

# CANADA

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For further information write H. W. HARDING, London Secretary, Bond Court House, Walbrook, London, E.C., or H. J. COWIE, European Freight Agent, 5, Chapel Street, Liverpool.



## A Fact, a Reason, and a Question.

**The FACT.**—More than sixty per cent. of the free lands selected by homesteaders in Western Canada during the last four years are in

## SASKATCHEWAN.



**The REASON.**—Because Saskatchewan's opportunities proved to be a greater inducement than those of other parts of the Canadian West.

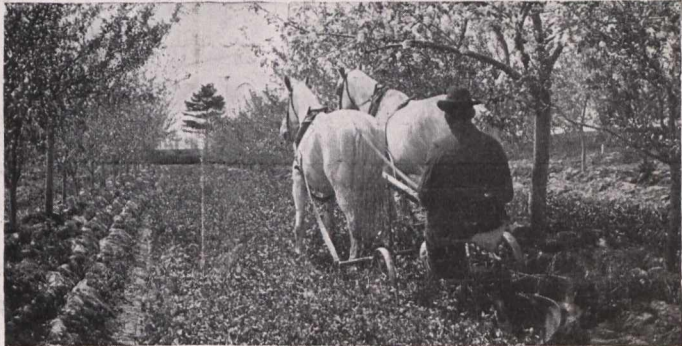
**The QUESTION.**—If you were familiar with the facts about Saskatchewan, would your decision be the same as that of two-thirds of Western Canada's Homesteaders?

Bulletin No. 8, published by the Department of Agriculture for Saskatchewan, tells about the Climate, Crops, and Live Stock of Saskatchewan in 1908. Copies may be obtained from J. OBED SMITH, Asst. Supt. of Emigration, 11 & 12, Charing Cross, London, S.W., or from any of the Canadian Government's Immigration Agents in Great Britain.

**BUREAU OF INFORMATION AND STATISTICS, Department of Agriculture, REGINA, Sask., Canada.**



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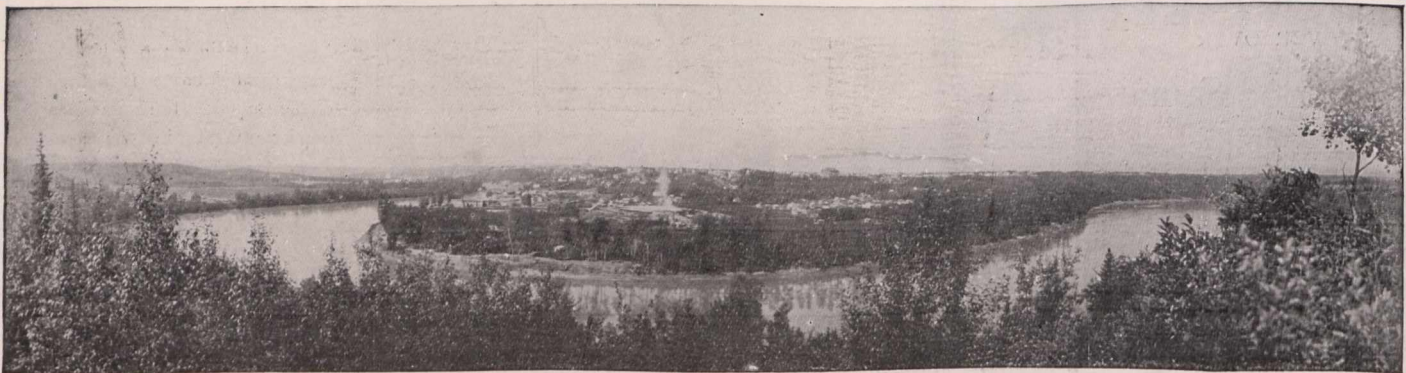
"ALBERTA," ABC Code  
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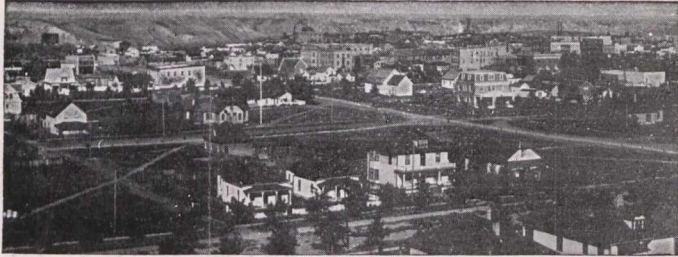
**EDMONTON, Alberta, Canada, is a BRITISH CITY** in which the **BRITISH CAPITALIST** will find an opportunity to make safe investments. **NO CITY IN THE BRITISH EMPIRE IS ATTRACTING GREATER ATTENTION THAN EDMONTON** at the present time. Canadian and American Capitalists appreciate the fact. Edmonton has become a modern city, having Electric Light and Power, Street Cars, Waterworks, Paved Streets, Boulevarded Streets, &c. **EDMONTON IS THE CAPITAL CITY OF ALBERTA**; it is a divisional point on the Grand Trunk Pacific and Canadian Northern Railways; it is also served by the Canadian Pacific Railway. Edmonton is situated midway between Winnipeg and Prince Rupert on the G.T.P. It is **SURROUNDED BY MILES OF RICH LANDS** which are underlaid with coal. It is the Gateway to the Peace River and Mackenzie River Basins. Edmonton had a population of 12,000 in 1906, which increased to 20,000 in 1908. It is essentially a **BRITISH CITY** in which citizens of the Empire will find themselves at home.

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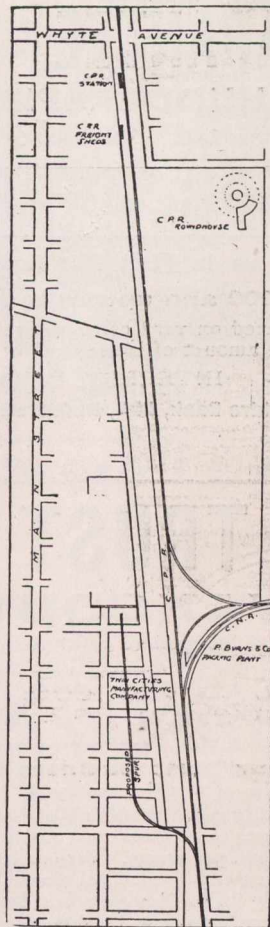
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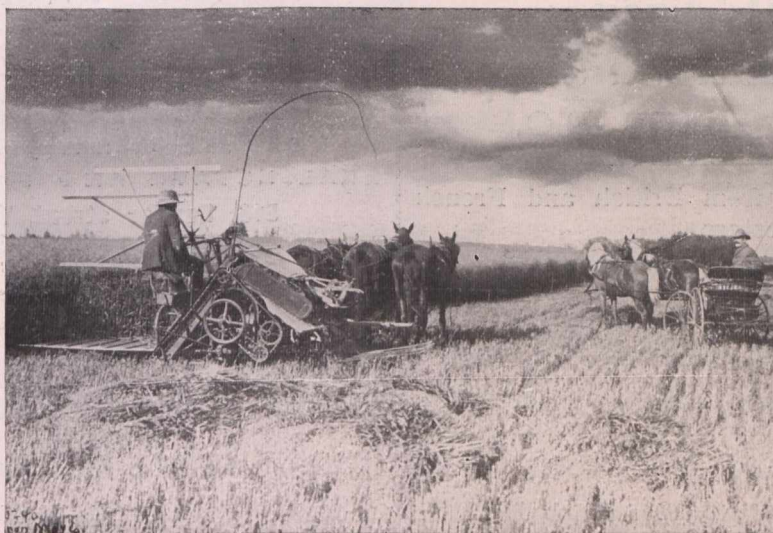
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For further information apply to **J. O. SMITH**, Commissioner of Immigration, 11 & 12, Charing Cross, London, S.W.; or  
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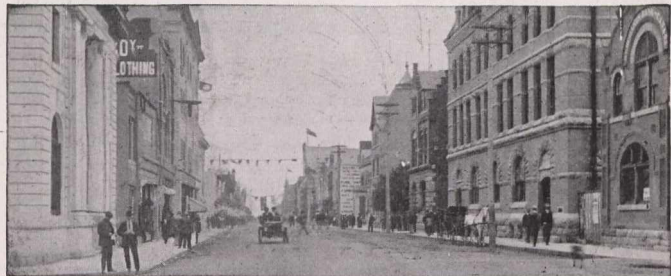
Reference: Bank of Montreal, Vancouver, B.C., and London, England.

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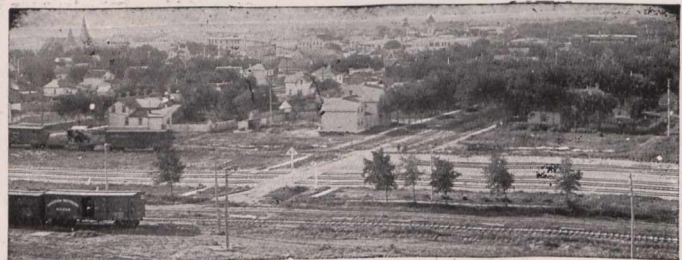
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 Total cost, including freehold of land, about **£8,000,** which would return a net income  
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The question will certainly occur to the new readers of this journal whether the contents of previous numbers of *Canada* may not be of use to them. Those, for instance, being desirous of making some investment may require information upon a certain province, district, city, or town; or a manufacturer may wish to know something of openings and facilities existing for the establishment of industries, while information concerning factories, etc., already established would be useful. Another may desire some knowledge of Canadian mining districts and companies and their prospects. Again, one who is contemplating settling in the Dominion will find very useful back numbers of *Canada*, which give the experience and opinions of other settlers, and advice as to the opportunities and conditions in the various parts of the country, as well as profits to be made from various branches of agriculture, fruit-farming, etc.

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For the benefit of readers desiring such information, the following list of subjects which have been discussed in *Canada* has been compiled. Here will be found contributions by some of the best authorities on the subject, most of them fully illustrated. Many of these issues of *Canada* are still obtainable, and a postcard to the Publisher, 34, Norfolk Street, London, will elicit the price of the copy, which necessarily varies according to the date of the number.

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**BIRTHS, MARRIAGES, AND DEATHS.**

**BIRTHS.**

HODGES.—On July 12, at Vernon, British Columbia, the wife of Cecil Stuart Hodges, of a daughter.

LOCHHEAD.—At 4437, Sherbrooke Street, Montreal, Canada, on August 7, to the Rev. John and Mrs. Lochhead, late of Douglas, Lanarkshire, a son,

**MARRIAGES.**

CAMPBELL—ARCHIBALD.—At Strathmore, Airlie Drive, Mount Florida, on August 16, Colin Campbell to Selina Archibald, youngest daughter of Mrs. Archibald, Winnipeg, Canada.

CURRELLY—NEWTON.—On August 4, at St. James's Church, Paddington, Ada Mary Newton, one of H.M. Inspectors of Factories, to Charles Trick Currelly, O.I.O.M., M.A., F.R.G.S., director of the Museum at Toronto.

FITZMAURICE—PIGOT.—On August 19, at the Catholic Cathedral, Vancouver, B.C., James Bryan Fitzmaurice, second son of the late George Fitzmaurice, Esqre., to Gladys Mary Wemyss, daughter of the Revd. T. Wemyss Pigot, vicar of Morteoh, N. Devon. By cable.

TACON—SMITH.—On August 18, at St. Augustine's Church, Honor Oak Park, London, by the Rev. Percy White-Collard, M.A., vicar of the parish, assisted by the Rev. C. J. Smith, M.A., vice-principal of Ely Theological College (cousin of the bride), Joseph Walter, eldest son of J. W. Tacon, of 7, Honor Oak Road, to Florence Agnes, youngest daughter of W. R. Smith, of "Oaklands," Honor Oak Park. Canadian and American papers please copy.

**DEATHS.**

COLQUHOUN.—Suddenly, at Rothesay (while on a visit from Canada), James, son of the late Wm. Colquhoun, Glasgow, and of Mrs. Colquhoun, 2, Montpelier, Edinburgh.

McKINNON.—On August 7, at the family residence, Blyth, Ont., Donald Bruce McKinnon, in his 73rd year.

SMEATON.—At Greenway, Canada, on August 18, Thomas Wright Smeaton, aged 50, late of Easter Coul, Auchterarder, second son of the late Rev. John Smeaton, of Iulliallan, and of Woodside, Auchterarder. By cable.

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# CANADA

No. 190.

SATURDAY, AUG. 28, 1909.

Vol. XV.

6<sup>D.</sup> WEEKLY.

"I'VE GOT HIM."



A TWENTY-FIVE POUND SALMON TROUT FROM LAKE TEMAGAMI.





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Letters and articles must be written on one side of the paper only.

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### THE FRENCH CANADIAN.

**T**HE *Times'* Toronto correspondent has, we think, unwittingly done a disservice to Imperialism by writing a communication to that paper, which, in our opinion, is mistaken in that its whole tendency is to stir up racial differences. The *Times* is so well served as a rule in the matter of Canadian news that it is a pity to find in it expressions of opinion which cannot fail to irritate a large section of Canadian opinion. It is idle to expect a French Canadian to feel exactly as the majority of British Canadians feel in regard to Imperial politics, but there is no need to cast a slur upon their loyalty on that account. The interview, which we publish this week, with the Hon. L. P. Brodeur comes opportunely. Mr. Brodeur is a typical French Canadian, and he feels very much the implied accusation of disloyalty. He maintains that French Canadians are all attached to the Empire, that they are perfectly satisfied with their condition, since they have their lands, their language, and their religion preserved under British rule. It is a great mistake to suppose that all French Canadians are Liberals of the little Englander type. If we look back we shall find that Quebec has not been consistent in politics, the French Canadians being in this matter singularly free from hard and fast political opinions.

In the early part of the last century, it is true that Louis Joseph Papineau carried the French Canadians with him in sympathy, at least, when he led the rebellion in Lower Canada, and not a few Englishmen were on his side. But the French Catholic is at heart Conservative, as may be seen by the fact that when the advanced section of the Liberals started an anti-clerical campaign the Roman Catholic clergy threw all their weight on

to the Conservative side, and took the bulk of the people with them. In 1872 a National party was formed in which were enrolled all the moderate Liberals who were opposed to anti-clericalism. Relations between the clergy and the Liberals improved, but it took some years to alienate from the Conservatives a great mass of the French Canadian vote. In 1881 there were only fifteen Liberals returned for the Province; in 1885 the Liberals did a little better; in 1886 they got level with the Conservatives; in 1896 they had a small majority, and at the last election they got a bigger majority, and this was due to the fact that some hot-headed politicians had called upon the electors not to vote Liberal since Sir Wilfrid Laurier was a Frenchman. This was a fatal slip in electioneering tactics, and would never have been made in calm moments. For to say, as did an American paper the other day, that the British Canadian is suspicious of the French Canadian is not generally true. It is only natural that the French Canadians should support their compatriot, Sir Wilfrid Laurier; and he, it must be remembered, numbers a great many British-Canadian supporters without whose votes he would not be Premier to-day.

Besides, there is also the fact that Sir Wilfrid's is a personality that makes for winning votes. He is the "silver-tongued" even to British Canadians, and it is only therefore to be expected that he should carry his fellow-countrymen with him.

It has been objected that the French Canadians withheld their sympathy from the Old Country during the late war in South Africa; but this objection is equally true of a section of the people in Great Britain. While we blame the latter, we cannot blame the French Canadians. One must not look for too much all at once. The French Canadian has lived under British rule long enough to make him know that under no other rule would he be so well off; but we must not on that account expect him to be more British than some Britishers.

The writer of the article in the *Times*, which has stirred up a very regrettable conflict, in attacking *La Presse*, does not seem to realise that the attitude of that paper on the question of Imperial Defence is to all intents and purposes the same as that put forth in the resolution passed by the Canadian House of Commons on the subject. Let us see what *La Presse* says on the subject:—"The principle which must serve as the basis of the discussion of so important a matter, is that Canada is a free country within the Empire. If we find it advisable to build a fleet, it must be distinctly understood that this fleet is for the protection of our coast lines. We have no objection to the creation of a Canadian fleet. But that we should be compelled . . . to build ships of the *Dreadnought* class . . . which will afterwards be part of the English Navy is a proposal which will be opposed with all the energy of which the Canadian people are capable. If, after the organisation of a Canadian navy, England finds herself at war with a foreign Power, if that war is a just one, and Canada considers it so, England may always rely upon the eager support of Canadian soldiers and sailors. But we must always be free to give or to refuse this support."

Whatever an Imperialist may think of this attitude—and we do not for a moment consider it eminently satisfactory—it must, in common fairness, be admitted that it differs from the resolution passed in the Dominion House of Commons only in the rider at the end of the statement. Besides, we have only



to recall the Imperial Press Conference to remember that one of the Canadian delegates said words to the same effect, intimating that while he could not imagine any occasion on which Canada would refuse help to the Old Country, she would reserve the right to decline if she deemed a war in which the Old Country was engaged unjust.

It seems to us that it is also unfair to the French Canadians to expect them to be more British than many British Canadians. If *La Presse* is to be blamed for its attitude with regard to Imperial Defence, so too should certain British Canadian papers which take exactly the same view. We ourselves agree that all the talk of autonomy is somewhat beside the mark, for no one to-day would dream of interfering with it. But Canada is a young nation, and is naturally anxious that there shall be no dictation as to her policy. "Festina lente" must be the motto in all Imperial movements, and because we cannot all grasp the Imperial idea at once, we must not, therefore, accentuate differences or talk of "disloyalty." Canada's attitude has been from the first that we must keep the question of Imperial Defence out of party politics, and that when we cannot all see eye to eye, we must not fall to abusing each other. Hard words, it is true, break no bones, but they do no good; and accusations of disloyalty seem to us to tend to make the accused disloyal rather than loyal.

We ought to look with pride on the French Canadians, for, as Mr. Brodeur says, their loyalty to the British Empire and their contentment to live under the British flag is one of the strongest arguments in favour of the beneficence of British rule.

Finally we must never forget the part played by French-Canadians in the war of 1812. Surely that episode in the history of Canada ought to have established once and for all the French-Canadian as a loyal citizen of the British Empire.

\*\*

## CANADA AND THE U.S. CUSTOMS TARIFF.

**T**HE apprehensions expressed by the Toronto correspondent of the *Times* regarding the effect which the new United States tariff is likely to have upon Canadian trade and Canadian policy, do not appear to be seriously entertained by most of the leading journals of the Dominion. The article in the *Times* is dated August 5; an editorial in the *Montreal Star* of later date, for instance, says:—"In so far as the new American tariff is an effort to curtail the fiscal independence of Canada, it will fail utterly. When it tells us that we cannot make trade treaties with whom we will, it is wasting good ink and paper. When it attempts to decree upon what terms we shall allow our own timber to be cut and exported, it is ineffectively impertinent. We propose to trade with whom we will, and upon such terms as seem to us best, and, if our next-door neighbours decide that in that case we will be punished by higher duties on the goods we send them, we can only reply that we have been receiving this kind of castigation for years, and that it has taught us that the nearer market is by no means always the best."

The *Quebec Telegraph*, a Liberal organ, says:—"A survey of the United States Tariff Bill, as now passed, from the standpoint of its effect on Canadian exports to the United States, and in the light of the statistics of Canadian exports for last year, fails to show any very noteworthy reason why Canada should be depressed over the outcome of a tariff revision across the border."

Other observations of a similar tenour might be quoted from the editorial comments of journals of differing party complexion. Canada has learnt the lesson that the ocean is no barrier to trade; moreover, the products of Canada are similar to those of the United States, and as the resources of the Dominion are increasingly developed they will assuredly find their best market in those over-seas countries which produce less and consume more of such products.

A probable effect of the United States retaliatory duty on pulpwood will be to hasten such a revision of the Dominion Customs tariff as will prohibit the exportation of timber cut from Crown lands to the United States altogether. This policy has long had earnest supporters in both political parties, who believe that its adoption will make Canada the great home of the paper-making industry; indeed, some go further and favour legislation which shall compel the manufacture of Canadian-grown lumber into logs on Canadian soil. "Tariff reform" promises to be a lively subject of discussion during the Parliamentary session which commences at Ottawa in November.

\*\*

## NOTES OF THE WEEK.

**Canada and Imperial Defence.** The last sitting of the Imperial Conference is, we understand, over, and the final conclusions on which its members have agreed will be duly submitted for approval to the several Governments concerned. All the proceedings have been regarded as strictly private, and we probably shall not hear what are the conclusions arrived at until the Over-seas delegates have returned home and have explained the position to their respective Govern-

ments. This much has been allowed to become known, that so far as military defence is concerned, Canada with the other Dominions Over-seas, has agreed to accept the principle of similarity of organisation throughout the Empire. We believe that Sir Frederick Borden has rendered good service to the Congress in the matter. Mr. Haldane's proposals for the formation of an Imperial General Staff have, no doubt, helped the Conference to arrive at conclusions agreeable to all, and advantageous to the Empire. The naval side of Imperial Defence cannot have proved so easy a problem to solve. To begin with, there are two views, as we have often pointed out lately, of Canada's duty in the matter. One is, according to the resolution passed in the Dominion House of Commons, to provide for the defence of Canadian shores by the establishment of a local navy, and the other is to contribute in some way to the support of the British Royal Navy. There is much to be said on both sides, and lately so much has been said in favour of both views, and so much in violent opposition to both views, that we need not again discuss the point, since the arguments must be familiar to our readers. We can only express satisfaction in the knowledge that whatever decision has been taken, Canada will not be found to be behindhand in the support she is to give towards the maintenance of the integrity of the Empire. The Conference will at least have done this amount of good. It will have taught other Powers that the British Empire is one and indivisible, and that the Old Country can rely on the daughter Dominions for support; and it will have made the Dominions understand the Old Country's needs, and the Old Country will have learnt to comprehend the attitude of the daughter Dominions. Whatever Canada does eventually in the matter we feel sure that she will never again be reproached with having "sponged" on the Old Country in the matter of naval defence.

\* \* \*

### Germany and Canada.

The tariff warfare between Canada and Germany has now lasted some ten years, and Germany now sees that she blundered in thinking she could punish Canada by tariff legislation. Perhaps the trade treaty between France and the Dominion has had something to do with the renewal on the part of German exporters of efforts to bring about a better understanding. Be that as it may, certain it is that a strenuous agitation is being carried on in Germany to promote better trade relations with Canada. A league has been formed with the object of making representations to the German Government on the subject to set aside the present high tariff against Canadian imports in the expectation that Canada would in return abolish the surtax. Not only so, but, as we stated the other day, a German emissary has been sent to Ottawa with the same object. Germany's share of the Canadian import trade has fallen continuously since the imposition of the surtax. It was 5.46 per cent., and it is now 2.27 per cent. At the same time Canada, though she has not suffered by not importing goods from Germany, has not been able to make the fullest use of the German market. Last year, for instance, Germany imported \$96,000,000 worth of wheat, \$70,000,000 of barley, \$22,000,000 of rye, \$10,000,000 of oats, and \$1,000,000 of buckwheat. All Canada sold to her in the way of breadstuffs amounted to \$620,000. Obviously Canada could do better in this market if it were not for the high tariff. The sooner Germany recognises, as France and the United States have done, that trade relations between different portions of the British Empire is a matter concerning the British Empire, the better for both herself and for Canada. But it is up to Germany to make the first move. Canada has not seriously felt the loss of the German market, but Germany has not relished the loss of the Canadian market.

\* \* \*

### The Future Canadian.

The *Daily Colonist* of Victoria B.C. has propounded a difficult problem. It points out that at the present rate of progress Canada will in a very short time have within her border half a million immigrants from the United States. Many of these are of Canadian or British origin within a generation or two, and others are of alien birth. A large number of immigrants from the United Kingdom are also received yearly into the Dominion as well as a not inconsiderable number from Continental Europe. The population of Canada, outside the immigrants is composed mainly of people of British origin, but there is also a considerable minority—nearly one-third of the whole population—of French-Canadians. Now, the problem is, what sort of a man will the future Canadian be supposing these many races intermarry? As far as the American and the Britisher are concerned, all difference of origin is obliterated in a generation. The immigrants from both countries intermarry, and their children become Canadians. The French-Canadians seldom intermarry with other races. It is wonderful how they preserve their individuality. In one respect they may be likened to the Jews, whose nationality is preserved wherever they go. French-Canadians are a community of themselves, and the immigrant does not affect them. The Germans and Scandinavians intermix with English-speaking Canadians, not quite



as readily as Britishers or Americans, but readily enough to be no drag on the process of assimilation. What will be the effect of blending these various races? It is not easy to prophesy, but we do not see why the results should not be to make a race of good Canadians. The Englishman of to-day is descended from a mixed parentage, and if we look across the border to the south of Canada, we find a very virile people with a very mixed origin. We do not in the least feel anxious as to the physique of the future generations of Canadians, but whether they will be as British in instinct as they are to-day is another story. We can only trust that as years go the tie between Mother and Daughter will be strengthened by both finding it to their mutual advantage to stick together under the same flag.

\* \* \*

**Ignorance.**

Canada occupies a considerable amount of attention nowadays, and the British Press gives an increasing amount of space to Canadian affairs, but the comments on Canadian news in some of them are amusing, in that they betray a ludicrous ignorance. A Glasgow paper of high repute the other day contained an article headed "New Canadian Dollars." "General interest," it said, "will be evinced, and no doubt satisfaction expressed, at the recent announcement that Canada was about to commence the minting of its own dollar. The present dollar in circulation throughout the Dominion is that of the United States, and it is intended that the same shall be repatriated as soon as collected." Could anything be more misleading? Our Scottish contemporary actually tells its readers that Canada has no currency of her own. For the benefit of our Scottish readers who may have seen this singular statement, we may say that Canada has always had her own coins, and for over eighteen months has minted her own currency. The reason that there is a large amount of American silver in the country is due to the fact that American coins have hitherto been allowed to pass in Canada, though, as we remarked last week, Canadian coin is not legal tender in the United States.

