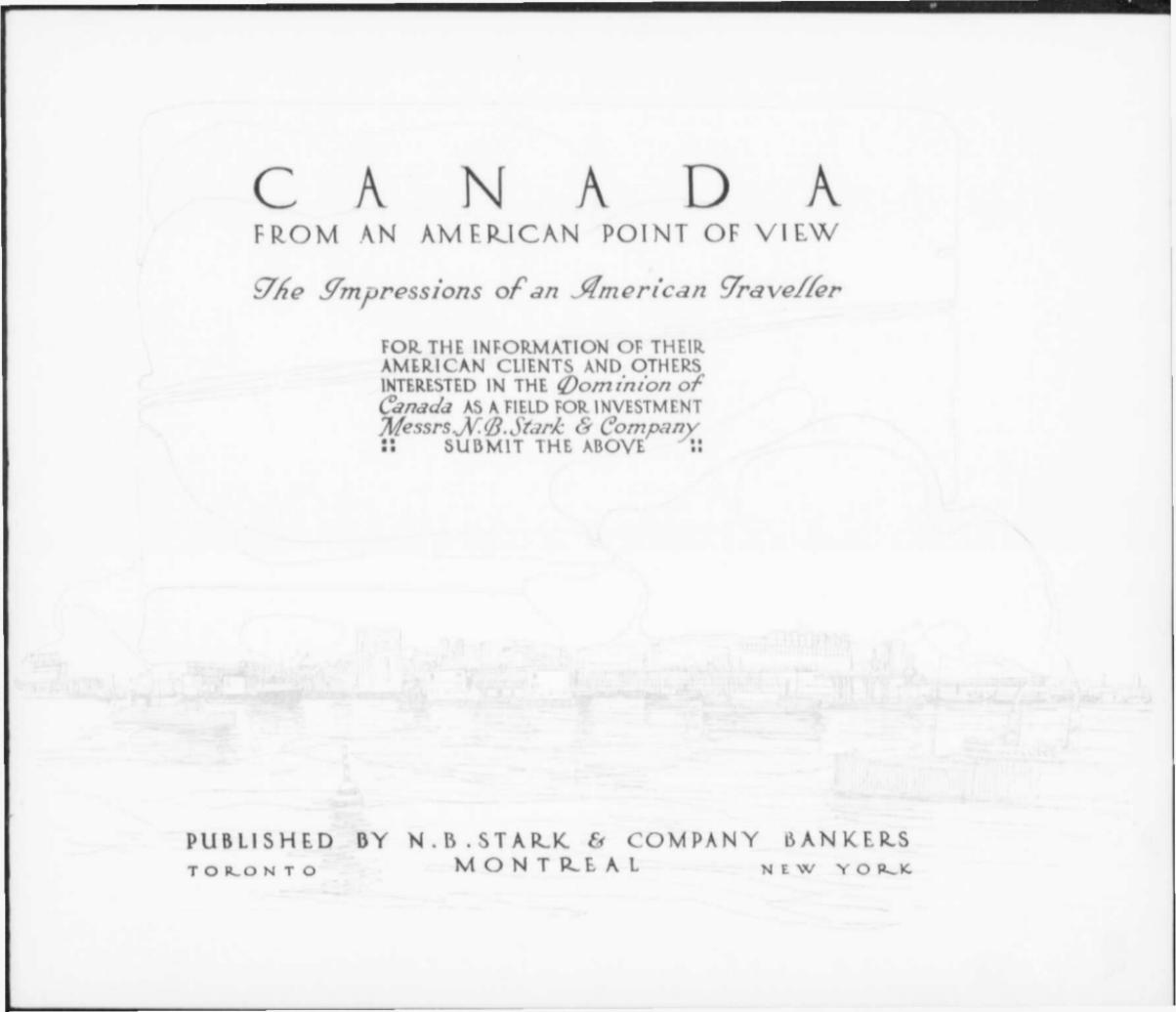


# Canada



HC 115  
NW  
1913





C A N A D A  
FROM AN AMERICAN POINT OF VIEW

*The Impressions of an American Traveller*

FOR THE INFORMATION OF THEIR  
AMERICAN CLIENTS AND OTHERS  
INTERESTED IN THE *Dominion of*  
*Canada* AS A FIELD FOR INVESTMENT  
*Messrs. N. B. Stark & Company*  
:: SUBMIT THE ABOVE ::

