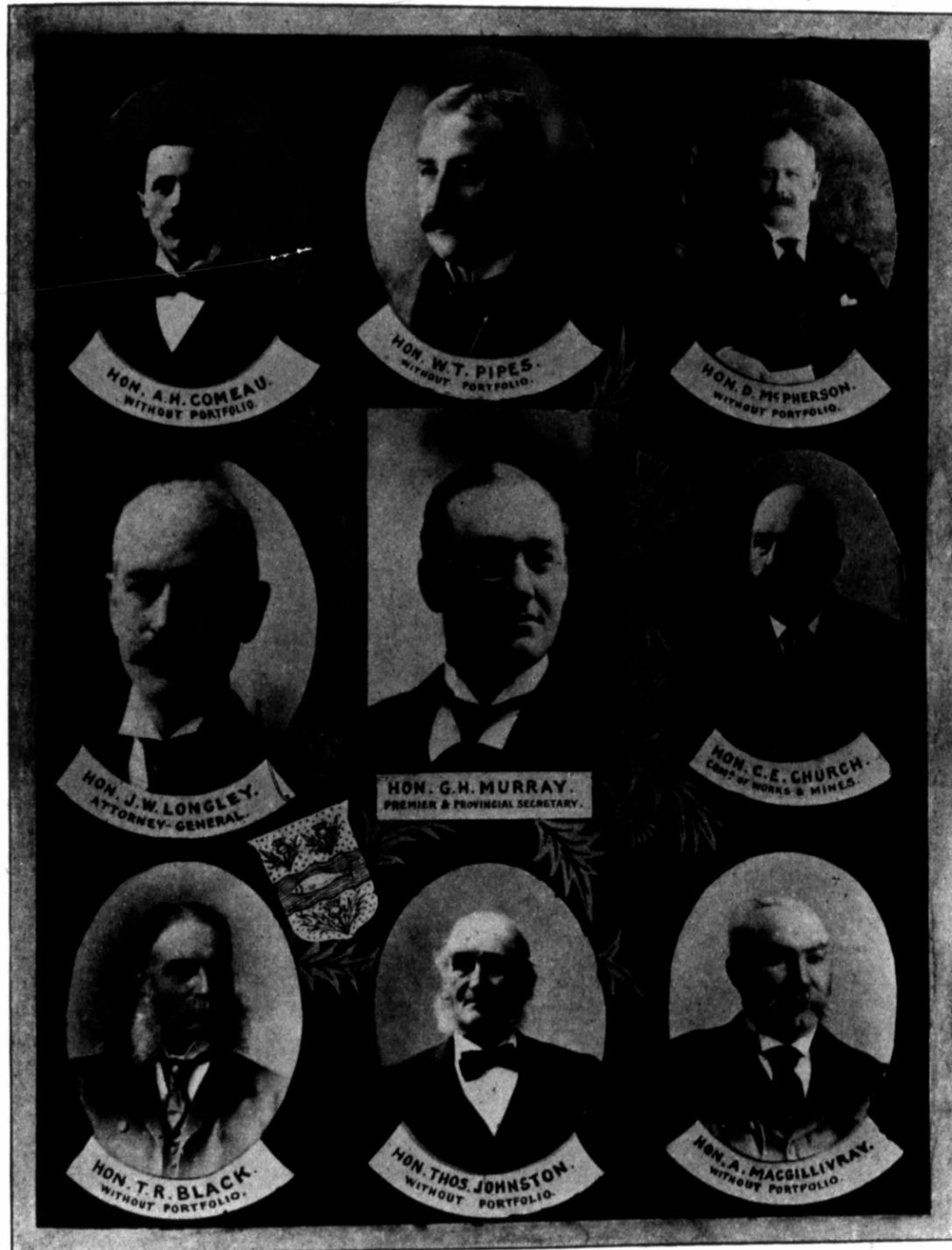
PROVINCIAL CABINET OF ONTARIO.



