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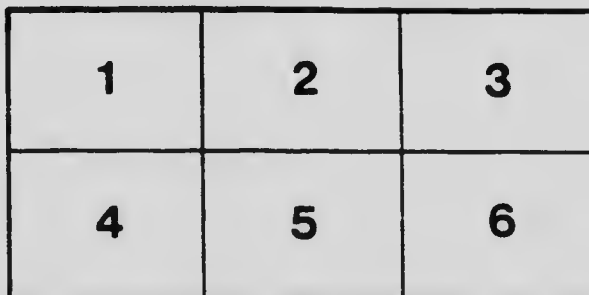
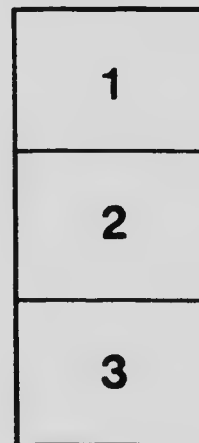
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Canadian Educator

FOR
HOME AND SCHOOL USE



Arranged, and Edited by

SARA B. McLAUGHLIN

Ex-Teacher and Authoress

Assisted by valuable material furnished by various Departments
of the Dominion Government, City Officials, and
other individuals of repute

Published by

THE IROQUOIS PRESS

Educational

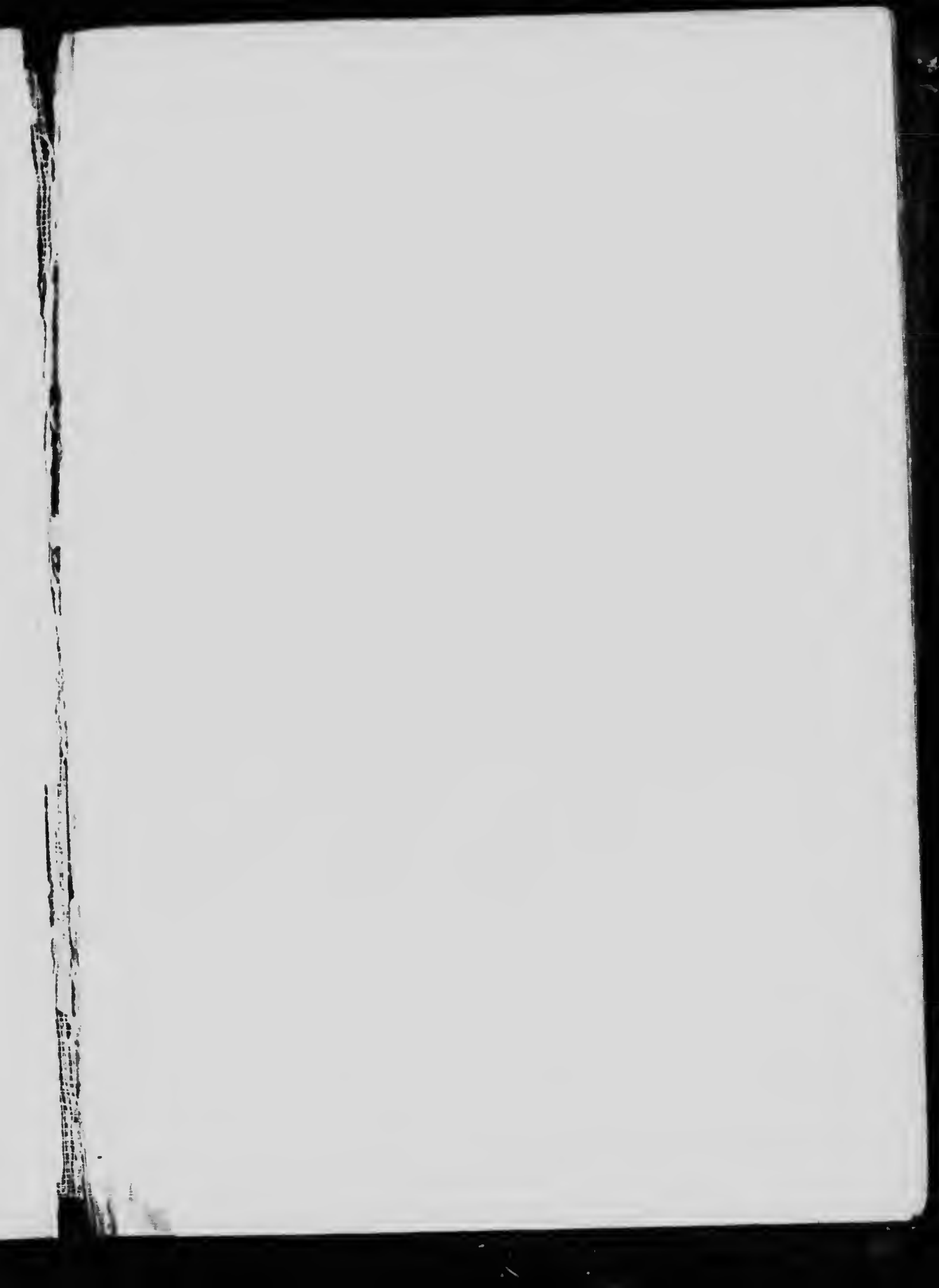


Publishers

TORONTO, CANADA
1920

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The Iroquois Press

Compiled, Printed and Published in Canada





His Majesty King George V.

INTRODUCTION

The time was, in days gone by, that a youth was given a choice between an education and some industrial occupation. An education meant an academic training in preparation for the University or professional schools. An industrial occupation meant a training for muscular activity only. To-day we have reached a stage when there is no longer such a choice, as a successful career in any industry demands an education. It is not sufficient that a workman possesses only a skill in the operations of his trade. He must be mentally alert and well informed. The individuals seeking employment in our banks, offices and stores, must be trained in intelligent reasons for operations and the uses of the materials they are to handle, and in an appreciation of their value, if they are to compete with the scientifically trained labor of other countries.

They must be trained also to be proficient in the mathematical conceptions and calculations fundamental to industry and to have facility in descriptive expression, through language and drawing, and to be freed from narrowness. Such training must be supplemented by a thorough knowledge of history and geography.

We have learned by experience that knowledge is power in all lines of endeavor.

This knowledge cannot all be learned in the school room. The student must pursue the many courses of supplementary help open to him. The home must co-operate with the teacher. The child must be taught that the home is an institution of learning as well as the school. The parent must see that the child has the proper encouragement and environment in the home and be supplied with such supplementary help as will correspond with the work in the school room. Practical experience must be exercised with the technical, and a general co-operative spirit must exist between the parent and the teacher if the child is to obtain the highest efficiency in his educational career.

It is for this reason that this volume has been compiled.

The information it contains is just what every boy and girl in Canada should know, and the grown-ups, too, for that matter. The different departments have been so arranged as to harmonize and to work in as a supplement for a studies pertaining to Canada, the country our children should know first.

All the information will be found accurate and dependable as it has been obtained from the most reliable sources and from the wide experience of the editor in the teaching field, and in her travels, which have brought her in touch with thousands of homes of all classes throughout the country, has placed her in a position of being able to put the material in most usable form, both for home and school use.

Therefore, to help the reader and the student to know more about our great men, our world-famous industries, and our many beauty spots located throughout various parts of our great Dominion, which at present are known to but a few, is one purpose of this volume, and if this book will be the means of making Canada come first in the lives of all that live in her domain, then and only then has it served its full purpose.

We are deeply indebted to the several departments of the Dominion Government at Ottawa, the many city officials throughout the Dominion, the British and Colonial Press and the different individuals who have assisted us with valuable material for the different departments in this volume.

We wish to especially express our thanks to the Dominion Department of Mines, the Dominion Department of Fisheries, the Dominion Department of Indian Affairs, the Dominion Department of Agriculture, the Dominion Department of Interior, and the Dominion Department of Public Information which have aided us by permitting the use of material compiled by their respective departments, and for many of their illustrations which they have allowed us to reproduce.

THE PUBLISHERS.

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Shaping Your Boys' Future



Shaping Your Girls' Future



Photo by Central News Service.
Prince of Wales Arriving in Halifax, Aug. 15, 1919, on His First Visit to Canada.





Photo by British & Colonial Press.

Prince of Wales at Ottawa After Address of Welcome by Sir Robert Borden.



Photo by British & Colonial Press.

Prince of Wales at Toronto Exhibition Shaking Hands With a Woman Whose Son Was Killed in the War.



Photo by British & Colonial Press.

Prince of Wales Meeting and Shaking Hands With Returned Soldiers.



Photo by Central News Service.

Prince of Wales on His Hunting and Fishing Trip in Nipigon District, Ont., Showing His Indian Guides and Tent He Lived in While There.



Photo by British & Colonial Press.

Prince of Wales at Banff, Alb., Where He Was Appointed "Chief Morning Star" by the Stony Indians.



Autograph Picture of H.R.H. Edward, Prince of Wales, Taken From
His Personal Collection.

Prince of Wales' farewell message to Canada when leaving on November 25, 1919, after his four months' stay in Canada.

"I feel that my first visit to Canada is really at an end. I can never forget it, nor can I express the whole of my deep gratitude for the open-hearted welcome which my Canadian fellow-countrymen and women have given me. The last four months will influence the whole of my life, and I shall never be happy if many months elapse without another visit to my home on this side of the Atlantic."

"My best wishes to all the people of Canada till we meet again."

(Signed) "Edward P".

AGRICULTURE

Agriculture is Canada's leading industry and is growing in importance every year. Our great Dominion grows millions of bushels of wheat, oats, barley, and flax, which are exported to every corner of the world.

Agriculture is now being introduced in practically all our rural schools and many of the town and city graded schools. It is considered of great importance and is placed in the same rank as the manual training and domestic science courses.

The Government spends many million dollars annually for the express purpose of advancing agriculture throughout the Dominion. It has established nineteen large experimental farms and stations, which are well located throughout the different provinces. These experimental farms have done much in helping the farmers to increase their crops, to select better seed, to test seed for germination, to treat seed for smuts, and other pests, and to combat the weeds and insect pests.

The Government has also established agricultural colleges, in each of the provinces, which have a very large enrollment of students each year. The scope of study at these colleges, are principally—"The Soil." This includes, drainage, irrigation, tillage, crop fertility, rotation of crops, and fertilizers. "Plant life." This includes, new varieties studied, increased productiveness, new methods of selection and breeding are investigated, injurious insects and bacteria are studied with a view of eradication, and preservation of forests and reforestration are studied. "Animals." This includes, breeds, diseases and their control, chemistry of foods, dairying, feeding, etc.

The average boy and girl of our large cities, know very little of the great work of our farmers, as this has been one very important branch of study that has not been taken

up in the class room. Now that greater attention is being given to this science, pupils will become more interested in their immediate environment, and made to realize the fact that the producer of necessities of life is a most useful type of citizen, and that the fullest life may be realized in that field of endeavor. The teacher should realize that the work in agriculture furnishes and stimulates a keener interest on the part of the child in the study of Geography as well as the Nature Study work.

In the early spring when all children are anxious to see something growing, their attention should be drawn to such early plants as the garden tulips, the hyacinths, and the early onion beds.

Short walks should be taken through the parks and fields, at which time the child should be taught the names of the different trees and plants found on the grounds. These little trips can be made very interesting and instructive to every child.

At home the children should be encouraged to arrange a small garden of their own, both flowers and vegetables, where they will have a chance to study the different soils, such as sand, sandy loam, clay, etc. They should then be taught how to use the garden tools, such as the hoe and rake, how to prepare to plant, the best way to plant the different seed and then offer each a prize for the best results. In this way the children take a very keen interest in their work. During the spring and summer they should be taught the names of the different weeds and insects that affect their gardens, and the best methods of destroying them. In the meantime a little explanation how plant food is secured, and the importance of soil moisture will interest them very deeply. As the vegetables become ready for use the parents should buy them, which will be another lesson in preparing products for the market. This interesting and valuable experience gives the child a sound, practical training that nearly everyone needs at some time or other in his



Photo by courtesy of Ontario Agricultural College
Ontario Agricultural College, Guelph, Ont.



Photo by courtesy of Dom. Dept. of Agriculture.

Picking Strawberries on Vancouver Island



Photo by courtesy of Dom. Dept. of Agriculture.

A Young Orchard on Vancouver Island

life. It also lays the foundation for a keen interest in nature and the agricultural industry that is developing by leaps and bounds throughout the Dominion. It has been proven that children with such training made the best students in later years, when taking up advanced studies like Botany, Zoology, Physics, etc.

Seed selection and its importance.—Fertile soil, good seed and proper cultivation, are quite sure to bring a bountiful crop. But a great many farmers have not realized the great importance of selecting and planting the proper seed. In 1918 the government started a movement throughout the Dominion to encourage the farmer to use more care in selecting his seed and testing it for germination, making it clear that our farm crops could be increased fifty per cent. by careful selections of seed alone.

Good seed has the following description.—it is plump, with the exception of certain varieties of peas, sweet corn and onions, whose seeds are always wrinkled.

It has a good color and luster. Good seed always has a bright, clear color, and a certain amount of luster. If the seed lacks this luster, it means that it was stored before being thoroughly dry, and in this way it may have been heated, which would kill the germ, destroying its value as a seed.

Testing seed for germination.—No seed should be planted before it is tested. It takes only from four to six days to do and is well worth the time, as if at least 85 per cent. does not sprout properly the seed would not be planted. In testing the larger seed, such as corn, beans, etc., moist cotton flannel should be used, placing the seed between the folds. Medium sized seeds such as wheat, clover, beets, onion, etc., should be tested between the folds of moist blotting paper, whereas the smaller seed such as flax, and timothy, the test should be made on top of moist blotting paper. It is very easy to do, and making the test is but to take just 100 seeds from the sample, and be careful not to have the testing

paper too wet. The temperature should be kept at 70 degrees Fahrenheit, and if less than 85 per cent. of the seed sprout, it should not be used.

Insects.—The yearly damage caused by insects amounts to many million dollars. Each variety of grain has its individual insect pest, as does the potato, corn, oats, flax and barley. The vegetable garden is also infested, as is the apple orchard and grape vineyard. To combat these destructive insects is one of the most difficult tasks the farmer, fruit-growers and market gardener has to contend with, and to protect his crops from serious damage he must understand the habits of the insects that affect them.

How to study insects.—Successful control of destructive insects can be made only by a thorough knowledge of their life history, that is, the study of its complete development from the egg to the full grown insect. In course of its development, the different stages must be carefully studied, such as the time the eggs appear, and the plants and parts of plants on which the eggs are laid, the length of time it takes the eggs to hatch, the plant or parts of plant the larvae feeds upon, the number of days the larvae locates its cocoon, and the length of time it takes the larvae in the cocoon to develop into the perfect insect. With a thorough knowledge of this information the farmer can control at least 95 per cent. of the insects he is troubled with. By the uses of different applications as follows:—

Insecticides.—By having a knowledge of the insects' feeding habits, the uses of various poisons and insecticides can be used with good results. If the insect eats leaves and tissues, that is, if it really has a mouth that can bite, it can be killed by applying poison which will be taken into the mouth, such as Paris green or lead arsenate. This solution is made as follows:

Paris Green.....	1 oz.
Slaked Lime	5 oz.
Water	10 gals.

A little soft soap may be added when used, to make the solution stick to the plant surface on which the insects feed. It must be remembered that Paris Green is deadly poison and should be handled with care.

If it is found that the insects live from sucking the juices of plants, its beak will be inserted directly into the interior of the leaf. In this case, the solution sprayed on the surface will not give the desired effect. For such insects the "contact" insecticides must be used. This solution is made as follows:

Kerosene Emulsion for Sucking Insects

Hard Soap (shaved fine).....	1 lb.
Hot Water (soft).....	2 gals.
Kerosene (coal oil).....	4 gals.

This mixture can be kept indefinitely if sealed in air-tight jars. This emulsion can also be used to control plant lice when diluted with ten to fifteen parts of water. It will also control San Jose scale on fruit trees when diluted with three or four parts water.

For all insects that live in stored produce, such as grain weevils, "Fumigants" are generally used. These are gasses which suffocate the insects and must be used in air-tight bins or sacks.

Fumigants are made as follows:

Carbon bisulphide..... $\frac{1}{2}$ lb. to each 50 cubic feet

The amount should be increased a little if the temperature is below 60 degrees Fahrenheit. An air-tight box, barrel or bin should be used, and the carbon bisulphide placed in a shallow dish and set on top of the grain. Then cover the box, barrel, or bin with a blanket and leave it for twenty-four hours. When opened, stir the grain to allow the gas to pass off. Carbon bisulphide gas is subject to combustion, therefore great care must be taken not to allow a fire, light, or a burning cigar or pipe to come any where near the preparation.

Plant diseases.—It is also a well established fact that plant diseases, like insects, cause a loss of many millions of dollars to the farmers of the country annually.

A very large percentage of this great loss can be prevented by intelligent methods of controlling these various diseases.

Plant diseases should be studied in the same manner as that outlined for the study of insects. Diseases of plants are caused mainly by fungi and bacteria, or from unfavorable soil or weather conditions. The most injurious fungi are, mildew, rusts, smuts, and blight. To prevent these plant diseases, it requires careful study. If the seed is suspected, it should be treated before planting, with some solution which will kill the spores which develop the trouble.

Rust.—The rust of grain crops is one of the most destructive pests of cereal crops. The disease is caused by a fungi which lives on both the stem and leaves of more than fifty different cereals and grasses. Up to this time no satisfactory method of control of these rusts has been found. Although it has been found that early planting will avoid a good per cent., and the following methods of control, have been found quite satisfactory:

1. The elimination of barberry.
2. Keep in control useless wild grasses.
3. Selection of seed from fields which have shown no rust.
4. Use very little nitrogenous fertilizer in grain fields.
5. The growing of resistant varieties.

Smuts.—There are two different kinds of smut. The loose and stinking smut. The farmer should make a careful study of these two smuts, so as to be successful in controlling them. He must be able to distinguish the difference between them as they each require a different treatment.

The loose smut shows up more clearly than the stinking smut, the spore mass is dry and powdery and easily blown away by the wind, leaving nothing but the bare stalk where

the head should be, whereas, with the stinking smut, the smutted kernels are under the chaff and are not so easy to detect. It also has a peculiar odor from which it received its name.

Methods of control.—Each of these smuts must be treated by a separate process, as with the stinking smut the spores are on the outside of the kernel, and those of the loose smut are on the inside of the kernel. The stinking smut can be absolutely controlled by the formaldehyde treatment. It is very easy to do and costs only a few cents per acre, which makes it a very cheap insurance against this smut. The mixture is made up as follows:

Formaldehyde Formula

Formaldehyde $\frac{1}{4}$ lb.
 Water9 gals.

One gallon of this mixture will treat two bushels of seed. Before treating, the seed grain should be carefully cleaned and then put in water so that the smut balls will come to the top to be skimmed off. The seeds should then be dipped in the formaldehyde solution, lifted out for a minute or two and then dipped again, two or three times. The grain is then put in a pile and covered with clean canvas or blankets for from twelve to twenty-four hours. It can then be sown immediately or spread out to dry and kept until seeding time.

Loose smut.—The loose smut cannot be killed by the formaldehyde treatment, as the smut spores are on the inside of the kernel, which makes treatment a little more difficult. The hot water treatment is used. The seed grain should first be well cleaned and then soaked in a tub of water for from five to seven hours.

At this stage it should be placed in a small coarse-mesh sack or wire-basket, and let drain for a short time. Then two tubs of water should be arranged. In tub No. 1 the

water should be heated to about 125 degrees Fahrenheit, and in tub No. 2 the temperature of the water should be 129 degrees Fahrenheit.

The seed grain is then placed in tub No. 1 to bring it up to the approximate temperature of tub No. 2 so that the temperature in the second tub will not be lowered when pouring the seed in it. Leave the seed in tub No. 1 for ten minutes, then put it right in tub No. 2 where it must be kept for ten minutes longer at a temperature of 129 degrees Fahrenheit.

It is very necessary that the temperature of tub No. 2 be kept at the specified temperature as this is the temperature required to kill the smut spores on the inside of the kernel.

When the seed is taken out of the hot water, it should be spread out on a clean floor or canvas and allowed to dry thoroughly before storing. If the seed is to be planted at once, the planter should be properly adjusted to allow for the swollen grain.

Potato blight.—Blight is the most serious disease the potato growers have to contend with. The disease is more destructive in periods of moist, medium warm weather. It never attacks in hot weather. As a rule it does not appear until after the middle of August, at which time it may be noted on the leaves and tubers. At first the leaves are affected by small purplish spots forming at the tips, and if the weather continues moist, white mould, like tufts of fungus may appear on the leaves. The disease soon spreads from the leaves to the tubers. Blight spreads very quickly and if not controlled will affect the whole field in a very short period of time. By thorough spraying with the Bordeaux mixture the disease can be controlled absolutely. The spraying should begin when the plants are six to eight inches high, and they should be kept well covered with the mixture throughout the season.

Most farmers do not spray thoroughly enough. Mere sprinkling will not do, the vines must be kept well covered. The Bordeaux mixture is made as follows:

Bordeaux Mixture

Copper Sulphate.....	21 lbs.
Lump Lime.....	21 lbs.
Water.....	25 gals.

The mixture should be used as soon as made.

Mildew.—There are two kinds of mildew, the downy and the powdery. They are both very destructive, if not checked at their first appearance.

The downy mildew appears on the leaves in powdery patches, usually on the lower surface, and in severe cases the whole leaf may be destroyed. It attacks all kinds of berry bushes, grapes and many flower plants such as roses, etc.

The disease can be controlled by the Bordeaux if the spraying is done every two weeks.

The powdery mildew affects both the leaves, stems and other parts of the plant. It is first noticeable on both the upper and lower part of the leaves. If it appears during a spell of very hot weather, it can be controlled by "flower of sulphur" being dusted on the affected spots. If the weather is moist and mild, the Bordeaux mixture should be used.

Black rot.—This is also a very destructive disease, which affects all kinds of fruit and berries. The rot is first noticed by a small brown spot which becomes larger and darker as the fruit or leaf grows. The best method of control is spraying the trees and bushes very early in the season with the Bordeaux mixture. The spraying should be continued every two weeks throughout the summer months.

The Soil.—Without good fertile soil the farmer cannot hope to raise a good crop. The soil must contain abundance of plant food. The chief elements of this food are, nitrogen,

potash and phosphates. The nitrogen is obtained from the decomposition of organic matter, which constitutes that portion of the soil known as humus. Potash and phosphorus exist in the mineral portions of the soil, which must be chemically decomposed before these substances can be used by the plant.

If the soil is lacking in anyone of these elements a good crop cannot be obtained.

How to study soil.—1. Examine the soil to learn its texture, such as the per cent. of clay, sand and loam it contains. 2. Make a study of crop development. 3. The fertilizing tests.

To learn the texture of the soil, take a small amount and dry it out, then break it into small pieces. If you find one-half or more of it to be clay, it is known as clayey soil; if three-fourths or more of it is sand, it is sandy soil. If you find one-fifth of it lime, it is called limy soil. Where sand and clay is found together, it is called loamy soil.

Next find whether the soil is "acid or sour." Successful crops cannot be raised on sour soil, so before planting, it is always best to test the soil to make sure it is not "sour."

This test is very easy to make. Simply secure a few slips of blue litmus paper from the drug store, make a slit in the ground with a thin stick or knife blade, and stick a piece of litmus paper down in the slit. Leave it there for ten minutes, at which time pull it out. If it is then red in color, the soil contains acid and is sour. Such soil must be treated with slaked lime before it is planted.

If nitrogen is lacking in the soil, the crop will have a very slow growth of the stem and leaves, they both will show a pale green or yellowish color.

If phosphorus is lacking, the crop matures very slowly, the heads do not fill in and the kernels are usually small and shrunken.

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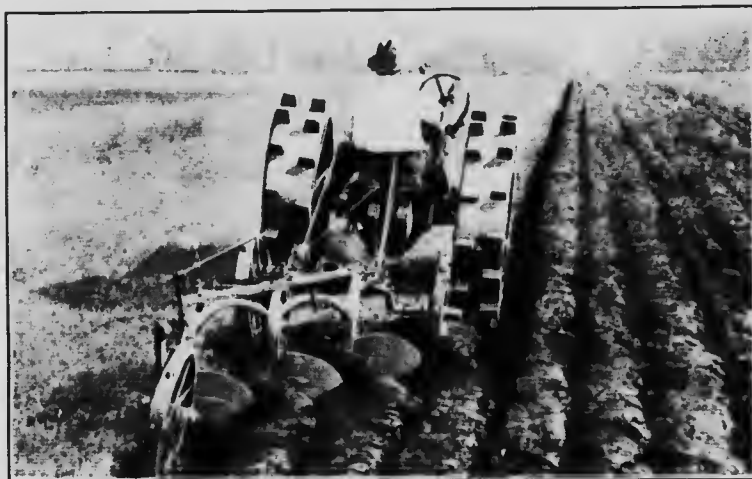
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"S.O.S." Parade in "Back to the Farm" Movement in 1918



Up-to-date Method of Plowing



Threshing Scene near Rosthern, Sask.