PUBLISHED BY N. B. STARK & COMPANY BANKERS  
TORONTO MONTREAL NEW YORK

412115  
N34  
1913  
c. 2

*To those Americans who know Canada these pages will bring little news; to those who do not know the Dominion as for many reasons they should, let me say in preface that what few facts they find therein, whatever notions and impressions, are but a scanty glimpse into a great land.*

*—The Author.*

For Private Circulation Only

Issued to *Hon. Mr Deakin.*

Copyright, Canada, 1913, by  
N. B. Stark & Company

Canada



QUEBEC—SHOWING CHATEAU FRONTENAC AND CITADEL

QUEBEC CITY  
Overlooking Lower Town and the St. Lawrence River

# Canada



AT SCHOOL most of us used to derive considerable satisfaction from a certain set of facts in our otherwise unsatisfactory geography books. The statement that New York State could comfortably contain within its limits all of Holland, Belgium and Switzerland, or that Texas held room for England and Wales to reside along with Germany, provided only they could endure such proximity, made us very proud. Comparisons of this nature have an imaginative value far beyond mere figures, and, indeed, beyond their own practical worth. In no geography, however, do I remember a like method to have been employed in the comparison of the United States with Canada. I have searched in vain for some such sentence as this: "If you were to lay the yellow map of Canada upon the pink map of the United States, the latter would be almost completely hidden." Yet such, in fact, would be the result; and if it appeared that a considerable pink spot remained visible through the blue waters of Hudson Bay, the Dominion has a hundred thousand square miles in excess of the States with which to fill the gap. In view of this graphic revelation our little Congressional annexation joke assumes even greater depths of humor.

This same practical joke, which amused so many Americans and so effectually quashed an important international treaty, was not so humorously received along the St. Lawrence. They took it seriously there, just as our champion joker intended. Perhaps one of the reasons why they did take it so seriously lay in Canada's realization that the United States, in spite of a friendly facetiousness, was somewhat carelessly ignorant of Canada.

Granted that mere area is not important in itself, the fact that an immense tract of foreign possession lies immediately adjacent to our country demands attention. At the very least it makes an inquiry into what exists and what is going on within such a considerable territory worth while; worth while to the tourist who may be seeking sights and scenes in a new land without the necessity of a sea voyage, worth while to the business man or merchant on the outlook for further markets,

W. H. H. H. H. H.  
H. H. H. H. H. H.



WATER FRONT—MONTREAL

MONTREAL, QUE.  
McGill Street and Newcomer



# Canada

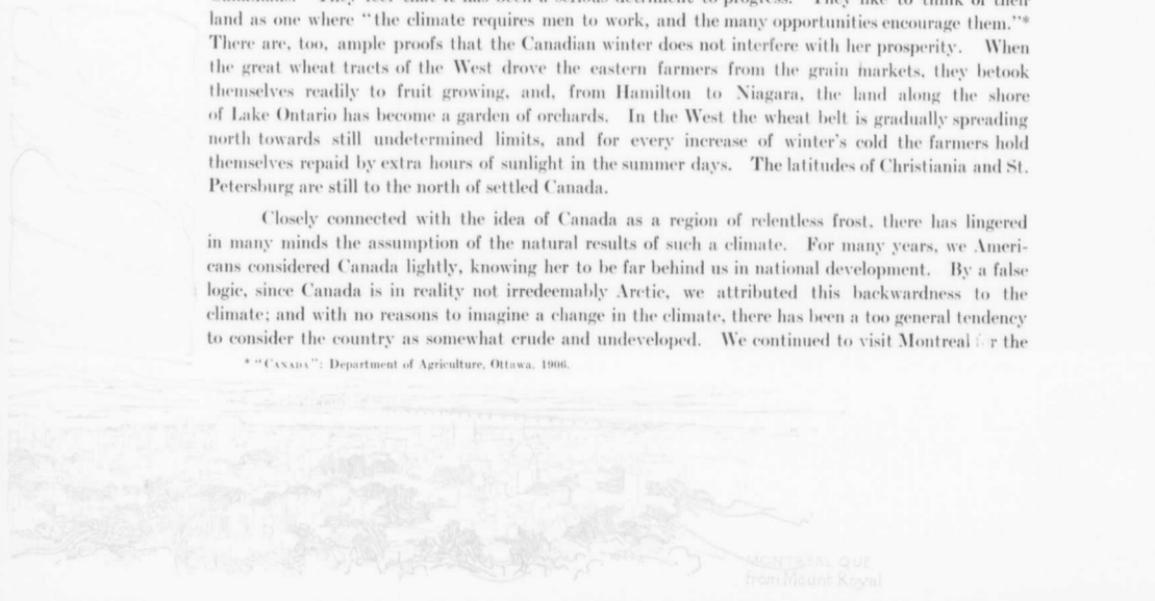
worth while to every American whose Anglo-Saxon traditions and ideals must inevitably interest him in the only other nation of the same race dwelling on this continent.