\* \* \*

**A Happy Outlook.**

We spoke last week of the improved condition of Canadian farmers and of the excellent prospects of a good wheat crop. The latest advices confirm the hopeful signs we noticed last week. Not only does the wheat crop promise well, but the general outlook has improved. The railways are giving better traffic returns, the two principal lines showing combined daily earnings of some \$33,000 in excess of their record at this period last year. The street railways of the larger cities also show a steady increase in their receipts. The banks report a marked increase in the bank clearings at the principal centres. Then, too, on every hand is evidence that the building trade has recovered, and is now showing something like its old activity. It matters not into what department of activity one looks, there is the same improvement to be noted. Indeed so rapid has been the recovery from the depression of last year that trade returns generally are now but little below the high water mark figures of 1907. Imports and exports tell the same tale. The facility with which Canadian trade has shaken off the effect of last year's depression is a striking proof of the commercial strength of the country. The year 1909 seems likely to be a record year for Canada in many ways.

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**Geography.**

A Canadian correspondent sends us a copy of the *Westminster Gazette*, dated July 9, in order that we may see a remarkable specimen of the ignorance sometimes shown by London journalists of Canadian geography. The article in question is headed "Canadian Presbyterians and Tobacco." It begins by saying that if a young man wishes to enter the Methodist ministry in Canada, he must be willing to forego the use of tobacco, and then goes on to comment on the action of the Presbyterian General Assembly, which recently "at Denver" passed a resolution declaring that neither ministers nor laymen should use tobacco. The inference drawn from the article is that Denver is in Canada, but although the Dominion is making astounding progress, she has not yet annexed Colorado. It will, however, comfort the writer of the note in our contemporary to know that there is a Canadian Denver, which is a very small village in Nova Scotia; but it is hardly the spot for a Presbyterian General Assembly.

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**Railway Electrification.**

It is reported that the electrification of the Grand Trunk Pacific from the St. Lawrence River to Moncton is now under serious consideration. Engineers declare the conditions to be favourable; and, in view of the fact that for a considerable distance the road passes through dense forests of spruce and fir in lower Quebec and northern New Brunswick, it is certainly a very desirable project. The terrible forest fires that have occurred recently in British Columbia and the Maritime Provinces seem to point to the conclusion that in all cases where lines pass through forest country they should be electrified as soon as economical developments permit. In the case in point it is

stated that at Grand Falls, on the St. John River, 170 miles from the St. Lawrence and 160 miles from Moncton, there is water-power sufficient to develop a current for the working of the whole road.

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**NEWS BY CABLE.****Destructive Forest Fires.**

Terrible conflagrations are raging in the forests of southern British Columbia, according to a telegram from the *Times'* Winnipeg correspondent. In the Kootenay district timber to the value of millions of dollars has been destroyed, and many sawmills. One day last week Cranbrook and Nakusp were threatened with destruction by a fire a mile wide reaching the proportions of the fire which destroyed Fernie a year ago. No rain has fallen for weeks, and the weather is intensely hot. Men are fighting the fires around Fernie to-day. Many Canadian Pacific and Great Northern railway bridges on the Nelson-Rosland branch of the former have been burned, and valuable timber limits along Arrow Lake are now burning. The forests are ablaze near Creston. The inhabitants managed to reach safety.

**Fire at Marconi Station.**

The Marconi station at Glace Bay was destroyed by fire last Saturday. The tower and battery-house alone were saved.

The manager of the Marconi Company states that the new apparatus recently sent out to Glace Bay was not damaged by the fire. It will be six weeks or two months before the station is in going order again. There will probably be a supplemental service between Ireland and Cape Cod.

**The All-British Cable Service.**

Sir Sandford Fleming, writes the *Times* Ottawa correspondent, in an interview on the All-British cable issue, declares: "The whole thing is a matter of education. People require to be educated along the lines of a cheaper cable service. Then a cheaper service will come, but not till then."

The *Ottawa Free Press* asserts that Canada has done all that was possible in the matter, and can do no more until Australia and New Zealand show a disposition to avail themselves of the Imperial route. The journal asks how many Australian newspapers use the Pacific cable to get news from England, and how many London newspapers secure Australian news by the same cable.

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**PROGRESS ON THE G.T.P.**

The new transcontinental railway of Canada, the Grand Trunk Pacific, is now running passenger trains from Winnipeg as far as Scott, a distance of 570 miles. It is anticipated that within the next few weeks the passenger service will be extended through to Edmonton.

On the departure of the first train from Winnipeg there were some 200 passengers, including a number of newly-arrived British settlers, who were proceeding to take up their homes on the lands adjoining this new railway. These settlers will have some pride in the fact of their having been present, on what in some respects was an historic occasion, the opening of the western passenger service of Canada's new transcontinental railway.

The Grand Trunk Pacific Railway steel gang, working two eight-hour shifts, is now well on the way from Edmonton to the Pembina River. Until the rails reach the river they cannot go on with the big Pembina Bridge, which is to be 1,000 feet long and 200 feet high. Owing to the dearth of tall timber on the Pembina the material for the false work used for constructing the Battle River Bridge and the Clover Bar Bridge, will be forwarded and used at the Pembina; the super-structure for this high bridge is all completed.

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**MEMORABLE ANNIVERSARIES IN THE COMING WEEK.**

- August 29.—Battle of Boomplaats. Sir Harry Smith defeated the Boers, 1848.  
 Sir Charles Napier, the conqueror of Scinde, died, 1853.  
 August 30.—Lord Melbourne resigned the British Premiership, 1841.  
 Lady Campbell-Bannerman, wife of the British Prime Minister, died 1906.  
 The *Amphitrite*, with female convicts for New South Wales, wrecked on Boulogne sands, 128 lives lost, 1833.  
 August 31.—San Sebastian stormed and taken by Wellington, 1813.  
 Red River rebellion suppressed by British and Canadian forces, 1870.  
 General Roberts completed his 320 miles' march from Kabul to Kandahar, 1880.  
 September 1.—The East India Company gave up its territories to the Crown, 1858.  
 The King (then Prince of Wales) visited Ottawa and laid the corner-stone of the Dominion Parliament buildings, 1859.  
 All British possessions on the North American Continent, except Newfoundland, annexed to Canada, and the Arctic Archipelago transferred to Canada by Orders in Council, 1880.  
 General (now Lord) Roberts defeated Ayoub Khan's army at Mazra, on the Argandab, 1880.  
 September 2.—The great fire of London, 1666.  
 Battle of Omdurman: Lord Kitchener routed the Khalifa's army, 1898.  
 British Board of Trade constituted, 1786.  
 September 3.—Cromwell defeated the Scots at Dunbar, 1650.  
 The Russian Fleet in the Tagus surrendered to the British, 1808.  
 Sir Louis Cavagnari and other British residents massacred in Cabul, 1879.  
 Fire at St. Hyacinthe, Canada, 500 buildings destroyed, 1872.  
 September 4.—Eruption of La Souffrière volcano, St. Vincent, 1902.



## THE LOYALTY OF FRENCH CANADIANS.

Interview with the Hon. L. P. Brodeur.

**T**HE Hon. L. P. Brodeur, Canadian Minister of Marine, who is now in London with Sir Frederick Borden as Canada's representatives at the Imperial Conference, is a French-Canadian, thoroughly typical of what is best in French Canada. Of course, when our representative had a chat with him, Mr. Brodeur was prevented from saying anything about the Conference he has been attending, as the proceedings of the Conference are secret. As we have already said, the Canadian House of Commons has passed a unanimous vote on the subject of Imperial Defence—advocating the "organisation of a Canadian naval service in co-operation with and in close relation to the Imperial Navy along the lines suggested at the last Imperial Conference and in full sympathy with the view that the naval supremacy of Britain is essential to the security of commerce, the safety of the Empire, and the peace of the world," and stating that "the payment of regular and periodical contributions to the Imperial Treasury for naval and military purposes would not be the most satisfactory solution of the question of defence." Mr. Brodeur, having been apprised of the fact that discussions of a bitter nature were being carried out in the Canadian Press on the question of defence, said he would consider it advisable that this great Imperial issue should be treated with the greatest equanimity. The organs of the two parties could not very easily do otherwise in view of the unanimous resolution of the House of Commons.

In reply to another question, Mr. Brodeur said that at present there was no naval reserve in Canada, such as existed in Newfoundland, but that if it was decided, as a result of this Conference, to establish a local navy, there was plenty of material in Canada to supply a strong and efficient naval reserve.

When the conversation turned on the position of French-Canadians Mr. Brodeur felt himself free to talk, and very strongly did he stand up for his compatriots.

Asked whether it was because Sir Wilfrid Laurier, one of their own race, had become leader of the Liberal party that the French-Canadians, who were formerly Conservatives, had become Liberals, Mr. Brodeur said:—

"No, such a general statement would be erroneous. The broad and progressive policy of Sir Wilfrid Laurier endeared him not only to his native Province, but also to the other Provinces of the Dominion. At one time British Columbia and Nova Scotia elected Liberals only, and to-day he has a majority in five out of the eight English Provinces. I must admit, however, that many Conservative French-Canadians became Liberals when the Conservatives in Ontario made the mistake of opposing Sir Wilfrid Laurier on account of his nationality."

"French-Canadians, to whichever party they belong, are loyal to the Empire, are they not?"

"Certainly. We are, all of us, happy to live under the British flag. We are perfectly satisfied with our position. We have our laws, our language, and our religion preserved under British rule, and we do not wish for anything better. I do not think French-Canadians are presented in their proper light in this country. Naturally enough we strongly resent implied accusations of disloyalty. We think that our loyalty to the British Empire and our contentment to live under the British flag form the strongest arguments in favour of the beneficence of British rule. To sow the seeds of strife between the two races is to do the worst service to the Empire."

Mr. Brodeur went on to say that he thought it was a mistake for people in either country to take sides in political questions of the other country. The question of fiscal reform, for instance, which is a burning question in the Old Country, was, he said, entirely a question for the Old Country to settle by herself, and no Canadian should presume to intervene in the matter.

The conversation was brought to an end by our representative, who had not the conscience to keep Mr. Brodeur any longer from his breakfast, which was waiting for him, Mr. Brodeur having politely declined to breakfast first and talk afterwards. The Canadian Minister of Marine is a charming conversationalist, and it was the sight of the waiting breakfast that made our representative leave him as soon as he did.

The Hon. L. P. Brodeur, LL.D. (whose portrait we gave in our issue of July 24), is a native of the Province of Quebec, in which his compatriots number more than two-thirds of the population. The political significance of the French-Canadian is seen when it is stated that the Province of Quebec is represented in the Dominion House of Commons by 54 Liberals and 11 Conservatives, and the state of parties in the House is 133 Liberals and 88 Conservatives.

Mr. Brodeur was born in 1862, and was educated at the college of St. Hyacinthe and at Laval University, where he graduated LL.B., and afterwards received the degree of LL.D. He was called to the Bar in 1884, and first entered the Dominion House of Commons in 1891. In 1901 he was elected Speaker of the House, and in 1904 joined Sir Wilfrid Laurier's Cabinet. He was one of the Canadian delegates to the Imperial Conference in 1907. As Minister of Marine and Fisheries (to which post he was appointed in 1906) Mr. Brodeur has shown much energy, and received the thanks of the Shipping Federation for the great improvements made to the great waterway of the St. Lawrence and the port of Montreal. By Imperial Order-in-Council Mr. Brodeur and the Hon. W. S. Fielding were appointed by the King to negotiate the Franco-Canadian Treaty—the first treaty which has ever been negotiated by Canadians or by representatives of any other of the daughter nations of the Empire.

The Northern Elevator Company, which has elevators all over Western Canada, is reported to have been bought by the British-American Elevator Company for \$2,000,000. The British-American Company is made up of Minneapolis grain men.

## CANADA AS SEEN THROUGH AMERICAN SPECTACLES.—IV.

By J. H. COLLINS.

[We publish a further instalment of Mr. Collins's series of articles. These articles (which are being contributed simultaneously to an American journal, while the British and Canadian rights have been secured to "CANADA") have, if we may judge by what several of our readers say in letters to us on the subject, given much pleasure. The previous articles have been outspoken and they emphasized some of the reasons for the success that attends American enterprise in the Dominion, and the failure that is sometimes the lot of the British trader. These appeared in our issues of August 7th, 14th, and 21st.]

There is just about one French inhabitant to each two English-speaking inhabitants of Canada. But the Frenchman is in power very largely because he is packed close in the Province of Quebec, and one of his reasons for centreing there is that he loves Quebec's grand climate.

The French-Canadian is not puzzling when one looks into his history. In 1776 England had fourteen colonies on this continent, of which she lost thirteen and held one—Quebec, peopled largely by Frenchmen, who had been fighting her a hundred-and-odd years. Quebec saved Canada for England, and, from the days of Montcalm and Wolfe right down to the present, there has been only one French uprising against British rule—that of Papineau in 1837. Not long ago a French-Canadian senator assured his colleagues at Ottawa that the Frenchman rebelled then only because his blood was fired by the eloquence of English agitators working with Papineau.

Statistically, the French-Canadian is a scant third of the population. Politically, he rules. Canada's present Premier, Sir Wilfrid Laurier, is a Frenchman, and backed by a majority substantially French. The Civil Service is largely French. So is the local government of two great cities—Montreal and Quebec. Moreover, the Dominion's whole system of Parliamentary representation is keyed on the French brother in a way that is leading to curious situations.

Canada takes a census every ten years. When the figures are in, she readjusts Parliament. Quebec, the French Province, sends sixty-five members to her House of Commons. That number never changes. So, as population grows in Quebec each member represents a larger number of constituents. All other Provinces are given representation in proportion to the number of constituents. Quebec's members represent—at present about twenty-five thousand. After the census of 1901, Ontario, the strongest English-speaking Province, lost six members by re-adjustment, and it is not improbable that in another census or two there will be no members at all from Prince Edward Island, whose present representation is four.

English-speaking population is gaining on French, because four millions grow faster than two, and Canada is getting English and American immigration, while no new Frenchmen come to the Dominion. But the French brother maintains himself statistically in a number of ways.

First, he brings up an amazing family. The birth-rate is a famous speciality of his. Some authorities even hold that the French-Canadian alone on this continent has demonstrated that he really has a birth-rate. Marrying young, the average Quebec couple christen their first baby before they are out of their teens. The *habitant* is a farmer, so a family of twelve or fifteen children is as much a joy to him as it is to the story-tellers—and everybody has a story about French-Canadian families. In the city such a family would mean poverty. On his Quebec farm children are wealth.

Another speciality of his is long life, and that counts in politics. Still another, and perhaps strongest of all at the polls, is his inherent social nature, which leads him to found everything on the family and stick in one place.

A French-Canadian *abbé*, learned in the genealogy of Quebec, has established a "Two-hundred-and-fifty-year Club" in that Province. It is made up of French people, and conditions of membership are simple. To join, all an applicant need do is prove that his family to-day is living on land taken up by his own ancestors two and a-half centuries ago, and that his people have lived in the old homestead ever since.

This unique club typifies the French brother's fervent love for Quebec. He may prosper in New England's factory towns, but it will be strange if he doesn't eventually come back to his native parish, ending his days in comfort on as little as a hundred dollars a year. His language draws him back, and his social nature, and the "gran' climat", my frien'!" He has lost some of the mercurial characteristics of the Frenchman in France. Climate and contact with the English have made him a trifle cooler. A warm politician, he still cannot make a party from a theory, like the Parisian, nor tear up pavements for an idea.

It is said that a French-Canadian without relatives may call in a professional organiser of celebrations, who, for a percentage on the refreshments, will bring round any number of compatriots to do him honour. That story has one weak point—no French-Canadian is without relatives.

In Quebec Province there was a town official bearing a name that constituted a festival in itself—Narcisse Onésiphore Pantaléon Champagne. He had some choice wines, but was very sparing of them. As hospitable as the next man, it must still be a very great occasion indeed when Champagne could be persuaded to bring out a single bottle of those mellow vintages. Certain of his townsmen found their thoughts turning thirstily to that wine. They took a subscription to buy him a set of silver-mounted harness. Several hundred persons went to the presentation, made by a lawyer who wept in recounting Champagne's services to the town. Champagne wept too, and emptied his cellar and larder. The entertainment cost him fully two hundred dollars. The harness cost thirty, of which the thirsty organisers contributed three dollars to start their list.



## AMBASSADORS OF COMMERCE.—III.

Mr. W. C. FISCHER, Canadian Trade Commissioner at Glasgow.

On August 14th we published an interview with Mr. F. C. T. O'Hara, Deputy-Minister of Trade and Commerce, who has control of the Canadian Trade Commissioners.

Last week we devoted an article to Mr. W. A. Mackinnon, the Trade Commissioner at Birmingham.

**M**R. W. G. Fischer, who was appointed to watch over the interests of Canadian trade in Scotland in the fall of last year, has been prominently identified with the hide and leather trade in Canada for over thirty years. He is a native of Berlin, Waterloo County, Ontario. He received his education in the High School there and at the Collegiate Institute, Toronto. In 1878 he started to learn his business in the leather factory of Messrs. Beardmore and Co., Toronto. After serving as traveller, in 1885 he became manager, in which capacity he greatly increased the business. On the death of Mr. Hallam, head of the firm, he continued the establishment successfully in his own name. Mr. Fischer is enthusiastic over the manner in which Canadian business men and Canadian goods are regarded in the Old Country, and especially north of the Tweed. "A leading business man in Glasgow told me that, after his own countrymen, he would rather do business with a Canadian than with anyone else," said he, in a recent interview with a representative of *Canada*, following up with the statement that many Canadian manufacturers had, since he went to Scotland, secured a



MR. W. G. FISCHER,  
Canadian Trade Commissioner at Glasgow.

foothold in the Scottish markets. One instance he mentioned was a laundry soap manufactured in an Ontario town. Another was a shoe polish, also manufactured in Ontario, which, despite the reputation of English blacking firms, had, by progressive methods, secured a sound foothold. There were many more of which the same could be said.

The Glasgow Commissioner has found during his stay in Scotland that Canadian dairy produce is in fair demand, but the Dominion, it would seem, has something yet to achieve in this respect. New Zealand cheese has the call because of its high quality, and the reliability and thoroughness of the New Zealand Government's inspection and classification. In addition, the reputation of Danish butter has not yet been challenged. Canadian bacon has a good market, but it has to meet the famous Irish brands. Apples have a good market, but Mr. Fischer has had to issue a word of warning to shippers to take no liberties with the gradings.

Mr. Fischer is turning his attention particularly to improving the Canadian trade in manufactured articles, such as wooden ware, and in this he is having some success.

Having his headquarters in a famous port, Mr. Fischer is naturally greatly interested in the British embargo on Canadian live stock. He is of opinion that the Scottish and English farmers are not anxious for the embargo to remain in force, indeed, are in many cases opposed to it, because, were it not for it, they could secure Canadian live cattle, and by fattening them up quickly in their grazing land, make a quick turnover. But the embargo is maintained, he believes, to please Ireland.

Mr. Fischer's particular business, he pointed out to our representative, was to increase Canadian exports in Scotland and to see that the sales of Canadian manufactured products were facilitated and developed in that country. He has thus little time and few opportunities to consider the ways and means to increase British trade with the Dominion. In reply to a question upon this point, Mr. Fischer was, however, good enough to give the British manufacturer a little sound advice. "One point," he said, "seems clear to me, that if the British manufacturer is to get his share of the growing trade in Canada, sooner or later he will have to realise that it is necessary to do the same as a great many United States firms have done during the past ten years—i.e., build factories in Canada and manufacture the goods there. It seems to me, too, that if the British importers would show a little greater partiality to the products of Canada, and handle them and sell them as Canadian, and not associate them with those of the United States, and also insist that they be carried on British boats, and, everything being equal, give a preference to his Canadian brother's supplies, a great deal more satisfactory results would be obtained."

## IMPERIAL DEFENCE.

## Close of the Conference.

At the final sitting last week of the Imperial Defence Conference Lord Crewe presided. According to Reuter's Agency there were also present Mr. Haldane, Mr. McKenna, Sir Francis Hopwood, and other Government officials, and all the Overseas delegates, with their naval and military experts. There were no formal speeches, but Lord Crewe, Mr. Haldane, and Mr. McKenna announced the general results of the decisions arrived at, and explained in general terms the position of the various Dominions with regard to them. It was at first intended that no official announcement of the results should be made until after the return home of the delegates, but it was formally decided that a statement should be drawn up and made in Parliament.

Before the conclusion of the Conference the delegates expressed their thanks for the reception they had met with, and finally Sir Frederick Borden, on behalf of his colleagues, proposed a vote of thanks to Lord Crewe, Mr. Haldane, and Mr. McKenna. Some of the delegates afterwards attended a meeting of the Imperial Defence Committee at which Mr. Asquith presided.

## Canadian Navy Scheme.

Reuter's Agency learns that the arrangement concluded between the Imperial Government and the Dominion of Canada for naval defence only awaits the ratification of the Canadian Parliament. The scheme adopted is one which is described as highly satisfactory to the Imperial authorities, as also to Canada.

The Dominion Government will at once commence work on the new Canadian navy, and the Admiralty has lent a number of British officers, who will shortly proceed to Canada to study and advise upon the work of organisation.

## Canadian Press Comment.

The conjectures telegraphed to Ottawa, writes the *Times*' correspondent, as to the result of the Defence Conference have given rise to varied press comments. The *Tribune* of Winnipeg, under the title "Time for Plain Speaking," condemns the decision to "impose on Canada a navy of her own instead of joining with the other Colonials in making a contribution towards the improvement and maintenance of the Royal Navy to the standard of the necessities of the Empire." It insists that British Canada will hold the Quebec-dominated Government to account for "hypocrisy, chicanery, and reasonable race intrigue."

The *Montreal Star*, while not so outspoken, asks where Canada's constitutional liberties would be if the British Empire were to be crumpled up like a house of cards and there came friction with the United States:—

"We would either have to fight or yield. Ambitious politicians at Washington would press this alternative upon an isolated Canada as they would never dare on British Canada."

The *Montreal Witness* fears that the rejoicing of Canada and Australia in the triumph of their independence policy with regard to naval defence will weaken those elements in the Dominions which make for Imperial unity, and will greatly encourage and strengthen centrifugal forces.

*La Presse* of Montreal rejoices at what it terms the triumph of Canadian autonomy:—

"Toute importante que soit la stratégie, elle est subordonnée au jugement du Canada."

*La Patrie* puts Quebec sentiment thus:—

"Que l'Angleterre ne songe pas à diminuer ses colonies et elle ne'en retirera qu'un meilleur soutien. Le Canada est heureux de contribuer à la défense de l'Empire, mais il ne veut pas pour cela cesser de se diriger lui-même. Ses flottes et ses armées serout les siennes."

The *Toronto Globe* says:—It is plain that the Conference has not been stamped by the wild and whirling words of war-scare jingoes on the one hand, or held back by smug prudence on the other. A policy has been adopted which, so far as Canada is concerned, will organise, direct, and make effective the country's endeavours to provide for the reasonable protection of Canadian shores, Canadian sea-going trade, and the world-wide interests of the British Empire.

The *Toronto Mail and Empire*, an Opposition journal, under the title "Defence a Necessity," says:—

"It now remains for public men to formulate a reasonable plan of operations. An extravagant policy is not needed, but people are not inclined to be stingy and make the country an object of scorn among British nations. An arrangement which will do justice to our dignity and our sense of responsibility will be well received by the country."

The *Montreal Gazette* emphasises the fact that neither Canada nor Australia is now, or will be for years, able to build war craft or to provide the men required:—

"A greater return for the money would have been obtained by supplementing the Naval Vote of the United Kingdom, where ships and crew alike could be had at the most moderate cost. The predominant sentiment of the day being as it is in Australia as well as in Canada, the plan, which many in this country thought to be the best, and which the authorities in London seem to have favoured, could not be accepted."

The journal adds that growth in political status means growth in responsibilities and extension of the field of national duty, and warns the people of Canada that the result will be an increased demand upon the revenue for all time to come.

Mr. Bryce, British Ambassador to the United States, in a speech before the Canadian Club at St. John, N.B., said:—"Any and every effort which you and the other great Dominions are disposed to make as regards the common defence of the Empire and each part of it will be welcomed by us not only as a help towards securing the safety of each territory, but also as evidence of a feeling of common patriotism and devotion for the high purpose which animates us all."



## BRITISH COLUMBIA FORTY YEARS AGO.—I.

## LEAVES FROM A NAVAL OFFICER'S DIARY.

By the kindness of Mr. N. B. Colcock, the representative of the Ontario Government in London, we are enabled to publish the following extract from the diary of his brother, Mr. W. H. Colcock, who visited British Columbia while on a voyage round the world with the Flying Squadron, forty years ago.

**W**E crawled slowly up the straits of Juan de Fuca, and all waited outside the anchorage for the Admiral, who came up on Sunday afternoon, and after he had saluted the flag of Admiral Farquhar of the *Zealous*, he followed him in succession into harbour. Though as the *Scylla* is to remain on this station, and is consequently now under the command of the port admiral, Admiral Homby sent her in first as a mark of respect to his senior in command.

The whole distance up the straits the scenery is extremely grand. On the United States side the Olympian range of mountains, clothed with dense forests, forms the background, a zigzag snow-line running along aloft above the dark green foliage of the trees, some of the peaks rising 10,000ft. above the sea-level. The Vancouver side is not so lofty, but its forest scenery and grassy glades are quite as enchanting. Esquimalt—or, as the settlers pronounce it,

house and ground. Cattle, pigs, fowls, etc., all were left to Providence in the race to get rich quickly by picking up gold by handfuls, and these roam the woods in a semi-wild state, and doubtless the Indians find them very useful, especially when game is scarce.

One day, when out in the woods with our guns, we came upon a clearing on the banks of the Arm, and saw the occupier sitting outside his log shanty busily engaged in the necessary duties of the laundry. On questioning him we found that he and his mate had hired a parcel of land for a period of ten years at a very nominal rent. They get a living by felling the timber, which they float down to Victoria and sell for firewood, so clearing the ground ready for cultivation, and increasing its value tenfold. We were rather astonished at this arrangement, knowing the low price of land and the facilities offered for payment by the Government. Then, again, the high rate of wages men can command made us think that the labour of clearing off those huge trees was worth considerably more



ESQUIMALT HARBOUR, THE NAVAL STATION IN BRITISH COLUMBIA.

Squymalt—is a small village, neither dead nor alive, and only that the Government dockyard, naval hospital, port admiral's house, and officers' club are all close in its vicinity, and that the Royal roads are used by all his Majesty's ships on the station, it would soon be non est. As it is, it forms a convenient halting-place when going to or from Victoria, and to change from boat to 'bus, or vice versa.