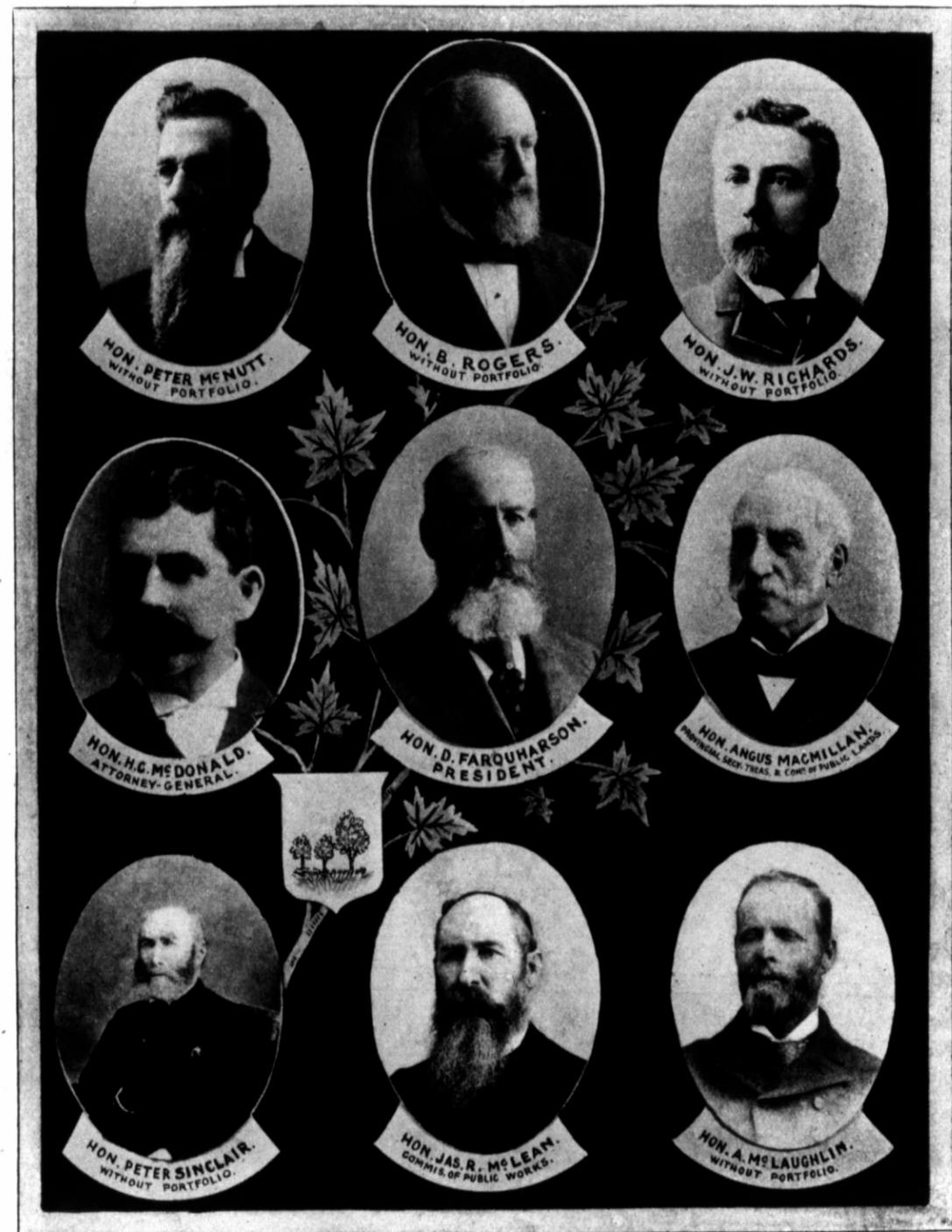
PROVINCIAL CABINET OF QUEBEC.