Delivering Wheat to the Elevators

If potash is lacking, the stems and leaves are weak and brittle, and crops that produce a large quantity of starch, such as potatoes, and root crops cannot mature properly if potassium is lacking in the soil.

Fertilizer tests.—This test should be made under the supervision of one who understands the work thoroughly, and who is willing to give it a reasonable amount of attention. It is usually more satisfactory to send a sample of soil to one of the Provincial experimental stations, and they will furnish the correct information needed.

Irrigation.—In recent years irrigation has been developed to a point that would have been considered, a few years ago, as almost impossible. It has been the means of turning vast acres of idle and useless land, into some of the most productive we now have.

The sources of irrigation water, are streams, storage reservoirs, springs and wells. Water may be drawn from streams, by use of canals, and can be carried with a fall of a few feet to the mile, for a considerable distance. Most of our western streams have a fall of fifteen to thirty feet to the mile, which make them very useful for irrigating purposes. The water used should be pure; that is, it should not contain large quantities of alkali or other injurious material.

Irrigation is carried on very extensively in British Columbia. In the south-western part of the province a great deal of fruit of the finest quality is being grown under irrigation. This district is through the valleys of the Okanagan and Thompson rivers, and their tributaries. There are more than 500,000 acres under irrigation in this district, and it is claimed that ten acres of this good irrigated fruit land is equal, in producing value, to 160 acres of the ordinary land. In this district the farmers and fruit growers pay for the water used for irrigating purposes, while the value of increased production amounts to as much as one hundred dollars per acre.



Alberta and Saskatchewan have about 150,000 acres under irrigation, and it is estimated that there are about 400 separate irrigation schemes to furnish the necessary water, and at this time there are four other very large projects under construction, which when completed, will irrigate several million acres throughout these two provinces.

Irrigation in Alberta and Saskatchewan encounters more difficult problems than does British Columbia. The land under irrigation is much greater, while the value per acre is much less, and the water supply for the projects is more limited.

In 1894 when the first irrigation law was enacted, great interest was taken in the districts between Calgary and Lethbridge, and during the past few years the country around Cypress Hill, and that district along the Canadian Pacific Railway between Moose Jaw and Medicine Hat, have been successfully developing irrigated farming. There are many small streams in this district which have proven very useful for this purpose.

There is no question but what our irrigation systems will continue to develop and will become a permanent feature in connection with our agricultural development, as the so-called dry belt throughout our western provinces must depend almost exclusively on irrigation.

A great many farmers have the idea, that irrigated lands in these western provinces, will raise nothing but wheat, hay and pasture. But it has been demonstrated at the Strathmore Experimental Farm in Alberta, that one acre planted to strawberries, yielded \$500.00 worth of fruit, which made a net profit of \$300.00. At the same time, an acre of green garden pears yielded a net profit of \$260.00, and a half acre planted to turnips, produced a net profit of \$140.00. This proves very conclusively that irrigation will make possible diversified farming which will net larger and more profitable yields per acre.

Dry Farming.—Great interest is being taken at the present time in "dry farming," which is for the purpose of raising a profitable crop, without irrigation, on land of a low annual rainfall. Irrigation is possible in regions of low rainfall providing a source of water is available, but if all the rain that falls throughout the year on the Rocky Mountains could be held and used for irrigation purposes, it would only supply water enough for ten per cent. of the total semi-arid lands of Canada during many dry years. Therefore successful farming, during these drought seasons, depends upon "dry farming."

Dry farming is unprofitable and even impossible unless at least ten inches of rain falls annually. Its success then depends largely on the methods of tilling the soil so as to conserve and utilize the rainfall of the season, to the fullest possible extent.

The rules for successful "dry farming" are:

1. That an annual rainfall of at least ten inches is necessary.
2. Deep plowing is necessary, and fall plowing is preferable to spring plowing.
3. The surface soil must be kept loose. This checks evaporation. Small grains and corn should be harrowed until they are four or five inches high.
4. Weeds must be kept down. They use up moisture, they eat up plant food, crowd the plants, and make it difficult for them to grow and make it hard to work the land properly.
5. Live stock must be kept, as they produce manure which is very necessary to the soil.

Crops best adapted to "dry farming."—Different kinds of crops require varying amounts of water. The crops that require the least moisture are known as drought resistant varieties and are the best suitable for dry farming purposes.

Wheat is the leading dry land crop, and wheat grown on dry land has the highest value for milling purposes.

Winter wheat is better than the spring for dry farming, as it takes root in the fall, starts quicker in the spring, roots deeper, and matures earlier.

Rye is one of the surest of dry land crops. It is very hardy, starts quickly in the spring, and matures early, which are all the valuable characteristics for a successful dry land crop.

Corn is another of the dry land crops in districts where the season is long enough for proper maturity. It is economical in its use of water and the fact that it permits easy inter-tillage which is so necessary in conserving moisture, makes it an ideal dry farming crop.

Flax makes an excellent dry land crop if the soil is properly prepared and the seeding done at the right time. The best results come from flax sown on fall plowing, especially so if the land used is virgin sod. Very early seeding is an important factor as it gives the crop a chance to get well rooted before the dry spells of midsummer.

Alfalfa is one of the most suitable hay crops for dry lands. Alfalfa roots have been known to grow to a depth of 20 feet, which makes it particularly adapted to dry farming conditions. Alfalfa will produce wonderful yields under a rainfall of less than fifteen inches, providing it has been given the proper culture. Special care should be exercised in selecting seed of the hardy varieties, such as "Grimm," "Liscombe," and "Variegated." These varieties are best adapted to semi-arid climates.

Alfalfa, after getting a good start, is one of the most profitable dry land crops. It produces two to three crops a season, builds up the soil, and as a feed, nothing is better.

Potatoes can be successfully grown in a semi-arid climate, even where the rainfall is as low as twelve inches annually. The potatoes should be planted in "clock-rows" to permit cultivation in two directions. Such planting gives fewer hills per acre, but the yields will usually run much higher because of the more thorough cultivation which con-

serves the moisture. In following these methods yields have been as high as 200 bushels per acre in semi-arid sections.

OUTLINE STUDY ON AGRICULTURE

I. Leading Products:

- (a) Wheat
- (b) Oats
- (c) Barley
- (d) Flax

IV. Plant Life:

- (a) Different varieties
- (b) Seed selection
- (c) Injurious insects
- (d) Noxious weed eradication

II. Agricultural Colleges

- (a) Dominion Experimental Farms
- (b) Provincial Colleges
- (c) Public Schools

V. Animal Life:

- (a) Varieties
- (b) Breeding
- (c) Diseases and their control

III. Soil:

- (a) Drainage
- (b) Irrigation
- (c) Tillage and Fertilization

VI. Harvesting and Marketing:

- (a) Time of year
- (b) Elevators
- (c) Transportation

PRACTICAL QUESTIONS ON AGRICULTURE

How does Canada rank in agriculture?

What are the principal crops raised?

Why is the study of agriculture being introduced in all the rural and many of the city and town schools?

How much does the Dominion Government spend annually for the purpose of advancing agriculture?

In what way have the Dominion Experimental Farms helped the farmers to increase their crops?

What courses are taught in the different Agricultural Colleges established in each of the provinces?

Why should every boy and girl be encouraged to have a garden?

In what way will it stimulate a keener interest in their other studies?

Name a few of the plants found in the early spring.

What practical knowledge can be gained by short walks through the parks and fields?

Why is careful seed selection important?

What methods are used in selecting the best seed?

How is seed tested for germination?

How much is lost to the farmers yearly by destructive insects?

What are the best methods of controlling them?

What are the most common plant diseases?

How can potato blight be killed?

By what method can grain smuts be controlled?

What is meant by "grain rust"? Can it be prevented?

What causes mildew?

What fruits are affected by black rot? How can it be first detected? By what method can it be controlled?

What elements must the soil contain to raise a good crop?

What are the best methods of studying the soil?

Explain the Litmus Paper test?

In what way does the Government assist the farmers with the fertilizer test?

What has irrigation done for certain sections of Canada?

From what sources are the waters secured that are used for irrigation purposes?

In what part of Canada is irrigation carried on most extensively? What crops are being successfully raised in this district?

What price does the farmer pay annually for the use of irrigation waters?

What was the value of strawberries produced from one irrigated acre in Alberta?

Describe the irrigation system of Saskatchewan and Alberta.

What is meant by "dry-farming"?

How many inches of rainfall are necessary to make dry farming successful?

Give the five rules applied to successful "dry farming."

What crops are best adapted to "dry farming"?

Why is alfalfa such a good dry farming crop?

Can potatoes be successfully grown in a dry farming district?



ARITHMETIC

It matters not in what sphere of life you place yourself, a ready knowledge of the fundamentals of Arithmetic is absolutely essential. The housewife, carpenter, machinist or farmer, as well as the merchant or banker, will daily meet with mathematical problems that must be solved accurately and quickly. How much better for you if you are able to depend upon yourself in such matters. The knowledge that you have the ability to solve problems for yourself will fill you with a self-confidence that cannot but have its reflection in all your work. It thus behooves everyone to see that the proper mathematical impressions are instilled into the minds of children. Possibly you yourself have not had the opportunity for sufficient education along these lines, and a practical up-to-date reference book will be to you an indispensable factor.

It is a rather careless parent who leaves the work of educating his children entirely to the school. The home, the child and the school should work in unison to secure the best results. Each has its distinctive place. The teacher's task is to explain, illustrate and drill. The child should be sent to her with what is metaphorically termed as the "lid off. This state of mind may be secured by the co-operation of the parent in all reasonable demands. The parent must also keep in touch with the modern methods of presentation. A concise and brief explanation of these methods will prove an invaluable aid to all concerned.

OUTLINE

First Year

Count numbers to 100

Read numbers to 100.

Write numbers to 100.

Memorize the 20 of the 45 combinations in addition, the sum of which does not exceed 9.

Drill in addition and subtractions with the combinations.

Count to 100 by 2's, by 5's, by 10's.

Drill in adding columns of figures on boards and cards arranged for this purpose, the sum not to exceed 9.

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90

Second Year

Continued drill in the use of the 45 combinations in addition and subtraction.

Drill on series work in addition.

Illustration

5	12	22	32	42	52, etc.
2	5	5	5	5	5

Continue drill by counting by 2's, 3's, 4's, 5's.

Drill in subtraction. Austrian method.

Notation and numeration of numbers through first three periods.

Methods:

Combinations are learned as facts. Do not allow children to count groups of objects to find their sum.

Take the combinations, the sum of which does not exceed 9 first, and place them upon the blackboard in plain view of the pupils, as follows:

1	2	3	4	6	7	8		2	3	4	5
$\frac{1}{2}$	$\frac{1}{3}$	$\frac{1}{4}$	$\frac{1}{5}$	$\frac{1}{7}$	$\frac{1}{8}$	$\frac{1}{9}$		$\frac{2}{4}$	$\frac{2}{5}$	$\frac{2}{6}$	$\frac{2}{7}$ etc.

Give a great deal of drill, oral and written, with these combinations. Do not say:

What are 1 and 1; but,—

Teacher: One—one?

Pupil: Two.

This is a preparation for subtraction and does away with unnecessary delay.

After the combination has become a mental image to the child, erase the answer and have the child both talk it and write it.

The parent can help the child in mastering these combinations by giving him such individual drill as he needs. It might be impossible for the teacher of a large class to give each pupil sufficient drill.

An ingenious teacher can devise many ways by which the drills necessary for combinations can be secured.

Drill in addition of columns.

Memorize the 45 combinations in multiplication.

Teach the process of carrying in multiplication.

Third Year

Continue drill in counting by 5's, and 6's.

Short division with 2, 3, 4, 5, 6, 7, 8, and 9 as divisors.

Multiplication with two or more figures in the multiplier.

Definitions of terms used in fundamental operations: Addend, sum, minuend, subtrahend, remainder, multiplicand, multiplier, product, dividend, divisor, quotient.

Measures—Area of simple figures. Dimension used inch and foot. Square inch and square foot, and the fractions $\frac{1}{2}$ and $\frac{1}{4}$ as applied in the use of the linear unit used in measuring, also measures of pint, quart, gallon.

Long Division:

Definition of factor, prime factor.

Oral drill in finding prime factors to 100.

Fourth Year

Roman numerals I. to C., and by hundreds to M.

Money: Writing and reading of numbers expressing dollars and cents.

Teach cancellation.

Fractions: Reduction, addition, subtraction, multiplication and division. Problems involving the same.

Measures: Dry measure, cubic measure.

Simple problems, oral and written, connected with daily life. Original problems worked by the children. Bills and accounts.

Fifth Year

Reading and writing of decimals.

Reduction of common fractions to decimal fractions and decimal fractions to common fractions.

Fundamental operation in decimal fractions.

Memorize aliquot parts of a dollar.

Review tables of linear measure, square measure, and cubic measure.

Memorize number of cubic inches in a bushel and in a liquid gallon.

Memorize tables of avoirdupois weight, dry measure, English money and circular measure.

Reduction ascending and descending as applied to these tables.



Blackboard Drill in Addition.

Carrying:

As soon as children are familiar with combinations the work of carrying can be begun. Place on board such number combinations as:

$$\begin{array}{r} 27 \\ 15 \\ \hline \end{array} \quad \begin{array}{r} 48 \\ 37 \\ \hline \end{array} \quad \begin{array}{r} 43 \\ 18 \\ \hline \end{array}$$

Have the children give right hand combination of each number. The same with the left hand combinations.

Ask how many figures it takes to tell **right hand** combination in 27—the combination 12 will be given and “two

15
figures to tell it.”

Place the two of the 12 under the right hand combination 27

$$\begin{array}{r} 15 \\ \hline 2 \end{array}$$

Tell the children to keep other figures in their heads. Ask them to think left hand combination 2 and put figure

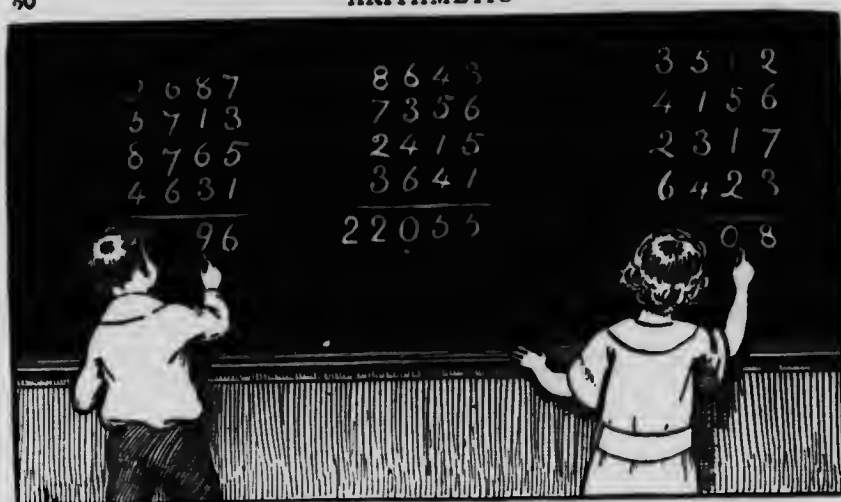
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in their head with it. The result will be 4.

(Do not attempt at this time to explain the process).

A great deal of drill is necessary. Children can work at board, on paper and also talk this work.

Gradually the work is extended, using larger combinations each time. The watch-word of teacher and parent is Drill, Drill.

All through the work in addition the idea must be held that an example having one figure wrong is absolutely wrong. No credit should ever be allowed for it.



Blackboard Problems in Addition.

Illustration:

1. John has 15 cents and earned 12 more. How much has he then?
2. On the playground Robert can throw a ball 67 feet and Jack can throw it 5 feet farther. How far can Jack throw the ball?

The parent can easily help the child's work by writing examples for child. Have child examine his own work and see if he can detect and correct errors.

Illustration:

3468
7295
3726
4103
3976

HOW TO TEACH A CHILD TO TELL THE TIME

A child can learn to tell time as soon as he has learned to count by 5's.

Usually a teacher can obtain from a jeweler a cardboard clock face, with hands attached. If not the use of a diagram on the board, clocks or watches will do.



It is better at first, if possible, to have a face marked with figures instead of Roman numerals. Later, after the position of the figures and their relative values have been mastered, the Roman numerals will not be so confusing.

The child will know the hours by hearing them frequently. Tell him that the small hand points toward the hour it is, while the large hand counts off the minutes. The large hand does a great deal more traveling than the small one. It must go all the way around the clock while the small hand travels from one figure to another. Perhaps that is why it is made so much larger and stronger. Tell the children that when the large hand is at 12 and the small one at 1 it is just 1 o'clock, when the large hand is at 12 and the small one at 2, it is just 2 o'clock, etc.

It takes the large hand just 5 minutes to travel from one figure to another, so when the large hand is at 1 it is 5 minutes after the hour, when it is at 2 it is 5 more or 10 minutes after the hour. When the large hand gets to 6 it

is 30 minutes after the hour. The large hand is just half way around on its hourly journey so we say it is half past the hour.

After this the big hand is on its way home and we count how near it is to home. When it is at 7, it is 5 spaces away from home. Each space equals 5 minutes, so it is 25 minutes to the hour that the small hand points. At 8 the large hand is 4 spaces away or 20 minutes, etc.

Of course, a great deal of drill will be necessary before the child can tell the time correctly and easily. The occasional observation of the clock, perhaps between classes, will be found to be of considerable help.

SUBTRACTION

Subtraction is the process of finding how much greater one number is than another.

Terms:

Minuend—The number from which another is subtracted.

Subtrahend—The number subtracted.

Difference—The result obtained by subtracting.

For children who are thoroughly familiar with addition combinations, subtraction will be an easy step.

Great stress is laid on the sign —

Place on board a subtraction relation as 8

—4 Say four

(pointing to the figure 4) and what (pointing to the sign) makes eight?

Place number under line as children say 4.

Give other examples with 8 as minuend. Then use one as 12

— 8

Subtraction combination cards can be easily made and should be used from now on.

It is well at first to ignore the child's mistakes and commend his successes.

Borrowing:

Place an example as 84 on board. Say 7 and what makes 4?

$$\begin{array}{r} -37 \\ \hline \end{array}$$

Children will not answer. Place 8 on board, then say borrow one. Place the figure 1 before the figure 4, on board, making 14.

(This writing on board is for visibility. Give no reason for the borrowing). Then say: Seven and what are 14? Pupil—7. Place 7 under right hand figures. Ask children what they did; if they cannot answer go through process again.

Ask the children: What they must do when they borrow? Some child will suggest "pay back."

Place crayon on 3 of subtrahend and say, "pay back here."

Write on board the combination 3 to have child see the idea.

$$\begin{array}{r} 1 \\ \hline \end{array}$$

Then: Four and what are 8? Pupil—Four.

Write 4 under right hand figures. As soon as children grasp the borrow-pay-back idea, stop asking the question.

Pupils are early taught how to test work in subtraction.

$\begin{array}{r} 77 \\ -58 \\ \hline \end{array}$ Place hand over minuend, and say 9, 8. Answer 17.

$\begin{array}{r} 19 \\ 5, 2. \\ \hline \end{array}$ Answer—7.

Parents can help as with addition, by giving individual work.

Suggestive examples:

$\begin{array}{r} \$65 \\ -13 \\ \hline \end{array}$	$\begin{array}{r} \$988 \\ -196 \\ \hline \end{array}$	$\begin{array}{r} \$4132 \\ -1463 \\ \hline \end{array}$	$\begin{array}{r} \$7146 \\ -3924 \\ \hline \end{array}$
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$\begin{array}{r} 8000 \\ -506 \\ \hline \end{array}$	$\begin{array}{r} 4006 \\ -1924 \\ \hline \end{array}$	$\begin{array}{r} 6795 \\ -849 \\ \hline \end{array}$	$\begin{array}{r} 7000 \\ -697 \\ \hline \end{array}$
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Terms:

Multiplicand—The number multiplied or taken.

Multiplier—The number by which another is multiplied.

Product—the result obtained by multiplication.

The combinations are taught in the same manner as the addition combination, and in teaching them give preparation for division; that is, have the pupil answer the questions, how many 6's in 24, and how many 4's in 24, as well as to state that 6 times 4 are 24.

Give much oral drill, seat work and board work of the following character:

$$\begin{array}{r} 3-2-4-32 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 8-6-3-54 \\ \hline 3 \end{array}$$

$$\begin{array}{r} 20 \\ \hline 3 \end{array}$$

$$\begin{array}{r} 40 \\ \hline 4 \end{array}$$

$$\begin{array}{r} 50 \\ \hline 5 \end{array}$$

$$\begin{array}{r} 60 \\ \hline 6 \end{array}$$

Good cards are easily obtained or made and should be used daily for drill. These cards can be used effectively in many ways, as:

Keep a record of how many cards each child can answer correctly in a given time, say, two minutes. Work to see how much they can gain from one week to another.

Have children stand 3 or 4 in a group, and hand card to one answering first. Then have winners in each group try together.

Carrying:

No explanation of this process is made.

$$\begin{array}{r} 63845 \\ \hline 5 \end{array}$$

Children are asked the product of 5 times 5.

Say—We will place the right hand figure under the 5 and think the other. Then 5×4 ? Ans., 20. Add the number you have in your head to this. What do you get? Ans., 22. Place the right hand figure 2 under the 3 and think the other, etc.

After going through two or three examples stop asking questions and expect children to carry without being told. Then have a child come to the board and work one, giving products orally.

Two or more figure multiplication:

By the time children come to this work, they know how to read and write numbers and know the value of units, tens, etc.

Example—Multiply 24 by 14.

Explanation—

	Short Process.
24 multiplicand	24
14 multiplier	14
$4 \times 24 = 96$	<u>96</u>
$10 \times 24 = 240$	<u>24</u>
$14 \times 24 = 336$ product.	<u>336</u>

The explanation shows that to multiply by 14, we first multiply by 4, then by 10, and add these products to obtain $10 + 4$ or 14 times 24.

The figure 0 in the explanation does not appear in ordinary work.

Multiply:

25	36	95
13	13	23
<u>75</u>	<u>108</u>	<u>285</u>
25	36	190
<u>325</u>	<u>468</u>	<u>2185</u>

Multiply:

63	33	56	89	93
<u>15</u>	<u>14</u>	<u>17</u>	<u>18</u>	<u>17</u>

Problems:

Simple problems should be introduced in the work; as soon as the mechanics of the process are mastered these at first should be simple, as:

Mary paid 5c for one pencil. How much will 6 pencils cost her?

John earns 3c a day. How much money will he earn in a week?

Try always to keep the problems practical. There are ever so many problems come up in even a child's life that can be used effectively.

Later such as these may be used.

Alice went to the store for her mother and bought 3 lbs. of sugar at 10c per lb., 2 cans of condensed milk at 18c per can, and 2 loaves of bread at 13c per loaf. How much change will she receive from a \$2.00 bill.

How much is gained on a dozen dolls costing \$12.00 and selling for \$2.50 each?

Division: The process of finding how many times one number contains another is called division.

The terms used are:

Dividend—The number divided.

Divisor—The number divided by.

Quotient—The result obtained by dividing.

The sign \div is read "divided by."

The pupil knows the division tables through his work in multiplication as $18 \div 9$.

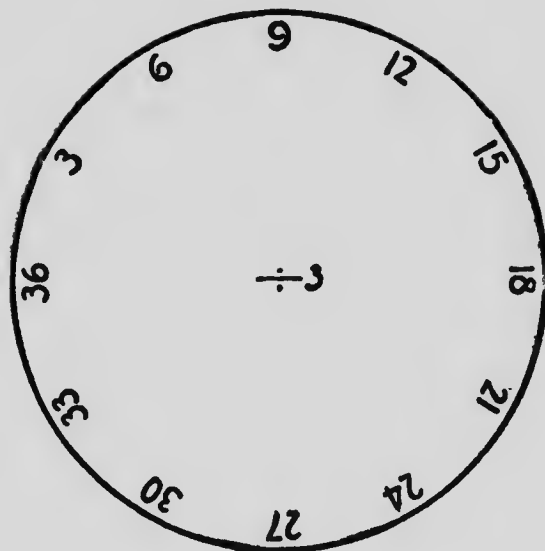
He should now thoroughly review these, and complete the tables through $108 \div 9$.

A great deal of time at first should be given to reviewing these tables. Division cards may be used with other devices, as such drills will arouse some keen competition, accuracy and rapidity being the incentive.

Inexact divisions should be drilled on having children name remainder.

Divide each number in the first two rows by 2, giving each quotient and the remainder when there is one.

In the same way divide the numbers in the first three rows by 3; four rows by 4; five rows by 5, etc.



How many times is 2 contained in 46?

Dividend, 46; Divisor, 2; Quotient, 23.

2 is contained in 4 (ten) 2 times; write 2 under the tens.

2 is contained in 6, 3 times; write 3 under the units.

Divide 672 by 3:

$$672 \div 3 = 224.$$

3 is contained in 6 (hundreds) 2 (hundreds) times; write 2 under the hundreds.