Victoria is the seat of the Government of British Columbia, and is about three miles from Esquimalt. The road is good, and is studded with houses the whole distance, though the clearings are not large. Two long wooden bridges (one over the Arm) lead the traveller into the city. The Arm is a pretty (though shallow) piece of water, and runs some distance inland as a tidal river, till a fresh-water stream pours into it, over a low waterfall. Above these falls are several lakes, abounding in fish, and excursions round these piscatorial haunts, in canoes that can be easily carried round the falls, is a favourite pastime. The city itself appears generally in a flourishing condition; good stores (that of the Hudson's Bay Company being by far the largest and best stocked), some of brick, some of stone, and some of wood, line the streets, which are broad and well paved, though wooden footways run in front of the shops or stores. The Indian quarter of the city is very poorly built, being merely a collection of wooden huts. Though the Indians themselves dress as much as possible after the manner and style of civilised society, the women especially are very fond of glaring colours, red blankets being generally in great demand as outer garments.

There is no export trade at present except that of furs, which is almost exclusively in the hands of the Hudson's Bay Company, and most of the storekeepers are employed in trading with the Indians, selling the few skins they receive in the way of barter to the above company. I was much surprised to meet with so many deserted houses and clearings when making shooting and fishing excursions away from the ordinary track. On inquiring as to the cause I found that in most cases the tenant or owner had been tempted away by the news of gold discoveries in the neighbouring colony of British Columbia or in California. Some of these runaways have never been heard of since, while others still keep a claim on their

than the timber they contain and the fee-simple of the ground they stand on into the bargain. At any rate, neither of us would have thought of paying any rent for the privilege of working so hard and living so poorly.

We saw several of these monster trees that had come to grief by the wind or other causes, and one in particular, lying not far from the Officers' Club-house, that had been torn up by some mighty agency, roots and all bodily, took our attention. The half of the roots above ground was quite 30ft. high, the tree at its base nearly 6ft. thick, and I walked eighty paces along its prostrate trunk before I was stopped by the thick growth of bush that had grown up round its top, and which was probably twenty or thirty paces further on. It was evidently some years since it fell, as all the damage done to surrounding objects was quite obliterated by a new growth, and even the roots were covered with a thick and luxuriant crop of ferns, exceedingly pretty, and such as would make a florist's fortune in London or Paris. I heard of a woodsman in the neighbourhood of Fraser River (British Columbia) who undertook, for a wager, to fell one of these forest giants in three weeks, and although he was a powerful man, well used to the work, he lost the bet. These are not exceptionally large trees, but are met with continually in a day's excursion into the forest, and as the interior is comparatively unexplored, no doubt still larger ones are there to be seen.

(To be continued.)

Immigration into Canada is again increasing, and the growth in arrivals from the United States is especially great. The number of immigrants from the States, while being 60,000 last year, promises to exceed 75,000 this year. During the first three months of the fiscal year (ending June), 74,136 persons entered Canada as immigrants, an increase of 5,163. From Great Britain and the Continent of Europe arrivals numbered 41,212, a decrease of 7,543, or 15 per cent. During the same time, immigrants from the United States numbered 32,924, an increase of 12,517.



# BIG GAME IN NOVA SCOTIA.—II.\*

By  
ARTHUR HAWKES.

**W**E were coming to our boats and to lunch at Cowie's Point on Second Lake, between Indian Gardens and the Screecher. Jim Sherriffs was leading. I came next. Gordie Smart was behind me, and George and Al brought up the rear. There had been nothing doing all the morning on the barren where, behind innocent-looking screens, we had waited in the hope that old Jim would round up a moose. We were too hungry to talk, and I was puffing along, trying to get through the bush, and over the rocks, enviously hoping I exhibited the ignorance of exertion that was distinctive of the lanky old fellow ahead of me. Jim stopped and pointed through the willows on his left. I saw a bird, strolling in the bushes, careless of what might happen in a surprising world. Thankful for an excuse to hear my gun speak, I raised it. Jim raised his hand.

"No," he objected. "It's agin the law. It's a spruce partridge, anyway. They're no good to eat, and the law won't let you shoot. Ain't they stupid?"

"The law was always an ass," I said to Jim.

"I meant the partridges, sir; the law's all right. A spruce partridge don't know enough to be scared. In winter you can knock 'em over with a stick. Look!"



"A BIG BASKETFUL OF GRUB AT THE POINT."

And he threw a chunk of wood at the bird, which was nearer to us than when he saw it first. The partridge took no notice, and we passed on.

I have always heard Canadian respect for the law lightly spoken of, and here was a sample of it. Twenty steps nearer the lunch basket I bethought me of a different incident.

"Jim," said I, "you mind at Five Mile Brook yesterday?"

"Yes, sir."

"Do you remember you tried for a rise, and the trout wouldn't come?"

"Yes, sir; they ought to bite all right, but they wouldn't look at a fly yesterday."

I can see the old man now, getting his legs wet on a raw October day while he whipped the water, oblivious of everything but the chances of success.

We went a dozen yards further.

"Jim," I spoke again, "do you recollect what you said when you started in with the rod at Five Mile Brook?"

"No, sir; I don't suppose it was anything particular."

"Maybe it wasn't, but you said it was against the law to catch trout after the 25th of September. But you cast, all the same."

"Did I? You're thinking of the partridge you didn't shoot, ain't you?"

"Yes, I am; and I'm wondering what's the difference between yesterday and to-day, and between brook trout and spruce partridge."

"Nothing, sir; not a bit; only spruce partridge ain't good to eat—that's the difference. Yesterday, sir, we were eating. To-day, Gordie has got a big basketful of grub at the Point, and we'll be there in three minutes."

\* \* \*

Old Jim.

Old Jim has been catching fish for fifty years—since long before there were any game laws in the northern half of Queen's County. Man can't live on bread and fish on the 25th of September, and on bread alone next day, and for the rest of the year—not if there are fish within reach of his line.

Jim was once as far as Boston, to see his married daughter; and has been to Halifax a few times, likewise to Bridgewater and Liverpool. But he has been a hunter all his life; respectful of the weightier matters of the law, and I should do him grave injustice were I to insinuate that he sets the game statutes at naught. It has been customary for some people in the Rossignol country to take brook trout by the barrelful—the people who come from the towns, and for whose correction the 25th of September doesn't come soon enough. For necessitous hunters, temporarily baulked of moose, to take breakfast fish from an abounding pool is not breaking the law, even though the slaying of one spruce partridge might be, for spruce partridges are ornamental (which maybe explains their stupidity) and very scarce (which may be due to their stupidity), and the close season is from year to year.

\* The first article was published in our issue of August 21.

We forgot about partridge as soon as we reached Gordie's motor-boat and her two tows. Jim had travelled three hours through the woods without a stop; and therefore basked against a rock, while the rest of us began to earn lunch by preparing it. Al and I built the fire, and Gordie and Banks set out the lunch under a leafless oak. There was not an indication of human dwelling or of commerce within sight or hearing. We are five miles from the outlet of the lakes into the Mersey River, which flows into the Atlantic at Liverpool. Smart has marked the channels in the waters that connect the lakes one with another; for he transports supplies for distant lumber camps from the Gardens to Fourth Lake, into which his launch may not go. But the birch-sticks bobbed lonesome in the breeze since we had passed them hours ago.

Though we hadn't seen any, we knew that moose were our most populous neighbours. My companions were habituated to the lakes. Old Jim was equally at home in the woods from sunset to sunrise, as he was from sunrise to sunset, anywhere within twenty miles. Smart was telling me about his boy killing a fine bull five days before, on an island we had passed crossing the Big Lake. Banks, with his Enfield rifle, as long as a paddle and as deadly as dynamite, was as effective on the hunt as he is modest by the camp fire; and as for Al, though he didn't talk much, he could imitate the moose he had seen with a realism that attested his Nimrod blood. I was only there for a couple of days, seeing the country generally, and looking for moose when the exigencies of travel permitted. The two nights we were in camp were too boisterous for calling, and the days gave no fruitful opportunities for the guns.

### Bear Yarns.

So, as we lunched among the rocks, the talk drifted to bear. Were there many around Rossignol? Sure. Any killed lately? Last winter and spring, sure. Could I get a skin or two next winter? Sure.

"I was out at my farm a mile from Caledonia, one afternoon, last fall," said Al, "fixing things about the house. My boy—a little fellow about as high as a pint of cider, was across the garden, playing round an apple tree when he saw something coming towards him over the pasture fence. He ran to me. 'Daddy,' he says, 'there's a great big pig coming over the fence from the wood. I think it has come through from Smith's.' 'Look,' he says, 'there it is going back again.' Well, sir, sure enough, there was a big black bear making for the fence. I rushed into the house for the rifle, but by the time I had loaded up and had got to the fence, he was gone. It was just beginning to get dusk, or I might have got a sight of him, but there was no chance. Next night he came to Smith's and got one of their sheep."

"Do you mind, George," he went on, "the story my father used to tell? He and my uncle Malcolm went out in the spring to the woods just back of the hillside that my grandfather cleared when he first came to Caledonia more than seventy years ago. My father saw a big hole at the foot of an old dead pine tree—one of the big fellows that have all been taken out since then—and looking in he could see two bright eyes staring at him. He was pretty sure that was Mr. Bear, good and hungry. He sent my uncle to the house for



A MONARCH BROUGHT LOW.

a gun. It wasn't far; why, it wouldn't be more than six hundred yards from where the band hall is now, would it, George? And my uncle got the only gun they had in those days. It was a shot-gun with a long barrel that they used to load with ball for big game.

"My father stayed in sight of the den till my uncle got back, and when the gun was brought he fired into the hole where he could still see the eyes. Not a sound came from the hole, and my uncle first said my father was mistaken in believing he had seen the eyes of a bear, must have been icicles or something shining. My father was sure he had done something to a bear, so he told my uncle to lower him head first, into the hole, holding his legs, so as to give him a chance to feet round the den, and if he found anything alive he was to jerk his leg as a signal to be pulled out.

"Well, sir, he put his hand on something soft and wet; and then on warm fur that was still as the ground. It was a bear, sure enough, and when they dug him out they found the bullet had split





THE WESTERN FARMER'S BUSY SEASON: REAPING AND BINDING.

his head open, right between the eyes. Yes, sir, I've heard my father tell that half a dozen times."

"That is a well-preserved original story, Al. Have you any more like it?" said I.

Al seemed to think I was sceptical.

"It's as true as I sit here, and it's none the worse for being old. Tell him about Gem Smith's bear last spring, Gordie," answered he.

Gordie said, "Oh! there wasn't much in that. The head was at the fair. Why, yes, Mr. Hawkes, you saw it there. Don't you remember? It was on the pillar in the exhibition building, by the honey and preserves. It's one of the best heads I've ever seen—not over large, but good at every point. There isn't much in how he got it. He was out in the woods, back of town, and came across the bear, close to her den, though he didn't know it was anywhere around there. He hit her once and she started to travel, not clear away from him, but diagonally like. He hit her again and she dropped about thirty yards farther away. As soon as he got her skinned he began to look around, and in about five minutes found her home and two cubs, about four or five days old."

"Did he keep the cubs?" I asked.

"No."

"But didn't he try to keep them alive?"

"Oh, no; they were too small, and it would have been no use trying to get them to take the bottle."

"Didn't he try to keep them dead?"

"He didn't need to try."

Al thought I supposed there was a speedy resurrection for deceased cubs. That idea being dissipated, my notion of preserving the infants as specimens of taxidermy was only less amusing to the matter-of-fact Al. "Why?" he said, "there's lots of bear; what would anybody want to keep a couple of little fellows like them for?"

I couldn't persuade him that there was more interest in the appearance of bears a week old than there would be in retaining the skins of a couple of blind kittens. He has become so accustomed to the contiguity of bear of all ages and sizes that the utilitarian sense of game, and the hides of game, was the dominant quality of his hunting mind. I suspect that in the back of his head he nourishes a suspicion that folks who travel a thousand miles for the sole purpose of spending a couple of weeks in the woods on the chance of killing something that they could do without, are just a little—only a little bit—foolish.

With Jim it is different. He has been leading people through this wilderness of bush and rock and water for forty years. Though hunting and trapping has always meant to him the head and hide which sell, he has seen so much of the enthusiasm of moneyed folks for the chase, that he has come to understand their little ways, and to appreciate their little generousities. He has seen them scared and seen them cool, and seen them just nervous. He has helped them to kill, and occasionally prevented them from killing. To-day he was not in the mood for bear stories, and all I got out of him was this:

"I had an officer from Halifax with me one time, up beyond Five Mile Brook. His name was Coldsworth, and he had the reputation of being the best shot in the English army. And he was a pretty good shot, too. He got two moose the first four days we were in camp. But on the fifth morning it was raining a little, and he went for a little walk behind the tent. He hadn't been gone more than three minutes when I heard a shout, and he came flying through the bush, as scared as a man could be. He ran right up to where I stood with the gun, and would have gone by me into the tent, but I stopped him. He seemed to have clean lost control of himself.

"'It's a bear,' he said; 'Can you see him coming this way? He was on his hind legs, coming towards me. Oh, why didn't I have my rifle with me?'"

"'It don't look as if it would have been of much use to you, sir,' I said.

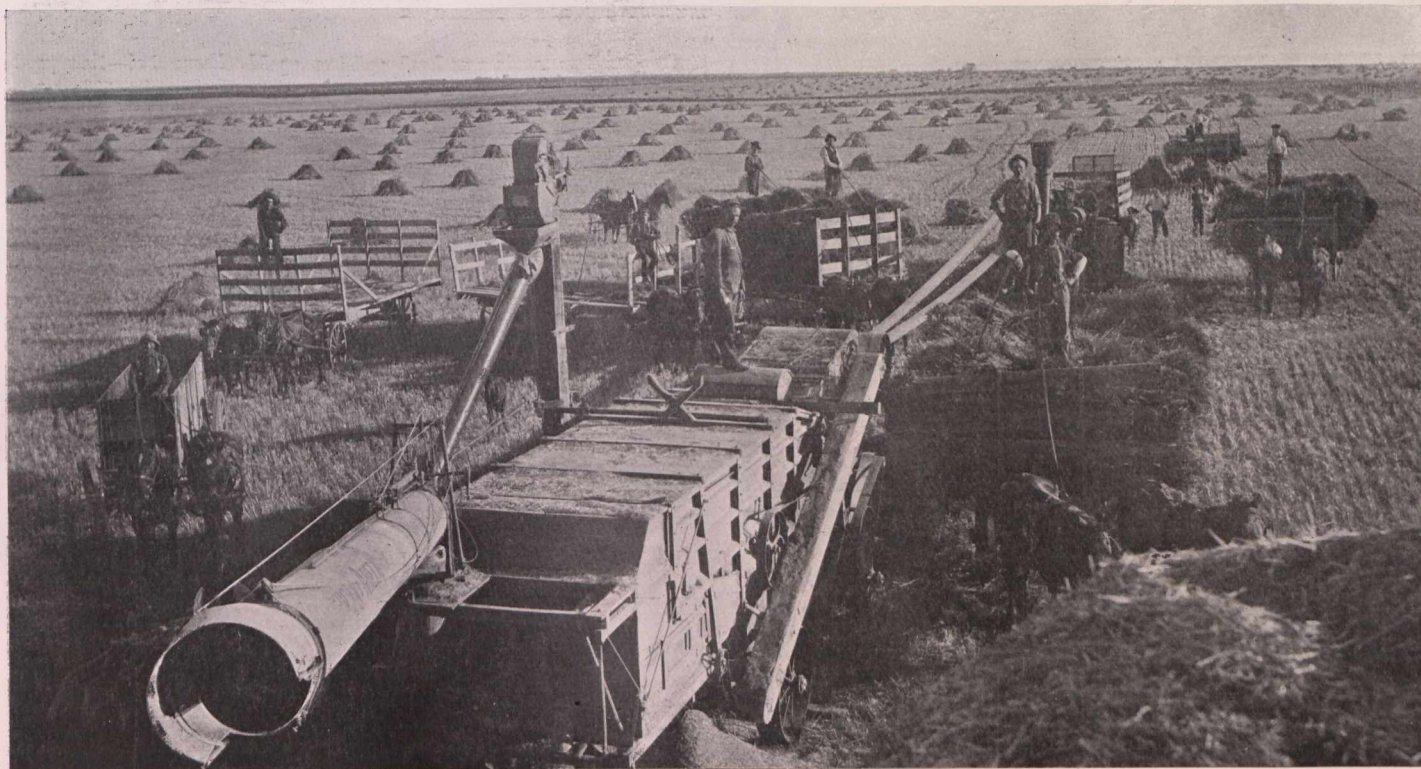
"Well sir, if that didn't just make him mad.

"'Sheriff,' he roared, 'what do you mean? Do you mean to say I was frightened?'"

"'No, sir,' I says, keeping as straight a face as I could. 'I don't say you were frightened when you come up to the bear. And I don't say you were frightened when you come up to me. But when I saw you you looked frightened, that's all, and guns aren't much use to a man when he looks like that. Will you have something to drink, sir?' I says. But he wouldn't. He just sat down, and I should think it was five minutes before he thought we might as well go and look for the bear. It was too late then, of course."

"'It's strange how some people get scared of bears. You'd almost think sometimes that bears are their poor relations.'"

"Gordie," he said, when he had finished chuckling over this reflection, "that canned soup's pretty darned good. I think I'll take some more."



THE WESTERN FARMER'S BUSY SEASON: THRESHING FROM THE STOOK. Harvesting is now in full progress in the Prairie Provinces, and the prospects of a good crop are being realised.



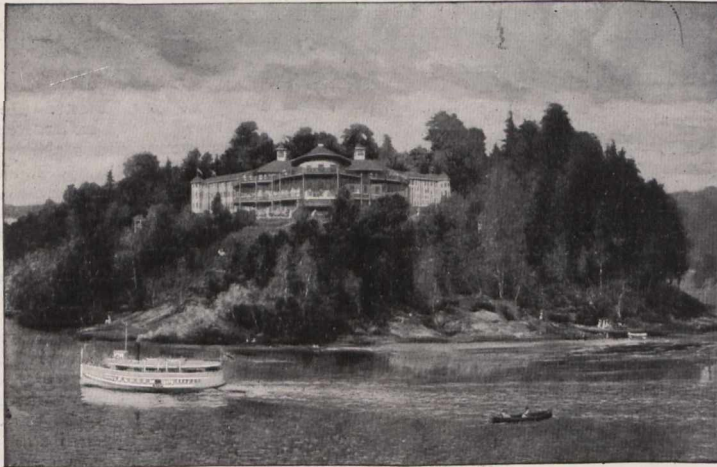
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# PURELY PERSONAL

All contributions for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Sir Wilfrid Laurier, the Premier, has been invited by the premiers of Alberta and Saskatchewan to lay the corner-stones of the new Parliament buildings at Edmonton and Regina respectively. The Liberals of the West have also cordially invited him to tour the country. Sir Wilfred has replied that he was unable to accept definitely, but was much gratified by the invitation. The Premier has returned to the capital from Arthabaskaville.

\* \*

Lord Strathcona received an enthusiastic reception on his arrival at Winnipeg, where he has gone to attend the meeting of the British Association. His lordship is the guest of the province during his stay. It is announced that the High Commissioner has contributed £50 to the Wolfe Memorial Fund.

\* \*

Sir Joseph Ward, Premier of New Zealand, sailed last week for Canada, en route for New Zealand.

\* \*

The Earl of Macclesfield, who came of age last May, has been visiting Montreal in company with his mother, the Countess of Macclesfield, and is now touring the Dominion to familiarise himself with its life and the opportunities it offers for men with money. The Earl will also have some shooting and fishing before he returns home in the autumn.

\* \*

It is understood that General Sir John French, who is to proceed to Canada at the request of the Dominion Government to inspect the troops, will only make a short stay. He intends to visit the chief places of interest if time permits, but his mission is in the first instance to see and report upon the Canadian military system and means of defence.

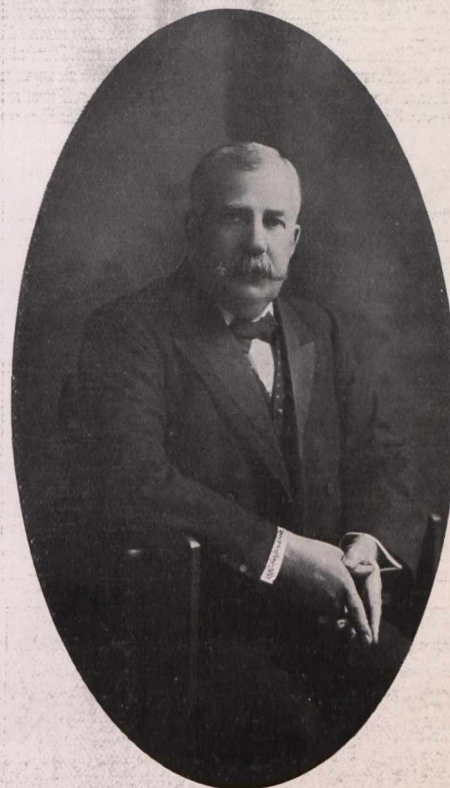
\* \*

General Sir Percy H. N. Lake, Inspector-General of Canadian Forces, who came to England to assist Sir Frederick Borden in the Conference upon Imperial Defence, had a conference last week at the Horse Guards with the Inspector-General of the Forces.

\* \*

The Hon. Rodmond Palen Roblin has been Premier of the province of Manitoba since October 29, 1900. He was first elected to the Provincial Legislature as member for Dufferin in 1888, and before the general election of 1899, which gave the Conservative party a majority, had acted as leader of the Opposition. Mr. Roblin was born in the province of Ontario in 1853, and was educated at the Albert Methodist College, Belleville. Foreseeing the great development which must take place in western Canada when a trans-continental railway was built, Mr. Roblin settled at Dufferin, Manitoba, in early life and became associated with the grain trade, eventually establishing a business in Winnipeg. He took an active interest in municipal affairs and held office as reeve, warden and school trustee of Dufferin for several years before he entered the political arena. The fact that his Ministry was sustained for the second time at the last general election held in 1907 is a proof of his influence in the province. A recent issue of *Canada* contained the report of a speech made by Mr. Roblin at the opening of the Winnipeg Annual Industrial Exhibition, in which he spoke in enthusiastic terms of the great development still to take place in Manitoba. In the same speech it was interesting to note that Mr. Roblin, though of Dutch descent, was very emphatic in his advocacy of a policy of Canadian participation in a scheme of Imperial defence, and attributed the rapid advance of the Dominion largely to "a cause that we sometimes overlook and forget—namely, that we are an integral part of the great British Empire.

Lieut.-Col. Hodgins, who, in September, will take command of district No. 1, with headquarters at London, Ont., was born in 1851, and first entered the service as lieutenant in the 2nd Battalion Queen's Own Rifles, in 1877. He was transferred to the Governor-General's Foot Guards in September, 1883, and in 1894 was promoted to the rank of lieutenant-colonel, and took command of the Foot Guards. The year 1902 saw him commandant of the Ottawa brigade, and in 1903 he was given the command of No. 4 district, with headquarters at Ottawa, a post which he will leave vacant next month. Lieut.-Col. Hodgins served in the Fenian raid in 1866, and has been awarded the Canadian General Service Medal, with one clasp.



THE HON. R. P. ROBLIN.  
Premier of Manitoba.

Mr. Donald McMaster, K.C., the Conservative candidate for the Chertsey Division of Surrey for the Imperial House of Commons, is accompanying Sir Charles Rivers Wilson and the Directors of the G.T.P. to Prince Rupert and over the completed sections of the Grand Trunk Pacific from west of Edmonton to Lake Superior.

\* \*

Among the passengers who sailed for Canada on the *Virginian* last week was Mr. Maurice Lowe, a member of the well-known firm of Messrs. Nothard and Lowe, fruit importers and merchants. Mr. Lowe is paying a business visit to the Dominion in the interests of his firm.

\* \*

The Rev. E. F. Robbins, vicar of Thorpe-le-Soken, Essex, recently arrived at Toronto on his way to the Peace River district, where he will assist Bishop Holmer of Athabasca in organising the country from Athabasca Landing as far north as Fort Vermilion, the district over which Bishop Reeve, who is now assisting Bishop Sweeny, had charge. Mr. Robbins has not yet definitely severed his connection with Thorpe-le-Soken.

Mr. Richard Grigg, His Majesty's Trade Commissioner for the Dominion of Canada, visited Bradford last week, and was received in the absence of the President of the Chamber of Commerce (Mr. Albert H. Illingworth) by Mr. Duncan G. Law, vice-president, and by the Secretary, Mr. P. Anderson. In the morning Mr. Grigg interviewed at the offices of the Chamber a number of manufacturers and merchants interested in Canadian trade, and in the afternoon, accompanied by Mr. Anderson, he paid a visit to a large worsted mill and to the engineering works of the city. Mr. Grigg was entertained by the West Indian Club of London at dinner on Wednesday.

Senator Gibson, of the Canadian Parliament, who is on a visit to Scotland, has opened the eleventh annual flower show at Peterhead, Aberdeenshire. The Senator is a native of Peterhead, which he left in his youth for the Dominion.

\* \*

Mrs. R. R. and Miss Cromarty, Miss Hewer, Miss Livingstone, Mr. J. Kerr Osborne, Mrs. John Wright, and Miss Moffat, of Toronto, Mr. and Mrs. F. H. Markey, Mr. W. H. Drummond, Mrs. M. S., Miss J., and Master T. Blacklock, the Rev. H. Markey, of Montreal, and Mr. and Mrs. C. R. Mitchell, of Calgary, are staying at the Hotel Metropole.

\* \*

Before going to the meeting at Winnipeg of the British Association, the Rev. Dr. Burford Hooke, Secretary of the Colonial Missionary Society, preached at Emmanuel Congregational Church and Zion Church in Montreal, and at the Northern and Western Congregational Churches in Toronto. He has also been preaching in Winnipeg.

\* \*

Mr. J. X. Mercier has been appointed Secretary of the Department of Mines in place of Mr. W. E. Prevost, who has resigned.