For many years past the railroads have done their part to make Canada known to Americans. Their folders have been very alluring, and often successful, in attracting travelers over the border. Yet, despite these same folders, let it be said that Canada is, primarily, neither a skating rink nor a game preserve. Indeed, the Canadian has come greatly to regret the excessive advertisement given to his ice palaces, toboggan slides, and moose, to the neglect of national possessions to which he attaches more importance.

It is natural that the general misconception which images Canada in the minds of foreigners as a bleak and rugged suburb of the North Pole should be a source of considerable complaint among Canadians. They feel that it has been a serious detriment to progress. They like to think of their land as one where "the climate requires men to work, and the many opportunities encourage them."\* There are, too, ample proofs that the Canadian winter does not interfere with her prosperity. When the great wheat tracts of the West drove the eastern farmers from the grain markets, they betook themselves readily to fruit growing, and, from Hamilton to Niagara, the land along the shore of Lake Ontario has become a garden of orchards. In the West the wheat belt is gradually spreading north towards still undetermined limits, and for every increase of winter's cold the farmers hold themselves repaid by extra hours of sunlight in the summer days. The latitudes of Christiania and St. Petersburg are still to the north of settled Canada.

Closely connected with the idea of Canada as a region of relentless frost, there has lingered in many minds the assumption of the natural results of such a climate. For many years, we Americans considered Canada lightly, knowing her to be far behind us in national development. By a false logic, since Canada is in reality not irredeemably Arctic, we attributed this backwardness to the climate; and with no reasons to imagine a change in the climate, there has been a too general tendency to consider the country as somewhat crude and undeveloped. We continued to visit Montreal for the

\* "CANADA": Department of Agriculture, Ottawa, 1906.



MONTRÉAL que  
from Mount Royal



ONE OF MONTREAL'S NEW OFFICE BUILDINGS



VIEW ST. JAMES STREET—MONTREAL

MONTREAL QUE  
Wolper Hotel Dominion Square



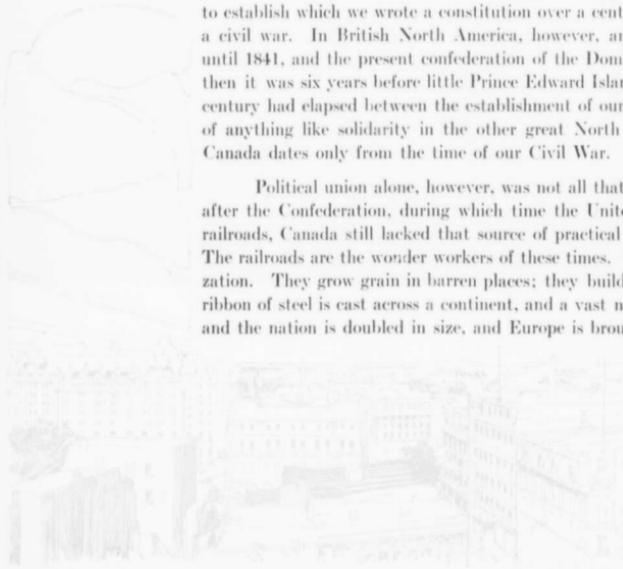
# Canada

winter sports and made annual excursions to New Brunswick after moose; and, save in so far as we found the toboggan-slides and the hunting good or bad, Canada to our minds remained much the same.

It is undeniably true that Canada, as a whole, was for a long period nationally and commercially backward and undeveloped. It is as true as that certain parts of Canada are very cold in winter. Yet, though these same parts continue to have annual zero weather, they and their more temperate neighboring regions have become industrially productive, and Canada is striding ahead in the ranks of the commercial nations of the world. This latter-day progression of Canada is as great and as rapid as the earlier development of the United States. That it should have come later is due to certain easily explained causes.