3 is contained in 7 (tens) 2 (tens) times and 1 (ten) left over; write 2 under the tens.

3 is contained in 10 add 2, or 12, 4 times; write 4 under units place.

After explanation of one or two, the process is shortened thus:

3 into 6, 2 times.

2 into 7, 2 times, with 1 remainder.

3 into 12, 4 times.

Proof: $3 \times 224 = 672.$

Examples:

$492 \div 2$

$690 \div 5$

$378 \div 2$

$892 \div 4$

$696 \div 3$

$651 \div 3$

$440 \div 5$

$672 \div 6$

Find how many times \$650 contain \$2.

Find how many times 126 ft. contain 3 ft.

How many times are 4 inches contained in 464 inches;
8c in 320c.?

John bought 32 marbles and divided them equally among himself and his 3 brothers. How many marbles will each have?

Mary was present at school 180 days last year. How many weeks did she attend?

Mr. Brown sold 3 horses for \$231.00. How much did he receive for each of them?

The parents do much toward making the child proficient in division. How much drill and practice at home.

LONG DIVISION

Long Division: There is perhaps no subject in arithmetic that needs more constant drill than long division. Unless he can do it accurately it will be difficult for the child to master the later work, as nearly every kind involves the use of long division.

Do not allow the child to divide by long division with a divisor of 11 or 12.

Explanation:

$$\begin{array}{r} \overline{) 32} \\ 31 \overline{) 992} \\ \underline{93} \\ 62 \\ \underline{ 62} \\ 0 \end{array}$$

31 is not contained in 9, but it is contained in 99 about as many times as 30 is contained in 90, or 3 is contained in 9. Try 3.

Write 3 in the quotient over 9 the last figure of the dividend used, then multiply 31×3 , giving 93; write this

under 99. Subtract 93 from 99; bring down 2; 31 is in 62 as many times as 3 is contained in 6, or 2 times. Place the 2 in the answer over the 2. Multiply 31×2 , giving 62, subtract; there is no remainder.

Then 32 is the answer.

Work several examples on board, at first giving the explanation and later calling on the pupils to help. Finally they will be able to give all the explanation and work examples independently.

Perhaps for the second lesson one might take examples as:

$$\begin{array}{r} (\ 8 \\ 22 \overline{)1672} \\ \underline{176} \end{array}$$

Explain that 22×8 is too large and that we must try a smaller figure, as 7; the remainder 13 is not as large as 22, so bring down the next numbers as before.

$$\begin{array}{r} (\ 76 \\ 22 \overline{)1672} \\ \underline{154} \\ \underline{132} \\ \underline{132} \end{array}$$

Examples:

Divide:

4056 by 52

8188 by 92

1344 by 32

3486 by 42

34385 by 65

73616 by 214

22250 by 25

4992 by 52

Remember that there are five principle steps to Long Division.

- (1) Divide.
- (2) Write figure in quotient.
- (3) Multiply.
- (4) Subtract.
- (5) Bring down next figure.

It has proved excellent practice to give at least one example in Long Division at the beginning of the Number Period each day for a whole term, after the work has been taken up. Proof of Long Division: Quotient \times Divisor = Dividend.

FRACTIONS

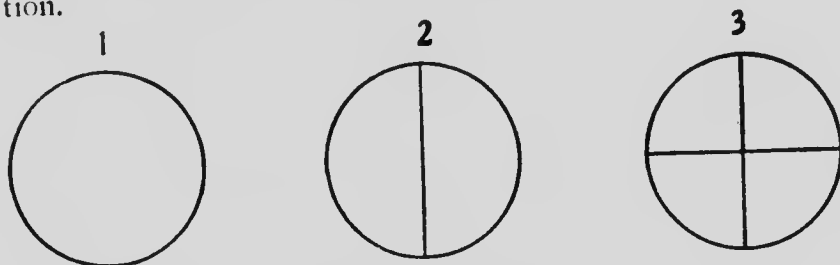
Fractions: One or more of the equal parts of a unit is called a fraction.

Terms:

Numerator—Number above the line.

Denominator—Number below the line.

Mixed Number—Number composed of a unit and fraction.



$$\begin{array}{rcl}
 1 \text{ circle} & = & 2 \text{ half circles} = 4 \text{ quarter circles} \\
 1 & = & 2 \text{ halves} \quad = 4 \text{ fourths} \\
 1 & = & \frac{2}{2} \quad = \frac{4}{4}
 \end{array}$$

Into how many parts is figure 2 divided?

What would we call one part of it?

Into how many parts is figure 3 divided?

Thirds and Sixths:

If we took 3 parts of these what part of the whole thing would it be?

	$\frac{1}{3}$	
--	---------------	--

	$\frac{1}{6}$	
	$\frac{1}{6}$	

Into how many equal parts is the first divided? One of the three equal parts of anything is one-third of it, and is written $\frac{1}{3}$.

Into how many equal parts is the second divided?

One of the 6 equal parts of anything is one-sixth of it, and is written $\frac{1}{6}$.

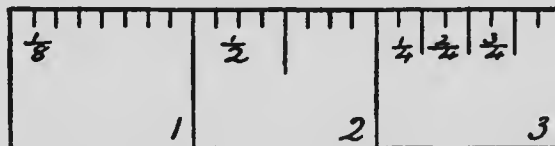
$\frac{1}{3}$ equals how many sixths?

$\frac{2}{3}$ equals how many sixths?

One whole thing equals how many thirds? How many sixths?

Eighths:

This rule is 3 inches long. Into how many equal parts is the first inch divided?



One of the eight equal parts of anything is one-eighth of it, and is written $\frac{1}{8}$. Write three-eighths, five-eighths.

How many eighths equal $\frac{1}{2}$, $\frac{1}{4}$, $\frac{3}{4}$.

Fifths and Tenths:

$\frac{1}{5}$				
---------------	--	--	--	--

$\frac{1}{10}$				
$\frac{1}{10}$				

How many tenths are equal to $\frac{1}{5}$?

How many tenths are equal to $\frac{4}{5}$?

$$\frac{1}{5} + \frac{1}{5} = ?$$

$$\frac{3}{5} + \frac{2}{5} = ?$$

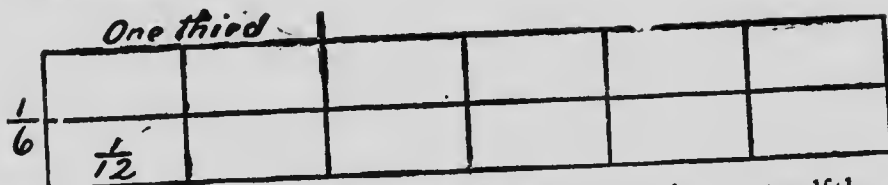
$$\frac{3}{10} + \frac{5}{10} = ?$$

$$\frac{5}{10} + \frac{4}{10} = ?$$

$$\frac{7}{10} - \frac{3}{10} = ?$$

$$\frac{4}{5} - \frac{2}{5} = ?$$

Twelfths:



One of the twelve equal parts of anything is one-twelfth, and is written $\frac{1}{12}$.

$\frac{1}{6}$ equals how many twelfths?

$\frac{1}{2}$ equals how many twelfths?

$\frac{1}{3}$ equals how many twelfths?

$$\frac{1}{12} + \frac{5}{12} = ?$$

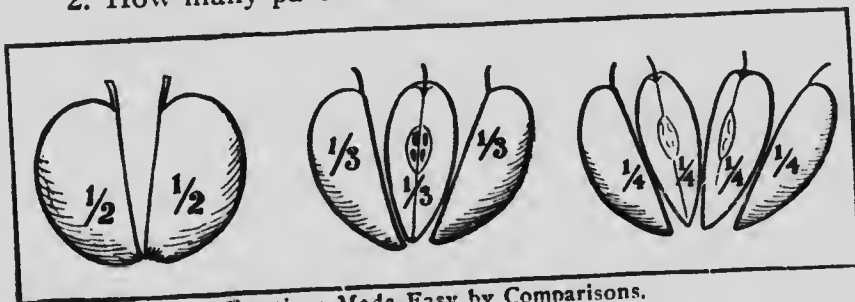
$$\frac{7}{12} - \frac{3}{12} = ?$$

$$\frac{7}{12} + \frac{5}{12} = ?$$

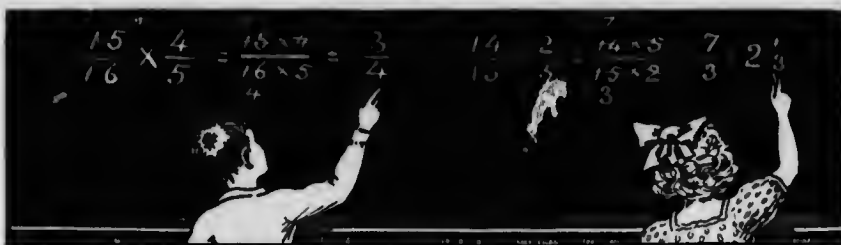
$$\frac{9}{12} - \frac{4}{12} = ?$$

Be sure that the children understand that the terms of the fraction ask two questions:

1. Into how many parts is the unit divided?
2. How many parts are taken?



Fractions Made Easy by Comparisons.



Pupils Working Out Problems in Multiplication and Division of Fractions.

Principles of Fractions:

1—Multiplying the numerator or dividing the denominator of a fraction by any number, multiplies the fraction by that number.

Illustration :— $\frac{6}{4} \times 2 = \frac{12}{4} = 3.$ $\frac{8}{4} \div 2 = \frac{8}{2} = 4.$

2—Dividing the numerator or multiplying the denominator of a fraction by any number divides the fraction by that number.

Illustration :— $\frac{12}{6} \div 2 = \frac{6}{6} = 1.$ $\frac{12}{6} \times 2 = \frac{12}{12} = 1.$

3—Multiplying or dividing both terms of a fraction by the same number does not change the value of the fraction.

$$\begin{array}{ccc} \frac{6}{3} = 2. & \frac{6 \times 2}{3 \times 2} = \frac{12}{6} & \frac{12}{6} = 2. \\ \frac{12}{6} = 2. & \frac{12 \div 2}{6 \div 2} = \frac{6}{3} & \frac{6}{3} = 2. \end{array}$$

Reducing fractions to higher or lower terms does not change their value.

Reduce $\frac{1}{3}$ to lower terms.

$$\frac{2 \div 2}{6 \div 2} = \frac{1}{3} \quad \text{Divide each term by the same number. We have learned that } \frac{1}{3} \text{ has the same value as } \frac{2}{6}.$$

Reduce $\frac{1}{5}$ to fifteenths $\frac{1 \times 3}{5 \times 3} = \frac{3}{15}$ Multiply each term by

the same number, $\frac{1}{5}$ and $\frac{3}{15}$ have the same value.

(That these fractions have the same value can easily be shown by turning to the diagrams shown previously).

Examples: Reduce to lowest terms:

1. $\frac{5}{15}$ 2. $\frac{12}{16}$ 3. $\frac{16}{24}$ 4. $\frac{20}{24}$ 5. $\frac{18}{20}$ 6. $\frac{25}{75}$
 Reduce to 24ths. $\frac{1}{2}$, $\frac{3}{4}$, $\frac{7}{8}$, $\frac{7}{12}$, $\frac{2}{3}$, $\frac{1}{3}$, $\frac{1}{4}$.

Addition and Subtraction:

We cannot add or subtract 6 chairs and 2 tables; 3 apples and 4 pears, $\frac{1}{2}$ and $\frac{3}{4}$.

We must reduce our fractions so that they will have the same or a common denominator.

$$\frac{3}{4} = \frac{9}{12}$$

$$\frac{2}{3} = \frac{8}{12}$$

$$\frac{1}{2} = \frac{4}{8}$$

$$\frac{3}{8} = \frac{3}{8}$$

$$\frac{17}{12} = 1\frac{5}{12}$$

$$\frac{7}{8}$$

Easy Examples:

$$+\frac{1}{3}$$

$$+\frac{1}{4}$$

$$+\frac{3}{5}$$

$$+\frac{1}{4}$$

$$1\frac{1}{3}$$

$$+2\frac{3}{4}$$

$$\frac{3}{8}$$

$$-\frac{1}{4}$$

$$\frac{5}{6}$$

$$-\frac{2}{3}$$

$$\frac{7}{8}$$

$$-\frac{3}{4}$$

$$7\frac{1}{2}$$

$$-3\frac{1}{3}$$

$$4\frac{5}{12}$$

$$+2\frac{1}{2}$$

$$3\frac{3}{5}$$

$$+4\frac{2}{3}$$

$$7\frac{5}{8}$$

$$-3\frac{1}{4}$$

$$6\frac{1}{3}$$

$$-4\frac{3}{4}$$

$$12\frac{2}{3}$$

$$+7\frac{1}{4}$$

Problems:

- From four and one-sixth, take two and one-eighth.
- I had $\$3\frac{1}{4}$ and earned $\$1\frac{1}{2}$. How much had I then?
- Mrs. Morse bought $12\frac{1}{2}$ yds. of linen and used all but $2\frac{3}{4}$ yds. of it. How many yds. did she use?
- John saved $\$30\frac{1}{2}$ and his sister saved $\$25\frac{3}{4}$. How much did both save?
- If it takes $12\frac{3}{4}$ yards of carpet for the living room and $16\frac{3}{4}$ yds. for the hall, how many yds. were needed for both?
- George threw a baseball $45\frac{3}{4}$ yds., and James threw it $40\frac{1}{2}$ yds. How much farther did George throw it than James?
- Guy has on his cart $12\frac{1}{2}$ lbs. cereal, 4 lbs. sugar, $3\frac{1}{4}$ lbs. of bacon and 24 lbs. of flour. How much did the load weigh?

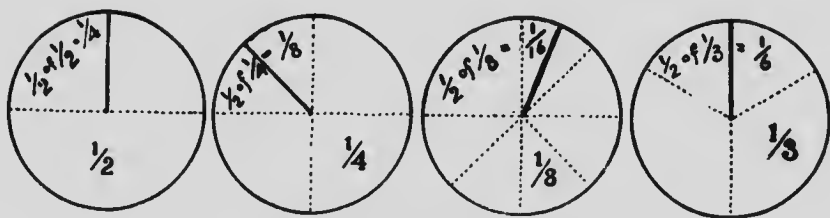
Multiplication and Division:

In multiplication of fractions cancel whenever possible, as:

$$\frac{15}{16} \times \frac{4}{5} = \frac{15 \times 4}{16 \times 5} = \frac{3}{4}$$

$$6 \times \frac{3}{4} = \frac{6 \times 3}{4} = 9 = 4\frac{1}{2}$$

$$\frac{2}{3} \times 9 = \frac{2 \times 9}{3} = 6$$



Fraction Values Illustrated.

In division of fractions invert the divisions and multiply,

as:

$$\frac{14}{15} \div \frac{2}{5} = \frac{14 \times 5}{15 \times 2} = \frac{7}{3} = 2\frac{1}{3}$$

$$\frac{4}{5} \div 2 = \frac{4}{5 \times 2} = \frac{2}{5}$$

$$6 \div \frac{2}{3} = 6 \times \frac{3}{2} = 9$$

Exercises:

- | | | | |
|-------------------------------------|---------------------------------|----------------------------|------------------------------------|
| 1. $\frac{3}{4} \times \frac{2}{9}$ | 4. $\frac{5}{6} + \frac{5}{24}$ | 7. $\frac{3}{8} \times 16$ | 10. $\frac{16}{25} + \frac{4}{15}$ |
| 2. $\frac{3}{5} + \frac{6}{7}$ | 5. $\frac{3}{8} \times 24$ | 8. $\frac{7}{9} \times 27$ | 11. $16 + \frac{1}{5}$ |
| 3. $7 \times \frac{3}{14}$ | 6. $5 + \frac{5}{8}$ | 9. $16 \times \frac{3}{4}$ | 12. $\frac{8}{9} + 20$ |

Problems:

1. How much candy at $\$ \frac{9}{10}$ a lb. can be bought for $\$4\frac{1}{2}$?

2. How many eggs at $\$ \frac{3}{8}$ a dozen can be bought for $\$4\frac{1}{2}$?

3. A lot in the form of a square is $20\frac{3}{4}$ ft. on a side. Find the perimeter.

4. If a train runs $\frac{3}{4}$ miles in one minute, how far will it run in an hour?

5. How many pieces of cord $\frac{7}{12}$ yds. long can be cut from a roll of cord containing 49 yds.

Diagram for drill in Fractions:

The following are a few suggestions for its use:

1. Beginning at upper right hand corner, name all fractions not in lowest terms and reduce them.

2. Change all the halves and fourths to eighths.

3. Find all the improper fractions and reduce to whole or mixed numbers.

4. Add the fractions that are on opposite sides of the line my pointer touches.

5. Divide the fractions that are on opposite sides of the line my pointer touches, etc.

This diagram left on the board will prove an endless source of material for rapid drill in fractions. Numbers might be changed occasionally.

	6	12	6	3	4	3	
2	$\frac{9}{4}$	$\frac{1}{8}$	$\frac{3}{2}$	$\frac{3}{4}$	$\frac{3}{8}$	$\frac{1}{2}$	3
4	$\frac{4}{4}$	$\frac{7}{8}$	$\frac{5}{2}$	$\frac{2}{2}$	$\frac{12}{4}$	$\frac{1}{4}$	7
9	$\frac{2}{8}$	$\frac{7}{2}$	$\frac{1}{4}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{7}{8}$	10
8	$\frac{5}{2}$	$\frac{10}{4}$	$\frac{8}{8}$	$\frac{1}{2}$	$\frac{6}{8}$	$\frac{3}{2}$	6
12	$\frac{12}{8}$	$\frac{3}{4}$	$\frac{10}{2}$	$\frac{2}{4}$	$\frac{4}{8}$	$\frac{3}{8}$	3
5	$\frac{9}{8}$	$\frac{9}{2}$	$\frac{1}{2}$	$\frac{5}{4}$	$\frac{10}{2}$	$\frac{1}{8}$	5
	9	7	8	5	2	10	

Fraction Table for Rapid Drill Exercises.

Decimals: Fractions that express tenths, hundredths, thousandths, etc., are called decimal fractions or decimals.

Reading and Writing:

When anything is divided into 10 equal parts, each part is called one-tenth, written either $\frac{1}{10}$ or .1.

When anything is divided into 100 equal parts each is called one-hundredths, written either $\frac{1}{100}$ or .01.

The child will readily see that at times it would be much easier and more practical to use the decimal instead of the fraction.

Orders of decimals are shown below:

.	8	7	5	.	4	3	2	0
Hundredths	Tens	Units	Decimal point	Tenths	Hundredths	Thousandths	Ten thousandths	

This number is read: 875 and 426 ten-thousandths.

Emphasis is laid on the "and," it taking the part in reading that the decimal point does in writing.

Addition and Subtraction:

Care must be taken at first to see that the child understands that tenths must be under tenths, hundredths under hundredths, etc.

Exercises.

Find the sum of

- | | |
|---------------------------|----------------------------|
| 1. 3.5 and 6.45 | 6. .75, 7.9, .666, 8.625 |
| 2. 7.45 and 3.3 | 7. 4.03, 17.205, 45, 10.00 |
| 3. 4.237, 3.36, 4.234 | 8. 64.06, 68.8243, 6.7142 |
| 4. 3.6, .38, .60 | 9. 40.08, .063, 7.3842 |
| 5. 56.7, 33.3, 3, 74, 6.2 | 10. 5.4528, 10,307, .3642 |

Subtractions indicated:

- | | |
|----------------|-------------------|
| 1. 45. — 27.4 | 6. 620.2 — .6643 |
| 2. 3.04 — 2.98 | 7. 49.06 — 3.4321 |
| 3. .02 — .0036 | 8. 345.3 — 23.45 |
| 4. — .98 | 9. 600 — 4.37 |
| 5. .8 — .874 | 10. 20 — 6.4283 |

Multiplication and Division:

In multiplication of decimals, multiply as if numbers were integers, and from the right in the product point off as many decimal places as there are in both multiplicand and multiplier.

$$\begin{array}{r} .43 \\ .26 \\ \hline 258 \\ 86 \\ \hline .1118 \end{array}$$

Since the multiplicand has 2 decimal places and the multiplier 2 decimal places, the product must contain four decimal places.

To multiply a decimal by 10, 100, 1000, etc., move the decimal as many places to the right as there are noughts in the multiplier.

$$63.743 \times 100 = 6374.3.$$

To divide a decimal by 10, 100, 1000, etc., move the decimal point as many places to the left as there are noughts in the divisor.

$$76.4 \div 1000 = .0764.$$

To divide a decimal by a decimal, change the divisor to an integer by moving the decimal point in both dividend and divisor as many places to the right as there are decimal figures in the divisor. Proceed as in division of a decimal by an integer.

Divide .23460 by .68.

$$\begin{array}{r} (.345 \\ 68.) \overline{)23.460} \\ \underline{20.4} \\ 306 \\ \underline{272} \\ 340 \\ \underline{340} \\ \hline \end{array}$$

Make the divisor .68 an integer by moving the decimal point two places in both, dividend 23.460, and divisor 68.

Exercises:

15.4 \div 2	6.208 \times .19	77.50 \div 2.5
36.4 \times .6	40.56 \times .006	4.58 \times 3.6
.14 \times 35	48.783 \times 85	486 \times 2.49
85.36 \div .08	88. \div .0125	.338 \times .04
2.36 \div 4	26 \div .1625	\$6.45 \div .05
864.9 \div 12.4	.3200 \div .75	4.9 \times .076
.369 \div .003	1.4635 \div .05	34.75 \div 7.5

Constant drill must be the aim of both teacher and parent in the work in decimals.

It is very necessary that the work should be thoroughly mastered and rapidly executed, and repetition is the only way in which this end can be secured.

A word might be said here about the use of problems. They are valuable not only as a form of drill but also because they do so much toward training the mind for clear reasoning. Always use them, both oral and written, as soon as the mechanics of the work are covered.

Suggestive Problems:

1. A cow gives 4638.75 lbs. of milk in a year. How many quarts did she give, if 1 qt. weighs 2.15 lbs.?
2. The cost of drilling a well at \$.625 per foot, was \$26.25. How deep was the well?

WEIGHTS AND MEASURES

Liquid and Dry:

Liquid measure is used in measuring liquids, as milk, oil, etc.

Dry measure is used in measuring dry or bulky substances, as potatoes, grain, etc.

In teaching these measures, it is a good idea to have, if possible, the different units of measure and let the child measure for himself.



TABLES

4 gills = 1 pint (pt.)

2 pts. = 1 quart (qt.)

4 qts. = 1 gallon (gal.)

1 gal. = 231 cu. ins.

Reduce 6 qts. 1 pt. to pints.

2 pts. in 1 qt.

6 = No. of qts.

12 pts.

+1

13 pts.

Reduce 4 bu. 3 pks. to p. s.

Reduce 3 pts. 2 gills, to gills.

Reduce 5 qts. 3 pts., to pts.

Reduce 16 quarts to pts.

8)16 = No. of qts.

2 pks.

Reduce:

5 pts. to qts.

9 pks. to bus.

10 qts. to gal.

Length

12 inches (in.) = 1 ft.

3 feet = 1 yard (yd.)

5½ yards = 1 rod (rd.)

16½ ft. = 1 rod

320 rods = 1 mile (mi.)

2 pts. = 1 qt.

8 qts. = 1 peck (pk.)

4 pks. = 1 bushel (bu.)

1 bu. = 2150.42 cu. ins.

Explanation: If in 1 quart there are 2 pts., in 6 qts. there will be 6×2 pts., or 12 pts. 12 pts., add 1 pt. = 13 pts.

Explanation: If it takes 8 quarts to make 1 pk., there are as many pks. in 16 qts. as $16 \div 8$, or 2 pks.

Reduce:

6 gills to pts.

24 pks. to bu.

30 pts. to qts.

Area

This is a yd. square drawn to a smaller scale.



Square Yard

A fathom, used in measuring depth of water = 6 ft.

A knot, used in measuring distances at sea, is about 1.15 miles.

Table

144 sq. inches = 1 sq. ft.

9 sq. ft. = 1 sq. yd.

$30\frac{1}{4}$ sq. yds. = 1 sq. rod

160 sq. rds. = 1 acre

640 acres = 1 sq. mile

A hand, used in measuring height of horses = 4 ins.

In teaching these tables of measure, the children should themselves measure the ft., yd., rod., etc. It will give them a more lasting idea of the unit.

Change to sq. yds.:

15 sq. rds. 18 sq. ft.

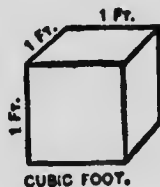
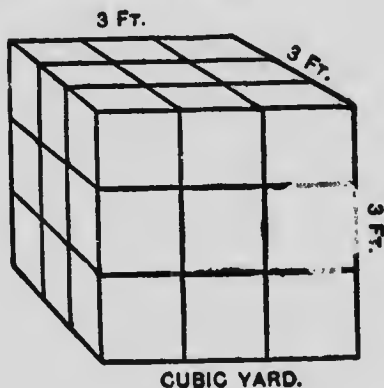
27 sq. rds. 24 sq. ft.