\* \*

Mr. A. B. Ware, who is making arrangements for representatives of the Canadian colony in London to visit Montreal during the forthcoming "At-Home Week," is at present staying at the Imperial Hotel, Ruesell Square. He will be pleased to give any information to anyone interested in the project.

\* \*

Much curiosity is being felt among the Catholics of the St. Boniface arch-diocese as to the prospective appointment to the new diocese of Regina. Among the names that have been mentioned are Father Cherrier, of the Immaculate Conception, Winnipeg; Father J. C. Sinnett, vicar-general of the Prince Albert diocese, and Father Béliveau, chancellor and bursar of the St. Boniface diocese. In addition to these the Rev. Dr. Burk, editor of *The Register*, Toronto, is also being spoken of as likely to occupy the new office.

\* \*

Sergeant A. M. Blackburn, who as an unofficial member of the Canadian Bisley Team carried off the Prince of Wales's prize and three handsome trophies besides, was presented upon his return from Bisley with a gold watch and chain by the Mayor of Winnipeg on behalf of the city. Mr. Blackburn is manager of the Grain Grower's Company of Winnipeg, one of the largest concerns in the West.

\* \*

Dean Lavell, of the Faculty of Education at Queen's University, Toronto, has placed his resignation in the hands of Principal Gordon. He has been asked to reconsider his action, and the probability is that he will retain the office for another year. It is understood that when Dean Lavell accepted the position in 1907 he indicated his intention of holding it only for two, or at the most three, years.

\* \*

Mr. Justice Anglin, of the Supreme Court Bench of Ontario, has been visiting the Maritime Provinces, and stayed in St. John, N.B., his birthplace, with Dr. Boyle Travers.

\* \*

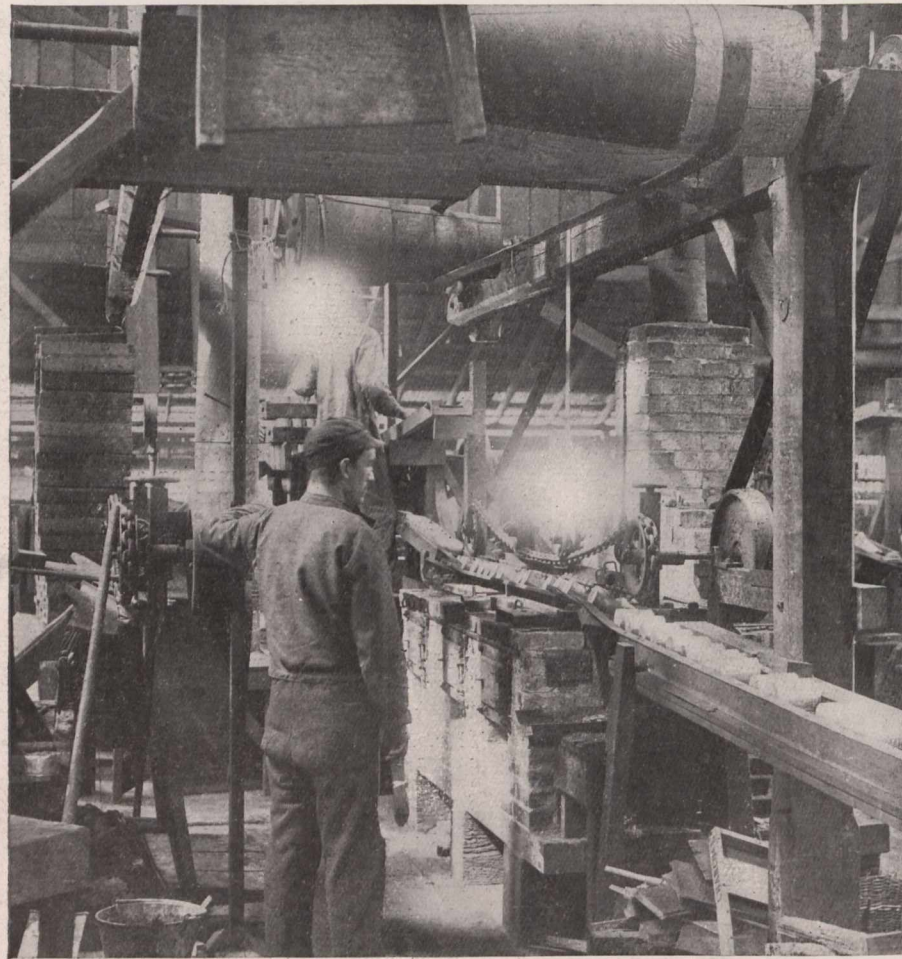
A message from Windsor, N. S., reports the serious illness of Mr. C. S. Wilcox, M. P. P. Mr. Wilcox's condition is critical.

\* \*

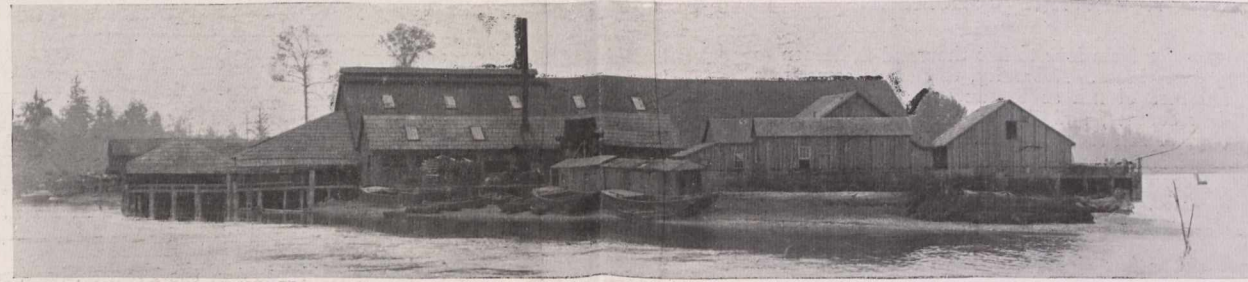
Mr. C. C. James, Deputy Minister of Agriculture for Ontario, returned to Canada by the S.S. *Megantic* on Thursday.



Canada's Industries—VI.

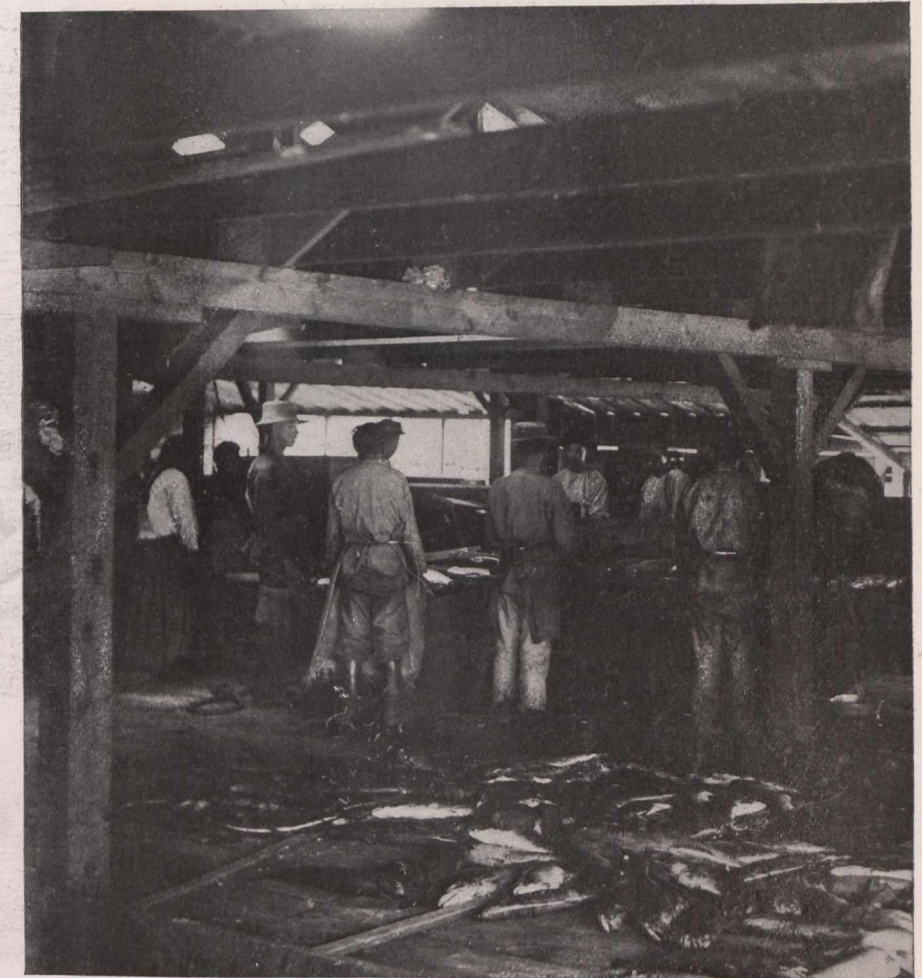


SOLDERING SALMON TINS BY MACHINERY

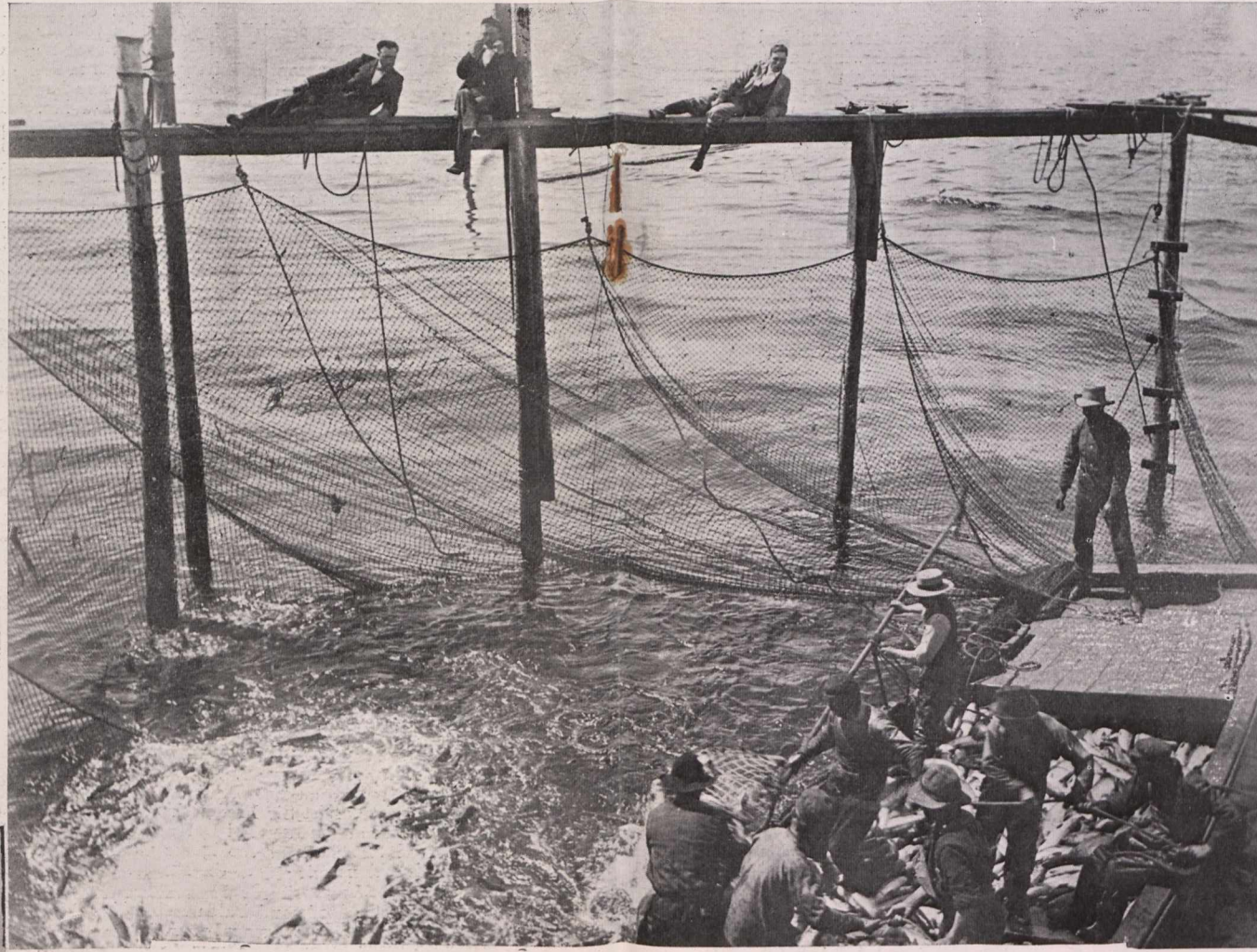


A SALMON CANNERY NEAR NEW WESTMINSTER.

Salmon Canning in B.C.



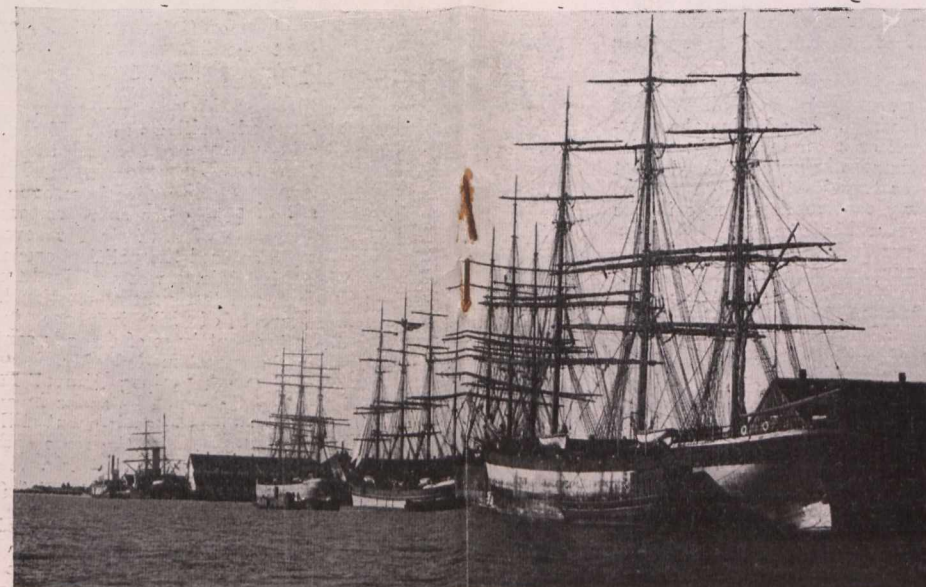
CHINESE OPENING AND CLEANING SALMON.



A BIG HAUL IN A TRAP.



THE FISHING FLEET AT THE MOUTH OF THE FRASER RIVER.



LOADING SALMON FOR EXPORT AT STEVESTON.



EMPTYING A NET OF ITS CATCH OF SILVER-SIDED FISH.



## CANADA'S INDUSTRIES.—VI.: SALMON CANNING IN BRITISH COLUMBIA.

THE industry of salmon fishing and canning is peculiar to the Pacific coast of the North American continent and, besides forming one of the principal sources of income in British Columbia, provides one of the most important departments of the Dominion's fishing industry. Last year 22,525,089 lbs. of canned salmon, valued at \$2,897,719, were exported. In 1907 there were 15,352,410 lbs. exported, valued at \$1,992,011, while in 1906 the exports were valued at \$4,943,413, the amount exported being 45,978,125 lbs. In 1905, again, the amount exported was 12,948,618 lbs., valued at \$1,679,014. The enormous increase in 1906 is due to the fact that every fourth year the "run" of the salmon is exceptionally large. No reason is assigned for the curious provision of nature, but ample proof of it is to be found in the statistics of the exports of salmon from Canada. Thus in 1902 the pack was 49,302,654 lbs. (value \$5,012,733); in 1898, 39,178,599 lbs. (value \$3,430,645); in 1894, 24,042,111 lbs. (value \$2,386,696); in 1890, 17,924,054 lbs. (value \$2,069,736); and so on.

Canning operations first began in a small way on the Fraser River in the early "sixties." Now about seventy canneries are operated on the coast. The main operations are on the Fraser and Skeena Rivers, Rivers Inlet, and Naas River, each, excepting the last, separated from the others by from two hundred and fifty to three hundred miles. At Lowe Inlet, Namu, Alert Bay, and at Clayoquot, on the west coast of Vancouver Island, canneries have long been in operation, but the principal centre, with forty-two canneries, is the Fraser River.

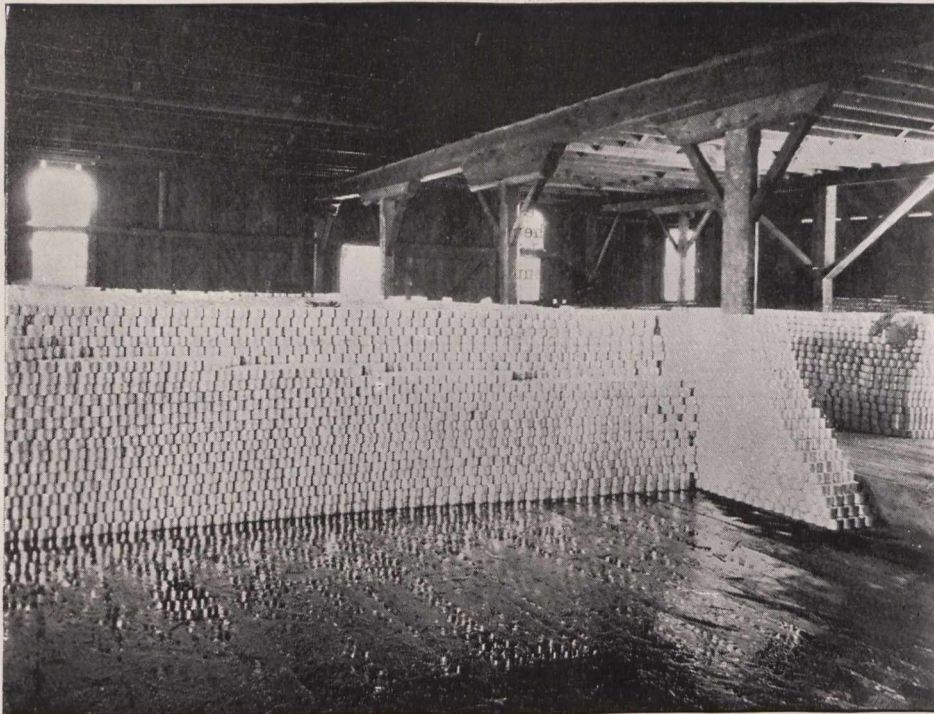
The sock-eye, as the great commercial fish of British Columbia is called, is stated by scientists to be not a true salmon at all. This view may be correct; the size and habits of the sock-eye do not correspond with other varieties of the salmon family. In the first place, the sock-eye lives only four years, both the male and female dying after spawning; secondly, this fish never grows over nine pounds. The sock-eye is spawned in the upper waters of the Fraser, and in the lakes in which this great river has its origin. The young fish, after they have reached a size sufficient to enable them to take care of themselves, proceed to the Pacific Ocean in large schools, and do not return until four years have passed, and then have grown to full size. Then they average about 26 inches in length, and between eight and nine pounds in weight. Having matured at the end of the fourth year, they return to fresh water to spawn, and it is while they are on their way in from the sea and hovering about the mouths of the rivers that they are caught. The rule about the "run" every fourth year being the largest is invariable; in the intermediate years the numbers vary greatly.

The salmon's instinct of procreation would appear to be stronger than that of self-preservation. The fish in a "run" seems to know that they are bound on their last journey. No food is taken, no stops are made, the sock-eye pushes on, regardless of the wounds and cuts of sharp rocks, deposits the spawn, and then gives up life, a sacrifice to prospective progeny. There is hardly a more marvellous sight in the world than a salmon "run" at its height. The whole of the water of the broad river is packed with gleaming, blue-backed fish, hurrying onwards with extraordinary rapidity, leaping over one another and darting at any gap made by the loosening of the school in its progress which promises an easier and quicker means of advance. It is at this time that the sock-eye are caught by the fishermen with gill nets, seines, and traps. A curious sight is that of big fish wheels, which revolve slowly, operated by the current, and scoop up thousands of the refugees. At another point horses and men breast the current and draw in the nets which have been set overnight. At Steveston, at the mouth of the Fraser, the catching is done by Japanese fishermen, although perhaps 20 per cent. mostly of the fishers are white men. Each fisherman has a clumsy boat, 25 feet long, with a 9-foot bottom. A sprit sail is used, which can serve as a tent when desired. The boat puts off at night, drifts with the tide, and slowly erects a vast floating fence of twine netting, as it pays out the seine. This fence is kept upright by floats on the top and weights at the bottom. When the men draw this in they have thousands of fine sock-eyes ready to be sent to the factory. During the height of the season

it is a common occurrence for from four to five thousand fishermen to be out in their clumsy little boats. Naturally, these men sometimes bring in such vast numbers of fish as to tax the capacity of the canneries beyond their resources, and it is at such times that the cannerymen limit the number of fish that they take from each fisherman to two hundred. The average price paid for the salmon ranges from eight to fifteen cents, according to quality. A fisherman makes, as a rule, from \$1,000 to \$1,500 in a season.

If the fisherman is working at high pressure during the "run," the employes at the canneries are putting forward superhuman efforts to make the most out of the few weeks that the season lasts. The factory in which the fish is canned is always within a very short distance of the spot in which it has been captured. On being received the sock-eye are at once put into the process of canning. They are first cleaned, chiefly by Indian women and Chinese, who open and wash them in a bath of fresh water. They are then passed on to another bath of flowing fresh water, scrubbed with coarse brushes, and once again plunged into fresh flowing water,

where they receive a third scouring. From this point all is done by machinery. The salmon are cut up into sizes to fit the various cans, pressed into the cans and weighed. The lid is then put on, soldered, and passed through water to ascertain that there are no leakages. After the first cooking the cans are punctured to let the gases escape, re-soldered again, tested for leaks, and finally cooked. It is a rare occasion that a fish is not in its tin, cooked, and ready for labelling, in ten hours from the time it was swimming in the sea. Scrupulous cleanliness is one of the most important points to be observed in a cannery. The blood and offal from a fish is cleared away by the waters of the river, which always run beneath that part of the factory where the cleaning process is performed. In addition there is a regulation



SIXTY THOUSAND CANS OF SALMON IN A NEW WESTMINSTER FACTORY.

tion that no day's work is considered concluded until the whole factory, from cleaning house to machine room, is thoroughly cleansed by the application of fresh water until the floors and tables are perfectly clean.

In order that the supply of fish may be conserved laws have been made regarding the propagation of the fish. One of these ordains that fishing must be suspended for thirty-six hours in each week—generally the Saturday and Sunday. Another law is that canneries shall maintain hatcheries, and for every large fish they catch shall substitute ten young fish. Over one hundred and seventy-five million salmon fry were put in the Fraser River and its tributaries in two years recently, while a short season is provided by law in order that the fish hatcheries may secure a supply of fish from which to obtain eggs.

The chief market for Canadian canned salmon is Great Britain, but increasingly large quantities of the canned fish are being bought by Australia, New Zealand, and South Africa. In addition the enormous development of the Dominion itself calls for increased supplies of tinned fish, the salmon of British Columbia being considered great delicacies by the lumbermen in the eastern and northern woods, as well as by the hands on the railway construction camps in the interior of the country.

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## THE CANADIAN PARLIAMENT.

## Reported Date of Opening.

The *Montreal Star* says that if the present plans of the Government are realised, Parliament will be summoned for Thursday, November 4. Unforeseen circumstance may delay the opening for a week or two, but it will take place not later than November 18.

The Speech from the Throne will contain a declaration regarding Canada's part in the naval defence of the Empire. Its precise conditions will not be decided on before the Government has had an opportunity of studying the report which Sir Frederick Borden and Hon. Mr. Brodeur will make on the Imperial Defence Conference.

The new Franco-Canadian treaty will form an item of the Speech from the Throne, and the Bill ratifying it will be voted before the Christmas holidays.



# THE ALL-RED ROUTE. — From a — Correspondent.

**B**Y those who are most conversant with what is being done in connection with the All-Red Route, it is considered not improbable that an important announcement may be made on the return of Lord Strathcona from his present visit to Canada. The veteran High Commissioner has frequently stated that before he closes his official career he hopes to see and take part in the establishment of a fast mail and passenger service from the United Kingdom to Canada, through the Dominion, and then across the Pacific to Australia and New Zealand. For the last portion of the route the time is, however, not yet ripe. For the first portion, a fast service across the Atlantic, there is no reason for delay. Recently Sir Thomas Shaughnessy, who has been taking a holiday at his summer home at St. Andrews, New Brunswick, told an interviewer that the Canadian Pacific Railway Company has been considering the question of removing some of their larger vessels from the Atlantic to the Pacific and replacing them by faster steamers with a speed of 20 or 21 knots an hour. Sir Thomas went on to say that the Canadian Pacific Railway hesitated to place orders for new vessels until they knew definitely what the British and Canadian Governments were going to do, for if the Canadian Pacific Railway ordered new ships it was quite possible that the Government might decide to give a subsidy to an opposition line of faster vessels. It is generally understood that neither the British nor the Canadian Governments, when they reach an agreement as to their respective proportions, and the amount of a subsidy for a fast Atlantic service, will consent to anything less than a 25-knot service. In this respect Canada, at least, intends to be "up-sides" with New York.

### Australia to England via Canada.

Recently, in the Imperial House of Commons, the Prime Minister was asked if the All-Red steamship scheme had been definitely abandoned. To this Mr. Asquith replied, "I am informed that the investigations of the Committee which has been inquiring into this scheme have not hitherto succeeded in removing the many difficulties by which it is attended. At the same time, there is no reason to assume that these difficulties will prove insuperable." One of the difficulties mentioned by Mr. Asquith is this: The All-Red Route was first officially put forward by Sir Wilfrid Laurier at the last Imperial Conference in May, 1907. His proposal was that the United Kingdom, Canada, and Australia should establish a fast mail and passenger service by way of Canada between England and Australia, each of the three countries contributing in their respective proportions, as might be agreed upon afterwards, to one subsidy fund for the whole route. The proposal was at the time taken up with great enthusiasm by the public and the newspaper press in each of the three countries, but subsequent investigation showed that there were grave difficulties in the way of carrying out the project on the lines suggested by Sir Wilfrid Laurier. The first of these was the strong objections of Australia to be in any way bound to subsidise that portion of the route across the Atlantic and by rail through the Dominion; Australians insisted that Great Britain and Canada should provide that portion of the fast service, while the Commonwealth would join liberally in a subsidy for a first-class line of fast steamers between Canada and Australia.