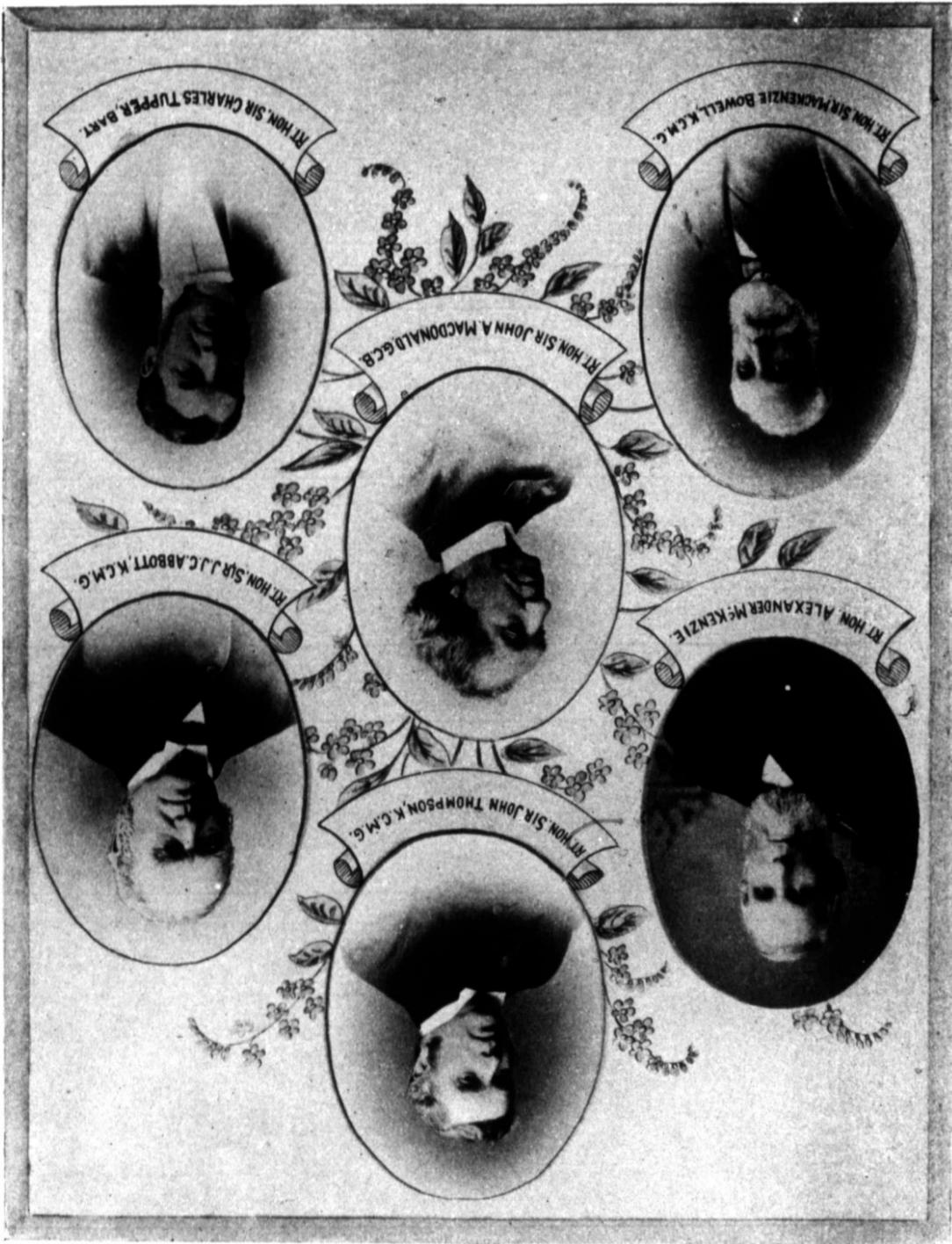