32 sq. rds. 16 sq. ft.

Reduce to feet:

9 yds. 24 ins.

6 yds. 48 ins.

Volume Measure**Table**

1728 cu. inches = 1 cu. ft.

27 cu. ft. = 1 cu. yd.

A cu. yd. of earth is a load.

Reduce to next lower unit:

6 cu. ft. 7 cu. yds. 12 cu. ft. $3\frac{1}{4}$ cu. yds.

Reduce to next higher unit:

378 cu. ft. 1350 cu. ft. 25,920 cu. ins.

Weight Measure:

16 ounces (oz.) = 1 pound (lb.)

100 pounds = 1 hundredweight (cwt.)

2000 pounds = 1 ton (T.)

2240 pounds = 1 Long Ton

The L. T. is used in weighing iron and steel, iron ore, and other products of mines.

A cu. ft. of water weighs $62\frac{1}{2}$ lbs. A gallon of water weighs $8\frac{1}{2}$ lbs.

Express in tons:

220 cwt.

8000 lbs.

7000 lbs.

Find the cost of 5000 lbs. of hay at \$20.00 per ton.

Cork is .24 as heavy as water. How much does a cu. ft. of cork weigh?

Time Measure:

60 seconds (sec.) = 1 minute (min.)

60 min. = 1 hour (hr.)

24 hours = 1 day (da.)

365 days = 1 year (yr.)

10 yrs. = 1 decade; 100 yrs. = 1 century

Thirty days have September,

April, June and November.

All the rest have thirty-one,

Save February, which alone

Has twenty-eight, and one day more

We add to it one year in four.

Value Measures:

The unit of English money is the pound or sovereign.

4 farthings (far.) = 1 penny (d.)

12 pence = 1 shilling (s.)

20 shillings = 1 pound (£)

1 pound = \$4.8665

The unit of French money is the franc.

100 centimes (c.) = 1 franc (fr.)


1 franc = \$.193


The unit of German money is the mark.


100 pfennigs (pf.) = \$.238

COMMON MEASUREMENTS

Rectangles:

The difference in the direction of two lines that meet is an angle. 

A figure that has four straight sides and four equal angles is a rectangle. 

A four-sided figure whose opposite sides are parallel is a parallelogram. 

The number of square units in a surface is its area.

The area of a rectangle or parallelogram is equal to the product of its base and altitude, expressed in like units.

Find the area of a rectangle 14 ft. by 4 ft. 6 ins.

Explanation: Express the dimensions in like units:

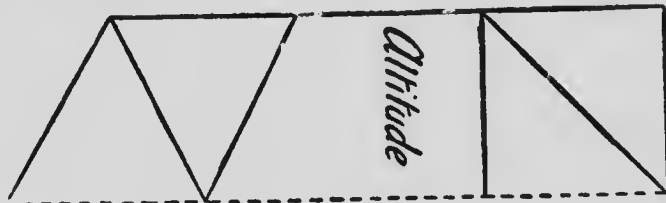
Base = 14 ft. Altitude = 4 ft. 6 ins. = 63 sq. ft.

Then, area = $(4\frac{1}{2} \times 14)$ sq. ft. = 63 sq. ft.

Find the missing area or part for each parallelogram:

Base	Altitude	Area
20 ft.	8 ft. 6 ins.	— sq. ft.
— rds.	26 rds.	988 sq. rds.
10 rds.	25 rds.	— sq. rds.

Triangles: A plane figure bounded by three straight lines is a triangle.



Each triangle is one-half of a parallelogram, of the same base and altitude. As:

Area of triangle = $\frac{1}{2}$ (base \times altitude).

Find area of these triangles:

Base	Altitude	Base	Altitude
24 ins.	10 ins.	50 rds.	46 rds.
30 ft.	16 ft.	80 yds.	45 ft. 6 ins.

A triangular grass plot has a base of 40 ft. and an altitude of 20 ft. 6 ins. Find its area.

Find the cost of a hard wood floor for your schoolroom at 9c per square ft.

Rectangular Solids: A solid having 6 rectangular faces is a rectangular solid.

The number of cubit units that any solid contains is its volume.

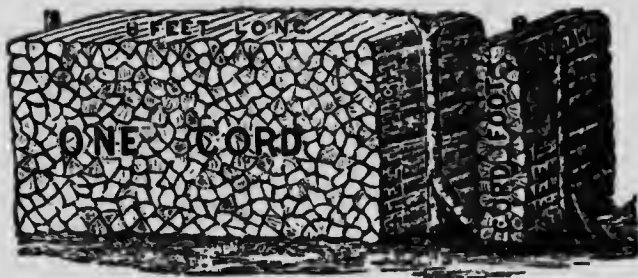
The volume of a rectangular solid is equal to the product of its length, width and thickness all expressed in like units.

1. Find the volume of a cake of ice, 3 ft. long, 2 ft. wide and 15 ft. thick.
2. How many cu. ft. of air does the room you are in contain?
3. Find the number of cu. ft. in a pile of stone 25 ft. long, 3 ft. wide, and 5 ft. high.
4. A door sill is 6 ft. long, 16 ins. wide and 10 ins. thick. Find the number of cu. ft. of stone it contains.
5. How many cu. ins. does a brick contain, if it is 6 ins. long, 3 ins. wide, and $2\frac{1}{2}$ ins. thick?

WOOD MEASURE

128 cu. ft. = 1 cord (cd.)

A pile of 4 ft. wood, 8 ft. long and 4 ft. high, is a cord.



One Cord of Wood

Exercises:

1. Change to cu. ft.:		Change to cds.:
10 cd.	20 cd.	512 cu. ft.
9 cd.	14 cd.	640 cu. ft.

Find the number of cords of 4 ft. wood in a pile:

$16' \times 2'$	$20' \times 4'$	$36' \times 2'$
$24' \times 4'$	$32' \times 6'$	$30' \times 4'$
$16' \times 8'$	$64' \times 5'$	$25' \times 8'$

Find the number of cords of stove wood in a pile 46 ft. long and 8 ft. high.

Problems in Mensuration:

1. If the capacity of the tank of a locomotive tender is 890 cu. ft., how many gallons of water will it hold?
2. Find the cost, at 45c a cu. yd., of excavating a cellar 28 ft. long, 27 ft. wide and 4 ft. deep.
3. Find the cost, at \$7.40 per cu. yd., of a concrete wall 36 ft. by 2 ft. by 6 ft.
4. The main passage of a Toronto post office is 240 ft. long and 24 ft. wide. Find its area.
5. Find the cost of painting the front of an apartment house 30 ft. wide and 54 ft. high, at 25c per sq. yd.
6. This is a diagram of a cellar. Find the cost of paving the cellar floor with concrete at \$1.25 per square yard.

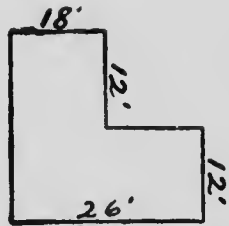


Diagram of Cellar

7. The cellar was dug 6 ft. deep. Find the cost of the excavation at 50c per cu. yd.

8. A grain elevator had a bin $7\frac{1}{8}$ ft. square and 60 ft. deep. About how many bushels would it hold.

PERCENTAGE

The general name given to that part of arithmetic that treats of per cents. is percentage.

The term per cent. means per hundred or hundredths. The sign for it is %.

To a child familiar with fractions and decimals, percentage will hold no horrors. It involves no new principal for per cents. are really fractions or decimals whose denominators are 100.

4%, 4 per cent., $\frac{4}{100}$, and .04, all represent the same thing, namely, 4 hundredths.

When the per cent. has an easy fractional equivalent, work can be shortened by using it.

Memorize this table:

$50\% = \frac{1}{2}$	$40\% = \frac{2}{5}$	$70\% = \frac{7}{10}$	$63\frac{1}{2}\% = \frac{5}{8}$	$66\frac{2}{3}\% = \frac{2}{3}$
$25\% = \frac{1}{4}$	$60\% = \frac{3}{5}$	$90\% = \frac{9}{10}$	$87\frac{1}{2}\% = \frac{7}{8}$	$16\frac{2}{3}\% = \frac{1}{6}$
$75\% = \frac{3}{4}$	$80\% = \frac{4}{5}$	$5\% = \frac{1}{20}$	$6\frac{1}{4}\% = \frac{1}{16}$	$83\frac{1}{3}\% = \frac{5}{6}$
$20\% = \frac{1}{5}$	$10\% = \frac{1}{10}$	$12\frac{1}{2}\% = \frac{1}{8}$	$33\frac{1}{3}\% = \frac{1}{3}$	$8\frac{1}{3}\% = \frac{1}{12}$
	$30\% = \frac{3}{10}$	$37\frac{1}{2}\% = \frac{3}{8}$		

The three chief types of problems in percentage are:

1. Finding a per cent. of a number.
2. Finding what per cent. one number is of another.
3. Finding a number when a per cent. of it is given.

The number of which some per cent. is found is called the base.

The number of hundredths found is called the rate.

The result found by finding a per cent. of the base is percent' ge.

Thus, 50% of 20 = 10. 20 is the base, 50% the rate, and 10 the percentage.

The best way to approach these problems is through the three similar cases in fractions.

Finding a per cent. of a number:

Rule: Base \times Rate = Percentage.

Similar example in fractions: What is $\frac{1}{4}$ of 30?

Rate Base

Find 25% of 60.

$$\begin{aligned} 25\% &= \frac{1}{4} \\ &= 15 \end{aligned}$$

$$\frac{1}{4} \times 60 = 15 \text{ percentage.}$$

Find the per cents. indicated by using fractional equivalents:

10% of 20	$37\frac{1}{2}\%$ of 40	60% of 75
50% of 40	$62\frac{1}{2}\%$ of 80	40% of 125
25% of 32	$87\frac{1}{2}\%$ of 88	20% of 400

Find 24% of \$47.25.

\$47.25 = Base

.24 = Rate

18900

9450

\$11.3400 Percentage

Find:

88% of 15

23% of \$14.50

15% of \$25.00

12% of 2634

Finding what per cent. one number is of another

Rule: The rate equals the percentage divided by the base.

Similar example in fractions: What part of 60 is 30?

What per cent. of 160 is 60?

($.37\frac{1}{2}$ or $37\frac{1}{2}\%$

$$\begin{array}{r} 160 \overline{)60.00} \\ \underline{48.0} \\ 1200 \\ \underline{1120} \\ 80 \\ \underline{80} \\ 0 \end{array} = \frac{1}{2}$$

What percent. of:

96 is 64

90 is 75

900 is 460

888 is 148

944 is 350

800 is 180

Finding a number when a per cent. of it is given

Rule: The base equals the percentage divided by the rate.

Similar example in fractions: Find the number of which $\frac{2}{3}$ is 15.

Find the number of which 30 is 4%:

$$\begin{array}{r} .04 \overline{)30.00} \\ \underline{00} \\ 3000 \\ \underline{000} \\ 3000 \\ \underline{000} \\ 0 \end{array}$$

) 750 = Base

Find the number of which:

98 is 7%

60 is 16%

126 is $37\frac{1}{2}\%$

50 is 25%

40 is $12\frac{1}{2}\%$

100 is 20%

\$45 is 60%

15 is 75%

Problems:

1. How much steel was used in constructing a building, if 12% of it, or 1200 tons, was used in the dome?
2. One season a basket ball team played 24 games and won 16. What per cent. of the games played were won?
3. Mr. Jones had 80 hens and sold 20 of them. What per cent. of all his hens did he sell?

4. Margaret spent \$.75 for a book. This was 20% of all her money. How much money had she?

5. Formerly there were 400 fishermen in a certain town. If the number has decreased 10 %, how many fishermen are there now?

6. A man, who had a pile of wood containing 240 cords, sold $16\frac{2}{3}\%$ of it. How many cords did he sell?

INTEREST

Money paid for the use of money is interest.

The money for the use of which money is paid is the principal.

The sum of the principal and the interest is the amount.

Interest is reckoned as a certain per cent. of the principal and the **rate of interest** is the per cent. paid for one year.

Ordinarily a month is regarded as 30 days.

A child can readily be taught to understand that the principal in interest, represents the base in percentage, that the interest corresponds to percentage and that rate of interest and rate are the same.

The different problems will then be easy to the child, for they are brought to him through old knowledge.

Rule: The interest equals the principal multiplied by the rate multiplied by the time expressed in years.

Find the amount of \$260.60 for 2 yrs. 8 months, at 5%.

Principal	\$260.60	
Rate	.05	
Int. for 1 year	<u>13.03</u>	
	$2\frac{2}{3}$	2 yrs. 8 mo. = $2\frac{2}{3}$ yrs.
Int. for $\frac{2}{3}$ yr.	<u>\$8.69</u>	
Int. for 2 yrs.	<u>26.06</u>	
Int. for $2\frac{2}{3}$ yrs.	<u>\$34.75</u>	(To the nearest cent)
Principal	<u>260.60</u>	
Amount	<u>\$295.35</u>	

Find the interest on:

\$130 at 5% for $1\frac{1}{2}$ yr.
 \$250 at 4% for $3\frac{1}{2}$ yrs.
 \$570 at 7% for 10 mos.
 \$650 at 3% for $4\frac{1}{2}$ yrs.
 \$700 at 8% for $3\frac{1}{2}$ yrs.

Find the amount of:

\$1200 for 1 yr. 6 mos. at 6%.
 \$2500 for 3 yrs. 4 mos. at 5%.
 \$6000 for 5 yrs. 8 mos. at 4%.
 \$650 for 2 yrs. 4 mos. 15 days
 at 6%.

Note.—15 da. = $\frac{1}{4}$ mo. $4\frac{1}{2}$ mo. = $\frac{1}{2}$ yr.

Six Per Cent. Method:

When the given rate is 6%, the six per cent. method is often used, making the interest on \$1.00 the basis of computation.

Int. on \$1.00 for 1 yr. at 6% is \$.06.

Int. on \$1.00 for 1 mo. at 6% is \$.005.

Int. on \$1.00 for 1 da. at 6% is \$.000 $\frac{1}{2}$.

Find the interest on \$600 for 2 yrs. 4 mos. 14 das.

Int. on \$1.00 for 2 yrs. = \$.12

Int. on \$1.00 for 4 mos. = .02

Int. on \$1.00 for 14 das. = .002 $\frac{1}{2}$

Int. on \$1.00 for 2 yrs. 4 mos. 14 das. = .142 $\frac{1}{2}$

Int. on \$600 = \$600 \times \$.142 $\frac{1}{2}$ = \$85.40.

$$\begin{array}{r}
 .142\frac{1}{2} \\
 \$600 \\
 \hline
 200 \\
 852.00 \\
 \hline
 \$85.40
 \end{array}$$

Using the six per cent. method, find the int. at 6% on:

\$500 for 7 yrs. 4 mos. 20 das.

\$42.50 for 5 yrs. 3 mos. 15 das.

\$39.75 for 6 yrs. 5 mos. 10 das.

\$920.65 from Mar. 14, 1913, to Apr. 3, 1914.

\$3,200 from Feb. 28, 1914, to Oct. 31, 1915.

Promissory Note

\$5000.00

Montreal, Que., Nov. 10, 1917.

Three months after date I promise to pay to the order
of James Banks
Five Thousand and Dollars.

Value received, with int. at 6%.

JOHN PAYNE

Demand Note

\$500.00

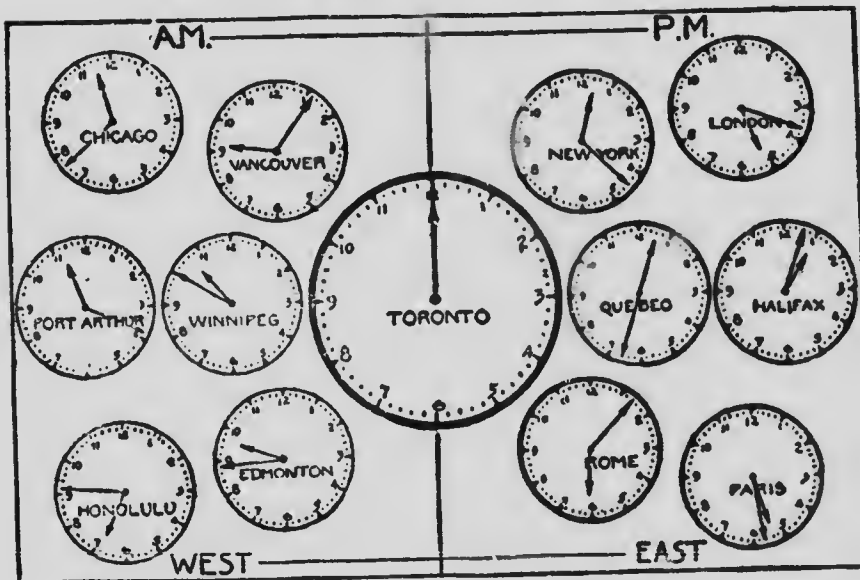
Toronto, Ont., Sept. 1, 1916

On demand I promise to pay to
Mary Blake of order,
Five hundred and $\frac{00}{100}$ Dollars.

Value received

ROBERT ADAMS.

LONGITUDE AND TIME



Comparative Time when Noon in Toronto.

An imaginary line passing north and south from one pole of the earth to the other is called a meridian.

Distances east and west are measured from some selected meridian, called the prime meridian.

The prime meridian, commonly used, passes through the Royal Observatory at Greenwich, England.

Distance east or west of the prime meridian measured in degrees along the Equator is called longitude.

East longitude is the distance east of the prime meridian, west longitude is the distance west of it.

Since the earth rotates on its axis once in 24 hours, any meridian passes through 360 degrees in that time.

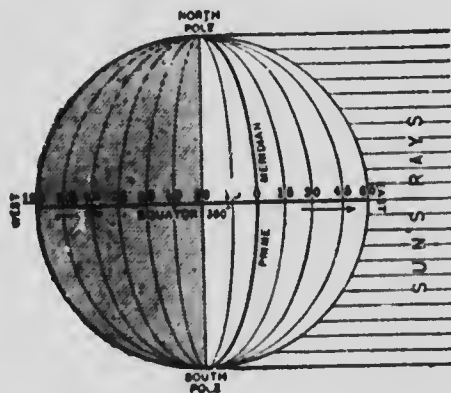
So 15 degrees of longitude pass under the sun's rays in 1 hour.

360 degrees of longitude correspond to 24 hrs. of time.

15 degrees of longitude correspond to 1 hr. of time.

15 minutes of longitude correspond to 1 min. of time.

15 seconds of longitude correspond to 1 sec. of time.



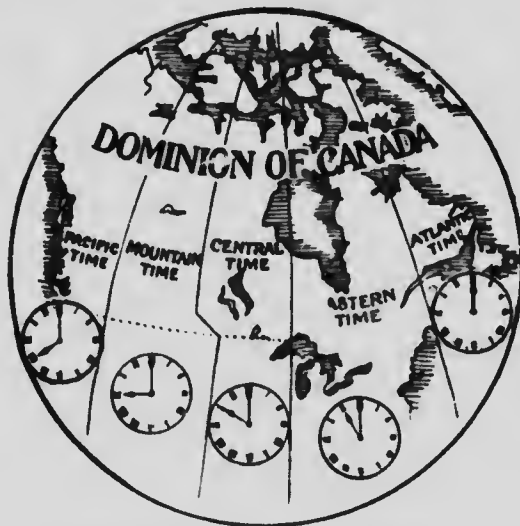
Hemisphere

Since the earth turns from west to east, the sun appears to move from east to west. Therefore when it is noon at any place, it is before noon, or earlier at all places west, because

the sun has not yet reached the meridians of those places. It is after noon, or later, in all places east, because the sun has already crossed the meridians of those places.

STANDARD TIME

In 1883, the railroads of Canada and the United States agreed upon a system of standard time that has come into general use. Under this system there are five time belts, each approximately 15 degrees of longitude in width, and each having the time of its central meridian.



The Five Time Belts of Canada.

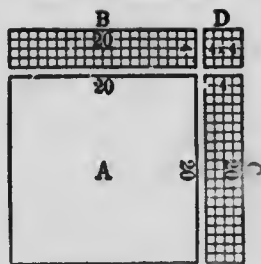
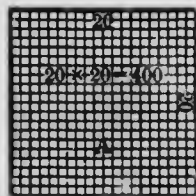
The time belts are called Atlantic, with the time of the meridian of 60 degrees W.; Eastern, with the time of the meridian of 75 degrees W.; Central, with the time of the meridian of 90 degrees W.; Mountain, with the time of the meridian of 105 degrees W.; and Pacific, with the time of the meridian of 120 degrees W.

Central time is 1 hr. earlier than Eastern; Mountain time is 1 hr. earlier than Central, and Pacific time is 1 hr. earlier than Mountain.

ARITHMETIC
SQUARE ROOT

The square of an integer or a fraction is called a perfect square.

$$\begin{array}{ll} \sqrt{1} = 1 & \sqrt{100} = 10 \\ \sqrt{25} = 5 & \sqrt{3600} = 60 \\ \sqrt{81} = 9 & \sqrt{10000} = 100 \end{array}$$



What is the square root of 576, or what is the side of a square whose area is 576 square units?

$$\begin{array}{r} 5/76 \overline{) 20} \\ 4 \ 00 \quad \underline{4} \\ 20 \times 2 = 40 \quad 1 \ 76 \quad 24 \end{array} \quad \text{or} \quad \begin{array}{r})24 \\ 5/76 \\ \underline{4} \\ 176 \\ \underline{4} \\ 176 \\ \underline{44} \end{array}$$

$$(40 + 4) \times 4 = 176 \quad 2 \times 20 = 40 \quad \underline{4} \overline{) 176}$$

Divide the number into periods, commencing at the right. The largest square of 5 is the square of 2, or 4. The remainder will be 176. $2 \times 20 = 40$, the trial divisor. 40 is contained in 176, 4 times. $40 + 4 = 44$.

$176 \div 44 = 4$. The square root of 576 is 24.

Extract the square root of 2809.

$$50 \times 2 = 100$$

$$\begin{array}{r} 3 \\ \hline 103 \end{array}$$

$$\begin{array}{r} (5\ 3 \\ \hline 28/09 \\ 25 \\ \hline 309 \\ 309 \\ \hline \end{array}$$

Square root of 2809 is 53.

$$50 \times 2 = 100$$

$$\begin{array}{r} 1 \\ \hline 101 \end{array}$$

$$\begin{array}{r} (5\ 1 \\ \hline 26/01 \\ 25 \\ \hline 101 \\ 101 \\ \hline \end{array}$$

Square root of 2601 is 51.

Find the side of a square whose area is:

7225 sq. ins.	841 sq. ft.
1444 sq. ins.	4225 sq. rds.
2209 sq. ins.	1225 sq. rds.

CUBE ROOT

One of the three equal factors of a number is its cube root.

$$(a) \begin{array}{r} 3 \times 20 \times 2 = 1200 \\ 3 \times 20 \times 5 = 300 \\ 5 = 25 \\ \hline (b) 1525 \end{array}$$

$$\begin{array}{r} 15'625 \quad (25 \\ 8' \\ \hline 7\ 625 \quad (25 \\ 7\ 625 \end{array}$$

1. Point off the number into periods of three figures each beginning at units.
2. Find the greatest cube root in the left hand period, and write its root as the first figure of the required root.
3. Cube this root, subtract from the left hand period and bring down the next period.

4. Multiply the square of the root already found (considered as tens) by 3, and divide the dividend by it. The result will be the second part of the root.

5. Add three times the product of the first of the root (considered as tens) by the second part, and also the square of the second part to this partial divisor. The sum will be the complete divisor.

6. Multiply the complete divisor by the second part of the root and subtract.

Continue until all the figures for the root have been found.

Find the cube root of:

2744 185,193 46,656

ANALYSIS BY EQUATIONS

The use of X as a symbol for the unknown quantity in problems is becoming quite common.

It not only simplifies the problem, but prepares the child for the study of Algebra.

How many lbs. added to 50 lbs. will give 75 lbs.? The statement of the problem may be condensed to:

$$\begin{array}{r} 50 \text{ pounds} \\ + ? \text{ pounds} \\ \hline 75 \text{ pounds} \end{array} \quad \begin{array}{r} 50 \text{ pounds} \\ \text{or } + X \text{ pounds, or } 50 + X = 75. \\ \hline 75 \text{ pounds} \end{array}$$

Solution:

If 50 is subtracted from each member of the equation $50 + X = 75$, the equality will be preserved.

$$\begin{array}{r} 50 + X = 75 \\ 50 \quad 50 \\ \hline X = 25 \end{array}$$

Solve:

$$\begin{array}{r} X + 6 = 8 \\ X - 3 = 2 \end{array} \quad \begin{array}{r} X + 2 = 10 \\ X - 5 = 11 \\ X + 1 = 12 \end{array} \quad \begin{array}{r} 30 + X = 40 \\ 20 + X = 24 \\ 12 = 10 + X \end{array}$$

Rules:

The same number may be added to both members of an equation or subtracted from both, without destroying the equality.

Both members of an equation may be multiplied or divided by the same number without destroying the equality.