### A Fast Atlantic Service Needed.

It is understood that this point has been conceded by the British Post Office and the Canadian Government, and that the way is now clear for Canada and Great Britain to organise a fast Atlantic service. It may possibly take several years to secure the fast steamers necessary for this new service. In the meantime the railway situation in Canada requires consideration in connection with any trans-Canadian mail route, for the carrying on of which a contract for a term of years would necessarily be entered into. Without a contract for a considerable term of years no responsible firm of shipowners would establish a first-class new line of high-powered passenger steamships between Canada and Australia. At present there is only one transcontinental line in Canada, the Canadian Pacific Railway. Two years hence there will be a second line, the Grand Trunk Pacific Railway, and a year or two later there may be a third, the Canadian Northern Railway. As Sir Wilfrid Laurier pointed out, when the Grand Trunk Pacific Railway Bill was introduced in the Dominion House of Commons, neither the Canadian Pacific nor the Canadian Northern Railways is entirely All-British or "All Red," as each of these railways runs for a short distance of its transcontinental route through a portion of the United States. Trains of these lines passing through American territory go so in bond, which at present is a very trifling inconvenience. It is quite possible, however, in a war of tariff reprisals the United States Government might withdraw this bonding privilege, which would be a serious inconvenience.

### An All-Canadian Route.

The Grand Trunk Pacific, on the other hand, is entirely on Canadian soil, and lies a long way north of the United States boundary line. In his election addresses prior to the passing of the Act constituting the Grand Trunk Pacific Railway, Sir Wilfrid Laurier made a strong and telling point with his audiences by dilating on this All-Canadian feature of the new railway, which was being introduced and supported by his Government and party. As is generally known in Canada and British financial circles, the Grand Trunk Pacific and National Transcontinental Railway is financed for over seven-eighths of the capital cost of its construction by the Government of the Dominion, or, in other words, the people of Canada. During the present year a sum of \$10,000,000 was lent by the Dominion Government to the Grand Trunk Pacific Company for ten years, entirely outside the original agreement. As showing the thorough national character of this vast new railway system it may be pointed out that the Bill authorising the Government to

make this ten million dollar loan to the Grand Trunk Pacific Company passed both Houses of the Dominion Parliament without a division.

### The G.T.P. Grade and Track.

In any scheme of fast mail and passenger service between England and Australia via Canada, the advantages that will be offered by the Grand Trunk Pacific Railway cannot be ignored. In the first place it is an almost level railroad from the Atlantic to the Pacific. Even in passing through the Rocky Mountains the gradient is only four-tenths of one per cent., and the necessary elevation above sea level at which the railway passes has been gained by most skillful engineering. As a consequence, the Grand Trunk Pacific Railway will, when completed, be able to haul heavier freight trains at a greater speed and a much less cost for traction than any other transcontinental railway in North America. In its construction the Grand Trunk Pacific has not been built like most pioneer or colonising railways. From the start it is built on the same high standard as the parent Grand Trunk Railway, the best in Canada, and the equal of the "crack" railways of the United States. The new railway track is laid with heavy steel rails, and its roadbed, bridges, etc., are of the best that twentieth century ingenuity can furnish. The locomotives, rolling-stock, and equipment are all new and the best procurable. As a result, all these conditions combined will make it easily possible for the new Grand Trunk Railway to run mail and passenger trains from ocean to ocean across Canada with perfect safety at a high rate of speed that it would be dangerous to attempt on any other transcontinental railway in North America. Members of the Commonwealth Government and Parliament are well aware of these facts and the railway situation in Canada generally, and consequently they have abstained from trying to "force the hand" of the Canadian Government until such time as the Grand Trunk Pacific and National Transcontinental Railway is completed and ready to take its share in any "All-Red" mail and passenger service between England and Australia by way of Canada.

### Prince Rupert.

There is another reason why Australians are disposed to await the convenience of the Canadian Government in connection with the proposed All-Red Route. The population of the Commonwealth now numbers close upon four and a-half million people, of whom 95 per cent. are British or Australian-born of British parents. Their island continent has over 12,000 miles of coast line, and they have even more than the usual Britishers' love and knowledge of the sea, and things pertaining to it. They know their own lovely Sydney harbour, and they are beginning to learn with interest that in the Northern Pacific there is at Prince Rupert, the terminal seaport of the Grand Trunk Pacific Railway, another harbour the complement of their own, equally beautiful in its own way, equally sheltered, equally capacious, and equally accessible from the open ocean. Sydney must necessarily be the Australian terminus of any trans-Pacific line of steamers, and the people of Sydney are rejoiced to know that at the northern end of the proposed new steamship route, which they will be asked to subsidise, there is at Prince Rupert a harbour which for beauty and business purposes is quite worthy of the great city and harbour that is the pride of all who live under the Southern Cross.

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## THE WORLD'S WHEAT CROP.

There is every prospect of a more abundant supply of wheat being available this year than was the case twelve months ago, and as a result of the lower prices which may be expected to follow from this state of things bread will naturally be somewhat cheaper during the coming autumn and winter. The following table sets out the estimates of such a competent grain expert as Mr. J. K. Carthew as to the yield which may be counted upon from thirteen of the largest wheat-producing countries of the world:—

	Quarters.
The United States	87,500,000
Canada	16,500,000
Russia (not including Siberia and Asiatic Russia)	62,000,000
France	41,000,000
Austria-Hungary	21,000,000
Bulgaria and Roumania	19,000,000
Germany	16,500,000
Italy	19,500,000
Spain	13,500,000
The United Kingdom	7,500,000
(The above are under cover or being harvested.)	
Argentina (just covering the ground)	22,000,000
Australia (just covering the ground)	11,000,000
India (seeding about to begin)	38,000,000
	374,500,000
Last year's estimate	353,750,000
Increase	20,750,000

It should be stated that the quarter is not a measure used in Canada, where the bushel is the standard measure for grain. The quarter is equal to eight bushels; the estimate of the Canadian crop stated in bushels is therefore 132,000,000 bushels.

The dinner to celebrate the 150th anniversary of the Battle of the Heights of Abraham is to be held at the White City, London, on September 13, Field-Marshal Sir George White in the chair.

The Canadian Bank of Commerce has published a map of the Canadian West, handsomely coloured.



# FROM EAST TO WEST.

A Weekly Summary of Canadian News.

## ONTARIO



## PROVINCE.

**Ottawa.**—The revenue of the Dominion for the first four months of the present fiscal year exceeds the revenue for the same period of 1908 by about four and a half million dollars. The revenue up to July 31 this year was \$50,050,511, while last year it was \$25,502,299. The expenditure on consolidated funds during the four months just ended was \$20,785,426, leaving a balance of about nine and a quarter millions. The expenditure on capital account to date is \$6,429,221. Thus the revenue covers both expenditures, and leaves a net balance of two and three-quarter millions. The public debt has increased over five and a half millions during July. The total gross debt of the Dominion now stands at \$471,259,796, and the total assets at \$150,622,205, making a total net debt of \$320,637,591.

—It is probable that the historical sites of Canada will be placed under the jurisdiction of the Commission which has been dealing with the site of the Quebec battlefields. There are a large number of these sites in the Maritime Provinces, Quebec, Ontario, and the West, and little or no attention is being paid to them, with the result that in some cases they have been made use of for commercial purposes. The proposal to extend the Commission's power to historical points outside Quebec meets with the approval of the Government here. The members of the Commission are the Mayor of Quebec, the Hon. Adelard Turgeon, Mr. Byron E. Walker, Colonel G. T. Denison, and Colonel Hendrie, of Toronto.

—There were thirty million less cigarettes smoked in Canada last year than the year before. The decline is believed to be entirely among boys of sixteen years or under, and to be entirely due to the restrictive legislation put through Parliament by the Government during the session of 1908. The consumption of cigarettes last year was about 375 millions.

—The aggregate value of the building permits issued at the City Hall during the past month was \$760,100, as compared with \$265,100 in July, 1908. While there has been a considerable increase in building this year, the permit for the new Central Station for \$475,000 makes a big difference in the aggregate for the month.

**Toronto.**—There have been more buildings erected here in the first seven months of this year than for any previous corresponding period. Permits to the value of \$10,683,480 were issued by the City Architect's Department. This sum exceeds by \$444,150 the value of permits issued during the same period of 1907. The number of permits was 2,952.

—The vital statistics of the city show a decrease in births for July last, as compared with July of 1908, of 316. The difference is explained by the fact that a year ago last July notices were sent out to negligent parents, informing them of the penalty for failure to register new arrivals in their homes, with the result that births which had taken place in May and June were registered in July. The marriages numbered 446 (124 more than last year); and the deaths 419—an increase of 63.

—It is announced in the *Military Gazette* that the monument to be erected in this city to the memory of the Canadian soldiers who lost their lives in the South Africa War will bear their names inscribed in bronze. Empire Day, 1910, is the day fixed for the unveiling of the monument.

**Port Arthur.**—A suggestion has been put forward by a corporation official to the effect that the one way of improving the electric light is to develop power from Paquette Dam. It takes about four hours for water to be brought down from Paquette Dam to the city, and eighteen hours from Onion Lake or Hazelwood Dams—the dams at present in use. A saving of fourteen hours would thus be effected. Eleven days' full storage of water can be held in Paquette Dam, and it is an ideal regulating reservoir.

—The Roman Catholic community have planned a new cathedral, to be started early next year.

—The contract for the new Canadian Northern Hotel has been awarded to the Imperial Construction Company, of Toronto, who will build it between now and next October, at a cost of \$250,000. The heads of the firm are Messrs. Montgomery and Grantam, who have been associated with Messrs. Mackenzie and Mann in railroad and private work for many years.

—Figures of the street car traffic show an increase of 49,129 passengers for July this year. The total number carried was 278,599.

**Hamilton.**—The Customs collections for the past month show an increase over July last year of \$31,466; \$130,621 was the sum collected this year.

—The fruit and railway men of Niagara district expect a big yield of small fruits and vegetables this year, especially grapes and tomatoes. Last year's yield was very large, and this year's is expected to be as great, if not greater.

**St. Catharines.**—The smelter at Thorold is to be enlarged, to cope with the large quantities of ore sent to it from Cobalt.

—It is proposed to erect a large fruit canning factory near Port Dalhousie, and eventually to erect a large cold storage and forwarding plant.

**Stratford.**—Sir Charles Rivers Wilson, President of the Grand Trunk Railway, and Mr. Charles M. Hays, general manager, passed through here recently and inspected the new shops.

**Sault Ste. Marie.**—The Lake Superior Corporation have begun to build their new blast furnaces and merchant mill. The work represents an expenditure of \$150,000.

## QUEBEC



## PROVINCE.

**Quebec.**—The Forest Lands Department has decided to dispose of all the timber on a strip one mile wide along the National Transcontinental Railway, from La Tuque to the western limits of the province, and tenders are to be invited soon. The aim of the Department is to assist the builders of the Grand Trunk Pacific in getting their supply of timber, and at the same time to take advantage of the good opportunity of adding a fair sum to the provincial treasury fund.

**Montreal.**—The French aeronaut, Blériot, has been invited by several Montreal business men who knew him in Paris to visit the city and experiment on the Blue Bonnets racecourse, and to lecture on aviation. It has been suggested that he should come to Montreal from New York on his aeroplane.

—There is a movement afoot to hold an industrial exposition here. The City Council is to be asked to guarantee the interest on \$600,000, the probable cost of the buildings and land. The *Gazette* opposes the scheme and the *Star* favours it.

—The promoters of the ice palace and carnival are soliciting subscriptions for a like affair next winter.

—A new company, entitled the St. Regis Hotel Company, has just obtained incorporation, with a capital of \$100,000, and is building a new restaurant adjoining the Princess Theatre.

**St. Anne de Bellevue.**—The dates of opening in the various departments of Macdonald College, according to the college announcement, are: September 2, in the School for Teachers; September 9, in the School of Household Science; and in the School of Agriculture, which is the last to begin work, September 29. The first term in these three departments of Macdonald closes at the same time, December 22, while the second term opening is also coincident, January 5. The closings of the sessional year in the three schools are variously given as May 27 in the School of Agriculture, and June 16 in the other two schools.

## NOVA



## SCOTIA.

**Halifax.**—Opportunities for industries in the Maritime Provinces will be the subject of a publication to be issued soon by the Board of Management of the Intercolonial Railway. The Board wants industries established for the purpose of providing the road with new traffic. It believes there are great opportunities in the East for the establishment of these industries, and a careful examination has been made, particularly in Nova Scotia and New Brunswick, of opportunities for profitable industrial development. The special advantages of various localities, the transportation facilities, cost of raw material and of labour, are all carefully treated in the booklet, which will be circulated extensively in Great Britain and elsewhere, so that it will attract the attention of people with capital.

—The Board of Trade has appealed to the City Council for permanent offices, as the quarters it now occupies must be vacated at the end of October. The Board calls attention to the fact that there is not a hall in the city that can be had for meetings.

—The Board of Works has decided to concrete the sidewalk on the south side of Victoria Lane, from Pleasant Street to South Hollis Street.

—Captain Sprott Balcom, who was the pioneer in the Halifax sealing industry, and later interested himself in the whaling industry in the Pacific, is fitting out a vessel at Victoria to proceed to the New Hebrides on a pearl-fishing trip. The pearl fishers will be engaged at the New Hebrides.

—The coal sheds of the I.C.R. at Richmond, several cars, and other property, were destroyed by fire recently. The damage is estimated at \$7,000.

**Sydney.**—The Nova Scotia Steel and Coal Company's output of coal for July was 98,913 tons—74,613 tons from the pits and 24,300 tons from the banks. Last year the shipments were 74,580 tons.

—The Dominion Coal Company's output for July was 136,000 tons.

—The Customs collections for the seven months of the present year, ending with July 31, were \$92,580, an increase over the same months of 1908 of \$18,380. The July receipts were \$19,119 against \$11,612 in July, 1908.

**Weymouth.**—The Methodist church and one or two other buildings have been destroyed by fire.

## NEW



## BRUNSWICK.

**St. John.**—The removal of the bodies of deceased Redemptorists from St. Peter's Hall to St. Peter's Church has been carried out.

—At the recent meeting of the Grand Lodge of Oddfellows, Mr. W. S. Hooper, of Fredericton, was elected Grand Master, and Mr. A. D. Smith, of this city, Vice-President.

—Sir William Van Horne, giving evidence recently during the investigation into the affairs of the Grand Falls Power Company, declared that he placed the value of the power site there, still undeveloped, at \$1,000,000, and added that it was not equalled on the continent.



# FROM EAST TO WEST.

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## PRINCE EDWARD



## ISLAND.

**Charlottetown.**—At a conference of the Boards of Trade of the Maritime Provinces held here, a resolution was adopted in favour of the union of the Maritime Provinces. The Governments of Nova Scotia, New Brunswick, and Prince Edward Island were asked to appoint a committee to draft terms of union. The general opinion expressed was that only union could avert the overwhelming influence of the West in future.

## MANITOBA



## PROVINCE.

**Winnipeg.**—The Great Northern Railway and Northern Pacific Railway, two American systems, who wish to enter the city, propose to make a freight yard and come into the city to Fort Garry Station on the Canadian Northern tracks. They have asked the City Council to let them cross seven streets on the level with freight tracks. The proposition is being considered, but it is unlikely that it will be approved.

—The amount of money that will be expended upon the new buildings in Winnipeg, started during the last few months, will be approximately \$6,500,000. The number of structures in the course of erection at the present time is about 2,000. A few of these are as follows, together with the estimated cost of construction:—

Enderont and Co., office building .....	\$100,000
Canadian Permanent Mort., building .....	75,000
Royal Bank, bank premises .....	190,000
J. D. McArthur, office building .....	400,000

—Apartment blocks have during the last few years become exceedingly popular in Winnipeg. Already there are a very large number, and from twenty to thirty others are in course of erection. Those for which permits have been issued since the commencement of the year will involve an expenditure of \$1,200,000. Of factories and warehouses being erected, twenty average in cost \$35,000 each. In the aggregate about \$900,000 is being spent upon this class of structure. About thirty new residences are being erected that will cost over \$10,000 each for building alone, and about as many more will cost from \$7,000 to \$10,000. In the aggregate the expenditure on this class of dwelling will amount to \$1,250,000.

—The Manitoba Government's issue of \$1,030,000 4 per cent. 30 year drainage debentures have been bought by the Bank of Commerce at par (Winnipeg delivery). It is likely that the Bank of Commerce will in due course make a public issue in London.

—The improvement in business conditions is nowhere so evident as in the demand for office help experienced during the past six months. The Central Business College of Winnipeg report that they have been unable to keep up with the demand, particularly for efficient and capable stenographers. Many young people are required every year to fill the vacancies.

—A seminary for the training of young men for the Canadian priesthood will be opened here in September. The Old Provencher Academy will be used.

**Ninette.**—The corner-stone of the Manitoba Sanatorium for Consumptives here was laid by the Hon. G. R. Coldwell, Provincial Minister of Public Works.

## SASKAT-



## CHEWAN.

**Regina.**—The work on the new Legislative buildings is going forward rapidly. The building has now reached the upper storey, and scaffolds are being erected to aid in putting on the roof.

—“Henderson's Regina Directory” states the population of the city to-day to be 13,500, as compared with 12,000 last year.

—Building permits were taken out in the city during the month of July, with a valuation of \$51,300, bringing the total for the present year up to date to \$413,945.

**Moose Jaw.**—The homestead entries at the Moose Jaw Land Office for July totalled 2,102. The total entries for 1908 amounted to 14,728, and already this year, though the year is hardly more than half gone, there have been 11,066 entries filed. Four new townships in the south country were opened up in August.

—The rate for the current year has been fixed at 15½ mills on the dollar, made up as follows:—School rate, 4 mills; debenture rate, 5½ mills; and general rate, 5½ mills.

**Francis.**—Work has been commenced on the new waterworks system, which is to cost \$20,000.

—Messrs. McLaughlin Bros., of Winnipeg, have secured a site for an elevator, to be erected immediately. This will give Francis five elevators, with a total capacity of 150,000 bushels.

**Prince Albert.**—The city's probable expenditure for the year is fixed at \$51,604, and the receipts from special resources at \$30,305, leaving a balance to be raised by general taxes of \$21,219, or 4 mills on the dollar. The other funds to be levied cover the debenture amounts, which will take 7 18-100, the school rate, which is 2 65-100, and the high school 1 17-100, a total in all of 15 mills. The assessment roll is \$5,162,364. The separate school rate on the separate school assessment is 5 17-100 mills.

## ALBERTA



## PROVINCE.

**Edmonton.**—The shearing of Alberta range sheep shows a total of 400,000 lb., a rather lighter clip than last year, both in the total and in the yield per sheep. An increased price is expected for the clip.

—The tax rate for the city for 1909 will be 17½ mills. The estimates for the year are \$420,000.

**Strathcona.**—The Hon. W. Pugsley, Dominion Minister of Public Works, during a recent visit here, promised that a new post office shall be built next year. After a conference with local lumbermen Mr. Pugsley, on behalf of the Government, offered to instal a boom at a point ninety miles up the river, with a storage capacity of 50,000,000 feet of logs, in order to prevent the heavy losses formerly experienced by lumber dealers. The sum of \$25,000 has already been set aside for the purpose by the Government.

—The Strathcona issue of \$162,308.58 4½ per cent., due at the end of 8, 10, 20, 30, and 40 years, has been bought by the Winnipeg office of the Dominion Securities Corporation, the price paid being such as to admit of the sale to private individuals on a basis of 4½ per cent.

**Fort Saskatchewan.**—It is possible that a Government creamery will be established here.

**Medicine Hat.**—The assessed rateable property of the city amounts to \$4,134,094, the amount needed to cover the expenses of the year being \$86,515. Of this amount it is necessary to raise by taxation the sum of \$13,316. An additional amount of \$21,000 is required for schools. The rate was therefore fixed at 10 mills on the dollar. Of this sum 4½ mills is for debentures and general purposes, and 5½ mills for school purposes.

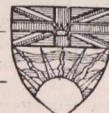
—Building permits granted during the first seven months of the year amounted in value to \$140,000.

**Lethbridge.**—During the month of July there were 438 entries for homesteads, 262 for pre-emptions, and 8 for purchased homesteads; total, 708. Last year during the same month there were only 201 homesteads taken up. Customs receipts for July were \$12,885, an increase of 30 per cent. over July last year. Building permits for the month amounted to \$76,877, making \$732,477 for seven months this year.

—At the annual convention of the Western Canada Irrigation Society it was decided to ask the Government to set aside the entire eastern slope of the Rockies as a forest reserve, in order to save the Albertan rivers.

**Taber.**—The Town Council has come to an agreement with the Canadian Pacific Railway for a supply of water for the town, and will instal a waterworks system immediately.

## BRITISH



## COLUMBIA.

**Victoria.**—The opening of the new Imperial Chinese School in Chinatown has taken place, among those present being Mr. Chu Ping Cheng, Chinese Consul-General at San Francisco, the Mayor, the aldermen, and many prominent citizens.

**Vancouver.**—The new bridge in Granville Street will shortly be ready for opening. The bridge in Westminster Avenue will not, however, be ready for two months.

—A project now gaining attention is that of erecting a combined railway and traffic bridge across the Second Narrows of the inlet. The Hon. W. Pugsley, Dominion Minister of Public Works, is in favour of the proposition.

—The sum of \$100,000, which the committee in charge of financing the building of the new university at Point Grey set out to raise some months ago, has all been subscribed. The committee is seeking to raise another \$20,000, which will complete the money necessary to undertake the work.

—The property on the north-west corner of Dunsmuir and Seymour Streets, owned by Mr. Julius A. Brown, of Los Angeles, has been purchased by the National Finance Company, Ltd., for \$65,000.

—The clearings of the banks in the city during July were \$22,973,715, as compared with \$15,483,153 in the corresponding month last year, and \$17,771,607 in July, 1907. The Customs receipts during the month were \$325,000, the second largest since the establishment of the port. In real estate the returns amounted to \$11,934, as compared with \$11,529 for the month of June, and \$6,540 for July of last year. The number of building permits for July, 1909, were 165, value \$549,307. The number of permits for July, 1908, were 132, value \$636,120. The permits issued for the first seven months of this year numbered 1,199, against 1,053 for the corresponding period last year, value \$5,967,502 against \$3,990,170 last year. The port statistics show that the tonnage going out during July amounted to 118,548; entering, 135,765.

—The City Council is to borrow next year at least \$1,500,000, the by-laws for which will be placed before the ratepayers at the next civic election. Three-quarters of a million will be required for bridge purposes, about \$500,000 for waterworks purposes, and between a quarter and a half million for street improvements.

**Penticton.**—Work is to be commenced immediately upon the Okanagan River Bridge, and upon the road from this place to Summerland.



# — Trade and Business. —

## CUSTOMS RECEIPTS FOR JULY.

The Customs receipts of the Dominion for July indicate a continued rapid growth in imports and a return to the record conditions of 1907, with regard to trade and revenue. For July the receipts from the customs totalled \$4,913,156, an increase of \$1,180,279 over July of last year, and within half a million of the record figure set in July, 1907. For the first quarter of the fiscal year the customs revenue has been \$18,003,143, an increase of \$3,544,408. Indications point to a total increase in the Dominion revenue of from \$10,000,000 to \$12,000,000 during the current fiscal year.

## CANADA'S TRADE IN JUNE.

Canada's trade for June shows an increase of \$9,628,898, as compared with that of June last year, and for the first quarter of the present fiscal year an increase of \$20,686,824 over the corresponding period of last year. The imports entered for consumption in June totalled \$31,231,914, an increase of \$7,134,840 over the corresponding month last year. For the three months the imports totalled \$81,824,463, an increase of \$14,926,685. The exports of domestic products totalled \$21,654,000, and of foreign products \$2,661,659, being increases respectively of \$1,766,524 and \$1,824,646. For the three months the exports of domestic products totalled \$49,327,006, and of foreign products \$4,138,597, increases respectively of \$5,238,228 and \$2,377,513. During the first quarter of 1908-9 Canada imported coin and bullion to the value of \$2,023,329. This year for the same period the amount was only \$267,727.

## THE APPLE HARVEST.

It is estimated, in a statement issued by Mr. P. W. Hodgetts, Director of the Ontario Government Fruit Branch, and Secretary of the Fruit Growers' Association for Ontario, that the output of apples in the provinces this year will amount to 120,500 barrels, mostly of the winter varieties. There will also be about 600 barrels of pears and some crab apples.

The Nova Scotia apple crop is expected to be a better one than that of last year, which was, in its turn, a record one.

Cold storage chambers are being again reserved on five steamers sailing alternately from Montreal to London and Glasgow to enable the Canadian fruit grower to place his produce on the markets in the Old Country in the best possible condition.

The Canadian Commercial Agent at Leeds reports that there is likely to be a considerable shortage in the English apple crop, and a corresponding increase in the demand for Canadian apples.

## TRADE NOTES.

Messrs. John Booth and Sons, constructional engineers, of Bolton, have obtained the order for the steelwork and erection of a generating station for the Northern Light, Power, and Coal Company, of Dawson City, in the Klondyke, which is starting a large electric plant to supply light and power to the surrounding mining district. American and German firms also competed for the contract, but the scale was finally turned in favour of the British firm by the operation of the Canadian preferential tariff in favour of British goods.

It is expected that a very light fur catch will be made in the North this year. White, black and red foxes are very much scarcer than ever before. The beautiful silver fox is entirely missing this year. The richly furred red fox of the Arctic is also very scarce, as is also the snowy white fox which was formerly abundant.

Mr. C. Dyer, acting Trade Commissioner at Leeds, reports that there will be a good demand this year for Canadian turkeys and advises that they be packed in crates of not more than twelve to a crate.

It is stated that the Italian Government, through its Ambassador in London, will shortly enter into negotiations having as their object the conclusion of a commercial treaty with Canada.