Our own present national and commercial superiority to the Dominion we owe to a condition to establish which we wrote a constitution over a century ago, and to preserve which we later fought a civil war. In British North America, however, anything like union or federation was unknown until 1841, and the present confederation of the Dominion was not consummated until 1867. Even then it was six years before little Prince Edward Island was brought into the fold. Thus nearly a century had elapsed between the establishment of our own independence and unity and the attainment of anything like solidarity in the other great North American nation. The present Dominion of Canada dates only from the time of our Civil War.

Political union alone, however, was not all that Canada wanted. For a space of twenty years after the Confederation, during which time the United States had constructed three transcontinental railroads, Canada still lacked that source of practical unity which is the basis of modern nations. The railroads are the wonder workers of these times. Transit and level conquer the earth for civilization. They grow grain in barren places; they build cities overnight. They remake geography. A ribbon of steel is cast across a continent, and a vast nation is created; a second ribbon is hurled out, and the nation is doubled in size, and Europe is brought two days nearer to Asia.



OTTAWA, ONT.,  
from the House Bill, showing Château Laurier,  
G.T.R. station and Keweenaw House.

Canada



CORNER SPARKS AND ELGIN STS - OTTAWA

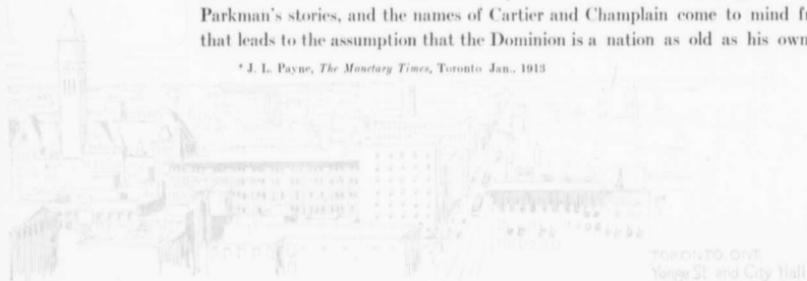
OTTAWA CITY  
Belmont Hill

## Canada

For twenty long years after the Confederation Canada waited for her railways. Twenty years of retarded development, of hopes deferred, of failures and disappointments. In 1886 the last spike was driven into the Canadian Pacific's transcontinental line. Vancouver was born, and Winnipeg and Port Arthur were made possible; from a wilderness of plain and forest emerged a great country of homes and farm lands, prosperous cities and busy manufactories. Only a little over ten thousand miles of track they had then; scarcely enough to scratch the surface of three million square miles of land; sufficient for a beginning, however, and Canada at last came into her own. A Canadian statistician computes the increase of main-track mileage since 1881—the year of the commencement of construction by the Canadian Pacific Railway—to have been 268 per cent.; in the same period he shows that the foreign trade of the Dominion has increased 278 per cent., and to his figures adds this comment: "It is not entirely a coincidence that the advance of railway mileage and the growth of trade should have been in an almost equal ratio."\* Throughout Canada to-day railroad building rushes on with confident energy in the attempt to keep pace with the discovery and exploitation of new resources. A third transcontinental line is already in project and has the backing of the Dominion Government. A route to Hudson Bay is under construction which will give central Canada a seaport open seven months in the year, through which the journey from Winnipeg to Liverpool will be reduced nine hundred miles. In every direction the track-layer is crawling out over the continent and Canada is finding herself. It is all very recent, very new; and it is the important fact in Canada to-day.

That the formation of the Dominion came long after the union of the States, and that the railroads of Canada were delayed many years after the building of our own first great lines, are the important historical facts which the American is apt to overlook when thinking of Canada. He remembers Parkman's stories, and the names of Cartier and Champlain come to mind from a remote antiquity that leads to the assumption that the Dominion is a nation as old as his own. Yet once the actual

\* J. L. Payne, *The Monetary Times*, Toronto Jan., 1913



Canada



LOOKING NORTH ON BAY STREET—TORONTO

Top: On The DIST  
Yonge St. looking south

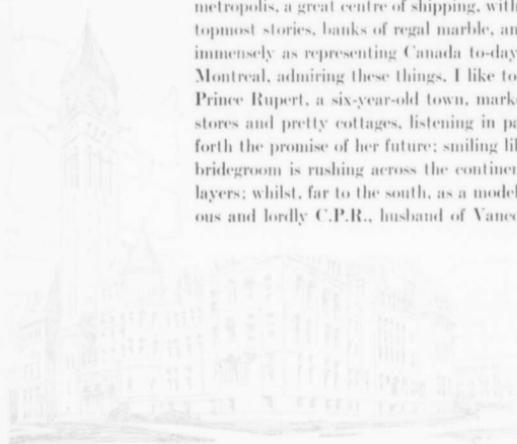


# Canada

newness of modern Canada is grasped, this same American, accustomed as he is to an amazing rapidity of achievement in his own nation, must be struck by a spectacle of mighty progress.