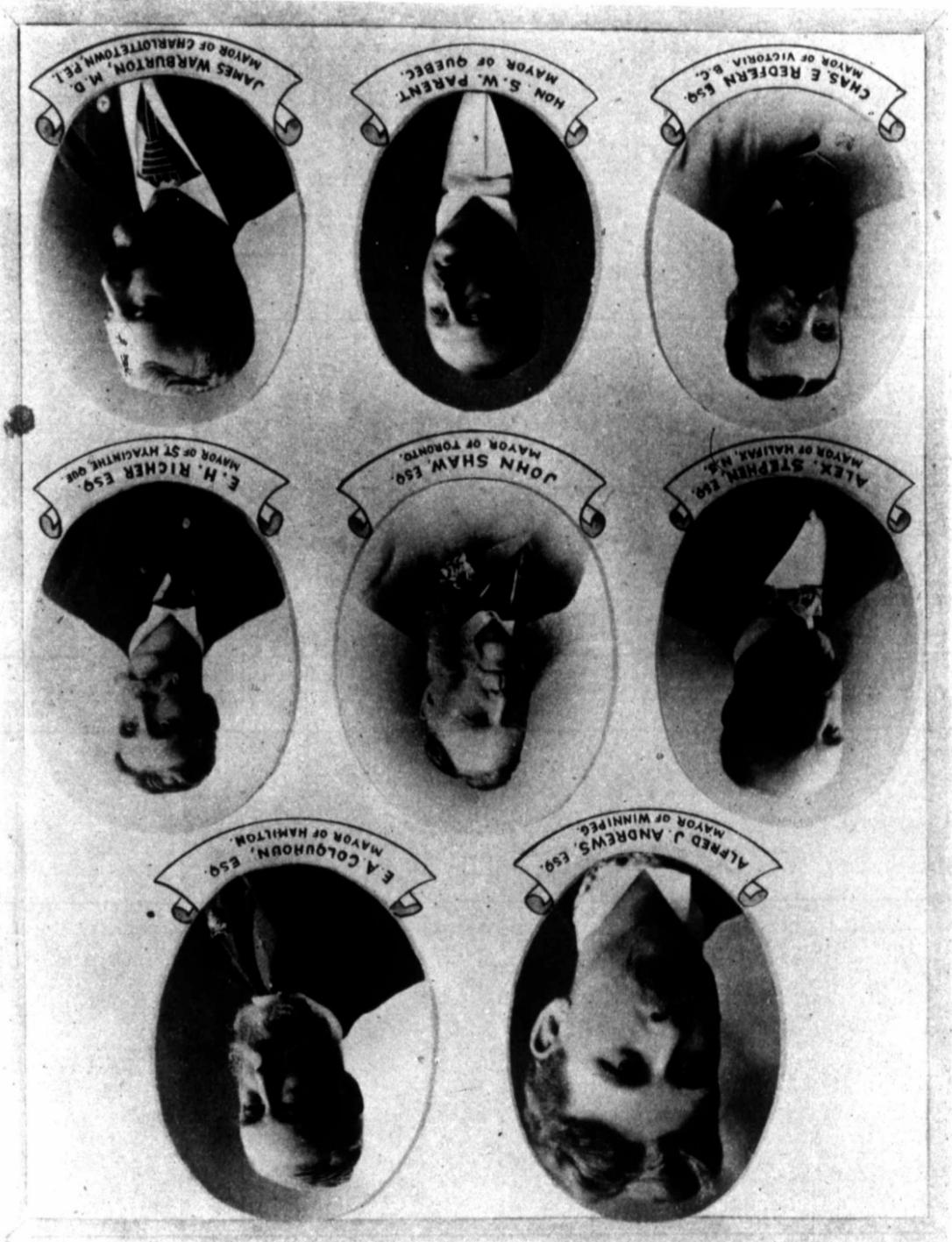
PROVINCIAL CABINET OF NEW BRUNSWICK.