## TRADE PERSONALIA.

Mr. J. W. Pike has been elected President of the Mount Royal Spinning Company, rendered vacant by the death of Mr. Wm. C. MacIntyre. Mr. B. Tooke was elected vice-president, the other directors of the company being: Messrs. F. W. Molson, Col. J. H. Burland, Alphonse Racine, C. S. Hoare, T. E. Hodgson, C. W. Trenholme, W. T. Whitehead. All of Montreal.

The headquarters of Mr. G. C. Ryley, land commissioner of the G.T.P., are now in Winnipeg instead of Montreal.

Mr. J. R. Booth, Ottawa, will build a new power-house on the site of his first saw-mill, built 50 years ago and burned down in 1900. The power will be required mainly for the sulphite box board factories.

At the annual meeting of the Manitoba branch of the Canadian Manufacturers' Association held at Winnipeg the following were elected officers of the association for the ensuing year: Vice-president for Manitoba, T. R. Deacon; chairman of the Manitoba branch, J. A. Knott; vice-chairman, M. J. Christie; secretary, W. J. Bulman; executive committee, W. J. Boyd, D. J. Dyson, A. Gilroy, J. M. Reid, R. W. Patterson, W. S. Martin, W. Roberts, D. Ackland, L. C. McIntyre, W. Hood, D. E. Sprague, F. Drewry, F. Adams, E. Barrett, J. H. Parkhill, M. Barrie, E. Cass, E. F. Hutchings, Andrew Kelly and Messrs. Foot and Mott.

Mr. G. A. Marshall, the representative of Messrs. George Butler and Co., of Sheffield, is now in Canada on a business visit.

## CANADA'S WATER POWER.

Mr. R. E. Young, Superintendent of the Dominion Railway Lands, in a recent statement estimated the total horse-power known to be available in Canada at 25,682,907 horse-power, distributed as follows: 17,075,939 in Quebec; 3,129,168 in Ontario, exclusive of Niagara Falls; 2,000,000 in British Columbia; 1,000,000 in Alberta; 600,000 in North-West Territories; 504,000 in Manitoba; 500,000 in Saskatchewan; 54,700 in Yukon; 150,000 in New Brunswick; and 54,000 in Nova Scotia. Mr. Young supports the theory that owing to their great water-powers Ontario and Quebec will in time become the manufacturing centres of North America.

Orders for large quantities of fire-clay bricks for the erection of additional furnaces in America and Canada have been given out to Scottish makers.

## CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian Soft Goods Buyers in England:—

### LONDON.

P. S. Hilton (Smith Bros., Halifax)—35, Milk Street.  
E. St. Pierre (Thibaudeau Bros. and Co., Quebec)—London Office: 22, Basinghall Street, E.C.  
Gavin Rowat (McMahon, Granger and Co., London, Ont.)—17, Aldersgate Street, E.C.  
Jos. E. Beaudry (Gauvreau, Beaudry and Co., Quebec)—17, Aldersgate Street, E.C.  
R. C. Struthers (R. C. Struthers and Co., London, Ont.)—Holborn Viaduct Hotel.  
W. T. Minnes (Macnee and Minnes, Kingston, Ont.)—Holborn Viaduct Hotel.

### BRADFORD.

N. Paulet (A. Racine and Co., Montreal)—Midland Hotel.  
A. L. Sevigny (P. P. Martin and Co., Montreal)—Midland Hotel.  
J. M. Murphy (J. and M. Murphy, Halifax, N.S.)—Midland Hotel.

### MANCHESTER.

Wm. Macmillan (staples and linens) (Gordon, Mackay and Co., Ltd., Toronto)—56, Bloom Street.  
H. L. Shaw (silks, etc.) (Greenshields, Ltd., Montreal)—36, Cooper Street.  
W. A. Cooke (prints and fancies) (Greenshields, Ltd., Montreal)—36, Cooper Street.  
C. H. Alves (ladies' fancies and made-up goods) (The Gault Bros. Co., Ltd., Montreal)—75, Whitworth Street.  
Hv. A. Stone and Thos. Dixon (Gault Bros., Ltd., Vancouver, B.C.)—75, Whitworth Street.  
Arthur T. Little (Robinson, Little and Co., London, Ont.)—India House, Whitworth Street.  
D. McKay (Robinson, Little and Co., Winnipeg)—India House, Whitworth Street.  
J. Arthur Dennis (G. N. Belleau and Co., Quebec)—Queen's Hotel.  
W. T. H. Boyd (staples, etc.) (Jno. Macdonald and Co., Ltd., Toronto)—84, George Street.  
F. Trebilcock (dress goods, etc.) (Gordon, Mackay and Co., Ltd., Toronto)—Midland Hotel.  
D. McCrimmon (Brickenden and McCrimmon, London, Ont.)—Midland Hotel.



## Canadian Government TRADE COMMISSIONER SERVICE

IN THE

## UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

**P. B. MACNAMARA**, Canada Chambers, 36, Spring Gardens, Manchester.

**W. A. MACKINNON**, Room 39 and 40, Central House, Birmingham.

**E. D. ARNAUD**, Sun Buildings, Clare Street, Bristol.

**W. G. FISCHER**, 87, Union St., Glasgow.

**F. A. C. BICKERDIKE**, Belfast.

\_\_\_\_\_, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

### Australasia—

**J. S. LARKE**, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.

**D. H. ROSS**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

### China—

**J. B. JACKSON**, 15, Kiukiang Road, Shanghai, China.

### Cuba—

**E. KIRKPATRICK**, Havana.

### France—

**A. POINDRON**, 101, Rue Réaumur, Paris.

### Japan—

**G. A. HARRIS**, 14 Bund Room B, Yokohama.

### Mexico—

**A. W. DONLY**, Rebeldes No. 6, Mexico, D.F., Mexico.

### Netherlands—

**W. T. R. PRESTON**, The Hague.

### Newfoundland—

**J. E. RAY**, Gazette Building, Water Street, St. John's.

### Norway—

**C. E. SONTUM**, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

### South Africa—

**JOHN A. CHESLEY**, Rhodes Building, Cape Town, Cape Colony.  
**H. R. POUSSETTE**, Durban, Natal.

### West Indies—

**E. H. S. FLOOD**, Bridgetown, Barbadoes.  
**E. A. H. HAGGART**, Kingston, Jamaica.  
**R. BRYSON**, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.  
**S. L. HORSFORD**, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.  
**EDGAR TRIPP**, Port of Spain, Trinidad. Agent for Trinidad and Tobago.  
**R. H. CURRY**, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.



# Railways, Shipping, and Commerce.

## GRAND TRUNK PACIFIC NOTES.

Contracts are now being considered for the completion of a dump through a somewhat rough country, extending from the Copper River, which is the east end of the present contract, east to Aldermere, a distance of 150 miles. In this division it is estimated that there are 1,500,000 cubic yards of rock to be removed, which, at a somewhat high estimate, will cost from \$2 to \$3 a yard to move. This would mean an expenditure of from \$3,000,000 to \$4,500,000. The entire cost of the construction of the dump for the distance is estimated at from \$5,000,000 to \$6,000,000. For the first 100 miles of construction from Prince Rupert eastwards the Grand Trunk Pacific will have to pay, it is stated, about \$8,000,000. This contract is expected to be completed in October.

During the month of July the estimates on the construction of the Transcontinental Railway in New Brunswick amounted to \$646,970, the largest for any month since the work started.

During a visit paid by Sir Charles Rivers Wilson, president of the G.T.R., and Mr. C. M. Hays, president of the Grand Trunk Pacific railway to the Seattle Exhibition, Mr. Hays is reported as saying: "It is our intention to have terminals to be used jointly with the Great Northern and the Northern Pacific in Vancouver, B.C., as well as our own terminal facilities there, and besides operating a fleet of ships in the trans-Pacific trade we shall eventually have a terminal in Seattle."

## THE C.P.R. IS BUSY.

Superintendent McNeillie, of the C.P.R., in the course of a recent interview, said "We are doing a tremendous passenger business this year, and it is far exceeding our expectations." The freight business, he stated, has also improved very much, and all trains are loaded to their utmost tonnage.

Mr. Wm. Marshall has been appointed superintendent of the C.P.R. Company's telegraphs, Ontario division, succeeding Mr. A. W. Barber, who died recently. Mr. Marshall has been connected with the C.P.R. Company's telegraphs for the past 23 or 24 years.

## CANADIAN NORTHERN NOTES.

Mr. William Mackenzie, the president of the Canadian Northern Railway, is at present making his annual tour of that system.

The opening for traffic of the new Garneau Junction branch, from Montreal to Quebec, via Shawinigan Falls, on the C.N.R., has taken place. In the regular weekday service trains leave each end—Quebec and Montreal—at 9 a.m., arriving at destinations at 4 p.m. The night trains are equipped with new American palace car sleepers.

## THE TEMISKAMING AND NORTHERN ONTARIO.

The T. and N.O. is establishing telephone communication between Cobalt and Kerr Lake. The reconstruction of the telephone lines between Cobalt and New Liskeard is being hurried along.

Several officials of the Temiskaming Railway Commission are making a tour of inspection on the Temiskaming and Ontario Railway.

## STEEL CARS MADE IN NOVA SCOTIA.

The Silliker Car Company, Halifax, N.S., have commenced the erection of three steel frame conductor's vans for the Ontario Government railway, and there are four more in the contract on which work will at once begin. It is noteworthy that these are the first steel-frame cars to be built in Nova Scotia.

The company are also engaged on a contract of four combination passenger and baggage cars, two combination mail and baggage cars, and four first-class coaches for the Canadian Northern Railway. More than 300 workmen are employed by the company, which is taking in all the skilled labour at hand.

## STEAMSHIP SAILINGS.

ALLAN LINE.—From Liverpool to Montreal and Quebec:—

Sept. 3.—R.M.S. *Victorian*.

Sept. 9.—S.S. *Corsican*.

Sept. 17.—R.M.S. *Virginian*.

From London to Quebec and Montreal:—

Sept. 4.—S.S. *Pomeranian*.

Sept. 11.—S.S. *Sardinian*.

Sept. 18.—S.S. *Corinthian*.

From Glasgow to Quebec and Montreal:—

Sept. 4.—S.S. *Hesperian*.

Sept. 11.—S.S. *Ionian*.

C.P.R. LINE.—From Liverpool to Quebec:—

Sept. 1.—S.S. *Lake Champlain*.

Sept. 10.—R.M.S. *Empress of Ireland*.

Sept. 15.—S.S. *Lake Manitoba*.

Sept. 24.—R.M.S. *Empress of Britain*.

WHITE STAR DOMINION LINE.—From Liverpool to Quebec and Montreal:—

Sept. 2.—S.S. *Ottawa*.

Sept. 9.—S.S. *Canada*.

## CANADA AND ITALY.

Passenger Service to be Inaugurated.

The *Tortona*, a new steamer to inaugurate a passenger service between Italy and Canada, was launched last week for the Thomson Line from the yard of Messrs. Swan, Hunter, and Wigham Richardson, at Wallsend. The *Tortona* is a twin-screw steamer of 7,600 tons, specially built to meet all the latest requirements of the Italian Government, and will be one of the most modern and up-to-date liners in the emigrant trade. A larger steamer than the *Tortona* will be built in the near future, and as this important service develops further steamers will be constructed.

The Thomson Line is already well-known as maintaining a regular weekly service between Montreal and London, and between Montreal and the North-East Coast ports of Great Britain, as well as having a long trade connection between Italy and Canada. Mr. W. J. Noble, the head of the shipping firm of Messrs. Cairns, Noble, and Co., believes in the possibilities of Italian emigration, and is of opinion that during the next few years many emigrants will cross the Atlantic.

The *Tortona* is already timed to leave Montreal for Naples and Genoa on Nov. 20. She will have accommodation for 40 cabin passengers and 1,200 emigrants.

## TRIBUTE TO THE ST. LAWRENCE ROUTE.

Mr. Alexander McDougall, a celebrated navigator of the Great Lakes, has addressed to Mr. W. I. Gear, a Montreal director of the Thomson Line, a long letter in praise of the St. Lawrence route. Part of the letter, which was published in *Syren and Shipping*, is as follows:—

"I have just arrived home from a trip to Liverpool, and then a trip up the Great Lakes and their connecting rivers, and I made a careful study of the trip to Montreal and a comparative examination of the route through to Duluth, for the latter part of which I have a pilot's licence.

"I had often read and heard of the St. Lawrence route being so dangerous or difficult to navigate as compared with the route from New York, which to some extent is so, for the New York route is exceptionally favourable the year round. In the navigation of the Gulf for its season I could not see the reason for so much dread of it, much of which will, I think, disappear as the shipping increases and the aids to navigation improve, and more men get better acquainted with the objectionable features in its navigation.

"I had been on the lower St. Lawrence before and with some experience in despatching ships in and out the Gulf, so, while on the s.s. *Megantic* on her first voyage as passenger to Montreal, I heard her officers say that she was the largest ship (565 ft.) that could navigate the St. Lawrence, and that a 600-footer would be too long for the narrow, crooked channels to Montreal.

"I asked the captain to grant me the privilege to investigate the charts, and to allow me in a prominent place in the ship to best see the channel. I looked into the matter very carefully, and when I got to Montreal

I was of the opinion that there was a channel that a ship 1,000 ft. long could navigate much better than our numerous 600-footers of the upper lakes can navigate our Detroit River and the Sault River, which in their whole length require about 1,200 buoys, beacons and aids to navigation to show or tell how to enter and pass the intricate channels and bends of the route.

"I think the Canadian Government has been doing splendid work improving the lower St. Lawrence, which work will be moderately permanent, for the St. Lawrence has but little or no sediment. If I was a citizen of Montreal I would endeavour to stop the general shipping gossip that the channel is not good enough for larger ships, and I would urge the Government to still improve the good work it has been doing."

## GIGANTIC SHIPS' CASTINGS IN TORONTO.

The largest casting of the kind made in Canada has just been completed by the Lumen Bearing Company, Toronto, who have turned out two huge propellers made of aluminium for the Dominion Government steamer *Vigilant*. Each pattern complete weighed about 350lb. The blades and hubs were cast in separate pieces, each blade weighing about 103lb. The two propellers weighed 1,587lb. and 1,595lb. respectively.

## THE CANADIAN-GERMAN ECONOMIC ASSOCIATION.

The German-Canadian Economic Association, composed of a number of manufacturers and merchants of Germany, who are interested in Canadian trade, has been formed in Berlin under the Presidency of Dr. G. Stresemann, a member of the Reichstag. The general purpose of the association, as set forth in its by-laws, is to further the economical relation between Germany and Canada. The efforts of the association will be directed in the first place towards improving the commercial conditions under which at present the trade between the two countries is carried on. But beyond this the association regards it as pre-eminently its task to continue to develop and direct into yet new ways the business and cultural relations of the two people.

## CANADIAN ASBESTOS EXPORTS.

A report issued by Mr. J. S. Diller, in the United States Geological Survey, shows that the total output of refined asbestos in the United States was \$19,624, as compared with \$11,889 in 1907. The main source of raw material continues to be Canada, whence came all but \$1,646 worth of the imports into the United States in 1908, valued at \$1,068,322. Much over half of the asbestos exported by Canada came to the United States.

## NEW MOTOR-CAR COMPANY IN TORONTO.

An application has been made to the Ontario Government for a \$500,000 charter for the Imperial Motor-Car Company, Limited. The new concern will be backed by Toronto capitalists, and will buy out and succeed the Oldsmobile Company of Canada. They will also handle the famous line of "Oakland" cars, and a heavy commercial truck, as well as sightseeing and pleasure vehicles of all kinds. The charter will also provide for the manufacture of gasoline-propelled vehicles of all kinds.

## IMPROVING BRITISH WHEAT.

The Canadian Commercial Agent at Leeds, in a report to the Canadian Trade and Commerce Department, tells of experiments which are being carried on by Prof. Biffin of the British Department of Agriculture, with the object of improving the milling quality of British-grown wheat. Canadian red Fife wheat is being used in the experiments, and Prof. Biffin hopes to combine the milling qualities of the Canadian wheat with the growing qualities of the British article. He expects by his experiments to increase the value of wheat from two to five shillings on every eight bushels.



# IMPERIAL BANK OF CANADA.

Capital Authorised ... .. \$10,000,000.00  
 Capital Paid Up ... .. 5,000,000.00  
 Rest ... .. 5,000,000.00

Head Office ... .. TORONTO.

Branches throughout the Dominion of Canada.

Moneys received for transfer to CANADA, and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited**, and in Scotland by the **Commercial Bank of Scotland, Limited**, at their Head Office and all Branches.

*Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, or through its Agents in England and Scotland.*

**A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.**

# Guaranteed Mortgages.

We invest Clients' funds in First Mortgages on Improved Farm Lands to net 6 per cent. or 7 per cent. No expense. Lending up to not more than 40 per cent. on conservative valuation.

Principal Guaranteed. Absolute Security for handling funds. Write for plan.

References:—

"CANADA," London, Eng.  
 THE CANADIAN BANK OF COMMERCE, Saskatoon, Sask., Can.  
 STRATON, SUTHERLAND & JORDAN, Barristers,  
 Saskatoon, Sask., Can.

# THE COULTHARD-ALEXANDER CO., Ltd.,

Paid-up Capital \$50,000.

**REAL ESTATE. LOANS. INSURANCE.**  
**SASKATOON, SASK., CANADA.**

# PEVERETT & HUTCHINSON

Bond and Investment Brokers,  
**REGINA, SASK.**

## SCHOOL DEBENTURES 10 to 20 Years.

Authorized by the Provincial Government of Saskatchewan,  
 Can be purchased to nett 5½ to 6½ per cent.

**One of the best securities in Canada,  
 and as safe as Corporation Bonds.**

Mortgages placed on City property and Farms up to 40 per cent. of conservative value of property yielding 7 per cent. to 8 per cent. per annum.

References:—Any Bank in Regina.

# Canada West Investments, Ltd.

A CANADIAN COMPANY FORMED TO PLACE CANADIAN INVESTMENTS BEFORE BRITISH CAPITAL WHICH HAVE FIRST BEEN APPROVED OF BY A STRONG BOARD OF DIRECTORS.

**Real Estate. Bonds. Mortgages.**

CANADIAN SOLICITOR IN CHARGE OF THE  
 LONDON OFFICE—

**50, Palmerston House, Broad Street,  
 LONDON, E.C.**

Telephone: 5778 Gerrard.

## NOVA SCOTIA CROP ESTIMATES.

Professor M. Cumming, the Nova Scotia Secretary for Agriculture, has compiled a report upon the crops of the present year. To do this he has used the reports of 128 correspondents. He points out, in the first place, that the season of 1909 was from seven to ten days later than that of 1908, the greater part of seeding being done during the last week of May and the first three weeks of June. During June all crops, more especially hay and pasture, suffered severely. Since June 28 there have been frequent rains, and growth has been most luxuriant. In the fruit sections conditions at the time of bloom were almost ideal, and for the most part the set of fruit was abundant. During the dry weather, however, much fruit dropped, but recent rains have brought about almost ideal conditions for fruit growth. The statement in regard to individual crops is as follows:—

### Hay (estimated yield).

	Upland.	Intervale.	Marsh.
Compared with 1908 .....	66	95	80
Compared with average crop ...	87	96	81

In the counties of King's, Annapolis, Lunenburg, Queen's, and Digby the crop will not be more than three-fourths of that of 1908. In Yarmouth the crop will be superior to that of 1908. In Hants, Colchester, Cumberland, Pictou, Antigonish, Halifax, and Guysboro' the crop will be about 90 per cent. as compared with that of 1908, and in the four Cape Breton counties about 92 per cent.

### Oats and other Grains (estimated yield).

Compared with 1908 .....	98 per cent.
Compared with average .....	98 per cent.

As a result of the abundant July rain, the grain fields are in a most satisfactory condition.

### Potatoes (estimated yield).

Compared with 1908 .....	101 per cent.
Compared with average .....	106 per cent.

Correspondents unanimously report the potato crop to be flourishing.

### Turnips and other Roots (estimated yield).

Compared with 1908 .....	100 per cent.
Compared with average .....	106 per cent.

These crops are rapidly forging ahead, and if the present weather continues will be exceptionally good.

**Pastures.**—During the first week of June pastures were fairly good, but during the ensuing four weeks they became quite dry and bare. The recent rains have so improved them that they are now fully up to average.

**Live Stock.**—Although there was abundant feed gathered into the barns last season, yet the high prices offered for beef which prevailed during the winter tempted farmers to part quite freely with their cattle. The numbers, therefore, have not materially changed. Dairy cattle have increased about 5 per cent., and horses about 3 per cent. Sheep have decreased about 3 per cent. Stock of all kinds are for the most part in splendid condition.

**Fruit.**—The season bids fair to rival that of 1908 in quantity of fruit, and present indications are that the quality will be even superior. Pears, plums, peaches, and cherries will give full crop. Owing to the drought of June strawberries were generally a small crop. Other small fruits, however, promise well.

**Land under Crop.**—Correspondents report about 5 per cent. more land in oats, barley, and wheat, 6 per cent. more land in potatoes, 5 per cent. less in mangels, 10 per cent. more in turnips, with about an equal area with last year in hay and pasture. In the counties of Queen's, Lunenburg, Annapolis, King's, and Hants there is reported an increase of about 5 per cent. in land set out to fruit trees.

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## THE Y.M.C.A. AND EMIGRATION.

To the Editor of *Canada*.

DEAR SIR,—Will you allow us, through the medium of your paper, once more to call attention to the emigration advice work that is being carried on under the auspices of the Lancashire Divisional Council of Young Men's Christian Associations? It is now four years since we took over this department, and a useful and unostentatious work has been carried on ever since. It cannot be too widely known that we are prepared to offer expert advice free of charge to bona-fide inquirers in all parts of the country who are contemplating emigration.

We would point out that this is not merely a Lancashire work, as is evidenced by the fact that during the past six months we have been in communication with men from forty-three different towns in all parts of the country. It should also be noted that our energies are by no means confined to Y.M.C.A. members, but our help is freely extended to any person of good character. In our opinion it is no more than our duty to offer the valuable advice we have obtained to all who need it.

The men who have gone out under our auspices during the past half-year number 153, and many of these have, we know, been saved from making a grave mistake at the outset of their new life. We have received many letters of appreciation from men who have now become happy and prosperous colonists, and whose success has been due to the advice Mr. Beecher Smith has given them in years gone by. For obvious reasons, however, the importance of getting into touch with us before a destination is fixed upon cannot be exaggerated.

We are convinced that our work only requires to be known to be appreciated, and in giving publicity to this letter you will place under an obligation both your readers and also

Yours faithfully,  
 (Signed) CICERO SMITH, President.  
 ARTHUR K. YAPP, Gen. Sec.

Lancashire Divisional Offices,  
 Young Men's Christian Association, Manchester.



# Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

## OUR TORONTO LETTER.

TORONTO, TUESDAY.

Business on the Canadian exchanges has been uneventful, the amount of transactions being unimportant and limited to a small number of stocks, of which the Tractions are the most prominent. Rio have been rather easier on some talk of the dividend being postponed to next January. It has so persistently been stated officially that a dividend will be paid this year that these reports are only mentioned as one of the incidents of the week. Converters has been strong on a well-founded report that dividends will shortly be resumed. Cement sold up to 191—which is equal to 196 with the dividend—on favourable merger rumours, but afterwards gave away on profit realisations. Mexican Power was a good feature at Montreal on what was described as “inspired buying.” Here also profit-taking sent the price back again. Dominion Iron and Steel has been rather heavy, although the reports from Sydney state that the plant is working at its full capacity. Coal closes about 76½. Asbestos Common has fallen to 32, and the report that the Bell’s Asbestos Company had withdrawn from the amalgamated company caused a certain amount of uneasiness locally.

### C.P.R. Annual Figures.

The growth of the earnings of the C.P.R. since the commencement of the present century has been truly remarkable. For 1901 the gross earnings were \$30,855,000, and the working expenses \$18,745,000. By 1905 the receipts had advanced to \$50,481,000, and the working costs to \$35,006,000. The present statement for the railway’s results for the past year shows gross earnings of \$76,313,000, earned at a cost of \$53,357,000. Whilst the cost of conducting the great system has increased in a larger proportion than the earnings, and considerable capital outlay has been necessary to cope with the increase of C.P.R. business, the results to the shareholders cannot but be regarded as satisfactory.

### Future Prospects.

The growth of the vast system which traverses Canada is symbolical of the advance in the prosperity of the country. The fact that the directors have been content to leave the dividend at the old rate shows once again how conservative is the policy of the board. In October the stockholders may look for a bonus from the new issue of capital, and this should make up for any present disappointment. It is more than likely that the high prices recently obtained for sales of irrigated land in Alberta will induce the directors to advance the rate of dividend next year, and this prospect and the generally favourable outlook explains the recent steady appreciation in the price of the stock. Local rumour says that the stockholders may shortly look for a favourable announcement from the C.P.R. Board, but nothing definite can be learned as to what form this is likely to take.

### Booming La Rose.

One of the features of the past week has been the strength of La Rose Consolidated, which has been recently introduced to British investors. The price sold up to \$8.50 on the local market, and it was commented on that even the price failed to bring out stock, from which it is argued that those who hold La Rose stock believe in higher prices. In one quarter the opinion was that “the latest discovery on the Lawson vein has changed the minds of any who thought of selling.”

**New Electric Railway in Ontario.**—A new electric railway will soon be commenced between Morrisburg and Ottawa. The company has been incorporated with a capital of £200,000. The power plants will be located at Morrisburg and Billings Bridge, Ottawa. Another line contemplated, called the Belt Line Electric Railway, covers practically the same route. The Corporation of Metcalfe, in Carleton County, proposes to give the right-of-way to the company that begins work first.

## THE LONDON MARKET.

LONDON, WEDNESDAY.

The Stock Exchange has not had a very active week. The holiday last Saturday and the approach of the Settlement, now in progress, have in combination militated against animation. Americans have been irregular, influenced by the reports regarding Mr. Harriman’s health, but movements have been less violent, and the arrival of Mr. Harriman on the other side, coupled with the declaration of the usual dividends on Union Pacific and Southern Pacific stocks, has now cleared the atmosphere. Outside Unions the account contangoed in Yankees yesterday was not a large one, and the present attitude of local operators is a wisely cautious one. Home stocks have ruled sluggish, but Home Rails are now displaying a tendency to rally, owing to favourable trade reports and the fact that the market is rather bare of stock. Foreigners have been spottily strong, South Americans being specially favoured, while Paris has supported Russians. German descriptions, however, have been heavy on semi-official reports that another loan will be issued early next year. Mines were sluggish during the latter part of the old account, but are now brisker, with a forward tendency.