The development of a territory so vast in extent and so rich in resources, coming as it did so late and so suddenly, has produced certain curious and striking features. The richness of the natural resources brought immense development to rapid achievement, yet the vastness of territory left immense opportunities untouched. Thus in Canada to-day one sees modern industry and civilization, in successfully completed operations of great magnitude, marching side by side with actual frontier pioneering. For all her newness, however, Canada has an antiquity which affords a fascinating study in romantic contrasts. From Dufferin Terrace, and the tangled old-world alleys of Quebec, to the frozen steppes of Prince Albert Land, and the blonde Eskimos newly discovered, is a long reach; and that is Canada.

As I write this morning, I can see from my window a proud old tree-clad summit bearing the name "Mount Royal" that Cartier gave it more than three hundred and seventy-five years ago. From its slopes to the swirling waters of the St. Lawrence lie the homes and houses of Montreal, a prosperous modern city, holding to traditions of two centuries and a half. It is a busy, industrial metropolis, a great centre of shipping, with towering office buildings that bear luxurious clubs in their topmost stories, banks of regal marble, and a cathedral of the Church of Rome. It appeals to me immensely as representing Canada to-day—a national achievement. Yet, as I walk the streets of Montreal, admiring these things, I like to think of another place on the far side of this same continent: Prince Rupert, a six-year-old town, marked by destiny for a great port of commerce; its rows of trim stores and pretty cottages, listening in patient expectancy to the hammering of the spikes that ring forth the promise of her future; smiling like a bride awaiting her betrothed. The young and lusty bridegroom is rushing across the continent at break-neck speed of construction gangs and giant track-layers; whilst, far to the south, as a model and spur to his ambition, lie the shining rails of the prosperous and lordly C.P.R., husband of Vancouver, with his luxurious "Imperial Limited," bearing travelers



MONTREAL  
by Hill



LOOKING WEST ON KING STREET—TORONTO

TORONTO ON T  
Ontario's Grand City

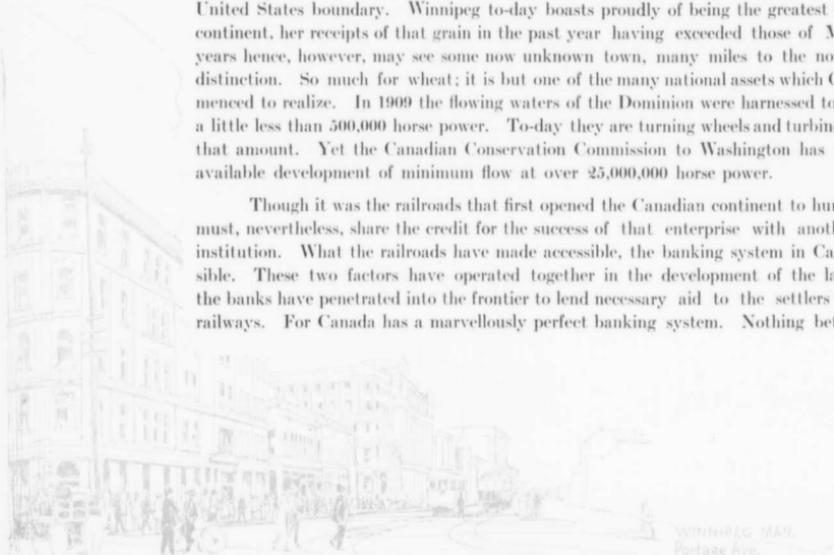


# Canada

from one magnificent hotel to another and his huge steamers on two oceans, ready to convey them to the seven seas. Throughout Canada achievement and undertaking run abreast; venerable Montreal, complete and accomplished, and Prince Rupert, scarce pricked on the map; the Canadian Pacific, a bit proud of actual performance, and the Grand Trunk racing to catch up.