What number increased by 8 equals 44?

Solution:

Let $X =$ the number.

Then $X + 8 = 44$.

Subtracting 8 from both members, $X = 36$.

What number increased by 15 is equal to 50?

What number decreased by 40 is equal to 60?

What number multiplied by 3 is equal to 78?

Solution:

Let $X =$ the number.

Then $X \times 3 = 78$.

Divide both members by 3, $X = 26$.

Test— $3 \times 26 = 78$.

Solve the equation $3X = 30$.

$\frac{3}{2}$

First Solution:

Dividing both members by 3: $\frac{1}{3}X = 10$.

Multiply both members by 2: $X = 20$.

Second Solution:

By multiplying by 2 before dividing by 3, fractions may be avoided.

$$\frac{3}{2} X = 30$$

Multiply both members by 2 $3X = 60$

Dividing " " " 3 $X = 20$

Test $\frac{3}{2}$ of 20 = 30

$\frac{3}{2}$

If $\frac{3}{4}$ of a number is 18, what is the number?

If $\frac{3}{8}$ of a number of pupils in a school is 300, what is the whole no. of pupils?

Find the number of feet in the width of a street, if $\frac{3}{4}$ of the width, or 36 ft., lies between the curbstones.

Any term may be transposed from one member of an equation to the other, provided its sign is changed.

$$\begin{array}{r} \text{as} \quad 3X + 2 = 11 \qquad 4X - 14 - 3X : \\ \quad \quad 3X \quad - 11 = 2 \qquad 4X + 3X = 14 \end{array}$$

$$\begin{array}{r} \text{Solve the equation} \quad 2X + 20 = 80 - 4X \\ \quad \quad \quad \quad 2X + 4X = 80 - 20 \\ \quad \quad \quad \quad \quad \quad 6X = 60 \\ \quad \quad \quad \quad \quad \quad X = 10 \end{array}$$

$$\begin{array}{r} \text{Solve} \quad 2X + 2X - 4X + 3X + 8X = 3X + 64 \\ \quad \quad 2X + 2X - 4X + 3X + 8X - 3X = 64 \\ \quad \quad \quad \quad \quad \quad \quad \quad 8X = 64 \\ \quad \quad \quad \quad \quad \quad \quad \quad X = 8 \end{array}$$

$$\begin{array}{r} \text{Solve} \quad 4X - 6 + 2X = 2X + 10 \\ \quad \quad 4X + 2X - 2X = 6 + 10 \\ \quad \quad \quad \quad 4X = 16 \\ \quad \quad \quad \quad X = 4 \end{array}$$

Problems:

- Two boys dug 320 clams. If one dug 3 times as many as the other, how many did each dig?
- What number added to 5 times itself equals 24?
- Two boys bought a boat for \$60.00. One furnished 4 times as much money as the other. How much did each furnish?
- During the summer they earned \$40.00 by renting the boat. Find the amount of rent due each boy.
- One year 3000 violins were made in Europe. Twice as many were made in Italy as in France, and these two countries made half of all that were made. How many violins were made in France? in Italy?
- In lighting a hall, a certain number of 16 candle-power electric lamps and twice as many 20 candle-power lamps were used. The total illumination amounted to 300 lamps. Find the number of lamps of each kind.

OUTLINE STUDY FOR ARITHMETIC

- | | |
|---------------------------------|----------------------------------|
| I. Definition: | (b) Junior and Senior,
second |
| II. Fundamentals: | (c) Junior and Senior,
third |
| (a) Addition | (d) Junior and Senior,
fourth |
| (b) Subtraction | (e) High |
| (c) Multiplication | |
| (d) Division | |
| III. Departments: | VI. Lessons: |
| (a) Kindergarten | (a) Blackboard |
| (b) Elementary | (b) Memory |
| (c) Intermediate | (c) Home |
| (d) High | |
| IV. Methods: | VII. Home Helps: |
| V. Order of Topics: | (a) Parents |
| (a) Junior and Senior,
first | (b) Reference books |

PRACTICAL QUESTIONS IN ARITHMETIC

Why is a thorough knowledge of arithmetic so essential in all spheres of life?

In what way can the parent co-operate with the teacher in connection with their children's arithmetic lessons?

What is said of the parent who leaves the entire work of educating the child, to the school room?

In what way can the parent keep in touch with the present methods of teaching?

What work is called for on the part of the child the first year? The second year?

What form of fractions are taken up in the fourth year work?

How is multiplication taught in the third year?

How are the children taught to memorize in the fifth year?

What review work is taken up in the sixth year?

What combination addition table is now used by the teacher?

What is the best method of teaching a child to tell time?
What kind of a clock should be used?

How many cubic feet does one cord of wood contain?

Is stone measured the same way?

How can the number of gallons a tank holds be determined?

What is meant by percentage?

What method is now used in finding the per cent. of a certain number?

What is meant by interest?

What is the difference between interest and principal?

How many days has a month in figuring interest?

What is meant by the six per cent. method?

In what year is longitude and time taken up?

When did Canada and the United States agree on a standard system of time?

How many time belts come under this arrangement?
Name them.

What is a square root? Cube root?

In what way is the child's algebra work now simplified?



BANKS AND BANKING

Banks were first established for the express purpose of money exchange and was a recognized business as early as the fifth century, but modern banking was not known until the year 1587, at which time the "Banco di Rialto" was established at Venice.

The banks of to-day have two functions to perform, that of receiving on deposit, money from the people, and that of lending money for short periods, which money is secured by promissory notes and bills of exchange.

The first bank in Canada was organized in 1792, at which time the Canada Banking Company of Montreal, secured a charter. During the next few years, other attempts were made to secure charters, but did not succeed. In 1817, a number of prominent citizens organized a private banking institution and named it the "Montreal Bank," which was later granted a charter by the Government, and is now known as the "Bank of Montreal" and is world famous for its strong financial standing.

In 1867, the banks of Canada were placed under control of the Dominion Government, and the present system of banking is based upon the Acts of Parliament passed in May, 1870, and April, 1871, which specifies that banks can be chartered for ten year periods, and that the banking laws shall be revised every ten years. In 1900 the Canadian Bankers' Association was organized and empowered to give general supervision over all the banks. By the Act of 1913 a central gold reserve was created, and a bank can issue notes to the full amount of gold or Dominion notes it has deposited in this reserve fund, and the Act also gave the bank's permission to lend money on farm stock and on grain in storage.

Before a bank can secure a Government charter, it must have a capital of \$500,000, one-half of which must be paid in, and each director of the bank must own at least three

per cent. of its stock. The par value of all bank shares is \$100, and each stockholder has a "double liability," that is, he is liable for an additional \$100 for every \$100 share he owns.

The large amount of capital required to secure a Government bank charter, makes it practically impossible to establish independent banks throughout all the cities that need banking facilities, so the chartered banks have established branches in every town of any importance. There are now twenty-one chartered banks in Canada and over 3,000 branch banks with an authorized capital of \$180,000,000, and a reserve fund of \$113,000,000.

Chartered banks are authorized to issue bills, but not in a lower denomination than five dollars, as the Dominion Government reserves the right to issue all bills of a smaller denomination than this amount.

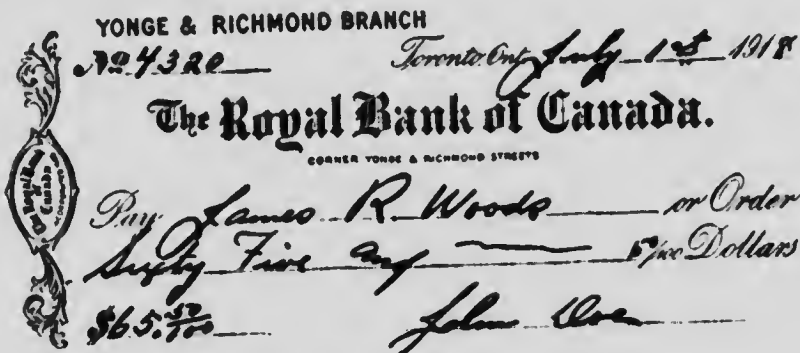
Opening a Bank Account: It is best for a stranger to have some person known at the bank, to introduce him to the manager; this is not absolutely necessary, if evidence of good character is produced by the person wishing to open the account. The bank furnishes blanks on which the amount and the kind of funds are written, which is called the "deposit slip," and should always be filled in and signed by the depositor. On receipt of the first deposit, the bank supplies the depositor with a bank book, called a "pass-book," on which all entries are made showing amounts deposited. The pass-book must always be taken to the bank whenever a deposit is made, and carefully inspected, to see that the bank ledger-keeper has properly entered the amount deposited. Under no circumstance should the holder of a pass-book write in this book, and care must be taken that it is not lost, as it is the receipt for the funds deposited in the bank.

Bank Cheques, and how to use them: A cheque is a Bill of Exchange, and an order on the bank to pay on demand the amount specified. If the cheque is made payable to

bearer, it can be cashed by anyone holding it, but if it is made out in the name of a certain person, it must be endorsed by the person to whom it is made payable, and when received back to the bank, will serve as a receipt that the person received the money.

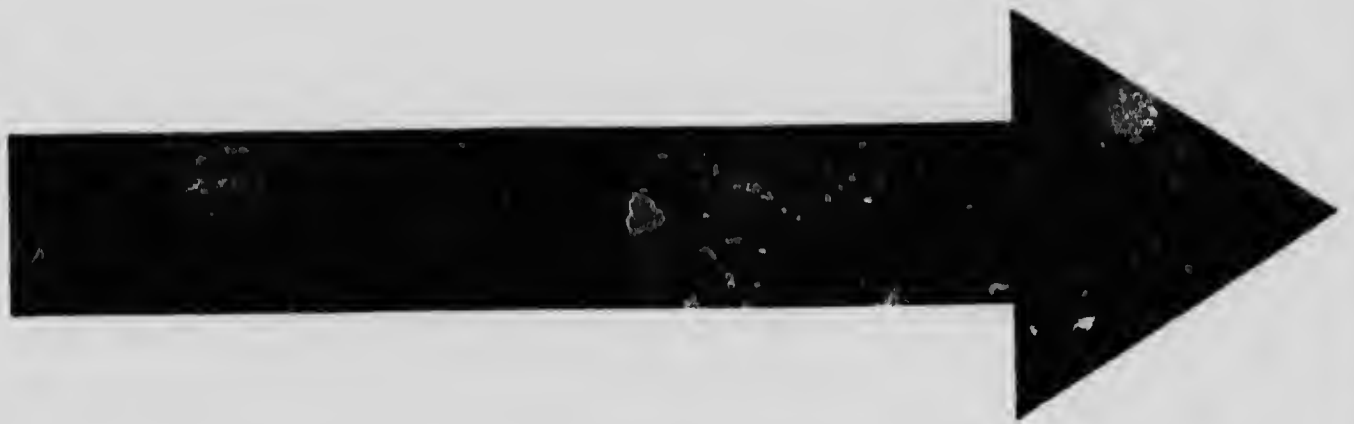
As the cheques are received back to the bank, their respective amounts are deducted from the funds credited to your account and balances carried forward, which are shown clearly on the pass-book when checked up by the bank at the end of each month.

A marked cheque, is a cheque that has been presented to the bank on which it is drawn and has been stamped by the bank official that sufficient funds are on hand to the credit of the maker of the cheque to pay the amount specified.

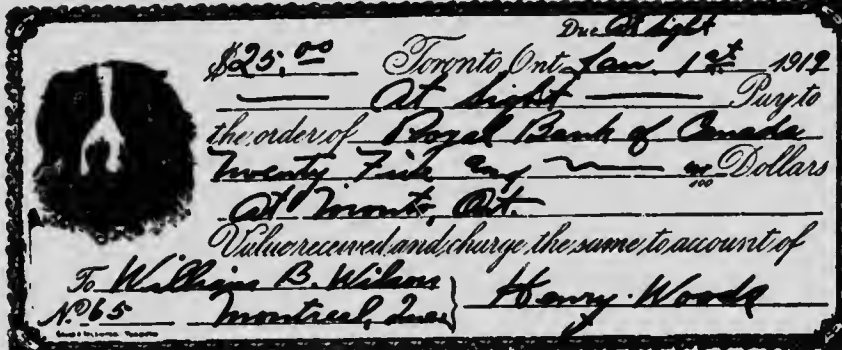


Bank Cheque Properly Filled In

Bank Draft, is a bill of exchange which is usually drawn by one bank on another in favor of a third party, and with the exception of the cheque, is the form of negotiable paper used most commonly in ordinary business transactions. If a draft specifies "pay at sight" or "on demand," the debtor must either pay the amount of the draft at once, or reject it, and if he fails to pay at time fixed, he may be sued without further notice.



NO RECEIPT IS VALID UNLESS THE NAME OF THE PAYEE IS WRITTEN IN THE SPACE PROVIDED THEREFOR



Due At Sight

\$25.⁰⁰ Toronto Ont. Jan. 1st 1919

At Sight Pay to

the order of Royal Bank of Canada

Twenty Five and 00/100 Dollars

At Toronto, Ont.

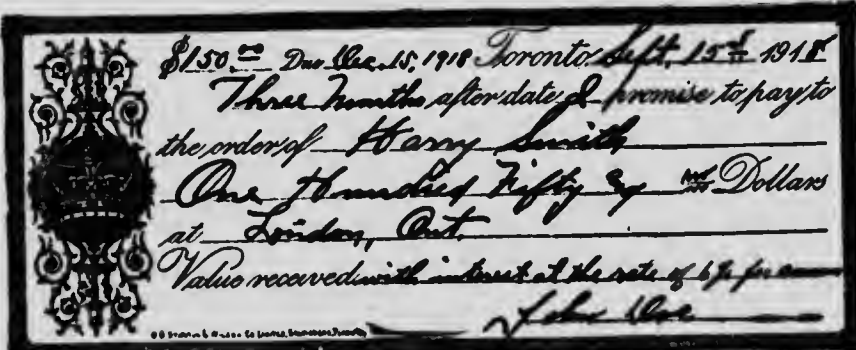
Value received and charge the same to account of

To William B. Wilson Henry Wood

N. 65 Montreal, Que.

Bank Draft Properly Filled In

Note, or Promissory Note, is a written promise to pay a certain sum at a specified date. The maker is the one that signs the note and the payee, the one to whom it is made payable. The holder of the note, when it falls due, looks to the maker for payment, and the law protects the holder under practically all conditions. If necessary, the maker is allowed three days, which is called "three days of grace," in which to meet his note after it falls due and payable.



\$150.⁰⁰ Due Dec. 15, 1918 Toronto Sept. 15th 1918

Three months after date I promise to pay to

the order of Harry Smith

One hundred fifty and 00/100 Dollars

at Toronto, Ont.

Value received with interest at the rate of 6% per annum

John Doe

Promissory Note Properly Filled In

Mortgage: A mortgage is a pledge of property, either real or personal, by a debtor to a creditor, as security for a debt. Any legal property, whether real or personal, may be

mortgaged. Real property means farm lands, buildings, etc., and personal property means furniture, stock cattle, machinery, etc.

Giving a mortgage is one way in which many people can carry out their plans in which ready money is needed. They arrange with some bank, real estate firm or private investor, for a loan, amounting to only a part of the property's full value, giving a mortgage on the entire property as security for the repayment of the money. The mortgage is virtually a sale or transfer of the property to the lender, or the mortgagee, as he is called; but it differs from an actual sale in that the borrower or mortgagor, remains in possession, and if the debt is repaid with the interest agreed upon, by the time specified, the tentative sale is cancelled, and the property is again clear of debt.

A mortgage must give a clear description of the property it covers and a full statement of the amount due, the interest, the date and place of payment and interest payment, and the names of the mortgagor and the mortgagee.

Foreclosure: If the money loaned is not paid on the date fixed in the mortgage, the property is forfeited, and the mortgagee is allowed to take possession. In most cases, the mortgagor is given a reasonable length of time to redeem his property after the payment becomes due. A foreclosure sale is ordered by a court of equity at the request of the mortgagee, and the sale is made at public auction, after proper notice has been published. The proceeds of the sale, if it amounts to more than the principal of the mortgage, the interest and the cost of the court, belongs to the mortgagor. In cases where two or more mortgages are given on the same property, the first mortgage will be paid in full, and the second or third mortgage must take a chance on the proceeds of the sale amounting to enough to cover their amounts.

Deeds: A deed is a written agreement, signed, sealed and delivered, whereby a transfer of title is effected. In common, the word is applied only to transfers of land, but in law all instruments under seal are deeds.

A deed must be executed by persons legally capable of binding themselves, a consideration should be named, and the other requirements of an ordinary contract should be fulfilled. In many cases where the full amount of money is not wanted known, the deed specifies a "nominal consideration" such as one dollar, which makes the deed as binding as if the full amount was specified for which the property was sold.

The deed must contain the names of the grantor and grantee, and for safety, it should be signed by both parties in the presence of two witnesses who should also sign.

Wills: It is highly important that every person having property should know how to execute a will properly. It is a daily occurrence to read in the daily papers where long and expensive battles have been fought in the courts, over certain properties where the will of the deceased had not been carried out properly, and his or her wishes had not been carried into effect.

The person who makes a will is called the testator. The person who carries it out, if a man, is the executor, if a woman, the executrix. If the will fails to name an executor, the court appoints somebody to administer the estate. This person, if a man, is called the administrator, if a woman, the administratrix. If a person dies without making a will, he is said to have died intestate, and in this case, the court appoints an administrator.

A will can be legally made by any person of legal age, except idiots and insane persons. A will should in every case be witnessed by at least two persons who are not to benefit by it. It is most desirable that a competent attorney be consulted when making a will, as each province has its own laws on executing wills.

OUTLINE STUDY ON BANKS AND BANKING**I. History of Banking:**

- (a) First bank established
- (b) Modern banking started

II. Bank Functions:

- (a) Deposits received
- (b) Loans
- (c) Trust companies
- (d) Saving banks

III. Forms Used:

- (a) Pass books
- (b) Checks
- (c) Drafts, etc.

IV. Banking Laws:

- (a) Governmental control
- (b) Methods of organization
- (c) Reserves required

PRACTICAL QUESTIONS ON BANKING

What is the real purpose of banks?

In what century was banking first recognized as a business?

In what year was modern banking established?

When was the first bank in Canada organized? What was its name?

How was the Bank of Montreal first started?

In what year were the banks of Canada placed under Government control?

For what term of years can a bank be chartered?

What is the Canadian Bankers' Association?

What important bank act was made law in 1913?

How much capital must a bank have before it can secure a Government charter?

What is the par value of all bank shares?

What is meant by "double liability"?

In what way does the present laws prevent independent banks from being established in the smaller towns and cities?

How are banking facilities furnished the small villages and towns?

How many chartered banks are there in Canada?

How many branch banks?

What form of bills are the chartered banks authorized to issue?

What is required of a stranger in opening an account?

What is meant by a "pass-book"?

How should a check be made out? In what way does it act as a receipt?

What is a "marked check"?

For what purpose is a bank draft used?

How does the law protect a holder of a promissory note?

How many days of grace are given by law to meet a payment due on a note?

What is a mortgage?

How should a mortgage be made out?

What is meant by foreclosure?

When can the mortgagee take possession?

In what way is the first mortgage more secure than the second or third?

What is a deed?

By what persons must a deed be executed?

Is it necessary that the full value of property sold be specified in the deed?

Why is it so necessary that every person owning property should make a will?

How is the estate settled where there is no will?

Can any person of legal age make a will?



DOMESTIC SCIENCE or ART OF HOME-MAKING

Greater interest is being taken in this very important branch of study every year. It is usually taken up in the sixth, seventh and eighth year work and continued throughout the High School. It was not many years ago that practically everything made to meet the needs of the people was created in the home, but it is different now. The shops and the factories have developed to the point of making ready practically all the needs of the home, from the furniture to the most delicious pastries. In the early days the education of the girl was mostly along the line of training for household duties, but since the new progress of things, changes have been brought about and the girls are now trained for clerical positions, such as office work, teaching, arts, etc., and very few are fitted for looking after the domestic affairs of the house. But at the same time there is hardly a girl but what looks forward to the day that she will marry and have her own home, and it is when this time comes that she finds how little she knows about the home-making, the buying of foodstuffs, the proper cooking, etc. It is for this reason that this very important science is now taking such a prominent place in our present course of study.

It is the duty of every girl who marries to have a full knowledge of the making and keeping of the house on a perfectly systematic and business basis, as much so as it is for the man whom she expects to marry to have a complete knowledge of his profession or business so that he will be able to provide the income necessary to maintain the home and family.

It is not enough for her to know only the keeping of the home, but she must have a good knowledge of buying the household needs as economically as possible. All these very important things are carefully covered in this branch of

study which is for the purpose of fitting the girl for home management, and giving her a better understanding of practical economy and more efficiency in the home. The study covers both the practical, which is learning how to do things, and the theoretical, which is learning why they should be done, and the home and school should co-operate in bringing about a thorough knowledge of this very important science among the young girls of our growing generation.

Housekeeping is no longer considered a drudgery by those who have ranked it in a class among the professions and go about their work in a scientific way. The well-trained woman used great care in selecting the food, clothing, and all the other necessities for the uplifting and growth of a family well balanced mentally, morally, and physically. She is trained in the true value of all her purchases, whether food for the table and clothes for the body, or furnishings for the household. It is necessary that every girl has all this knowledge before marriage, otherwise her learning becomes very costly at the expense of her husband, who is likely to look at it from an extravagant standpoint, which has caused many troubles between young married couples.

Efficient home-making calls for organization, there must first of all be system, there must be a place for everything, and everything must be kept in its place. Next, each hour in the day must be planned out for certain definite and systematic work, recreation or study. The business in the home must be planned and laid out the same as the business in the office, a definite time for everything. By using a little care and buying at the right time, a big saving can be made. Marketing is an art itself, and deserves careful study, not only for the saving that can be gained, but also for the value of the food bought. Food should be purchased in season as much as possible, and it is better to buy in large quantities, food that will keep, than to buy in the hand-to-mouth style as is the custom of many city people to-day.

The kitchen should be well equipped. The best is the cheapest in the long run. Every woman should take great pride in her kitchen, and keep it in such condition that she will be proud to have her lady friends see it the same as the man is proud of his office when his friends call. A well-equipped kitchen consists of the following:

- | | |
|------------------------------|------------------------------------|
| Bread mixer. | Grater. |
| Bread box. | Garbage pail. |
| Bread board. | High stool. |
| Bread pans, 3 or more. | Kitchen cabinet or table. |
| Bowls, 6, in assorted sizes. | Loaf pan, square, oblong, or oval. |
| Broom. | Lemon squeezer, glass. |
| Coffee mill. | Muffin pan. |
| Coffee pot. | Meat and bread knives. |
| Colander. | Measuring cups, 1 tin and 1 glass. |
| Chopping knife and bowl. | Measuring spoon. |
| Covered roaster. | Pans or basins, 2 or 3. |
| Cake pans, layers, 3. | Potatoes and vegetable press |
| Chair. | Pie plates, 2 or more. |
| Casserole. | Potato masher, wood. |
| Custard cups. | Range. |
| Clothes hamper. | Refrigerator. |
| Carpet sweeper. | Rolling pin. |
| Double boiler. | Receptacles for flour, sugar. |
| Dish pan. | Steam cooker. |
| Drainers | Steel spider, 9. |
| Egg beater. | Steel frying pan, 7. |
| Fireless cooker. | Spatula. |
| Frying basket. | Steel knives and forks, 3. |
| Food chopper. | Sponge cake pan. |
| Flour seive. | Sink strainer. |
| Floor and stove brushes. | Scales. |
| French vegetable knife. | Soap shaker. |
| Funnel. | |

Salt box.	Tea spoons, 3.
Skewers.	Tin mold.
Skimmer.	Thermometer.
Slotted wooden spoon.	Vegetable dishes, 3.
Stew pans, 3, 1 qt. to 3 qt.	Vegetable brush.
Tea kettle.	Waste basket.
Toaster.	Wooden spoons.
Tea pot.	

A well equipped laundry consists of the following :

Boiler.	Soaps.
Bluing.	Starch.
Clothes pins.	Small vegetable or nail brush.
Clothes line.	Wash tubs, 2 medium, 1 large.
Clothes basket.	Wash board, medium.
Clothes stick.	Wringer.
Clothes pole.	Wash tub bench.
Clothes horse.	
Irons.	
Ironing board.	

To be successful, one must have the right kind of tools to work with, whether in the office, in the field, or in the home. We are all learning to be systematic and accurate in all our undertakings, and the result is, our work is easier, and we have better success, with fewer failures, especially is this true in cooking foods.