The tone of the Canadian section has been quite firm, though the volume of operations has not been in excess of that reported from other departments. No special features have developed, but price movements, with rare exceptions, are in an upward direction. Government stocks have done little more than mark time. One or two municipal issues have gained ground, Quebec and Winnipeg Fours and Toronto Three and a Half per Cent. debentures being all a point better. Among railways Grand Trunk stocks have scored a steady advance, the group altogether ignoring the vicissitudes of the American section. The favourable character of the crop news and repurchases by the “Bears” have been the chief factors in the advance, though better earnings have also been an encouraging influence. On balance the Third Preference has risen 2½, the senior Preferences 1½, and the Ordinary 1¼ Canadian Pacifics, after a rather sharp decline in sympathy with Americans, rallied well, and are a fraction higher on the week. Quebec Four per Cent. Debentures, Quebec and Lake St. John prior lien bonds, and British Columbia Electric Railways Deferred are all 1 to the good. The improvement in Hudson’s Bays last week, on expectations that the official survey would be followed by the construction of a railway in Hudson’s Bay territory at no very distant date, has been well maintained, and the quotation has added ¼ to its previous rise at 89. Western Canada Land shows a rise of 6d., but Southern Alberta Land is 3d. easier at 24s. 9d. Among miscellaneous securities there has been rather less doing. Canadian General Electrics, however, have risen 1, and Monterey Railway Light and Power is ½ higher. Mexico Trams, however, have lost 3, and Rio de Janeiro Trams ½.

## FINANCIAL ITEMS.

**Tyce Copper.**—Results for July: 1,850 tons of ore, producing a total of 160 tons of matte.

**Merchants’ Bank.**—This institution has opened branches at Trochu and Carbon, Alberta.

**Nova Scotia Steel and Coal Co.**—Mr. R. E. Harris (president of the Nova Scotia Steel and Coal Company), who recently returned from England, says that he has concluded satisfactory arrangements for the sale of the balance of the company’s bonds in London. Asked as to the prospect of a dividend on the Common stock, Mr. Harris said: “The shareholders at the annual meeting were told that the question of dividends would be dealt with when we had got our finances in order, and I have no doubt that before the year is out the board will deal with that question in a way that will be perfectly satisfactory to the shareholders.”

**Camp Bird.**—For July the mill ran 29 days and crushed 6,187 tons of ore (dry weight), yielding 10,697oz. of bullion, and approximately 640 tons of concentrates. Amounts received from sales of product effected during the month as follows: Bullion (including cyanide bullion), \$223,104; concentrates (791 tons), \$95,187; less expenses (including development and transportation and treatment of product), \$53,544; leaving \$264,747 or £54,241; less monthly London expenses, estimated at £300; balance applicable to profit, £53,951. There was expended on construction \$2,565.

**Richelieu and Ontario Navigation Co.**—Coupons due September 1 will be paid by the Bank of British North America in London or Montreal at the option of the bondholder.

**Canadian Cement Amalgamation.**—The amalgamation of the leading cement-producing concerns in Canada, mentioned in our issue of last week, has, it is stated, Sir Sandford Fleming as its first president. The company is likely to make a big bond issue on the London market at an early date.

## CANADIAN CROP PROSPECTS.

A bulletin compiled by the Census and Statistics Office, Ottawa, of the crop prospects in July says:—

“Field crops and live stock are not uniformly good, but they denote on the whole a very satisfactory condition for all parts of the Dominion. Timely rains at the end of June and frequent showers throughout July proved to be very helpful, and there are only a few localities where all crops are under an average. Fall wheat has done well in the parts of Ontario where it is chiefly grown; it was cut early and gathered in fine condition. Reports of threshings already made show averages ranging from 20 to 35 bushels per acre, and the estimated average for the province is 23½ bushels for an area of 581,000 acres in crop. Alberta is the only other province growing a considerable quantity of fall wheat, and there fully one-third of the area sown was killed by the hard winter weather. The 81,000 acres harvested has an estimated yield of 23.40 bushels per acre.

“It was too early at the end of July to get estimates of spring grains for the Maritime provinces; but for Quebec, Ontario, Manitoba, Saskatchewan, and Alberta, with an area of 7,022,200 acres in spring wheat, the estimated yield is 22.07 bushels per acre, which makes an aggregate of 159,662,000 bushels. Spring and fall wheat in the five provinces show a total of 175,223,000 bushels, grown on 7,684,300 acres. Last year the area in wheat in the same provinces was 6,610,300 acres and the estimated yield at the same date 130,263,000 bushels. For Manitoba, Saskatchewan, and Alberta, the estimated yield this year is 157,464,000 bushels, and last year at the same date it was 110,524,000 bushels.

“The barley crop of the five provinces has an area of 1,846,900 acres as compared with 1,726,700 acres last year, and an estimated yield of 57,722,000 bushels, as compared with 51,690,000 bushels at the same date last year. For the three North-West provinces the estimated yield is 34,553,000 bushels as compared with 28,597,000 bushels last year.

“The estimated yield of hay and clover is 8,984,000 tons, which is an average of 1.35 ton per acre. The condition of fall wheat when reaped was 76.53, of spring wheat at the end of July 84.57, and of barley 83.84. The other field crops at the end of July show conditions of 87.78 for oats, 81.84 for rye, 87.07 for peas, 86.15 for buckwheat, 87.23 for mixed grains, 84.33 for beans, 82.86 for corn, 92.03 for potatoes, 84.22 for turnips, 81.57 for other field roots, 73.79 for hay, 83.09 for sugar beets, and 81.82 for pasture.”

An estimate based on the reports of the Canadian Bank of Commerce gives the following figures: Wheat, 153,979,336 bushels, worth over \$100,000,000; oats, 157,537,750 bushels, worth over \$45,000,000; barley, 24,324,648 bushels, worth nearly \$10,000,000. The first shipment of the new wheat received at Winnipeg was sown on May 14, cut on August 14, threshed and delivered on August 19, 101 days in all, thus beating all records.



CANADIAN SECURITIES.

PUBLIC NOTICE.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent.

Table of Canadian Securities with columns for 1907, 1908, 1909, High, Low, Latest Price. Includes sections for GOV. & MUNICIPAL ISSUES, LOAN COMPANIES, LAND COS., BONDS, BANKS, INDUSTRIALS, RAILWAYS, and COBALT SHARES.

THE CANADIAN BANK OF COMMERCE. DIVIDEND NO. 90. NOTICE is HEREBY GIVEN that a DIVIDEND of TWO PER CENT. upon the Capital Stock of this Institution has been declared for the three months ending the 31st August next, and that the same will be payable at the Bank and its branches on and after Wednesday, 1st September next.

4 1/2 PER CENT. DEBENTURES. TORONTO SAVINGS AND LOAN COMPANY. PAID-UP CAPITAL ... £205,470 RESERVE FUND ... 133,561 TOTAL ASSETS ... 613,802

Canadian Stock & Investment Brokers. TORONTO- FOX & ROSS, Standard Stock Exchange Building. MERSON & CO., 16, King Street West.

OTTAWA- H. H. HANSARD & CO., Bankers & Brokers. PARLIAMENTARY - FINANCIAL. OTTAWA, Canada.

W. LAKE MARLER. Bonds, Stocks, and Debentures on Commission. Cofalt Stocks specially reported upon, on application. 110, WELLINGTON STREET, OTTAWA, ONT.

WESTERN TRUST COMPANY. A Strong Western Canadian Organization. Pays special attention to the investment of funds in Mortgages and other Canadian Securities; undertakes the Management and Sale of Real Estate; acts as Fiscal Agent of Corporations; and administers Trusts of every nature.

Canadian Railway Revenue Statistics. Table with columns: Name of Railway, Ten Days Ending Aug. 14, Compared with Corresponding Ten Days Last Year. Includes rows for Canadian Pacific, Grand Trunk, Canada Atlantic, etc.



# The Canadian Bank of Commerce.

Capital: \$10,000,000 (£2,054,794).

Reserve Fund: \$6,000,000 (£1,232,876).

President—B. E. WALKER.

HEAD OFFICE—TORONTO.

General Manager—ALEXANDER LAIRD.

## Branches of the Bank: IN CANADA

**PACIFIC SLOPE AND YUKON**  
Cranbrook  
Creston  
Dawson  
Fernie  
Greenwood  
Kamloops  
Ladysmith  
Mission City  
Nanaimo  
Naku-p  
Nelson  
New Westminster  
Penticton  
Prince Rupert  
Princeton  
Revelstoke  
Vancouver (4 offices)  
Victoria  
White Horse

**WESTERN PROVINCES**  
Bawlf  
Brandon  
Calgary  
" (East)  
" (South)  
Canora  
Carman  
Carmangay  
Claresholm  
Crossfield  
Dauphin  
Delisle  
Drinkwater  
Durban  
Edmonton  
Elbow  
Elgin  
Elkhorn  
Gilbert Plains  
Gleichen  
Grandview  
Granum  
Hardisty  
Hawarden  
Herbert  
High River  
Humboldt  
Innisfail  
Innisfree  
Kamsack  
Langham  
Lanigan  
Lashburn  
Lethbridge  
Lloydminster  
Macleod  
Medicine Hat  
Melfort  
Melville  
Monarch  
Moose Jaw  
Moosomin  
Nanton  
Neepawa  
Nokomis  
N'th Battleford  
Outlook  
Pincher Creek  
Ponoka  
Portage la Prairie  
Prince Albert  
Provost  
Radisson  
Red Deer  
Regina  
Rivers  
Saskatoon  
Stavely  
Stony Plain  
Strathcona  
Swan River  
Treherne  
Tugaske  
Vegreville  
Vermilion  
Vonda  
Wadena  
Warner  
Watrous  
Watson  
Wetaskiwin  
Weyburn  
Winnipeg (7 offices)  
Yellowgrass

**ONTARIO AND QUEBEC**  
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Barrie  
Belleville  
Berlin  
Blenheim  
Brantford  
Cayuga  
Chatham  
Cobalt  
College  
Collingwood  
Crediton  
Dovercourt  
Dresden  
Dundas  
Dunnville  
Elk Lake  
Exeter  
Forest  
Fort Frances  
Fort William  
Galt  
Goderich  
Gowganda  
Guelph  
Hamilton  
Kingston  
Latchford  
Lindsay  
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Parkhill  
Parry Sound  
Peterboro'  
Port Arthur  
Port Perry  
Quebec  
Rainy River  
St. Catharines  
Sarnia  
Sault Ste. Marie  
Seaforth  
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Stratford  
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Toronto (11 offices)  
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Waterloo  
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Amherst  
Antigonish  
Barrington  
Bridgewater  
Charlottetown  
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Middleton  
Montague  
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Shelburne  
Souris  
Springhill  
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### IN GREAT BRITAIN

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S. CAMERON ALEXANDER } Managers.  
H. V. F. JONES }

Agents in Scotland—Bank of Scotland.

Agents in Ireland—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

## THE BANK OF BRITISH NORTH AMERICA

Established in 1836.  
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000  
RESERVE FUND - - - 500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.  
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL  
H. STIKEMAN, General Manager.

### BRANCHES IN CANADA.

Alexander, Man.	Hamilton, Westinghouse Ave.	Reston, Man.
Ashcroft, B.C.	" Victoria Ave.	Rosland, B.C.
Battleford, Sask.	Hedley, B.C.	Rosthern, Sask.
Belmont, Man.	Kaslo, B.C.	St. John, N.B.
Bobcaygeon, Ont.	Kelliber, Sask.	" Union St.
Brandon, Man.	Kingston, Ont.	St. Stephen, N.B.
Braintree, Ont.	Levis, P.Q.	Semans, Sask.
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Calgary, Alta.	" Market Square.	" King and
Campbellford, Ont.	" Hamilton Road.	" Dufferin Sts.
Darlingford, Man.	Longueuil, P.Q.	" Bloor St. and
Davidson, Sask.	Midland, Ont.	" Lansdowne
Dawson, Yukon Dist.	Montreal, P.Q.	Ave.
Duck Lake, Sask.	" St. Catherine St.	Trail, B.C.
Duncans, B.C.	N. Vancouver, B.C.	Vancouver, B.C.
Estevan, Sask.	North Battleford, Sask.	Victoria, B.C.
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Fredericton, N.B.	Ottawa, Ont.	West Toronto, Ont.
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New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.  
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Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

## THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up ... .. \$3,980,000  
Reserve Fund and Undivided Profits 5,280,000  
Deposits by the Public ... .. 38,600,000  
Total Assets ... .. 50,800,000  
Branches and Agents at every point in Canada and the United States.  
Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

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NATIONAL BANK OF SCOTLAND, LIMITED.

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Capital authorized ... .. \$5,000,000  
Capital paid up ... .. 3,000,000  
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Head Office - OTTAWA, CANADA.

Agents in every banking town in Canada.  
This Bank transacts every description of Banking business.

London Agents ... PARR'S BANK, LIMITED.



# BANK OF MONTREAL.

EST. 1817.

Capital All Paid-up £2,958,904 Sterling.

Reserve Fund, £2,465,753 Sterling.

Undivided Profits, £73,625.

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HEAD OFFICE, MONTREAL

SIR EDWARD CLOUSTON, BART., *General Manager.*

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Amherst, N.S.	Cookshire, Que.	and one Sub-Branch.	MONTREAL, Que.,	Port Hope, Ont.	Sydney, N.S.	Wolville, N.S.
Andover, N.B.	Cornwall, Ont.	HAMILTON, Ont.	and nine Sub-	QUEBEC,	Three Rivers, Que.	Woodstock, N.B.
Armstrong, B.C.	Danville, Que.	Hartland, N.B.	Branches.	and two Sub-	TORONTO, Ont.,	Yarmouth, N.S.
Aurora, Ont.	Deseronto, Ont.	Holstein, Ont.	Mount Forest, Ont.	Branches.	and five Sub-	<b>In Newfoundland</b>
Bathurst, N.B.	Edmonton, Alta.	Hosmer, B.C.	Nelson, B.C.	Raymond, Alta.	Branches.	Birchy Cove.
Belleville, Ont.	Edmundston, N.B.	Indian Hd., Sask.	New Denver, B.C.	Regina, Sask.	Trenton, Ont.	St. John's.
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Brantford, Ont.	Fort William, Ont.	Kingston, Ont.	Nicola, B.C.	St. Hyacinthe, Que.	and one Sub-	31, Pine Street.
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Brockville, Ont.	Fredericton, N.B.	Levis, Que.	OTTAWA, Ont.,	S. Mary's, Ont.	Vernon, B.C.	Cor: La Salle and
Buckingham, Que.	Gloucester, N.S.	Lindsay, Ont.	and two Sub-	Sarnia, Ont.	Victoria, B.C.	Monroe Street.
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Chatham, N.B.		Marysville, N.B.	Picton, Ont.	Stirling, Ont.		

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LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

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### FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

## THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital ... .. \$4,000,000  
 Reserve Fund ... .. \$4,500,000

70 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Special Real Estate and Investment Numbers of CANADA are published monthly. These issues contain reliable and authentic information relating to every description of Canadian Investments. Annual Subscription, 6/6.

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CAPITAL PAID UP - \$4,700,000 RESERVE - \$5,400,000

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100 Branches in Canada and Newfoundland,  
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Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

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Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

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Established 1864.

Capital Paid Up, \$6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, \$4,400,997 (£904,315)

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 E. F. HEBDEN, *General Manager.*

JONATHAN HODGSON, Esq., *Vice-President.*  
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Acton	Galt	London	Montreal (Head Office) St. James St.	Acme (Tapscot,	Medicine Hat	
Alvinston	Gananoque	Lucan	" 125 St. Catherine St. E.	Calgary [P.O.]	Olds Okotoks	
Athens	Georgetown	Lyndhurst	" 320 St. Catherine St. W.	Camrose	Red Deer	
Belleville	Glencoe	Markdale	" 1330 St. Lawrence Boul.	Carstairs	Settledgewick	
Berlin	Gore Bay	Meaford	" Town of St. Louis	Castor (Williston,	Stettler	
Bothwell	Granton	Mildmay	Beauharnois	Daysland [P.O.]	Tofield	
Brampton	Hamilton	Mitchell	Lachine	Edmonton	Trochu	
Chatham	Hanover	Napanee	Quebec	Lacombe	Vegreville	
Chatsworth	Hespeler	Oakville	" St. Sauveur	Leduc	Viking (Meighen)	
Chesley	Ingersoll	Orillia	Rigaud	Lethbridge	Wainwright	
Creemore	Kincardine	Ottawa	St. John's	Mannville	Wetaskiwin	
Delta	Kingston	Owen Sound	St. Jovite			
Eganville	Lancaster	Parkdale				
Elgin	Lansdowne	Perth	<b>Manitoba</b>			
Elora	Leamington	Prescott	Brandon	Neepawa		
Finch	Little Current	Preston	Carberry	Oak Lake		
Fort William		Renfrew	Gladstone	Port'e la Prairie		
			Griswold	Russell		
			Magregor	Souris		
			Morris Napinka	Winnipeg		

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 130 Branches of THE MERCHANTS' BANK OF CANADA.



# Banking, Insurance and Finance.

## Municipal Ownership Dangers.

In a recent note we dealt with the jubilation amongst the advocates of municipal ownership over the success attained by the city of Guelph in connection with its public utility concerns. At the time we said that we were quite willing to give full credit to those who had brought the city's concerns to such a satisfactory issue. But one swallow does not make a summer, and it does not necessarily follow that every city council possesses men capable of such excellent achievements as those attained by Guelph. Indeed, it is admitted by one authority that the success of this Ontario municipality "has been reached by slow stages of evolution." "The real radical step," we are told, was taken twenty-two years ago, "when the city invested \$193,000 in the Guelph Railway to get connections with the C.P.R. For years this was a civic white elephant." Fortunately, the action of those who made this momentous decision has been fully justified; but, nevertheless, at the time it was a piece of pure municipal gambling. Now we are told that "the success of this venture perhaps furnishes an argument in support of the civic ownership of the proposed branch line and spurs along Ashridge's Bay in this city" (Toronto). This is the mischief of all this municipalisation. Encouraged by one success, city councils will be tempted to launch out into speculative enterprises, the merits of which they are quite unable to decide. In regard to such utilities as tramways, water, lighting and the other conveniences which go to make up the amenities of modern civilisation, the advocates of municipalisation no doubt are strongly backed by the force of public opinion; but it is when they endeavour to launch out into enterprises into which the element of speculation enters in a marked degree that they are commencing a course of gambling with the ratepayers' money. And in saying this we do not wish to cast any reflection upon the business aptitude of councillors generally. But we contend that, however skilled the majority of those elected to control municipal affairs may be, they are not capable of controlling complex organisations like railways and other ambitious undertakings requiring considerable expert knowledge. They may quite correctly interpret the needs of their locality and the wishes of their constituents, but to commit the latter to costly experiments which may or may not prove financially remunerative is to incur grave risks.

\* \* \*

## The Element of Speculation.

Even supposing that such efforts were successful in nine cases out of ten, the exception would prove disastrous to the tenth city. Say, instead of proving a successful experiment, Guelph's railway-building of twenty-two years ago had been a ghastly failure, the city would have had to wipe off a substantial capital sum, and its present position would be a very different one to what it now is. It may be argued that taxpayers are eminently qualified to decide the merits of any proposed scheme for the development of the locality in which they reside, and that they would not sanction any outlay unless they felt convinced that it would supply a public want, and at the same time prove remunerative. We are prepared to grant this without hesitation. What we fear is that oftentimes a noisy agitation would prove too much for the sound common-sense views of those best fitted by business training for deciding such momentous questions, and that young communities would be rushed into expenditure on enterprises requiring heavy capital outlay, and into which the element of speculation must necessarily enter.

\* \* \*

## An Earnest Endeavour.

We have received some interesting official particulars from Canada with regard to the steps taken to withdraw from circulation the United States silver coins now in use in the Dominion. We are informed that the Department of Finance has agreed with the Canadian Bankers' Association to resume the arrangements which were in operation some years ago for the collection and repatriation of American silver coinage circulating in the country. That valuable organisation, the Canadian Bankers' Association, has just issued elaborate instructions for the guidance of its members. A copy of these has been forwarded us by our Toronto correspondent, and although this circular is not of sufficient general interest to be published in full on this page, it shows that really serious efforts are to be made jointly by the Government and the financial institutions to remove from the Dominion a reproach under which it has too long laboured. That the Canadian bankers are determined to proceed energetically with the collection of American silver money is proved by the suggestion of one of the leading banks, that in order to facilitate the operation, the alien coins may be shipped to central points where they can be consolidated and despatched to the United States Treasury. It is also recommended that wherever such a course may seem advisable, branches of different banks should combine to make shipments

on joint account—a procedure which should save both labour and expense. By the by, it is eminently satisfactory to note that the management of one of the leading banks has issued instructions to its branches that in future no American silver is to be paid out over the counter. This earnest endeavour to call in American silver coins will be watched with keen attention in this country, where surprise has often been expressed that an alien coinage should be allowed to circulate at all in Canada. In view of its importance as a silver-producing country, the Dominion Government might quite reasonably seriously consider the advisability of making alien silver coins illegal tender in Canada except along the international boundary, where some latitude might be necessary for a while in order to avoid inconvenience to both Canadians and Americans.

\* \* \*

## Newfoundland's Oil-Fields.

Many years ago it was proved that Newfoundland possessed oil-bearing lands, but the earliest efforts to exploit them were half-hearted and ill-managed, and it is only recently that serious attempts have been made to obtain reliable information with regard to the oil lands of the island. We understand that, acting on the instructions of Sir Edward Morris, the Premier, Professor Howley, the Government geologist, has made an exhaustive report on the subject, and that this interesting document is of a very encouraging character. Interviewed on the subject before he left London, Sir Edward Morris said he was hopeful that something would be done to bring Newfoundland's undoubtedly important oil fuel resources before the notice of those who are working to secure reliable and permanent supplies from the oilfields of the Empire. The proved oil region is on the north-west coast, and it is stated that the oil is of superior quality, that from the east side being a rich, heavy lubricating oil of a light amber colour. We are told that the drillers have pronounced it the richest oil they have ever seen. One test proves that it is somewhat different from the average Canadian product in that it yields more light oil. It is said to be analogous to the Ohio oil—being heavier than the Pennsylvania, and lighter than that obtained from the Canadian oil-fields. It is to be hoped that Sir Edward Morris will be successful in his efforts to put what should prove an important industry upon a sound commercial basis. Given efficient management there is apparently no reason why the Newfoundland oil-fields should not prove a serious competitor with the Canadian and United States producers.

\* \* \*

## American v. European Fire Waste.

Mr. C. M. Goddard, the President of the United States National Fire Protection Association, in his address to the members at the thirteenth annual meeting of that body, furnished some startling comparative statistics with regard to fire waste in America and in Europe. America, which has always been notorious for its huge conflagrations, has lost on an average during the past quinquennium \$250,000,000 a year. Most of this waste of property is, in the opinion of Mr. Goddard, preventable, and he instanced the much more moderate losses in European cities in proof of this contention. We are told that whilst the average annual loss *per capita* in six European countries is 33 cents per annum, and the average annual outbreaks eight for each 10,000 of population, in the United States the average annual loss *per capita* is over \$3, and the average annual number of fires for the same number of the population no fewer than forty. Even more convincing proof of the huge losses sustained by American communities as compared with European cities is afforded by an examination of the annual fire waste of such centres of dense population as Berlin, Chicago, Boston, and Glasgow. The loss of the last named city last year was \$325,000, against Boston's \$2,000,000, with a smaller population. Berlin with its 3,000,000 inhabitants has an annual fire loss of less than \$200,000, and its fire department only costs a little over \$300,000. Chicago with a community numbering only about two-thirds that of the German city has a fire loss of \$5,000,000, and expends \$3,000,000 on its fire department. New York, according to Mr. Goddard, spends \$10,000,000 a year on its fire department, and \$3,000,000 additional on its high pressure service, and yet has to foot a bill of no less than \$7,500,000 for its annual fire losses.

Last year the dairy and cold storage branch of the Department of Agriculture specially reserved storage accommodation on four steamers weekly between Montreal and London for early apples and other tender fruits, the Government guaranteeing the cost. So successful was the venture that it has been renewed this year, with the difference that the ships will sail to London and Glasgow alternately, beginning on the 28th inst. Furthermore, the steamship lines have reduced their rates from 30s. 9d. per ton to 25s., and a great impetus to the traffic is expected to result.



# Here, There and Everywhere.

## THE BISHOP OF CALGARY AT HEAVITREE.

Forty-two Years' Missionary Work.

The Bishop of Calgary spoke at Heavitree, Exeter, recently with regard to the work of the Church in his diocese and in Canada generally. All those present were at once attracted by the geniality and earnestness of Bishop Pinkham's personality. Much satisfaction was experienced when he explained that, although born in St. John's, Newfoundland, he is of Devonshire origin, his parents having emigrated from that county before he was born. In connection with this, the Bishop expressed the emotion he felt when, standing in the cathedral at Exeter, he gazed on the monuments of such men as Sir Francis Drake and others. He could not, he said, help feeling proud of his relationship to the county which had produced such heroes as these.

Going on to speak of his work, the Bishop said it is now forty-two years ago since he was appointed to missionary work by the Society for the Propagation of the Gospel, for twenty-two of which he had been a bishop. During that time he had been actively at work in Canada. He was the youngest of twenty-two men in the mission-field of Rupertsland. A great portion of his time was spent at Winnipeg when that city was known as Fort Garry, and had only a population of 100, instead of the 122,000 of to-day. The Bishop calculates the population of the three North-West Provinces at the present time at 1,000,000. The Church work has been growing rapidly, there being now nine dioceses instead of one. The need for clergy in Calgary is very acute, and the Bishop is asking for forty men to help him with the work in his diocese.

Concerning the great wealth of Canada, the immense, unlimited coal beds, agricultural resources, and minerals of Western Canada, the Bishop said that everything pointed to Canada's population becoming eventually as large as that of the United States. The present settlers were of many nationalities—Galicians, Russians, Americans, and so on—and the spiritual wants of all of these were to be thought of and provided for. They could do with more and more English people—unfortunately they were not getting sufficient of them.