If rapid progress and achievement in Canada is amazing to the senses, future possibilities fairly outstrip the imagination. In 1901 the total wheat production was estimated at 55,500,000 bushels. In 1912 a total of 205,685,000 bushels brought the Dominion to fifth rank among the wheat-growers of the world. Yet in 1910 it was estimated that only one-seventh of the arable land in Manitoba, Saskatchewan, and Alberta was under cultivation. What the northern limit of profitable wheat-growing may be has not yet been determined. Samples of good wheat, however, have been grown at Fort Simpson on the Mackenzie River in latitude 61.52, about one thousand miles north of the United States boundary. Winnipeg to-day boasts proudly of being the greatest wheat centre on the continent, her receipts of that grain in the past year having exceeded those of Minneapolis. A few years hence, however, may see some now unknown town, many miles to the north, claiming a like distinction. So much for wheat; it is but one of the many national assets which Canada has just commenced to realize. In 1909 the flowing waters of the Dominion were harnessed to the development of a little less than 500,000 horse power. To-day they are turning wheels and turbines to a force of twice that amount. Yet the Canadian Conservation Commission to Washington has roughly placed the available development of minimum flow at over 25,000,000 horse power.

Though it was the railroads that first opened the Canadian continent to human enterprise, they must, nevertheless, share the credit for the success of that enterprise with another great Canadian institution. What the railroads have made accessible, the banking system in Canada has made possible. These two factors have operated together in the development of the land. Often, indeed, the banks have penetrated into the frontier to lend necessary aid to the settlers in advance of the railways. For Canada has a marvellously perfect banking system. Nothing better adapted to the



WINNIPEG MAN.  
Portage Ave.



CORNER MAIN ST. AND PORTAGE AVENUE—WINNIPEG

1904-1905  
Don Lohr



## Canada

needs of a widely-scattered agricultural community could be imagined. It is an elastic, facile system of a few great institutions, highly organized, with numerous branches throughout the country, ready to meet the needs of every locality. These banks believe in their country, and they have attained success through a liberal policy of service to the individual. A small town in the West scarcely has a railroad station and a general store, before one of the twenty-six chartered banks has opened a branch. The magnificent buildings that are the homes of these institutions in the larger cities represent a total of nearly three thousand branches throughout the Dominion and elsewhere, reaching abroad even to the States and to Mexico and the West Indies. Three hundred of these branches were opened in Canada last year. To the banks, as well as to the railroads, one must look for the explanation of the Dominion's rapid progress and for the basis of her future development. These two forces have been the linking of civilization to frontier in that striking relationship which is so characteristic of present Canada.

These things have intense interest for Americans. Especially to those who did not share in our history in the days when Chicago grew from a tiny village to a great metropolis overnight, is Canada interesting, as she whirls on through the nation-building process which we came too late to see at home. In our interest, too, we can sympathize, better than any other people, with the Dominion in her ideals and projects, in her problems and successes. She is doing over again what we have so proudly done. And if in America ours is the distinction of having done it first—this civilizing, nation-making feat, there may be, perhaps, a future recognition that Canada has performed it better. She has had our experience to profit by, has seen our mistakes as ways to be avoided, our successes as examples to be followed. For, though the conditions in the development of the Dominion are similar to those which preceded in the States, the treatment of these conditions presents many marked contrasts. Would you discover but one such contrast you may find it in the study of the Mississippi and St. Lawrence rivers and their development as national assets by their respective owners.