The question of measuring is a very important one. Perfect results cannot be obtained by using a coffee cup one time and a tea cup the next, or guessing at the quarters, thirds and halves. Regardless of what experience you have had, make it a regular habit to accurately measure in following all recipes. The following table will be found very helpful in this connection :

1 cup equals	.. $\frac{1}{2}$ pint, or regular measuring cup
1 gill equals	.. $\frac{1}{4}$ pint, or regular measuring cup

- 4 tablespoons . . . $\frac{1}{4}$ pint, or regular measuring cup
- 1 pint equals . . . 1 lb.
- 2 $\frac{1}{4}$ cups of sugar . . 1 lb.
- 1 cup of butter . . $\frac{1}{2}$ lb.
- 2 cups of flour . . 1 lb.
- 1 rounding tablespoon of flour $\frac{1}{2}$ oz.
- 1 rounding tablespoon of sugar 1 oz.
- 1 rounding tablespoon of butter . . . 1 oz.

Value of foodstuffs: When buying for the table, there are several points to be remembered. First, why we need food, the kinds we need, the quantity we need, by what methods must it be prepared, and the nutriment it will give. A great many diseases of to-day are directly caused by the food taken into the stomach. Therefore, if the housewife could understand this fully, she would realize the necessity of knowing just what the body requires and use her best judgment in making her selections. There are three things that the food must do, namely, it must furnish materials for replacing worn-out body tissues, it must give us animal fat, and supply us with energy for work. No one kind of food can furnish all three, it is for this reason we must have a mixed diet. The food substances consist of three groups, namely, minerals, substances containing nitrogen, and those which contain no nitrogen. The chief mineral substance is water, of which three-fourths of the body consists. All articles of food contain a very large percent. of water.

The other minerals needed for the body are lime, salt, soda and iron. Although the body consists of only five percent. of these minerals, they are absolutely necessary; without them we could not exist.

The substances containing nitrogen belongs to a very important class, and are called proteins, which goes to build the body tissue, supplies the energy and the heat, which are so essential to keep the body in a healthful condition.

The third division of food substances, those which contain no nitrogen, is of two classes, called carbohydrates and hydrocarbons, which means substances found in vegetable origin, of which sugar and starch are the most important. These elements furnish much of the energy of the body, and some animal heat, but the chief heat producer is the hydrocarbons, which consist of the oils and fats of all kinds, whether vegetable or animal.

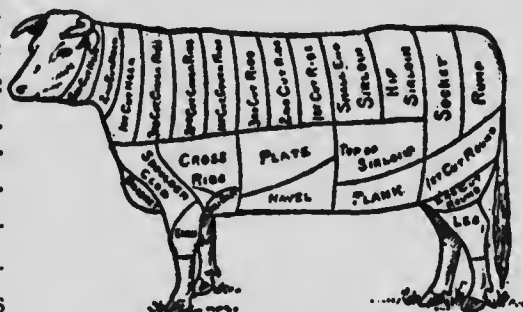
It is very necessary that our food contains these three important food substances just named, not only contains them all, but it must consist of the right proportions. Many tests have been made along this line by many prominent physicians and specialists, and the best authorities agree that the food consumed each day, should consist of the following: Protein, $1\frac{3}{4}$ ozs.; Fat, $1\frac{3}{4}$ ozs.; Carbonhydrate, 16 ozs. This, from the food standpoint, would mean about $5\frac{3}{4}$ ozs. of beef, $1\frac{3}{4}$ ozs. of butter, 6 ozs. of potatoes and 19 ozs. of bread. Other foods can be substituted that contain these different substances, as will be explained in the following articles giving the food value of many of the most used foods.

Bread and its food value: Bread of one kind or another is one of the most common foods the world over, and to most people it is their chief article of diet. Wheat bread is of the best value and meets the needs of the body better than any other. Bread contains a great percentage of starch, some fat, and just enough protein and mineral matter to make it a good tissue-builder. Graham and whole wheat breads contain more mineral matter than white bread, and for people that are inactive and make more use of their brain than their muscles, the coarse breads are the best, as the bran in them has a tendency to work more freely on the intestinal system.

Cereals, and its food value: Cereals are among the most important of vegetable foods, and make a valuable

food, containing as they do, all the elements of foodstuffs necessary for life maintenance. Cereals contain from 50 to 75 per cent. starch, and are therefore a valuable fuel food. Corn-meal contains more fat which makes it a better winter food. Oatmeal is richer in food material than other grains but contains a fibre which is less easily digested, and should be eaten only by hard working people, or those having a great deal of exercise. Rice contains very little protein or minerals, it being almost pure starch, and therefore should always be eaten with butter or creams. Cereals must never be eaten unless well cooked. They should be cooked to a stiffness which will need some chewing when taken into the mouth; this will allow the saliva to mix with it properly to aid in digestion.

Meat, and its food value: An ordinary piece of beef consists of 62 per cent. of water, 19 per cent. of protein, 18 per cent. of fat and 1 per cent. of minerals. A lean piece is chiefly protein and water, therefore the more fat there is, the greater its fuel value. There are many other foods, much cheaper than meats and are far better for us, and under no circumstances should we eat meat



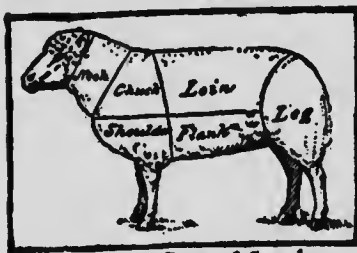
Showing Cuts of Beef

three times a day unless doing very hard muscular work, or doing much exercising, as overfeeding the body with rich meats, causes excess of acids which do much harm. Pork and veal are harder to digest than beef or mutton, and are not as good for the regular diet.

If it is found that meat purchased is coarse grained and tough, it must be cooked with much more care, making sure it is well done before serving; this aids digestion.

How to know good beef: The lean part of good fresh beef is firm, elastic, and when first cut is purplish red, and the surface turns bright red and moist when exposed to the air.

By pressing the finger on the lean and raising it quickly, the part touched will come back quickly to its proper state. Should the dent stay, it indicates that it is not a fresh piece of meat. The tenderer cuts should show fine-grains, well mottled with fat. There should be a thick layer of firm, light, straw-colored fat extended over the rib and loin cuts, and the kidney suet is white and crumbly. Flabby, dark, or coarse beef with yellow fat is poor. If it has little fat, it indicates that it is from an old or poorly fed creature. Good lamb and

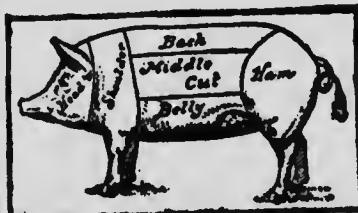


Showing Cuts of Lamb

and mutton are distinguished in the same manner as good beef, only the lean part is lighter colored and the fat whiter.

Good veal can be told by its pale pink or flesh color, and has clear, white fat. Veal that has

whitish lean is poor and should not be eaten. Good fresh pork is of a pale red, and the lean is of a firm nature, while the fat is clear white.



Showing Cuts of Pork

Eggs, and their food value:

The nutritive value of eggs is more than one-half protein; this makes them one of the most valuable foods as a tissue-builder. Three fourths of the egg is water, while only a small per cent. contains mineral matter, which includes valuable compounds of calcium, iron and phosphorus. About one-fourth of the yoke is fat in the form of oil. Eggs to be good should have a hard shell and deep yellow yolk. The white and the yolk are distinct and separate easily. The

color of the shell does not matter. A bad egg can be detected by shaking, as the yolk forms into a liquid and rattles. A very stale egg will float if put in water.

Milk, and its food value: Cow's milk contains fat, albumin, and a small per cent. of mineral matter which makes it serve all the purposes of good food and drink. One can live a long time on milk. For a growing child, nothing is better, as it does not produce some of the acids and poisonous waste that meat does. Milk contains the best form of iron which makes good red blood, and we all would be better to use more milk and less meat. The mineral matter contained in milk supplies calcium which hardens the bones and tissues, and also helps to build up the nerve and brain cells.

The greatest care should be taken that only pure milk is used, as of all foodstuffs, milk is the most subject to contamination. Fresh milk should be creamy white, and a high cream should rise to the top after standing for a short time. Under no circumstances should milk be used that shows dirt or other sediment in it. In the cities it is not safe to buy milk in any other form than in bottles. If you are in the least doubt as to whether or not the milk is pure, it should be boiled before using it.

As butter is made from the cream of milk, it is one of the most wholesome as well as most delicious of all forms in which fat may be eaten, and it is a good fuel food.

Cheese, and its food value: Cheese is about one-fourth protein and one-third fat, and contains a very little sugar and mineral matter. It makes one of the best foods for healthy and active people. The European people use more cheese than meat, which is a practice the people in this country would do well to follow, as Canada is one of the leading countries in the production of this valuable article of food.

Potatoes, and their food value: Potatoes are 78 per cent. water, 18 per cent. carbohydrate starch, 3 per cent. protein and 1 per cent. mineral. It will be noted that the potato is

one of our most starchy foods, and should not be eaten alone. As meat or cheese is lacking in starch, either of these makes a good combination with the potato. Sweet potatoes are more nutritious than white, as they contain sugar in addition to the other foodstuffs found in white potatoes. Great care must be taken in cooking potatoes to have them cooked soft all through, as the starch is enclosed by walls of woody fibre which are not easily acted upon by the digestive juices unless softened through the process of cooking. When buying potatoes, only those with smooth skins should be selected, as those containing scabs and scrufts, require deeper paring, making it necessary to pare away the mineral substances of the potato which lie just underneath the skin.

Fish, and its food value: As one of Canada's greatest industries is the fish industry, the people of Canada should learn the true value of fish as a food and make more use of it. In food value and digestibility, fish is much like that of lean meat. It contains about 18 per cent. of protein, 5 to 8 per cent. of fat, 1 per cent. mineral and about three-fourths per cent. water. Fish containing little fat is usually white in flesh, while in most dark-fleshed varieties, fat is more plentiful. As a rule, warm water fish is drier and poorer in flavor than the deep cold water fish. Dried, smoked or salted fish is more nutritious than fresh fish, as much of the water is lost through the curing process.

How to tell good fresh fish: The gills of fresh fish are bright red, the eyes are bright and bulging, and the flesh along the back-bone is firm and elastic. If you can dent the fish with your finger it is not safe to buy. Fish should be cooked the same day they are bought, especially fresh mackerel, as they spoil very quickly.

Poultry, and its food value: The food value of poultry is about the same as that of fish, with the exception of the flesh of ducks and geese, which is like that of pork, so fat that it is not easily digested. It is far more economical to

buy good beef, mutton, or veal, than to buy poultry, as far as the real nutriment is concerned.

How to tell good fresh poultry: A "spring chicken" is a chicken that is not more than five months old, while a fowl is a chicken over a year old. A young chicken can easily be told, as the scales on the legs are yellow and soft, and the breast-bone is soft, yielding by a pressure of the finger. Pin feathers are also an indication that the fowl is young. The older fowl have horny scales, a hard breast-bone, thicker and yellower skin, and more fat, and hairs take the place of pin-feathers.

A young cock-turkey can always be known by its short spurs. It is necessary, however, to examine the spurs carefully as in some cases the dealers have been known to scrape the spurs of an old gobbler to make them appear young. The eyes of a good turkey will be bright and full and the feet soft and pliable, the breast plump and the flesh white, while that of a poor one, the beak is hard, the legs red and rough, and the eyes dim and sunken. An old gobbler is never very good, and many Thanksgiving dinners have been spoiled because the proper care was not used in selecting the right turkey, which is the principal dish of the feast.

When buying a duck, make sure the feet and legs are yellow in color, soft and pliable, which will indicate that they are young and have been recently killed. The eyes should also show freshness, and the windpipe is brittle enough to snap readily between the thumb and finger. An old duck will generally be thin and lean, and have dry and stiff feet and legs. Ducks more than one year old are not good.

A young goose is known by its yellow beak and feet, with very few bristles. The feet and legs will be soft and pliable, and the breast, as with all poultry in good condition, is plump and the flesh whiter than that of old birds.

Vegetables, and their food value: Vegetables as a general rule are watery and fibrous, and contain very little fat.

They also contain very little protein, and only a few have much starch. But all have fully enough to supply the body with what minerals it requires, as these are the real tissue-building substances which are so essential. They are also valuable in neutralizing the acids produced by protein foods. It is for this reason vegetables and meats make a good combination of foods to be eaten together. Vegetables are always best steamed or boiled in a small proportion of water in their natural state, as most of the minerals lie near the skin, whereas if they were pared or scraped before cooking their real nutriment would be lost.

Fruits, and their food value: Fruits have very little protein, no fat, and when ripe very little or no starch, as the ripening changes their starch to sugar. Fresh fruit contains from 80 to 90 per cent. of water and considerable cellulose. Sugar is the only food substance found in any considerable amount in fruit. They have very little fuel value, excepting bananas, which contain more starch than other fruits.

We eat the different kinds of fruit for their delicious taste, their refreshing juices and the very important compounds they supply the body, which includes, calcium, magnesium, potassium, phosphorus, and iron. Although the proportions are small, they are very needful for the full development and health of the body, and they help to prevent the bad results from eating too much meat.

Fruit in one form or the other should be used daily, whether fresh, canned or dried. Under-ripe or over-ripe fruit should never be eaten, nor should peach, plum, or any other tough fruit skins be eaten. It is bad practice to eat grape seeds, as they retard digestion and have been known to irritate the intestinal channel.

Proper preparation of foods: It is not only necessary to select foods that are best adapted to tissue-building, and of health-giving qualities, but it is just as important that

these foods receive the proper preparation through cooking, etc. In this connection the following table will be found accurate and useful in determining just the time needed for properly cooking the following list of foods.

	How cooked	Time of Cooking		Time of Digestion	
		Hrs.	Min.	Hrs.	Min.
Asparagus	Boiled	15 to 30		2	30
Beef, 5 lbs.	Roasted	2	00	3	00
Beefsteak	Fried	0	15	4	00
Beans (pod)	Boiled	1	00	2	30
Beets, young	Boiled	2	00	3	45
Bread, wheat	Baked	1	00	3	30
Bread, corn	Baked		45	3	10
Cabbage	Boiled	1	00	4	30
Cauliflower	Boiled	1 to 2	00	2	30
Cake, sponge	Baked		45	2	30
Carrots	Boiled	1	00	3	15
Codfish, dry, 3 lb. . .	Boiled		45	2	00
Chicken	Fricasseed	1	00	3	45
Custard, 1 qt.	Baked	3	00	2	45
Duck	Roasted	1	30	4	00
Dumpling, apple . . .	Boiled	1	00	3	00
Eggs, soft	Boiled	0	3	3	00
Eggs, hard	Boiled	0	10	3	30
Eggs	Fried	0	5	3	30
Fowl	Roasted	1	00	4	00
Goose, 8 lbs.	Roasted	2	30	2	30
Lamb, 5 lbs.	Boiled	1	30	2	30
Mutton, 5 lbs.	Roasted	2	00	3	15
Onions	Boiled	1 to 2	00	3	00
Oysters	Stewed	0	5	3	30
Parsnips	Boiled	1	00	3	00
Pork, 5 lbs.	Roasted	2	30	5	15
Pork, 5 lbs.	Boiled	2	00	4	30

	How cooked	Time of Cooking		Time of Digestion	
		Hrs.	Min.	Hrs.	Min.
Potatoes	Boiled	0	30	3	30
Potatoes	Baked	0	45	3	30
Rice	Boiled	0	20	1	00
Salmon	Boiled	0	8	1	45
Sausage	Broiled	0	20	4	00
Soup, chicken	Boiled	2	00	3	00
Soup, vegetable ...	Boiled	1	00	4	00
Soup, mutton	Boiled	3	30	3	30
Spinach	Boiled	1 to 2	00	2	30
Tomatoes	Stewed	1	00	2	30
Turkey, 8 lbs.	Roasted	2	45	2	30
Turnips	Boiled		45	3	30
Veal	Broiled		20	4	00

Scientific helps for the home: Home-making is made much easier and is less a drudgery by having a thorough knowledge of the many little things that come up from time to time. So in this department you will find many helps in the scientific care of the house.

To clean carpets: Cut up one cake of ivory soap in 2 gallons of hot water, and stir until thoroughly dissolved, let cool and add a medium sized bottle of ammonia and a little ether. When using, clean a small space at a time, using a stiff brush, then wipe dry with a cloth dampened with warm water.

To clean wall paper: Care must be exercised when cleaning paper on the walls and ceiling. The following recipe has been found very satisfactory and will not leave any streaks if used as directed. Take one-half cup of water, one cup of flour, and add three teaspoonfuls of vinegar, three teaspoonfuls of ammonia, and one teaspoonful of carbon oil. Boil and keep stirring constantly until thick, then work into balls.

When cleaning, rub the paper with a downward movement.

To clean linoleum or oil cloth: Add a small amount of sweet milk to the water, and use as little soap as possible. The milk has a brightening effect. A little borax added will add to the appearance, and making the cleaning easier.

To remove paint stains from clothing: Cover the spot with olive oil or butter and then apply a drop of chloroform, rub gently with a soft cloth.

To remove ink spots: Use a few drops of oxalic acid.

To clean mud from clothing: Never try to remove it while it is wet. Let dry thoroughly, then rub briskly with a stiff brush.

To remove coffee stains: Apply a few drops of glycerine, or mix the yolk of an egg with a little water and cover the spot, cleaning off with warm water.

To clean iron rust: Soak thoroughly with kerosene oil, and clean with hot water.

To remove grease spots: Sprinkle the spot with rye or buckwheat flour and let it absorb the grease, then brush off the flour. If the spot is not completely removed, apply more flour until all the grease is absorbed. In case the flour is not handy, cornstarch can be used in the same manner. Never put hot or cold water on grease spots.

To remove kerosene: Sprinkle the spot with a little cornmeal and cover with clean paper and rub lightly with a heated iron. It may take two or three applications. In case cornmeal is not handy; powdered chalk may be used instead.

To remove fruit stains: Simply pour boiling water through the cloth where it is stained.

To remove grass stains: Rub the spot with spirits of wine and wash thoroughly with good soap and water.

To remove tea stains: Wash the spot with milk. This will leave a grease spot which can be removed with benzine or naphtha.

To clean light colored gloves: If not badly soiled, they may be cleaned by rubbing them with fine crumbs of bread. It is a good plan to rub them after each wearing to keep them from becoming badly soiled.

To clean kid gloves: Take a small piece of silk and drop a little oil upon it and rub the gloves thoroughly, making sure to cover the whole glove as the oil has a tendency to darken the kid a shade or two.

To clean silver: Mix a little ammonia together and rub the silver with the fluid, then polish with a little whiting on a chamois or soft cloth.

To clean jewelry: It should first be washed thoroughly in soap suds, then rinse it well in diluted alcohol, after which it should be dried in sawdust.

To clean tinware: Collect some fine soft coal ashes and mix with soft soap, then scour with a flannel cloth, after which polish with a clean piece of flannel.

To remove scorches from clothing: Take the juice of two onions, two ounces of Fuller's earth and one-half pint of vinegar, mix thoroughly and place on a hot fire and let boil until thoroughly cooked, then spread over the scorched place, and rinse off with warm water.

To remove mildew: Take a bowl of sour buttermilk and dip the article into it, then lay it in the sun, which will whiten it. It should then be washed in clean water. Another very satisfactory method is to apply a mixture of soap, starch, salt (half as much as starch used), and the juice of a lemon.

To clean coat collars: Take a clean piece of flannel and dip into benzine and rub the collar thoroughly. This will not change the color and will be found very satisfactory. In case benzine is not handy aqua ammonia may be used.

To clean greasy cooking utensils: Use boiling water with a little soda added, then wash in the usual way.

To clean brass or copper kettles: Scour thoroughly with soap and fine ashes, then mix a handful of salt in one pint of

vinegar, pour into kettle and place over fire and let come to a boil, at which time wash out thoroughly and the kettles will have the appearance of being new.

To wash bed linen or bedding: Mix a little powdered borax in warm or tepid water, and when the borax is completely dissolved, dip the article into the solution, this will set the color, then wash quickly and separately, using very little soap. Then rinse in warm or tepid water containing a little boiled starch. Dry in the shade and iron when almost dry.

To clean velvet: Heat a flatiron hot, and place it bottom side up, putting one thickness of wet cotton cloth over it, then lay the velvet over this with the wrong side next the wet cloth, and rub gently with a dry cloth until the pile is raised, then place the velvet on a table and brush with a cloth or soft brush.

To clean woollen or silk dress goods: Wash and rub well in a small amount of gasoline; this removes all dirt very quickly and will not injure the colors of the fabric. Care must be taken in using gasoline near a stove or light.

To wash laces: Take a little cold water and mix enough dry particles of starch to make it look like milk and water; this must be boiled in an earthen dish until it is transparent. After removing the lace, squeeze through soap suds and rinse in clear cold water. A little bluing may be added if a clear white is desired. After running through the starch, roll up in towels until dry. When dry, press between tissue paper, using a hot iron.

To wash lace curtains: First make sure to shake out all dust and loose dirt, then place the curtains in a vessel of lukewarm water in which has been dissolved a little soda, then wash in several waters and rinse in water that has been well blued; from this it should be dipped in well blued boiled starch, and squeezed out by the hands, not through a ringer. To dry curtains, frames should be used, but in case you haven't the frames, sheets can be pinned on the carpet of

a spare room and the curtains pinned to them, making sure that the curtains are stretched to the same size as before washing. In this way, they will dry in a few hours and will be ready to put up. As curtains shrink rapidly they should be measured before washing so that the exact size is known, and can be stretched accordingly before drying.

To clean feathers: Take some white curd soap and cut in small pieces and dissolve in boiling water in which add a little pearlwash. Let cool until the hand can stand it, then put in the feathers, drawing them through the hand until the dirt is squeezed out, then put them in a clean lather containing a little bluing. They should then be rinsed in cold water with a little bluing added to give them a good color. For drying, spread out on sheet near a fire.

To kill insects, such as bed bugs, fleas, etc.: Take a vessel of water and boil alum in it until dissolved, and while hot apply the solution with a brush to bedsteads, closets cracks, etc., wherever the insects are to be found. This is one of the best known methods of destroying these pests, and by this method there is no danger of poisoning.

To remove tan from face or hands: Mix a solution of carbonate of soda and lemon juices in which wash thoroughly, and rinse in juice of unripe grapes, or "Fuller's earth water."

To remove wrinkles: Take one ounce of white wax, two ounces of strained honey and two ounces of the juice of lily bulbs, place on a hot fire to melt and stir together until all dissolved and apply to the face each night before retiring. This application will be found very satisfactory as the solution feeds the tissues of the skin and gives it new life.

To keep away moths: Where there has been fine-cut tobacco scattered, moths will not lay their eggs. It is also well to sprinkle the drawers and boxes with spirits of turpentine. Camphor gum is another very good preventive, and

the cedar chest is also recommended, but one of the best methods is exposing the cloths and furs to the light and air occasionally, beating and shaking them thoroughly.

To get rid of flies: Flies will not stay where geraniums are growing. Therefore it is a good plan to have many geraniums growing throughout the different rooms of the house and you will be troubled very little with flies.

To prevent mosquito bites: Wash the hands and face with a mixture of six parts of sweet oil, one part pennyroyal and one part creosote. Be careful and not let any get into the eyes.

To drive away red ants: Place a small bag of sulphur in the drawers and cupboards around the kitchen. It is also well to scatter sweet fern in places they visit.

To kill roaches: Sprinkle around the floor and about the water pipes, a little hellebore at night before retiring. It should be removed in the morning and repeated at night.



OUTLINE STUDY ON DOMESTIC SCIENCE**I. Equipment:**

- (a) Kitchen
- (b) Laundry
- (c) Living rooms

II. Food Values:

- (a) Proteins
- (b) Fats
- (c) Carbohydrates
- (d) Minerals

III. Clothing:

1. Materials—
 - (a) Sources
 - (b) Methods of preparing
2. Making—
 - (a) Cutting and fitting
 - (b) Hand sewing
 - (c) Machine sewing
 - (d) Embroidery
3. Mending and Darning

IV. Household Economics:

- (a) Sanitation
- (b) Furnishing
- (c) Care of the house

V. Marketing:

- (a) Quantity to purchase
- (b) Food value
- (c) Seasonable foods

VI. Care of Person:

- (a) Care of teeth, nails, hair
- (b) Bathing
- (c) Care of clothing

VII. Miscellaneous:

- (a) Cooking
- (b) Preserving
- (c) House cleaning

PRACTICAL QUESTIONS ON DOMESTIC SCIENCE

How does the study of Domestic Science rank among the other studies taught in the public schools?

Why is it more necessary that this important study be taught to-day than a few years ago?

In fitting a girl for economical home management, what subjects should be carefully studied?

How can housekeeping be kept from drudgery?

What great care is exercised by a well trained woman in domestic science, when purchasing home necessities?

What is the first step in efficient home-making?

How can the business of keeping house be planned and laid out the same as the business in the office?

What care should be exercised in marketing?

In what quantities should food be purchased?

Name the list of things necessary for a well-equipped kitchen? A well-equipped laundry?

What cause is responsible for most failures in food cooking?

Why should accurate measures always be kept handy for cooking purposes?

What is the chief mineral substance of food?

What per cent. of the body consists of these minerals?

In what way does the body depend upon proteins? What foods produce it?

What is meant by carbohydrates? In what foods is it found? In what way is it a body builder?