Recalling experiences in the mission-field, the Bishop said that often and often he had nowhere but a homesteader's "shack" in which to hold services, but these were as reverent and earnest as any held in old English churches. Almost the greatest difficulty experienced was in providing mission churches. As one of these could be erected for £50, the Bishop earnestly appealed for assistance towards the building of such. In a great many districts there were no churches of any description, which was a great drawback in Canada—which it was his desire to enable to become God's country.

In concluding his address, the Bishop said he did not think it probable that he would visit England again. His sons and daughters were all Canadians, and there was nothing to bring him to the old Country. He therefore hoped and prayed that his words would take root, and produce good results, to be reaped by the generations to come.

The Bishop's audience was a large one, and over £7 were collected, which will be given (through the Society for the Propagation of the Gospel) to the diocese of Calgary.

## SOUTH AFRICAN VOLUNTEERS' LAND GRANT.

Of a total of 6,259 warrants issued by the Interior Department for land grants in the West to South African veterans, 2,062 are now off the market. Of this number only 281 have been located by volunteers, and the balance of 1,781 grants have been taken up by substitutes. Certificates issued to volunteers by the Militia Department number in all 6,375, and warrants located by substitutes total 1,034. There are apparently not many left to be certified by the Militia Department, as while some 8,000 Canadians went to S.A. at different times, yet a large number were men who served twice.

Some German capitalists, says the *Times* Ottawa correspondent, have interested Toronto men in a big plan to colonise the lands of Alberta and Saskatchewan on a time-payment system. The scheme includes advances to settlers for the purchase of implements and for help in house building. The expectation is that 20,000 Germans will avail themselves of the scheme. The project revives the old discussion why a similar plan should not be adopted in the case of British settlers.

## CANADA AND THE WEST INDIES.

Openings for Trade.

Mr. E. H. S. Flood, Canadian Trade Agent in the West Indies, is of opinion that Canadian trade with the West Indian Islands can be vastly increased just as soon as Canadian manufacturers and business men conclude that it is worth their while to send representatives to the island who will make an earnest effort to place their goods.

In the course of an interview with a representative of the *St. John Telegraph*, Mr. Flood said there had been a considerable increase in Canadian trade in some of the islands, but full advantage was not taken of the opportunities. The business men of the islands felt very kindly toward Canada, and would gladly turn much of their business that way if they could. The whole difficulty lay in the fact that Canadian travellers did not go to the West Indies, and in some of the islands a Canadian commercial man was positively a rarity.

On the other hand, English firms were well represented. English travellers made the trip to the islands carrying half a dozen or more different lines of goods, and as a rule their energy was well repaid.

Most of the West Indian firms were general importers carrying groceries, hardware, dry goods, boots and shoes, fish, feeds, and, in fact, conducting regular department store business. When a traveller arrived with several of those lines he could always do business. Along this line he suggested that there was a good opening for general agents who would carry different lines of Canadian goods to the West Indies.

Referring to the Canadian flour trade, he said Canadian flours had not formerly appeared suitable for the West Indian trade. Lately, however, he had heard very good reports of the Canadian flours, and had also observed an increase in their sale.

As to a preference with Canada, Mr. Flood said this had not yet been arranged. All the islands are in favour of it, but, being Crown Colonies, could not act without the approval of the Home Government, and the matter was now in the hands

of the Secretary of State for the Colonies. Barbados, being in a way nearer to the system of responsible Government, had arranged a new tariff giving Canada certain preferences, but before putting it in effect had asked Canada for a *quid pro quo* in the shape of a preference on Barbados sugar over the other islands. This, of course, could hardly be arranged, and the matter dropped there. An English Commission which was soon to visit the islands would take the whole subject in consideration. This would probably have a good effect.

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## THE MONTREAL SAILORS' INSTITUTE.

The Montreal Sailors' Institute, of which we have received the forty-seventh annual report, remarks *Syren and Shipping*, in a recent issue, seems one of the things the city ought to be proud of. It is claimed that the institute possesses some remarkable characteristics; it has the biggest audience hall of any Sailors' Institute in the world, and its recreation room is the largest yet opened. The record of work appeals to one as being commendable. In 1908 the aggregate attendance of seamen was 79,205; 15,600 seamen attended the 29 concerts, which is in striking contrast to the 2,130 who attended the 111 religious services, or the 1,890 who attended the 30 temperance meetings. The lesson the committee of management might learn from this is obvious—let them have a few more concerts. Jack does not care to be treated entirely as a brand to be snatched, and if he can be got to attend a sing-song, object No. 3 of the Institute—to protect seamen from the evils to which they are exposed in all seaport cities—will be better attained than by utilising space for preachings which are not attended. The revenue is not great, and we should think the passengers travelling to the St. Lawrence, who rely, and not unjustly, on Merchant Jack for invariable safe passages, might put their hands a little deeper into their pockets than they seem to do. The mail steamers only contributed last year \$856 amongst them—say £42 per ship. It is not your stewards, Mr. Passenger, who take you safely to and fro.

The emigrants to Canada from the British Isles during July numbered 8,115—an increase of 347 over the numbers recorded in the same month last year.

The Canadian Congregational churches report a membership of 11,450; £40,000 has been raised during the past year for denominational purposes, including £2,240 for foreign missions and £4,125 for home missions.



By courtesy of]

[“*Syren & Shipping*.”

THE MONTREAL SAILORS' INSTITUTE—THE REMODELLED AND ENLARGED BUILDING.



ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked. Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

T. B. B.—You have forgotten to comply with our rule, and to enclose an Inquiry Coupon.

S. T. E. (Croydon).—We know nothing of this company. It happens to have been registered in Guernsey.

TRADE.

R. W. (Macclesfield).—Messrs. Caverhill, Learmont and Co., St. Peter Street, Montreal, or Messrs. Rice, Lewis, and Co., King Street, Toronto, are two of the largest wholesale hardware importing houses in the Dominion, and would give you the information you need. As regards machinery, address Messrs. Mussels, Ltd., Montreal.

J. D. (Colchester).—A recent regulation issued by the Canadian Customs Department regarding tea, states that: Tea, being free of duty, and not subject to dumping duty in Canada, when imported direct from the country of growth, or in bond from the United Kingdom, it is ordered that the declaration prescribed to be made on invoice of such teas shipped on consignment may be accepted, when signed only by the exporter without attestation before a notary public or other official.

F. E. J. (Coventry).—Trade inquiries are sent to Canada and published without charge in the Weekly Report, which is circulated among business men in the Dominion.

EMIGRATION.

A. C. D. (Worcester).—Nova Scotia, Ontario, and British Columbia are the provinces which contain the largest areas suitable to fruit growing. We should recommend you to study the literature upon the subject which can be obtained from the London offices of these provinces, the address of which can be found on our advertising pages. A number of articles on fruit growing have been published in previous issues of Canada, which should be useful to you. As regards your second question the answer depends upon the amount of capital you are prepared to invest.

R. W. G. (Sydenham).—The advice would depend upon the time of year at which you think of going, unless you have capital, in which case you would be gaining experience by going out in the winter months and have a better chance of starting early in the spring in the line you mention in a likely locality.

GENERAL.

M. S. W. P.—The present Earl is the 7th. He is nephew of the 6th Earl. The family name is FitzMaurice, although the first holder of the title was a Hamilton, the title having descended through the daughter of the first Earl.

G. Kelly.—Kettledrum is a corruption of kiddle drum, i.e., a drum in the shape of a kiddle, a kiddle being a basket placed at the mouth of a weir to catch fish.

J. B. M. (Ottawa).—The office of Master-General of Ordnance was abolished in 1855, and the whole administration of the Army and Ordnance vested in the War Secretary. Lord Raglan was the last Master of Ordnance, and Lord Panmure the first War Secretary.

"MARKSMAN."—Canada won the Kolapore Cup first in 1872. In 1875 she won it a second time.

C. C. C. (Llandudno).—There is a department of electrical engineering at the University of Manitoba, which is situated at Winnipeg, the capital of that province. Write to Professor Brydon-Jack, who has charge of the department.

ENQUIRY COUPON.

"CANADA," No. 190, August 28, 1909.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

"VISITOR."—Send us the neighbourhood most suitable, and the price you wish to pay, and we will let you know the name of a hotel that will meet your requirements.

F. A. W. (Okehampton).—You can obtain the regulations regarding entrance into the Civil Service of Canada from the King's Printer, Ottawa. Almost invariably appointments in the Civil Service are filled by native Canadians: occasionally an expert in some particular line, of British or Irish birth, obtains an appointment, but there are generally special reasons for such selections.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending August 7, and also for the corresponding week last year:—

	lbs. 1909.	lbs. 1908.
Buffalo .....	42,251	—
Crown Reserve .....	181,700	—
Coniacas .....	91,790	—
Chambers Ferland .....	60,940	—
Drummond .....	—	66,800
La Rose .....	258,400	184,000
Nipissing .....	182,600	190,230
O'Brien .....	83,200	191,760
Silver Cliff .....	63,000	—
Silver Queen .....	175,710	—
Temiskaming .....	—	100,600
Trethewey .....	128,800	—
T. & H. B. .....	64,000	—
Cobalt Townsite .....	—	41,000
Totals.....	1,278,540 (639 tons)	774,390 (387 tons)

The largest surface vein in Cobalt camp is reported to have been uncovered recently on the Lawson property, controlled by the La Rose Consolidated company. The vein shows "plate" silver for a width of ten inches and in one place is fourteen inches in width.

BRITISH COLUMBIA.

With this week's shipments the total output of the Slocan-Kootenay, Rossland and Boundary mines has been carried to 1,060,315 tons, an amount considerably larger than was shipped in the same period last year. The Centre Star at Rossland has shipped over 100,000 tons this year to date.

The Granby smelter treated 19,116 tons of ore during the week, which is about 1,500 tons above the average of the past six months, and is the result of six enlarged furnaces being now in commission.

Shipments during the week ending August 7, were as follows:—

BOUNDARY.		Tons.
Granby .....	16,250	
Mother Lode .....	2,730	
Snowshoe .....	2,914	
Total.....	21,900	
ROSSLAND.		Tons.
Centre Star .....	4,110	
Le Roi No. 2 .....	548	
Le Roi No. 2, milled .....	260	
Total .....	4,919	

Mining Properties.—Timber Berths. Investments.

Cable Address: "ARBICKER." **A. R. BICKERSTAFF & CO. Ltd.,**  
Codes: A B C, Clough's. 621 to 627, Traders Bank Bldgs., TORONTO, Can.

Mining Engineer.

**ARTHUR E. HEPBURN,**  
Consulting Mining Engineer,  
956, Nicola St., VANCOUVER, B.C. Cable Address: "RUHTRA," Vancouver.

SLOCAN-KOOTENAY.

St. Eugene .....	237
North Star .....	229
Blue Bell .....	81
Yankee Girl .....	72
Queen .....	72
Silver King .....	64
Whitewater .....	61
Van Roi .....	42
Whitewater Deep .....	41
Cork .....	36
Silver Cup .....	33
Ottawa .....	31
Second Relief .....	26
Rambler Cariboo .....	22
Queen, milled .....	420
Granite-Poorman, milled .....	250
Whitewater Deep, milled .....	700
Kootenay Belle, milled .....	70
Second Relief, milled .....	145
Nugget, milled .....	110
Blue Bell, milled .....	900
Total .....	3,641

SMELTER RECEIPTS.

Granby .....	19,250
B.C. Copper Co. ....	2,730
Trail .....	8,765

In a report to be issued in a few days by Dr. Eugene Haanel, Director of mines, the adoption of electric smelting in Canada will be advocated. Following tests made at Sault Ste. Marie, Dr. Haanel made investigations in Sweden and elsewhere on the Continent of Europe and it is the result of these enquiries that he reports upon.

IMPERIAL EMIGRATION.

To the Editor of Canada.

SIR,—At the last Colonial Conference in 1907 the following resolution was carried unanimously:

(a) That it is desirable to encourage British emigrants to proceed to British Colonies rather than foreign countries, and

(b) That the Imperial Government be requested to co-operate with any Colonies desiring immigrants in assisting suitable persons to emigrate.

The present Prime Minister also made the following statement: "Emigration is a most important matter, and one as to which there ought to be constant co-operation between the Imperial authorities and the different local communities."

This prompts me to ask—has there been any practical outcome of this resolution, or was it only a pious and academic opinion, to be forgotten as soon as uttered? If the Imperial authorities attach any importance to the subject they should next year, call a subsidiary conference as is provided for by resolution of the conference, to come to some definite agreement on the matter.—Yours,

RICHARD ARTHUR, M.D.,

President, Immigration League of Australasia. Colombo, August 1st.

OBITUARY.

The death has occurred of Dr. William Brodie, the biologist of the Ontario Provincial Museum, in his seventy-ninth year. Born in Peterhead, Aberdeenshire, he went to Canada, with his parents, settling on a farm in Whitchurch township, York County. After working for some time on the farm he studied medicine and dentistry, and became a graduate of the Royal College of Dental Surgeons. While on his father's farm, Dr. Brodie showed a keen interest in the fauna and flora of the neighbourhood, and began to study them scientifically. This love of nature grew upon him as the years passed, and his rapidly accumulating knowledge of these subjects soon made him a recognised authority. He continued to practise his profession as a dentist, however, for forty years, in Toronto, until the position of biologist of the Provincial Museum was offered him. He then turned his whole attention to the work he loved best, adding his own collection to that of the Province.

The death is announced by cable of Mr. Robert Reid, one of the four commissioners appointed by the Dominion Government to have the charge and control of the eastern division of the new Grand Trunk Pacific transcontinental railway.

The United Soap Co. which is considering the establishment of a branch works at Hull, Ont., is prepared to spend about \$60,000 on erection of buildings.



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Write for Illustrated Booklet, containing views of the Falls, post free, to the **Tourist Department, "Canada" Offices, 34 and 35, Norfolk Street, Strand, London, W.C.,** or to

**G. R. Major, Manager.**

## CANADIANS IN LONDON.

The following Canadians have registered at the Office of the High Commissioner, 17, Victoria Street, S.E.:

- Mr. and Mrs. G. Robert Allan, Ottawa—132, Westbourne Terrace, Hyde Park, W.  
 A. McMicken and Miss Denholm, Winnipeg—3, Stratford Mansions, South Molton Street, W.  
 W. B. and Mrs. Marshall, Medicine Hat—Ivanhoe Hotel.  
 Jno. and Mrs. Dawson, Hamilton—6, Shaftesbury Avenue.  
 L. Grant and W. A. F. Gamble, Georgetown, Ontario—Kenilworth Hotel.  
 Wm. B. and Mrs. Bashford, Rosthern—Colchester, Essex.  
 Wm. Jones, Zenda, Ontario—Kenilworth Hotel.  
 Mrs. F. B. Polson, Toronto—Harrod's Royal Exchange.  
 James Holliday, Quebec—Waldorf Hotel.  
 Mr. and Mrs. F. G. Hodgsons, Toronto—Grand Hotel.  
 Mr. and Mrs. J. H. Langmuir, Toronto—Grand Hotel.  
 Misses J. and N. Sherwood, Ottawa—11, Porchester Terrace, W.  
 H. A. Mitchell, B.A., Bedford—Buckingham Palace Hotel.  
 Miss A. Boileau, Montreal—St. Elizabeth's Presbytery, Richmond.  
 Miss E. Holsworth and Miss I. Sylvester, Toronto—Bush Hill Park, Enfield.  
 Capt. Roberts, A.S.C., and Mrs. Roberts, Halifax, N.S.—Woking.  
 A. Harrington and Hugh S. Harrington, Halifax—Woking.  
 Harold A. Wilson, Toronto—First Avenue Hotel.  
 Albert E. Lewis, Winnipeg—10, Grove Crescent Road, Stratford.  
 Rev. G. E. Boileau, Montreal—St. Elizabeth's Church, Richmond.  
 J. H. Macdonald and M. Macdonald, Toronto—Grand Hotel.  
 John G. Foster, Ottawa—Morley's Hotel.  
 Stephen A. Foster, N.S.A.—Morley's Hotel.  
 Mr. and Mrs. F. Yacoun, Montreal—Hotel Cecil.  
 John F. B. Vandeleur, Toronto—Hove, Sussex.  
 Mr. Haggalby, Vancouver—Waldorf Hotel.  
 Wm. H. Cox, Montreal—Hotel Cecil.  
 G. K. Wedlake, Brantford—Grand Hotel.  
 F. G. Hackett, M.A., Montreal—Hotel Cecil.  
 A. G. and Mrs. Cowles, Ottawa—Hotel Cecil.  
 Mr., Mrs. and Miss Ewart, Ottawa—Langham Hotel.  
 Wm. Oulster, Toronto—Haxell's Hotel.  
 Miss Lewis, Montreal—Woodhill, Hatfield.  
 Rev. J. Scott Howard and Mrs. and Master A. Howard, Toronto—30, Stockwell Road.  
 Rev. H. Gornall, Sydney, N.S.—7, Eastern Road, Wood Green, N.  
 Dr. Hunt, Halifax—Windermere, Richmond.  
 Col. Worthington, M.P., and Mrs. Worthington, Sherbrooke—York Hotel, Berners Street.  
 Mrs. and Miss Miller, Toronto—44, Tavistock Square.  
 Dr. F. G. and Miss Shepherd, Montreal—Curzon Hotel.  
 A. E. MacQuarrie, Winnipeg—9, Woburn Place.  
 Mr. F. Colwill, Dartmouth, N.S.—60, Gladstone Road, Watford.

The engagement is announced of Minnie Georgina, only daughter of Rev. and Mrs. W. D. P. Wilson, and Mr. George Harold Holton, son of the late C. P. Holton, Esq., and grandson of the Hon. Sir Mackenzie Bowell, K.C.M.G. The marriage will take place in September.

Mr. J. C. Thompson, for four years science master of St. Thomas Collegiate Institute, has been appointed by the Brantford education board to succeed Mr. G. A. Robertson, who is now principal at Owen Sound.

An engagement of some interest is that of Mr. Henry Walter McRaye, the well-known Canadian humorist and entertainer, to Miss Lucy Webling, of London. Mr. McRaye is an associate entertainer with Miss E. Pauline Johnson, the Mohawk poetess, and by reason of his clever sketches from Dr. Drummond's quaint habitant stories of Quebec. Miss Webling was the original "Little Lord Fauntleroy."

Among the departures to Canada last week by the R.M.S. *Virginian* were Viscountess Cantelupe and the Hon. Dudley Carleton.

Mr. Will Crooks, one of the leaders of Labour Party in the Imperial Parliament, has received a letter from Mr. W. R. Trotter, British representative of the Trades and Labour Congress of Canada, in connection with the former's projected tour through Canada and Australia. Mr. Crooks will attend the opening session of the congress on September 20, and after a trip through Canada will sail from Vancouver to Victoria, and thence to Sydney. The object of his tour is to see the conditions of English labour prevailing in the Colonies, in the hope that this will lead to a better understanding of the conditions at home.

## LONDON AMUSEMENTS.

### THE THEATRES.

- Haymarket.**—"Fires of Fate," by Sir A. Conan Doyle: Mr. Ben Webster, Miss Auriol Lee, and Miss Agnes Thomas.  
**New.**—"The Woman in the Case," by Clyde Fitch: Miss Violet Vanbrugh and Miss Ellis Jeffreys.  
**Criterion.**—"Mr. Preedy and the Countess," by R. C. Carton: Mr. Weedon Grossmith and Miss Compton.  
**Wyndham's.**—"The Best People," by Frederick Lonsdale.  
**Lyceum.**—"Two Little Vagabonds," a melodrama by George R. Sims and Arthur Shipley.  
**Shaftesbury.**—"The Arcadians," a musical play by Mark Ambient and A. M. Thompson: Miss Florence Smithson, Miss Phyllis Dare, Mr. Harry Welchman, and Mr. Alfred Lester.  
**Apollo.**—"The Follies," in burlesque.  
**Duke of Yorks.**—"Arsène Lupin," by Francis de Croisset and Maurice Leblanc.  
**Globe.**—"Madame X," Miss Lena Ashwell.  
**Comedy.**—"The Pin and the Pudding," by Barton White.  
**The Playhouse.**—"A Sense of Humour," by Beryl and Cosmo Hamilton.  
**Lyric.**—"The Moody-Manners Opera Company: Grand Opera in English.

## CONCERTS AND MUSIC HALLS.

**Queen's Hall.**—Promenade Concerts: The Queen's Hall Orchestra and prominent vocalists and instrumentalists.

**Empire Theatre.**—Ballet, "A Day in Paris" and "La Danse des Apaches."

**Coliseum.**—"Scrooge": Mr. Seymour Hicks and Miss Zena Dare; also variety entertainment.

**Alhambra.**—Variety Theatre. Ballets, "Les Cloches de Corneville" and "On the Square."

**Hippodrome.**—Mr. Charles Hawtrey in "Time is Money"; the Three Sisters Weisenenthal in "Dance Poems"; and music-hall "turns."

**St. George's Hall.**—Messrs. Maskelyne and Devant's programme of mysteries; Mr. Barclay Gammon, humorist.

**Oxford, Tivoli, and Pavilion Music Halls.**—Variety entertainments.

**Madame Tussaud's Exhibition.**—New wax-works: Lieut. Shackleton, Mr. Louis Blériot, and Count Zeppelin.

## EXHIBITIONS.

**Imperial International Exhibition, Shepherd's Bush.**—Many and varied attractions—Mountain Railway, Scenic Railway, Irish Village, Dahomey Village, Scottish Village, Kalmuck Camp, Toboggan, etc.

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**M.D.** English (30) wishes to secure partnership in established practice in Western Canada. B.C. preferred. Correspondence solicited.—Address, in first place, Box 947, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

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**CERTIFICATED ENGINEER** (35), thoroughly accustomed to stationary engines, wants position in Canada; Ontario or Maritime Provinces preferred. Highest references can be given.—Reply, stating salary and terms of engagement, to Box 949, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

### FOR SALE.

**HENRY B. GREAVES**, land agent, 21 years of experience in British Columbia, offers farms and beautiful homes situated on Gulf islands and popular districts. Absolutely authentic information and references given.—Write me NANAIMO, B.C., Vancouver Island.

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### FOR SALE—continued.

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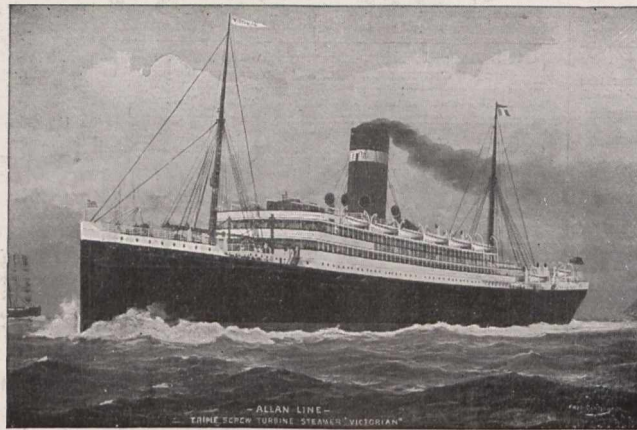
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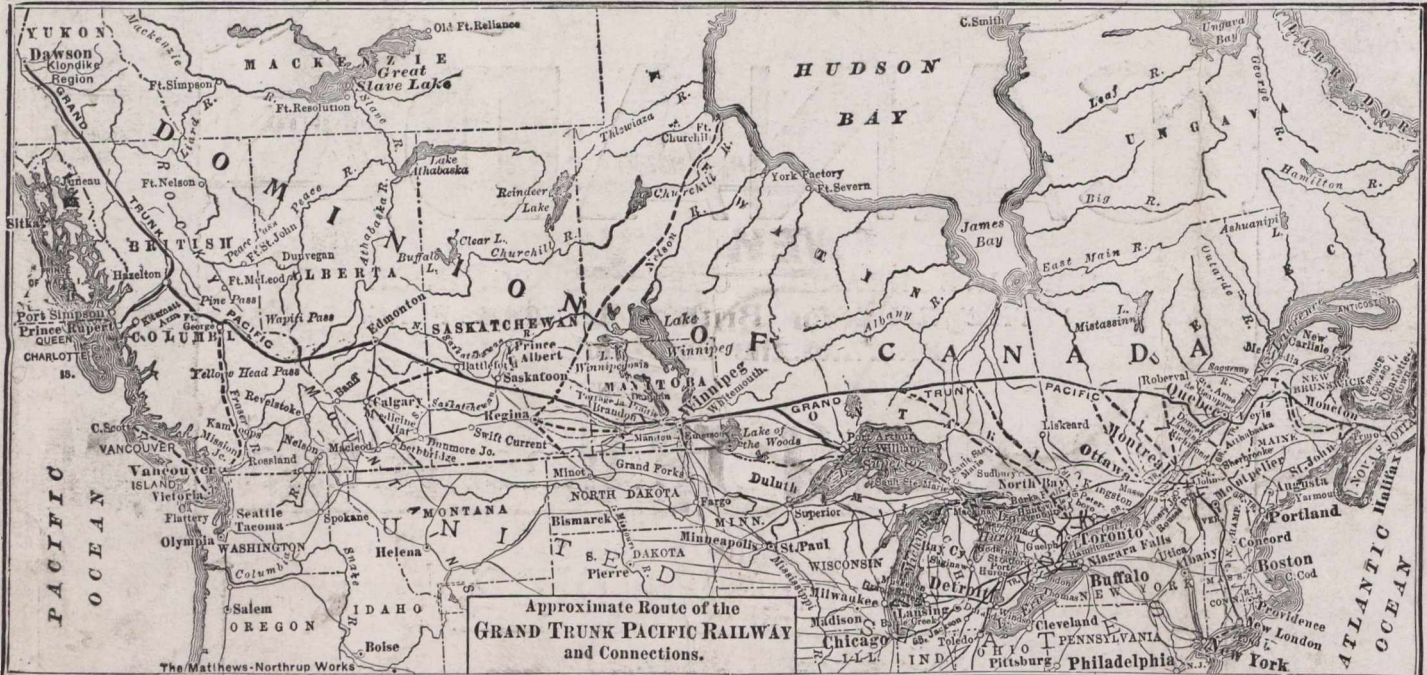


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