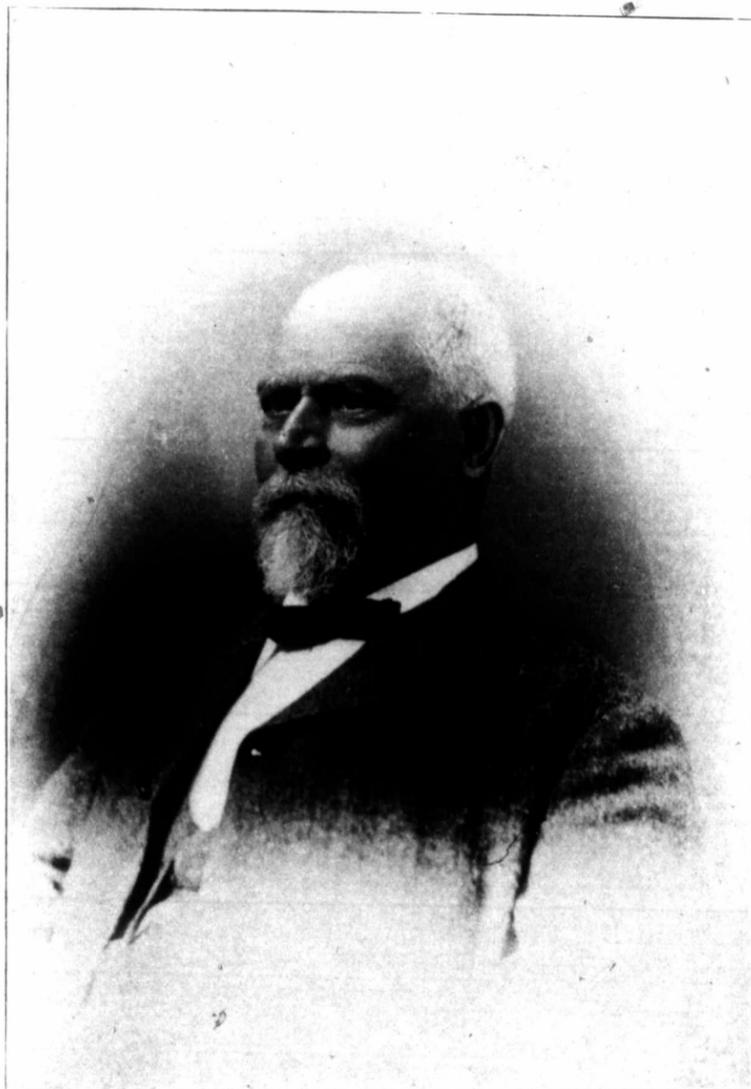


PROVINCIAL CABINET OF NOVA SCOTIA.

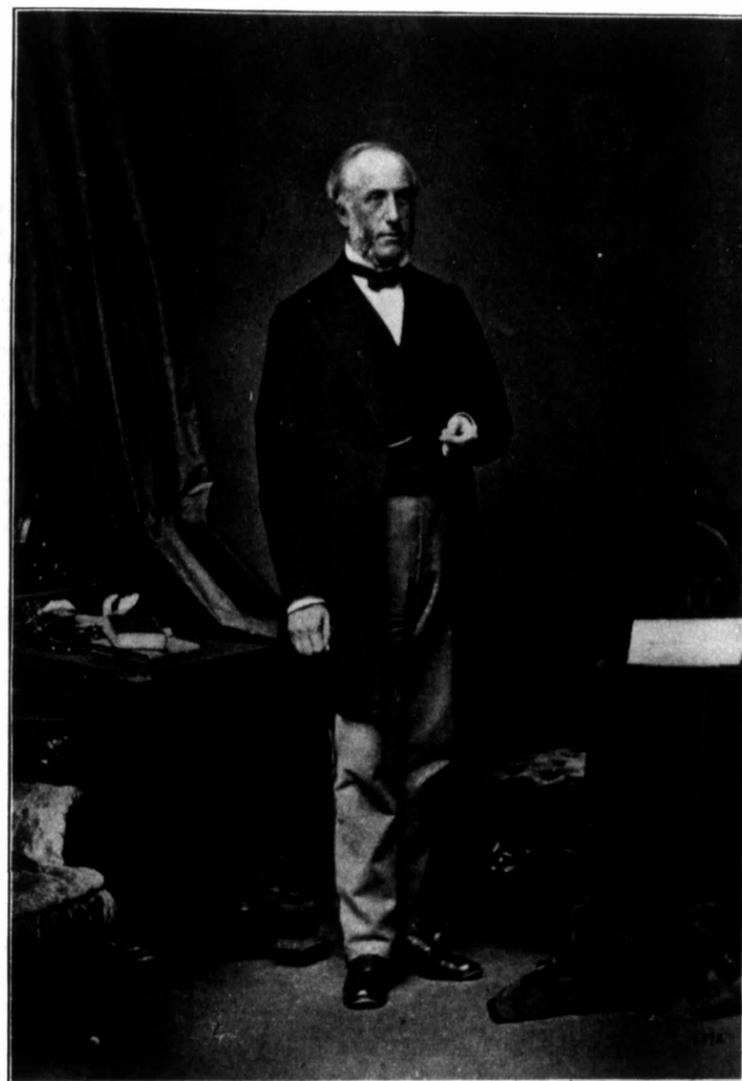


PROVINCIAL CABINET OF PRINCE EDWARD-ISLAND.