What per cent. of protein, fat, and carbohydrate should be consumed each day to keep the body healthy?

Name the food value of bread?

In what way does graham bread differ from ordinary wheat bread? Why is it considered best for people making more use of their brains than muscles?

How are cereals classed as a food? What per cent. of starch do they contain?

Why should oatmeal be eaten only by hard-working people?

Of what does an ordinary piece of meat consist?

What other foods can be used in the place of meat?

Which is the harder to digest, beef or veal?

By what method can good beef be selected at the market? Good veal? Good pork? Good mutton?

How is milk rated as a food? What properties does it contain? How does it act on the tissues of the body?

When should milk not be used?

How is cheese recommended as a food? In what way is it used by most European people?

Why are potatoes considered so valuable as a food?
Why should they not be eaten alone?

What food properties does the potato contain? By what method should they be cooked?

When buying potatoes, what care should be exercised?

How is fish classed at a food? What food properties are found in them?

Why is dried, smoked or salted fish more nutritious than fresh fish?

How can good fresh fish be selected when buying at the market?

Why should fish always be cooked the same day as bought?

How is poultry classed as a food?

What are the best methods used in selecting a fresh young chicken? A young turkey? A young duck? A young goose?

What tissue-building substances do vegetables contain?

By what methods should all vegetables be cooked to retain their full value as a food?

How is fruit classed as a food?

In what way does eating fruit counteract the bad results of eating meat?

Why is daily fruit eating recommended so highly?

When should fruit not be eaten?

How long should a five pound piece of beef be cooked to be thoroughly done? Chicken? Duck? Goose? Lamb? Pork? Beans? Potatoes? Fish?

What are the best methods of cleaning carpets?

How can wall paper be cleaned without being spotted?

What is the best method of removing grease spots?

In washing greasy cooking utensils, what is the best method to use?

How can lace curtains be washed successfully? By what methods should they be dried?

What is the best method of washing feathers?

What is the best known methods of destroying insects?
How can moths be kept away?
What is the best method of getting rid of flies?
How can red ants be driven away?



CANADIAN BIOGRAPHY

The Lives of Our Famous Men and Women

Biography is a very important branch of study. Every time a boy or girl reads the life of some great man or woman, it raises their thoughts to a higher level. It inspires in them a great ambition to follow and imitate their lives. Parents should see that their children make a habit of reading the life of some great man or woman at least once a week, by doing so it develops the child's character and he soon learns that the development of our great Dominion has been brought about by these famous men and women.

In arranging these biographies, great care has been taken to make them as interesting as possible, both for the child with his school work, the teacher for reference purposes, and the man and woman seeking information regarding them.

How to study Biography. First get firmly fixed in your mind the name of the man, and what he is noted for, whether an Author, Statesman, Actor, etc. Then the year and where born, the particulars as to his education, colleges attended and the time he entered his business or professional career. The great achievements of the man should then be studied, weaving in the interesting events and anecdotes which have helped to shape his character.

Abbott, Sir John Joseph Caldwell. A great Canadian statesman, born at St. Andrew's, Quebec, in 1821, and died in May, 1893. He was educated at McGill University and was later appointed one of the governors. He first appeared in public life in 1857, when he contested the representation of his native county of Argenteuil. After two years of investigation, he obtained a seat and was successively re-elected till 1874.

As Solicitor-General in 1862, he introduced the use of stamps as payment of judicial and registration fees in Lower

Canada. He was elected Mayor of Montreal in 1887 and held this office for a term of two years, at the same time being a member of the Dominion Senate.

After the death of Sir John A. Macdonald in 1891, he became Premier of Canada. He resigned from this office in 1892, on account of old age.

Aberdeen, His Excellency Sir John Campbell Hamilton Gordon, 7th Earl of. A very prominent English statesman, born in Edinburgh, Scotland, Aug. 3rd, 1847. He received his education at St. Andrew's University and University College, Oxford.

In January, 1886, he was appointed Lord-Lieutenant of Ireland. He held this office only a few months at this time, but was appointed again in December, 1905. This term of office expired in 1915. He was Governor-General of Canada from 1893 to 1898, during which time he became well liked by all classes of people throughout the Dominion.

While here he received many honorary degrees from Toronto, Queen's, McGill, Ottawa, Laval, and from many Universities of the United States. He was also appointed Honorary Colonel of the 10th Grenadiers Regiment. On leaving Canada in June, 1898, he was given a farewell address by both Houses of Parliament, in which they expressed their high appreciation of his good work and services in Canada.

Adam, Graeme Mercer. A well-known author, born in Edinburgh, Scotland, May 25th, 1839, and came to Canada in 1858, at which time he became deeply interested in the publishing business.

In 1876, he opened a publishing house with John Tovell, in New York, a venture which proved very successful. He returned to Toronto in 1878, and at once entered a very active literary career. Some of his best known works are, "The Royal Canadian Readers", "Canadian High School Word Book", "School History of England and Canada." In 1885, he published "The Canadian North-West, Its History

and Its Troubles." Among other works from his pen have been: "An Outline History of Canadian Literature", "Canada from Sea to Sea", and many others. He is a graduate of the Royal Military School of Toronto, and served many years in the Queen's Own Rifles, commanding a company at Ridgeway during the first Fenian Raids. In 1892 he moved to New York, where he continued his literary work.

Adams, Frank Daucon. Educationist, born at Montreal, September 17th, 1859. He graduated from McGill University in 1878, with first rank honors in Natural Science. Later he studied at Yale University and at Heidelberg, Germany, where he received the degree of Doctor of Philosophy, in 1892. In 1893, he was appointed Professor of Geology at McGill University, and became Dean of the Faculty of Applied Science in 1908. He was elected President of the International Congress of Geologists in 1910. His papers dealing with metamorphism and the older crystalline rocks of the earth's crust, have appeared in many scientific publications in Canada, England, and the United States.

Aikins, James Cox, LL.D. A statesman, born in Toronto, 1823. He was educated at Victoria College, and then began his business career as a farmer. At the age of twenty-one he became interested in politics, and was elected to represent his county in Legislature, and later entered the Cabinet of the Macdonald Government, as Secretary of State and Registrar-General, which offices he held until 1873. When his party came into power again in 1878, he was appointed Secretary of State, which he exchanged in 1880 for the office of Inland Revenue. In 1882 he resigned from the Cabinet to accept the appointment of Lieutenant-Governor of the Province of Manitoba. This office he held for one term and was then elected to the Senate. He died in 1904.

Aherns, Carl. A landscape painter, born at Winfield, Ont., February 15th, 1866. He studied art under Wm. Chase, Edwin Elwell, and Geo. Inness, of New York. In 1890, his picture, "The Day is Done," received much favorable atten-

tion at the exhibition of the Ontario Society of Artists. Another, "The Fisherman's Child," was given the place of honor in the Biennial Exhibition of the Royal Canadian Academy in 1893. After finishing his famous picture "Ripe Corn Time," in 1896, the Ontario Government purchased it for the Parliament Buildings in Toronto. This picture attracted the attention of Elbert Hubbard, who was so greatly impressed with the beautiful atmospheric effects it contained, persuaded the painter to go to East Aurora, N.Y., to continue his good work. In September, 1907, he returned to Canada.

Other of his well-known works are "Cradled in the Net," which was shown at the Chicago World's Fair; "The House in the Clearing", "Gleams in the Woodlands", "The Woodcutters", "The Glow in the Woodland", "Passing Showers" and "The Coming Storm".

Allan, Hon. Lieut.-Col. Sir Hugh Montagu. A capitalist, born at Montreal, October 13th, 1860, and received his education at Bishop's College, Lennoxville, and Paris, France. He was created a Knight Bachelor by His Majesty King Edward VII., in 1904, and made a Commander of the Victorian Order in 1906. He is Vice-Chairman of the Allan Steamship Company, President of the Merchants' Bank of Canada, and has extensive interests in many other corporations.

Sir Hugh is a great lover of fine horses, and is President of the Montreal Jockey Club. In 1910, he was appointed Hon. Lt.-Colonel in the 1st "Royal Highlanders."

Allward, Walter Seymour. A sculptor, born in Toronto, November 18th, 1875. Son of the late John A. and Emma Allward, both of St. John's, Newfoundland. He was educated in the Toronto Public Schools, and at the age of 14 began his apprenticeship in an architect's office. He became interested in sculpture at the age of 19, by producing figure-work for architectural purposes. The following year he received his first commission in a competition for the figure

"Peace," which crowns the Toronto North-West Rebellion Monument in Queen's Park. On completion of this figure, his genius was fully recognized, and he was appointed to execute busts of Lord Tennyson, Sir Chas. Tupper, Sir Wilfrid Laurier, Sir J. P. Whitney, and many others, for the Provincial Museum, Toronto. The South African Monument is one of his masterpieces, and is one of the finest in British America, the main shaft being 70 feet in height, the column being surmounted by a winged figure, representing Victory.

In 1908, he completed for the Provincial Government a life-size monument of Hon. J. Sandfield Macdonald, first Prime Minister of Ontario. This monument was erected in Queen's Park, Toronto. In 1909 his design for the Alexander Graham Bell Memorial, Brantford, Ont., was accepted. He is now recognized as one of Canada's foremost sculptors.

Angers, Sir Auguste Real. A statesman, born in the city of Quebec, October 4th, 1838, and received his education at Nicolet College. In 1860 he began his professional career as a lawyer, and in 1874, was elected to the Quebec Assembly, which seat he held for five years. He was Solicitor and Attorney-General in the De Boucherville Administration. In 1880, he sat in the House of Commons from February to November, at which time he was appointed Judge of the Superior Court of the Province of Quebec. He resigned this position October, 1887, to take up the duties of Lieutenant-Governor of the Province. He held this office until December 5th, 1892, at which time he joined the Thompson Administration at Ottawa, and continued in the Cabinet under Sir M. Bowell, until July 8th, 1895.

In May, 1896, he was appointed leader from Quebec in the Charles Tupper Government, but retired in a few months into private life. While Lieutenant-Governor of Quebec, Sir Auguste had the great honor of entertaining at a ball, Prince George of Wales, who is now King of England.

Anglin, Hon. Fancis Alexander, Judge, son of the late Hon. Timothy Warren Anglin, who was for some time Speaker in the House of Commons at Ottawa.

He was born April 2nd, 1865, in St. John's, N.B., and educated at St. Mary's College, Montreal, Ottawa University and Ontario Law School. He graduated with honors in 1888. He was appointed a Judge of Ontario High Court of Justice, March 16th, 1904, and promoted to the Supreme Court of Canada in February, 1909. He was for some time a member of the Separate School Board, which he represented on the Board of Education, Toronto, and is author of numerous articles on legal questions, has lectured a great deal, and rendered some very famous judgments.

Anglin, Miss Margaret Mary. A very distinguished Canadian actress, born in Ottawa, April 3rd, 1876. Daughter of the late Hon. Timothy W. A. Anglin, who was Speaker in the House of Commons, Canada, from 1874 to 1878.

She was educated at the Loretta Abbey, Toronto, and Convent Sacred Heart, Montreal, and graduated from the Empire School of Acting, New York, in 1894, and made her first appearance the same year in "Shenandoah." In 1896, she became leading lady with James A. Neil, touring with him throughout Canada and the United States, meeting with much success in "Dr. Jekyll and Mr. Hyde," "The Girl I Left Behind Me", "Hamlet", as "Lady Ursuly" with the Sothern Co., and in 1898, played with Richard Mansfield as "Roxane," in "Cyrano the Bergerac." It was at this time she scored such great success that she gave evidence of her sterling merits as an actress. Again in 1899, with Chas. Frohman, in California, she met with great success. With Hy. Miller, she starred all over the continent in such plays as "Tira", "Macbeth", "The Only Way", "The Great Divide", and many other important plays.

In 1909, she produced a new play, "The Awakening of Heiena Richie", the same year touring Australia and Egypt. She returned to Canada again in 1911 in the comedy "Green

Stockings". She has also played in several Shakesporean roles. In May of 1911, she married Howard Hull, who is well known as a dramatic critic.

Archibald, Sir Adam George. A statesman, born 1814, at Truro, N.S., and educated at Picton College. He entered public life in 1851, at which time he was elected to the House of Assembly of Nova Scotia. He took a very important part in the movement for Confederation and in 1870 became the first Lieutenant-Governor of Manitoba. In 1873, he resigned this position and later served a term as Lieutenant-Governor of Nova Scotia, his native Province. He was again elected to the House of Commons, Canada, in 1888, for a term of three years. Sir Adam died in 1892.

Argyll, His Grace, John Douglass Sutherland Campbell, 9th Duke of. An English statesman and author, born August 6th, 1845, at Stafford House, London, England. Educated at Edinburg Academy, Eton College, St. Andrew's University, and Trinity College, Cambridge. In 1871, married H.R.H. Princess Louise Caroline Alberta, the fourth daughter of her late Majesty, Queen Victoria. He was appointed Governor-General of Canada in 1878, which office he held until 1883, and was well liked by all classes of people throughout the Dominion.

His name has been given many towns and settlements in several provinces of Canada.

He was the author of many well-known books, including "Memories of Canada and Scotland", "The United States After the War", "Canadian Pictures", "Imperial Federation", "Our Railway to the Pacific". In 1889, he wrote the "Life of Palmerston", and in 1901, the "Life and Times of Queen Victoria". He died in the year 1914.

Arthur, Sir George. An English statesman, born at Plymouth, England, in the year 1784; died 1854.

He entered the army at the age of eighteen, and served with great distinction. He was appointed Lieutenant-Gover-

nor of Upper Canada in 1837, which office he held until the union of Upper and Lower Canada, in 1841.

While Lieutenant-Governor, he was determined to punish all rebels who had taken part in the rebellion, led by William Lyon Mackenzie. He filled the jails with prisoners, two of whom were executed, at which time the British Government interfered, knowing that Canadians could not be handled in the same way as the Tasmania colonists were dealt with by Arthur. While in India, from 1843 to 1846, he helped to place British rule on a firm basis.

Arthur, Julia. Renowned actress, born at Hamilton, May 3rd, 1869. When only eleven years of age, she played in a local amateur dramatic club, and made her professional debut three years later, as "Prince of Wales" in Daniel F. Bandmann's "Richard III." At the age of seventeen she went to England and Germany, to study violin music and dramatic art. Later she returned to New York and made her first successful appearance at Union Square Theatre, New York, in "The Black Masque". One of her greatest successes was in "Mercedes", which she played in 1893; another of her great triumphs was in "Romeo and Juliet", it being said of her that in this role she had no rival on the American stage, she being so endowed with the Juliet nature. She is well-known and very popular throughout Canada, United States and the European countries. In April, 1898, after a wonderfully successful stage career, she married Beny Pearce Cheney, of Boston, Mass., and shortly after retired into private life.

After sixteen years off the stage she again played in Shakespearean roles in 1916, it being the ter-centennial of Shakespeare's death.

Aylesworth, Hon. Sir Allen Bristol, statesman, born at Newburgh, Ont., November 27th, 1854. Educated at Newburgh Academy and Toronto University, from which he gra-

duated in 1874, and was called to the Bar in 1878. He practiced his profession very successfully in Toronto for some time.

In July, 1904, he represented the Province before the Privy Council, England, in reference to the dispute over the representation in the House of Commons of the old Provinces of the Dominion. In 1903, he was appointed a member of the Imperial Alaska Boundary Tribunal, and together with Sir Louis A. Jette, the other Canadian representative, refused to sign the award for reasons fully specified in their report. He represented Canada and Great Britain before the Hague Tribunal in the Atlantic Fisheries Arbitration in 1910. He was a member of the House of Commons in Laurier's Ministry and appointed Postmaster-General. He was one of the three representatives of Canada to attend the funeral, in May, 1910, of the late King Edward of England.

He was appointed Minister of Justice on June 4th, 1906, and held this office until February, 1911, when he retired from public life. For his services in connection with the Hague Tribunal in January, 1911, he received the honor of Knighthood.

Bagot, Sir Charles. A British diplomatist. Born in 1781. He represented Great Britain at various times in Paris, Washington, Petrograd, The Hague and Vienna, between the years 1814 and 1834. While representing his Government at Washington, he negotiated the famous Rush-Bagot Treaty, which limited the number and size of war vessels on the Great Lakes. He was appointed Governor-General of Canada in 1842. Just after entering the duties of office, his health began to fail and he resigned before the end of the year. He died the following year, 1843.

Baldwins, Robert, statesman. Born in York (now Toronto), May 12th, 1804. He was educated under the direction of Bishop Strachan. His father was a prominent lawyer, physician and school teacher. When he graduated in law, he

became his father's partner in 1825. The partnership was very successful, and in 1830, he became interested in politics, at which time he was elected to the Upper Canada Assembly. This office he held until the general elections in 1831, when he lost his seat. During the next few years he did not take a very active part in public life. In 1840, he was appointed Solicitor-General for Upper Canada, and was Attorney-General and Premier from 1842 to 1843. He was again at the head of the Cabinet from 1848 to 1851. During his second term of office, a great amount of constructive legislation was accomplished, such as the organization of the municipal system as it now exists, the establishment of the Toronto University on a non-sectarian basis, the creation of the Courts of Common Pleas, and the opening of the St. Lawrence to commerce. On account of some political differences between the leader, George Brown, and himself, he resigned from office but sought election again in 1851. As he refused to pledge himself to secure the secularization of the "Clergy Reserves," he was defeated for re-election. He was already failing in health, and spent the remainder of his days in retirement. He died in 1858.

Barr, Robert, author. Born in Glasgow, Scotland, September, 1850. Came to Canada with his parents when five years of age and settled at Wallacetown, Ont. He was educated at the Toronto Normal School, and was appointed Headmaster of Central School, Windsor, Ont., in 1875. He went to England in 1881, where he established the weekly edition of the "Free Press in London". His writings at this time, under the pen name "Luke Sharp", made him very popular throughout the United Kingdom. In 1892, his first novel "In a Steamer Chair" was published. His best known novel in Canada, "In the Midst of Alarms", is a story referring to the Fenian raids in Canada in 1866. Among his other well-known works of fiction are "Strange Happenings", "From Whose Bourne", "The Face and the Mask", "Re-

venge", "A Woman Intervenes", "A Mutable Many", "Countess Ukla", "A Prince of a Good Fellow", "The Palace of Logs", and "The Unchanging East".

Beaven, Hon. Robert, statesman. Born in Leigh, Staffordshire, England, January 28th, 1836. He came to Canada while quite young. In the early days he went to California and met with great success for some years in the gold mining business. He then removed to Victoria, B.C. He was Mayor of Victoria from 1892 to 1897. He entered the De Cosmos Cabinet, as Chief Commissioner of Lands and Works, December 24th, 1872, which office he held for several years. In 1878 he was appointed Minister of Finance and Agriculture, and on February 29th, 1893, as Premier. His Government was defeated and he resigned. While in office he proved himself a very able Parliamentarian.

Beck, Sir Adam. A statesman and manufacturer. His father came to Canada in 1837, and founded the town of Baden, Ont., at which place Sir Adam was born, June 30th, 1857. He was educated at Rockwood Academy. He entered his business career as a manufacturer of veneering, thin lumber and cigar boxes, his principal place of business being at London, Ont. He became interested in politics in 1902, at which time he was elected Mayor of London. The same year he was elected to the Ontario Legislature. On February 8th, 1905, he was appointed to a seat in Sir James P. Whitney's Cabinet, without portfolio. He was appointed commissioner to investigate the development and distribution of power from the Niagara Falls in 1903. In May, 1906, he introduced legislation, creating the Ontario Hydro-Electric Energy Commission, of which he became chairman. Sir Adam is well-known throughout the Dominion for his interest in thoroughbred horses. He promoted the Canadian Jockey Club and is master of the London Hunt Club. In 1907 he won prizes at the Olympian Horse Show, London, Eng-

land, where Canada was represented by nine home-bred horses, owned by him. In 1916 he was appointed to buy horses throughout Canada for war purposes.

Beck, Hon. Nicholas Du Bois Dominic, LL.B. Judge.

Born in Cobourg, Ont., May 4th, 1857. Educated at Toronto University, receiving his degree LL.B., in 1881. He practised his profession with much success in the cities of Peterboro, Winnipeg, Calgary and Edmonton. He has taken an active interest in Catholic educational affairs for many years, being for some time a member of the Educational Council. In 1908 he was appointed Vice-Chancellor of the University of Alberta. He joined the Church of Rome in 1883.

Begin, Most Rev. Loius Nagarie. Cardinal. Born in

Levis, Quebec, January 10th, 1840. Educated at Quebec Seminary and Laval University. In 1865, he attended the French Seminary at Rome. He continued his studies at the Catholic University, Innisbruck, and was ordained a priest June 10th, 1864.

Was Bishop of Chicoutimi from 1888 to 1891. April 12th, 1898, he was appointed Archbishop of Quebec, and Cardinal in 1914. Cardinal Begin has traveled very extensively throughout Europe and the Holy Land, and has always taken an active interest in all Catholic educational affairs throughout the Dominion. He presided over the tribunal constituted to try the case of Monsignor De Laval, 1st Roman Catholic Bishop of Quebec, for canonization, October, 1898. He is author of many well-known works. Among his books are: "The Rule of Faith", "The Infallibility of the Sovereign Pontiffe", "The Catholic Faith", and many others on religious questions.

Bell, Alexander Graham. A well-known inventor, known the world over as being the inventor of the telephone. He is a son of the late Alex. Meleville Bell, who was at one time Professor of Elocution in Queen's University, Kingston, Ont.

He was born in Edinburgh, Scotland, March 3rd, 1847. Educated at Edinburgh University and University College, London, Eng. He came to Canada with his father in 1870, and in 1876 invented the telephone, the first trial of the system taking place at Brantford, Ont. The instrument was far from perfect at this time, but the inventor kept making experiments upon it, and succeeded in developing it to such a point that in January of 1915 a conversation was easily carried on between New York and San Francisco, a distance of over three thousand miles. To-day the telephone is invaluable in all lines of business, and many homes would not know how to get along without it. Bell has also taken a great interest in the education of deaf-mutes and in memorial of his father, he presented to the Association for the diffusion of knowledge to the deaf for the benefit of the Volta Bureau, the sum of \$75,000. His inventions, other than the telephone, includes the photophone, induction balance and the telephone-probe, which detects bullets in the human body. He also invented a flying machine in December, 1907, which made a successful flight at Baddeck, N.S., his summer residence. He is author of many scientific and educational works.

Bell, Robert, scientist. Born in Toronto June 3rd, 1841. Educated at McGill, Queen's and Edinburgh Universities. He has made some very extensive topograph and geological surveys in nearly all parts of the Dominion since the year 1857. He also made the first surveys of some of our lakes and rivers in Canada, including Great Slave, Nipigon, Seul, Osnaburg, and parts of Athabasca, Winnipeg, Lake of the Woods, Nelson, and Churchill rivers. When only sixteen years of age he joined the staff of the Geological Survey in 1857, right after finishing his studies at McGill University. From 1863 to 1867, he was Professor of Chemistry and Natural Science in Queen's University, Kingston, Ont. In 1884, he was geologist on an exploring expedition to Hudson Bay and in 1897 surveyed the south coast of Baffin Land,

and reached the Great Lakes in the interior. He has published over two hundred reports and papers on geology, biology, and geography. Dr. Bell is one of Canada's most distinguished geologists, and has done much to add to our knowledge of Canadian conditions.

Bengough, John Wilson. Born in Toronto, April 7th, 1851. He was educated at Whitby District and Grammar Schools. He studied law for some time, but changed to journalism. He established a humorous weekly, "The Grip," in Toronto, in 1873. His cartoons in this paper were of such high character that they were subsequently twice published in book form.

Mr. Bengough enjoys a mild reputation as a humorous lecturer and as a poet. He was made an Associate of the Royal Canadian Academy of Arts, when that institution was organized in 1880. His important works include: "A First Book of Lessons for Little Political Economies", "The Up-to-date Primer", "Motley Verses", "Caricature History of Canadian Politics".

Blake, Hon. Edward, statesman and lawyer, was born at Adelaide, Ont., October 13th, 1833. Educated at the College of Upper Canada, and at the University of Toronto. He was admitted to the Bar in 1856. He practised law in Toronto and soon became one of the leaders of the Canadian Bar. He was elected to the Ontario Assembly in 1867, where he led the Liberal party until 1871. He was retained as counsel for the Dominion in many cases taken to England for settlement, and was Nationalist member of the British House of Commons for fifteen years, 1892-1907. He retired from public life in 1907, and died in Toronto in 1912.

Blewett, Jean. (An author, whose maiden name was Jean McKishney). Born at Scotia, on Lake Erie, November 4th, 1862. Her success as an author began when she wrote "Cabinet Articles", "Out of the Depths", a novel with some

merit, but inferior to her later works. She is best known by her poems, "Heart Songs", "The Coni-Flower", and other poems. She is called Canada's smartest poet.

Borden, Hon. Sir Frederick William, physician and statesman. Born May 14, 1847, at Cornwall, Nova Scotia. He was educated at King's College, Windsor, N.S., and at Harvard University, Boston.