Canada



PORTION OF RAILWAY YARDS—WINNIPEG

WINNIPEG WAS  
CPK, 1914, and 1915

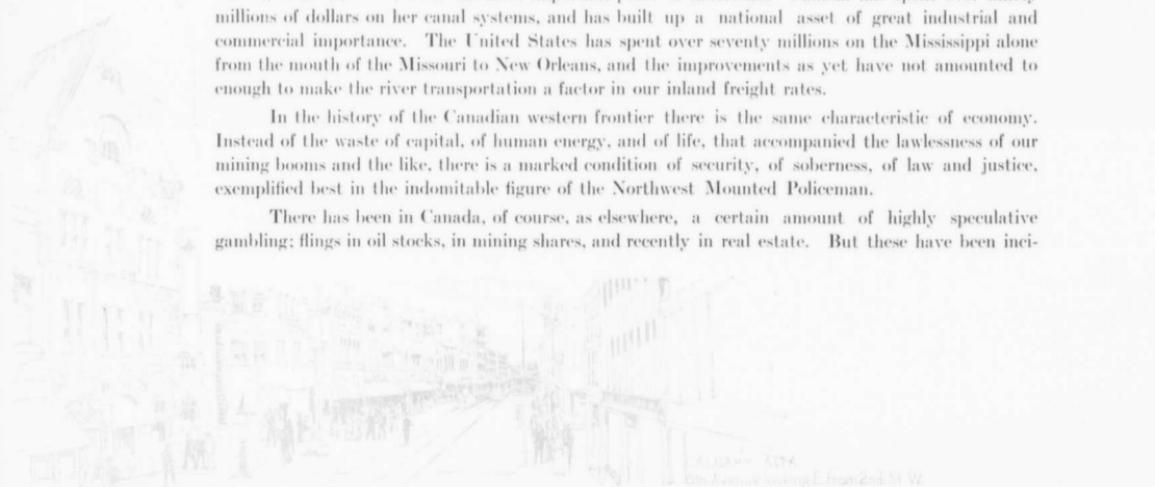
# Canada

These two mighty waterways are the natural gates and paths of entrance to the North American continent. One of them, the longest continuous stream of water in the world, remains to-day a turbid flood of unruly menace, unavailable for navigation of any great commercial importance. The other, with its great tributary inland seas, has been tamed and harnessed into a commercial thoroughfare of inestimable worth to its owners. Despite many miles of boiling rapids, and a three-hundred-foot cataract, Canada has converted the waters of the St. Lawrence into a navigable path of commerce. She has not stinted herself of expense in channel-dredging and in canal-building. The result may be seen at the docks of Montreal, where the largest ocean liners can unload their cargoes nine hundred and eighty-six miles inland from the Atlantic; or at the grain elevators of Port Arthur and Fort William, on the west shores of Lake Superior, whence there is a fourteen-foot waterway to the sea. In some respects Canada has arrived at a point of achievement where it might be profitable for us to observe and to imitate.

The salient feature, presented by the comparison of the Mississippi and the St. Lawrence systems, is to be found generally in comparison of the undertakings of the two nations, and may, indeed, strike the observer as the most important point of difference. Canada has spent over ninety millions of dollars on her canal systems, and has built up a national asset of great industrial and commercial importance. The United States has spent over seventy millions on the Mississippi alone from the mouth of the Missouri to New Orleans, and the improvements as yet have not amounted to enough to make the river transportation a factor in our inland freight rates.

In the history of the Canadian western frontier there is the same characteristic of economy. Instead of the waste of capital, of human energy, and of life, that accompanied the lawlessness of our mining booms and the like, there is a marked condition of security, of soberness, of law and justice, exemplified best in the indomitable figure of the Northwest Mounted Policeman.

There has been in Canada, of course, as elsewhere, a certain amount of highly speculative gambling; flings in oil stocks, in mining shares, and recently in real estate. But these have been inci-



ALGEM. ZITA  
120th Avenue looking E. from 2nd St. W.

Canada



TWO BUSY BLOCKS IN CALGARY'S RETAIL DISTRICT

CALGARY, ALTA.  
Centre St. Looking S.



# Canada

dental flurries, outbursts of get-rich-quick temperaments, and are but a small item in the mass of vast undertakings, industrial and commercial, by which her people are wisely promoting their undeveloped and newly discovered resources.

These resources have attracted a stream of immigration which has increased the population from under four hundred thousand at the beginning of the nineteenth century, to over seven millions in 1911. Fertile soil, rich earth, mighty forests, running hordes of fish, and countless other bounties of nature have found occupation for these seven million; they have toiled hard and wisely, and their reward has been to see their country's trade and commerce double itself in a decade. Yet Canada is not booming. She is, rather, settling down to a period of actual substantial progress in an era of conservative capitalization.

To the outsider Canada presents herself as a great and fertile field for human enterprise. So she appeared, at least, to the hundred and twenty thousand American farmers and others who crossed the border in 1910 to try their fortunes in the newer country. Nor do they seem to have met with any disappointment in their hopes; for in the next year one hundred and thirty thousand friends and neighbors followed them. So she appeared to the American investors who bought seventeen and a half millions of Canadian bonds in 1911. So particularly she appeared to a single prominent life insurance company of New York, which, according to the statement of a member of its finance committee, has invested more than ten million dollars in Canadian securities and real estate. The total American investments in Canada to-day are estimated at five hundred million.

These figures, which may seem to discount to a certain extent my previous assumption of the American's ignorance of Canada, indicate a decided confidence on the part of many of our citizens, both capitalists and laborers, as to the present and future prosperity of the Dominion. Day by day many in the States are discovering this great land to the north, and finding in it opportunities for the investment of capital and labor in fields that appeal most strongly to the interests of our own pioneering traditions.