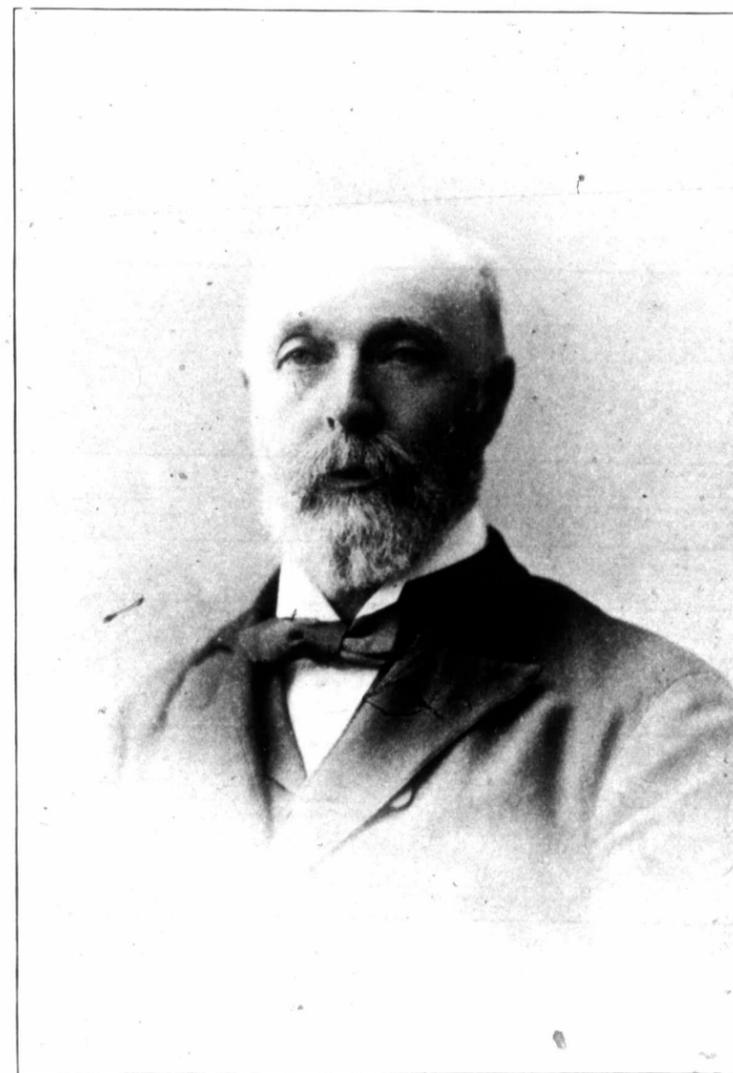




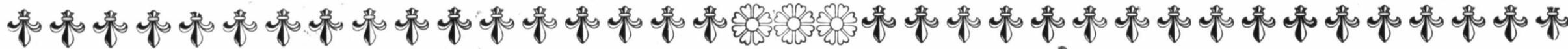
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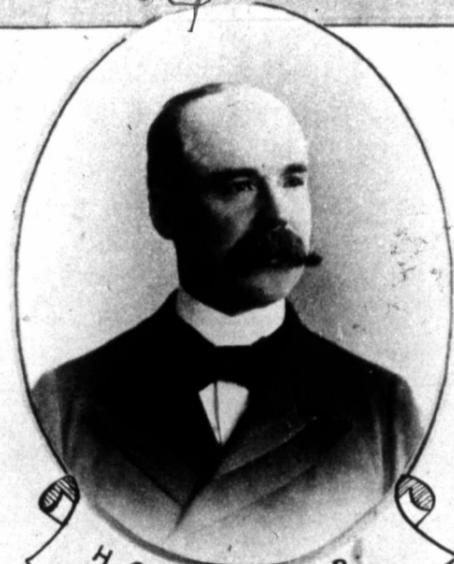
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