Canada



JASPER AVENUE—EDMONTON

Edmonton Area  
Overlooking Business Section

# Canada

In the statistics at the end of this pamphlet you may find what it is that inspires confidence in Canada; a convincing record of past progress and present achievement which is prophetic. For the land is very young.

If stability of government, if intelligence and foresight of administration, count for anything, the future of Canada is assured by past performance. Wise laws have guarded and protected industries, liberal policies have conducted them. In these, as in many other matters, the Canadian has not been inattentive to certain of our faults; a study of them has helped him to a better success, and to a safeguarding of the future. It is the present happy lot of Canadian capital, of Canadian "big business," if you will, that its conduct in the past affords peace of mind. It does not eye Ottawa in the apprehension with which our industries are at present regarding Washington. No powers threaten vengeance. The business atmosphere is calmer, more assured, than with us. On this condition, and on the past behavior which brings present easy conscience, the business men of Canada are to be congratulated. There is a great trust in keeping for the development of their country.



Panor. of Vancouver Harbor



Canada



HASTINGS STREET—VANCOUVER B.C.

VANCOUVER & C  
Showing part of harbour



Canada

CANADIAN STATISTICS OF SPECIAL INTEREST

| AGGREGATE TRADE OF CANADA |              | BANK DEPOSITS |                 | BANK CLEARINGS |                |  |
|---------------------------|--------------|---------------|-----------------|----------------|----------------|--|
| 1902                      | 8423,910,444 | 1889          | 8 134,650,732   | 1907           | 34,312,927,191 |  |
| 1904                      | 472,473,038  | 1894          | 181,743,890     | 1908           | 4,142,133,382  |  |
| 1906                      | 550,872,645  | 1899          | 266,504,528     | 1909           | 5,191,507,911  |  |
| 1908                      | 650,793,131  | 1904          | 470,265,744     | 1910           | 6,105,037,613  |  |
| 1910                      | 693,211,221  | 1909          | 783,298,880     | 1911           | 7,194,598,459  |  |
| 1912                      | 874,637,794  | 1912          | 1,023,912,500*  | 1912           | 9,143,196,764  |  |
|                           |              |               | *Eleven months. |                |                |  |

| POPULATION OF FOUR LEADING CANADIAN CITIES |          |         |          | APPROXIMATE GROSS EARNINGS OF THREE CANADIAN RAILROADS |                   |              |              |       |
|--|----------|---------|----------|--|-------------------|--------------|--------------|-------|
|  | MONTREAL | TORONTO | WINNIPEG | VANCOUVER  | 1911              | 1912         | Increase     |       |
| 1891                                       | 219,616  | 181,215 | 25,639   | 13,709   | Canadian Pacific  | 8108,395,000 | 8130,890,000 | 20.7% |
| 1901                                       | 267,730  | 208,040 | 42,340   | 27,010   | Grand Trunk       | 48,388,319   | 52,588,908   | 8.7%  |
| 1911                                       | 470,480  | 376,538 | 136,935  | 100,401  | Canadian Northern | 17,487,400   | 21,442,100   | 22.6% |

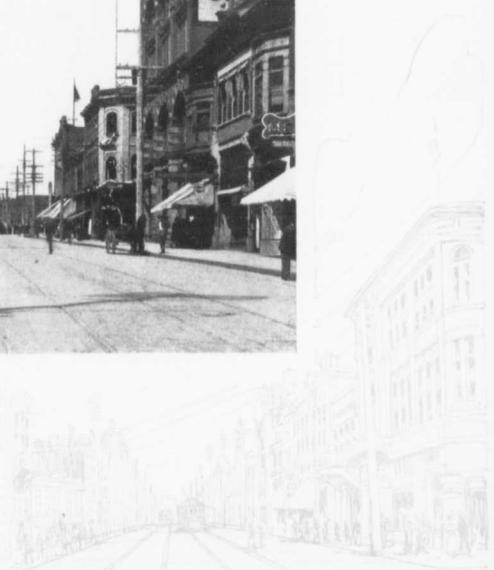
VICTORIA B.C.  
Parliament Bldg.

Canada



GOVERNMENT STREET—VICTORIA, B.C.

VICTORIA, B.C.  
Retail District



**N. B. STARK & COMPANY**  
BANKERS

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                                 HUGH W. MURRAY  
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TORONTO                    MONTREAL                    NEW YORK

DESIGNED AND PRINTED BY  
ROUS & MANN, LIMITED  
TORONTO AND MONTREAL