He was elected to the House of Commons in 1874, and has served his party in some capacity ever since. He was made Minister of Militia and Defence and was made a member of the Privy Council in 1896. He held this position until the end of the Laurier Administration in 1911. In 1869 he was appointed assistant surgeon of the 68th Battery.

Borden, Sir Robt. Laird. Statesman and lawyer, was born at Grand Pre, Nova Scotia, June 26th, 1854. He was educated at Acadia Villa Academy, Horton. In 1878, he was called to the Bar and successfully practised law, first at Kentville, N.S., in partnership with the present Judge J. P. Chipman, and afterwards at Halifax, where he was head of the firm, Borden, Ritchie and Chisholm. He was elected to the House of Commons in 1894, where he is still representing. He made several tours of Canada, lecturing.

Sir Robert was a leader in the Conservative party and strongly opposed to the Taft-Fielding Reciprocity Compact. When Laurier was defeated in 1911, he was called on to form a new Ministry and he was made Premier.

In 1912, Mr. Borden was appointed to the Imperial Privy Council, and in 1914, was created Knight Grand Cross of the Order of Saint Michael and Saint George.

One of the notable events of Borden's Administration was the extending of the boundaries of Ontario, Quebec and Manitoba, and at the outbreak of the War of Nations, in August, 1914, his Naval Bill was before the House. All political issues were then laid aside, and Sir Robert took steps to have Canada aid England in every way to push the war to a victorious end. Thousands of Canadian soldiers were



Sir Robert Borden



Sir Wilfrid Laurier



Sir Charles Tupper

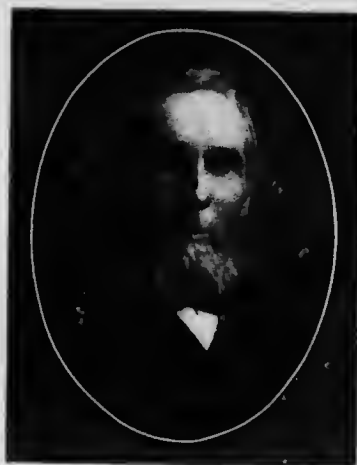


Sir Mackenzie Bowell

A Group of Premiers



Sir John Thompson



Alexander Mackenzie



Sir John Abbott



Marquis of Lorne

A Group of Distinguished Statesmen

organized for overseas service, millions of dollars were raised for the purpose of purchasing ammunition and supplies that the soldiers would need, and Borden was instrumental in arranging to ship to England large quantities of food and supplies of all kinds during the war.

On New Year's Day, 1917, Sir Robert pledged Canada to raise and equip 500,000 soldiers for overseas service so as to keep the Canadian forces in the field up to full strength. Later on he found that the number required could not be raised by the volunteer system of recruiting which had been in force, so he introduced a Military Service Act that would draft the men as required. This Act was strongly opposed by the Liberals who wanted the people to vote on it before putting it into effect.

This resulted in Borden forming a Union Government and a general election was called on December 17, 1917, and the Military Service Act was used as the chief plank in the Union Party's platform. The election proved a big victory for Borden and the Union Government, and the Military Service Act was put into force at once.

In November, 1918, after the armistice had been signed by Germany, which brought all hostilities to an end, Sir Robert was called to England to sit at the peace conference as the representative of the Canadian people, in arranging the peace terms with Germany.

Borden is a very forceful and convincing speaker, and an able administrator, and has earned for himself a high place in the ranks of the foremost statesmen of the day.

Bourassa, Henri. Legislator and journalist, was born at Montreal, Sept. 1st, 1868. He was educated by private tutors. He was elected to the House of Commons in 1896, but he resigned in order to prove by re-election a vindication of his position on the constitutional aspect of Canada taking a part in the South African war. He was re-elected by acclamation in January, 1900, and again in 1904. In his earlier life, he was an Independent Liberal, but later he became a

Nationalist. He strongly opposed Laurier in the general election of 1911, chiefly on the question of the Canadian navy.

Bowell, Hon. Sir Mackenzie. Statesman. Born at Suffolk, England, December 27th, 1823. He came to Canada with his parents in 1833. The family settled in Belleville, Ont., at which place he received his education. After learning the printer's trade, he became the editor and proprietor of the Belleville Intelligencer, which he made one of the most influential newspapers of Ontario. In 1863, he became interested in politics, and was elected to the House of Commons in 1867, where he served continually for 25 years.

December 5th, 1892, he was called to the Senate. He was a member of Sir John Macdonald's and Sir John J. C. Abbott's Administrations, holding successively the office of Minister of Customs, Minister of Militia, and Minister of Trade, from 1878 to 1894, at which time, December 21, 1894, he became Premier. While Premier, his main policy was the enforcement of legislation in the matter of the Manitoba School Question. He also tried to unite Newfoundland with Canada, but failed in his negotiations. He resigned as Premier in 1896. Sir Mackenzie was at one time Grand Master of the Orange Association of British America, being its spokesman in the Dominion Parliament for many years. Although he was an Orangeman, he favored support of Separate Schools for Roman Catholics. In 1893, he was delegate to Australia, with Sir S. Fleming, in support of the Pacific cable for trade purposes. He was created a Knight Commander of the Order of Saint Michael and Saint George in 1895. In 1900 he was appointed a Governor of Toronto University, and appointed one of the representatives of the Senate at King George's coronation, London, England, in 1911. He had extensive interests in many commercial enterprises. Sir Mackenzie died very suddenly at his home in Belleville, Ont., December 10th, 1917.

Bowser, Hon. William John. Statesman. Born at Rexton, N.B., December 3rd, 1867, and educated in Mt. Allison Academy, Sackville, N.B., and finished his education by completing a law course in Dalhousie University, Halifax, receiving his degree LL.B. in 1890. After practising law in New Brunswick for a year, he removed to Vancouver, B.C.

In 1896, he was an unsuccessful candidate for the Dominion House of Commons. He was also defeated for the Provincial Assembly in 1898, but was successfully elected to the Provincial Assembly of British Columbia in 1903. In the McBride Government, Sir Richard appointed him Attorney-General and Commissioner of Fisheries in 1907, and he was acting Minister of Finance between 1909 and 1910. In December of 1915, on the retirement of Sir Richard McBride, Bowser was appointed Premier, but in the general elections of September, 1916, the Conservatives were defeated and Bowser was succeeded as Premier by the Liberal leader, H. C. Brewster.

Boyd, John. A poet and journalist, was born at Montreal on May 2nd, 1864, and educated at Montreal High School and McGill University. He left the University before finishing his course, in order to take up his chosen work, journalism. Since 1881, he has been successfully connected with the Montreal Herald, Montreal Witness, Montreal Gazette, the Toronto Mail and Empire, and other leading Canadian and U. S. papers. On the occasion of the Tercentenary Celebration of Quebec, he published his poems, "On Quebec Battlefields", and "The Fight of the Atlantic". He has translated many French-Canadian poems into English. Among his best poems are his "Sonnet of Milton" and on "Poe", and poems on "The Centenary of Tennyson's Birthday" and on the "Death of Swinburne". He took a prominent part at the great celebration, which was held on the Place d'Armes, Montreal, on May 29, 1910, to commemorate the 250th anniversary of the death of Dollard and 16 companions at the

Long Saulte. By this heroic deed, Montreal was saved from the Iroquois. He has well been called one of Canada's best poets.

Broder, Hon. Andrew. Merchant and legislator. He was born at Franklin, Quebec, April 16th, 1845. He received his education at Malone, N.Y., and the Huntingdon Academy. In 1866, he removed to Dundas, Ont., and was engaged as a farmer and merchant until 1892, at which time he was appointed Collector of Customs at Morrisburg. He represented Dundas county in the Ontario Legislature as a Conservative from 1875 to 1886. In 1896, he was elected a member of the House of Commons for the same constituency and secured re-election in 1900, 1904, 1908 and 1911. He represented Ontario at the Good Roads Convention, which was held in Seattle, Wash., in 1909, and accompanied Sir Robert L. Borden on his western tour in 1911. He was appointed a member of the Privy Council of Canada on February 28th, 1916.

Broder was often spoken of as "The Canadian Lincoln" by many of his close friends. He died very suddenly at his home in Morrisburg, Ont., January 4th, 1918.

Brodeur, Hon. Louis Philippe. Statesman. He was born at Bedoail, Que., August 21st, 1862, and educated at St. Hyacinthe College and Laval University, receiving his LL.B. degree in 1884 and LL.D. in 1904. He practised his profession in Montreal until 1891, at which time he was appointed to a seat in the House of Commons. In 1900, he was elected Speaker of the House, but resigned in January, 1904 to become Minister of Inland Revenue in the Laurier Cabinet. He held this office until February 5th, 1906, at which time he was appointed Minister of Marine and Fisheries. In August of 1907, he was appointed with Hon. W. S. Fielding by the King, to make and conclude the first treaty ever put into effect by a British colony, the French-Canadian Treaty. This treaty was for trade purposes between France and Canada. In June, 1909, he introduced the first naval bill in the

Canadian Parliament and the following year, in June, he was appointed Minister of Naval Affairs, and welcomed the first ship of the Royal Canadian Navy, at Halifax, N.S., October, 1910. In the latter part of 1911 he resigned his Cabinet position to accept the appointment of Justice of the Dominion Supreme Court.

Brown, Hon. George. Statesman. Born in Edinburgh, Scotland, and received his education at the Edinburgh High School and Academy. When twenty years of age, he came with his parents to New York and removed to Toronto in 1843, where he founded the well-known newspaper, "Toronto Globe". In 1851, he was elected to the Assembly of Canada, and on July 31st, 1858, he was appointed Premier and formed the Brown-Dorion Ministry. He held this office for only four days, resigning because the Governor-General refused to dissolve the Assembly and call a new general election. Until his death in 1880, he took an active part in the management and editorship of the Globe.

Brown, His Honor George William. Lawyer and statesman. Born at Holstein, Ont., May 30th, 1860. He received his education at Mount Forest High School, Brantford College and Toronto University. He went West in 1882, and successfully practised his profession as a lawyer at Regina, Sask. He is also an extensive land owner. For twelve years, he was a member of the Regina Board of Education, and from 1894 to 1906, he sat in the Legislature. On October 5th, 1910, he was appointed Lieutenant-Governor of Saskatchewan. He had the great honor of being presented to His Majesty King George, at St. James' Palace, in June, 1911.

Bruchesi, The Most Reverend Louis Joseph Paul Napoleon. Roman Catholic Archbishop of Montreal. He was born in Montreal, October 29th, 1855, and received his education at Saint Sulpice College, Montreal, and in Paris and Rome. He was ordained priest in Rome in 1878, and on returning to Canada he became a professor in Laval Univer-

sity, and at the same time, Chaplain to the Ursulin Convent. On account of ill health he was compelled to resign both these positions and go abroad. He returned again to Montreal, and in 1887 he became Canon of the Cathedral of Montreal, at the same time being Professor of Christian Apologetics at Laval University. He was appointed a commissioner to represent educational exhibits for his native province, Quebec, at the World's Fair, in Chicago, and was for some time chairman of the Roman Catholic School Board of Montreal. On June 25th, 1897, he was appointed Archbishop of Montreal.

Archbishop Bruchesi is the author of a great number of pastorals, lectures and other literary works, many of which have attracted wide attention, and movements for social and industrial betterment have always received his hearty support. During King Edward's illness he ordered prayers to be offered up in all Roman Catholic churches for his recovery, and after King Edward's death, in 1910, he personally conducted a memorial service for him.

Bryce, Rev. George. Author. He was born in Mount Pleasant, Ont., April 22nd, 1844, and educated at Mount Pleasant Academy, Brantford High School, and Toronto University, from which he graduated with honors in 1867. He also studied theology at Knox College, Toronto. In 1871, the General Assembly of the Presbyterian Church of Canada appointed him to proceed to Winnipeg and organize a college and church for Manitoba.

The following year he organized the Knox Church in Winnipeg and was its first pastor. He also organized the St. Andrew's Church in the same city in 1881. He founded the Manitoba College in 1871 and took a leading part a few years later in organizing the University of Manitoba, of which he was appointed head of the Faculty of Science for fourteen years. From its organization in 1871 until 1909, he was Professor of English Literature in Manitoba College, and from 1870 to 1872 he was also an examiner in Natural

History in Toronto University. In 1876 he was appointed the first Inspector of Winnipeg Public Schools, becoming Chairman of the City School Board and Chairman of the Board of Examiners of Public School Teachers. Dr. Bryce is also a writer of many well-known books, including "Manitoba", "Infancy", "Progress and Present Conditions". In 1887, he wrote "Short History of Canadian People". In 1900, he wrote "Remarkable History of Hudson Bay Co.", and in 1910 "The Canadianization of Western Canada". He also wrote many articles and pamphlets of miscellaneous character. Dr. Bryce's name will always be connected with the early development of Manitoba.

Brymarer, William. Painter. He was born in Greenock, Scotland, December 14th, 1855, and came to Canada with his parents while very young. He received his education at Saint Francis College, Richmond, Que., and Saint Therese College, Saint Therese, Que., and later he studied painting for five years in Paris under W. A. Bouguereau, Tony and Robt. Fleury. In 1901, he was awarded medals for his painting, exhibited at the Pan-American Exposition, at Buffalo, another at St. Louis Exposition in 1904, and the Louisiana Purchase Exposition, at St. Louis, in 1905. The advanced art classes of the Art Association of Montreal have been under his direction since 1886, and he has been President of the Royal Canadian Academy of Art since 1909.

Bulyea, His Honor George Hidley Vicars. Statesman. He was born at Gagetown, N.B., February 17th, 1869, and educated in Gagetown Grammar Schools and the University of New Brunswick. In 1882 he went to Winnipeg and the following year to Qu'Appello, Sask., at which place he engaged in commercial life. In the general election of 1894, he was elected to the North-West Council, and for many years was a member of the Executive Council. In October 1897, he became a member of the Haultain-Ross Territorial Government, and held office successively as Commissioner of Agriculture and Public Works. In 1898, he was appointed

a commissioner for the Territorial Government of Yukon, and on the organization of Alberta as a province, he became first Lieutenant-Governor, which position he filled with great distinction for ten years. On the expiration of his second term in 1915, he became first Chairman of the Provincial Public Utilities Board.

Burpee, Laurence Johnstone. Author and librarian. Born at Halifax N.S., March 5th, 1873, and received his education partly at home and private schools. He was private secretary to the Minister of Justice in two Dominion Administrations, but resigned in 1905 to take up duties as Chief Librarian of the Ottawa Public Library. He is the author of many well-known works, including "Canadian Life in Town and Country", "The Search for the Western Sea", "Flowers from Sam Slick", "Wit and Wisdom of Haliburton", "By Canadian Streams", and in 1911, he brought out "A Century of Canadian Sonnets", "An Index and Dictionary of Canadian History", and he has also contributed to many papers and articles, chiefly on Canadian subjects.

Burrell, Hon. Martin. Fruit grower and legislator. He was born in Faringdon, Berks, Eng., October 15th, 1858, and received his education at St. John's College, Hurstpierpoint. In 1886, he came to Canada and settled in the Niagara Peninsula, near St. Catharines, Ont., where he was engaged in horticulture for four years. In 1900, he removed to British Columbia, where he became interested in the fruit growing business. In 1903, he was elected Mayor of Grand Forks, and in 1907, he was appointed a fruit commissioner and lecturer for the British Columbia Government in England. He was strongly opposed to the Taft-Fielding Reciprocity Compact, and on the defeat of the Laurier Administration in 1911, he accepted office in the Borden Cabinet as Minister of Agriculture.

Burstall, Major-General Henry E. Distinguished soldier, and Commander of the Second Canadian Division in France during the War of Nations.

General Burstall was born in the city of Quebec, August 26th, 1870, and received his education at Bishop's College School, Lennoxville, and later he attended the Royal Military College at Kingston. After graduating, he served with the Yukon force, and when the South African War broke out he volunteered his services. During this war he was mentioned several times in despatches by Lord Roberts and Lord Kitchener, and for his distinguished services he was decorated with a number of medals. On returning to Canada he was given command of the Royal Canadian Horse Artillery, and in 1911 was placed on the Permanent Force as Inspector of Horse, Field and Heavy Artillery, as well as being in command of the Royal School of Artillery, Quebec.

When the War of Nations broke out he volunteered his services for overseas, and was given command of the Royal Canadian Horse Artillery. In recognition of his distinguished services at the front, he was promoted up the ranks very rapidly. In September, 1915, he was appointed Brigadier of the General Royal Artillery, and in December of the same year he was made a Brigadier-General. In 1917, he was raised to the rank of Major-General and given the command of the Second Canadian Division in France.

Burwash, Rev. Nathaniel. Educationist. Born near St. Andrew's, Que., July 25th, 1849, and received his education at Victoria University, Cobourg, Ont., Yale University, and the Garrett Biblical Institute at Evanston, Ill. In 1860, he entered the ministry, and was ordained in 1864. In 1866, he was appointed Professor of Natural Science in Victoria College, and in 1874, he was appointed Dean and Professor of Biblical and Systematic Theology, which position he held for thirteen years. In 1887, he was appointed President of the University, which office he held with great distinction for twenty-six years. It was largely through his efforts that the federation of Victoria College and the University of Toronto was brought about. He was a delegate to the Economical Conference at Washington, D.C., in 1901, and

at London, Eng., in 1911. He is an author of many well-known works, some of the most significant being "Wesley's Doctrinal Standards," which he wrote in 1881; "A Manual of Christian Theology", in 1900, and "The Development of the University of Toronto as a Provincial Institution", in 1905. His portrait was presented to Victoria University by Hon. G. A. Cox, in 1910.

Calder, Hon. James Alexander. Educator and political leader. Born in Ingersoll, Ont., September 17th, 1868. In 1882, he moved with his parents to Manitoba and received his education at the Winnipeg and Manitoba Colleges, graduating with honors from the latter in 1888. In 1891, he was appointed principal of Moose Jaw High School, which position he held for three years, and then for six years he was Inspector of Schools for the Northwest Territories. From 1901 to 1905 he was Deputy Commissioner of Education for the Territories. He resigned this position to accept a seat in the Saskatchewan Assembly, and was appointed Provincial Treasurer and Minister of Education in the Scott Ministry, and since 1913 he has been Minister of Railways.

Cameron, Miss Agnes Deans. A well-known educator, author and traveler. She was born in Victoria, B.C., December 20th, 1863, and received her education in the local Public and High Schools. She began her career as a teacher at the age of fifteen, and for eighteen years followed the teaching profession. In 1906, she was elected a School Trustee for Victoria, B.C. She is very well known for her study of Canada's natural resources. In 1908, she made a 10,000-mile journey from Chicago to the Arctic Ocean by way of Athabasca, Great Slave Lake, and the Mackenzie River, returning through the Peace River Valley. On this long trip, she was accompanied only by her niece. Miss Cameron is also well-known and distinguished as a lecturer in Canada, the United States and England. Among her most interesting lectures have been: "From Wheat to Whales", "The Witchery of the Peace", "Wheat, the Wizard of the North", and

Fielding, Hon. William Stevens. Statesman. He was born in Halifax, N.S., November 24th, 1848, and was educated there. He started his business career as a reporter on the "Halifax Morning Call," and later became its managing editor. In 1882, he was elected to the Provincial Assembly and two years later became Premier of the Province. He resigned his position as Premier in 1896 to accept a seat in the House of Commons in the Laurier Ministry. He was appointed Minister of Finance by Laurier, and during his fifteen years of office he was largely responsible for the financial policy of the Liberal party. He introduced various measures forming the British Preferential Tariff, and many amendments to the Banking and Insurance Acts. He was appointed at different times to represent the Dominion on Imperial Commissions and at important conferences in London, and between 1907 and 1911, negotiated commercial treaties with France, the United States, Germany, Italy, and Belgium. It was through his efforts in 1901 that the Royal Mint was installed at Ottawa, and in 1903, he established the Penny Bank System in Canada. He declined the honor of knighthood in 1902. He was a delegate to Washington with Hon. G. P. Graham, to discuss the Reciprocity Treaty with President Taft, in 1910, which was responsible for the fall of the Laurier Ministry in 1911. On retiring from public office, he returned to his old field of journalism in Montreal.

Fisher, Hon. Sydney Arthur. Statesman. He was born in Montreal, June 12th, 1850, and received his education at McGill University and Trinity College, Cambridge, and then devoted himself to scientific farming. His model farm "Alva Farm," Knowlton, has long been known as one of the first farms in the Province of Quebec. In 1882 he was elected to Parliament, and on the formation of the Laurier Ministry, in 1896, he was appointed Minister of Agriculture, which position he held until 1911. As Minister of Agriculture he secured the enactment of many laws that proved very bene-

ficial to the farmers and people in general. In 1903, he visited Japan and began negotiations which resulted in a favorable commercial treaty with that nation. He has also founded public institutions including the Natural Art Gallery and the Archives Bureau at Ottawa. He has delivered many very important addresses on matters pertaining to agriculture, and believes that all natural resources should be available by the whole people and should not be controlled by or given away to private corporations.

Fitzpatrick, The Rt. Hon. Sir Charles. Chief Justice. He was born in Quebec, December 19th, 1853, and received his education at St. Ann's College and Laval University. He was admitted to the Bar in 1876, and practised his profession very successfully for many years in the city of Quebec. During this time he earned the reputation as being one of the foremost criminal lawyers in Canada, and was counsel for the defence in many famous trials, including that of Louis Riel, who was tried for high treason and executed in Regina, in 1885. In 1890, he entered political life as a Liberal, and was elected to the Quebec Legislature, in which he sat until 1896, at which time he entered the House of Commons. From 1896 to 1902, he was Solicitor-General of the Dominion, and from 1902 to 1906, Minister of Justice. On June 4th, 1906, he was appointed Chief Justice of Canada. In 1908, King Edward VII. appointed him one of the British members of the Hague Peace Tribunal, and also made him a member of His Majesty's Privy Council. A special compliment was paid Sir Charles by the United States Senate, June, 1911, by ordering his speech at the annual dinner of the Society of International Law, to be printed, as a valuable contribution to the general cause of peace and arbitration. Sir Charles resigned the Chief Justiceship on October 21st, 1918, at which time he was appointed Lieutenant-Governor of Quebec.

Fleming, Sir Sanford. A renowned engineer, and builder of the Intercolonial Railway. Sir Sanford was born in Kirkcaldy, Fifeshire, Scotland, June 7th, 1827, and received his education there. When 18 years of age he moved to Canada, where he joined the engineering staff of the Northern Railway, and was appointed Chief Engineer in 1857. In 1863, he was chosen by the people of the Red River Settlement (now included in the Province of Manitoba) to represent them in England for the purpose of urging the British Government to open railway communication between Red River and Eastern Canada, which resulted in the construction of the Intercolonial Railway, the building program being laid out and supervised by Fleming. When the work was completed in 1871, he was appointed Chief Engineer of the complete system, which is now known as the Canadian Pacific. He retired from this position in 1880, at which time he was elected Chancellor of Queen's University, which position he held until his death in 1915. In his later years, Sir Sanford devoted himself to special branches of science and literature, and in lending his assistance to the Government in an advisory capacity in various departments of the public service. He first advocated the idea of the Pacific Cable in 1879, and ever since that date he has written much on the subject and was one of its strongest supporters. It is largely due to his efforts that the present system of standard time was adopted by Canada in 1883. Sir Sanford is also the author of a large number of reports and papers on purely professional subjects. He has also written and published: "A Great Territorial Road to B. C.", "The Intercolonial", "A Historical Sketch", "England and Canada", "Time and Its Notation", and "The New Time Reckoning". He will always be remembered as one of Canada's greatest men.

Forbes, Sir Colin. Artist. He was born in Toronto, January 23rd, 1846, and received his education at the Upper Canada College, South Kensington Museum and the Royal Academy, London, England. He was specially commissioned

by the House of Commons of Canada to paint portraits of the late King Edward, and Queen Alexandra, for the adornment of the chambers, and was accorded personal sittings for the same. Later he was commissioned by Queen Alexandra to paint Her Majesty's portrait, for the Queen of Norway. He is best known as a portrait painter, although he has done some beautiful landscape painting, for which he has received valuable prizes. Among his landscape works are: "Toronto Bay", which took first prize at the Toronto Exhibition in 1866; "Beware", which now hangs in the National Art Gallery at Ottawa; "Loss of the Hibernia" and "Christ and Barabbas". Among his famous portraits painted are: Marquis of Dufferin, which now hangs in the Parliament Buildings at Ottawa; Sir Wilfrid Laurier, Sir John A. Macdonald, Hon. Alex. Mackenzie, Sir Chas. Tupper, Rt. Hon. W. E. Gladstone, and the late Rt. Hon. Sir Henry Campbell Bannerman. The two last mentioned are in the National Liberal Club, London, Eng. He has also painted portraits of many English, American and French notabilities.

Foster, Sir George Eulas. A statesman of high rank. Born in Carleton County, New Brunswick, September 3rd, 1847, and received his education at the University of New Brunswick, from which he graduated with honors in 1868. He then took up studies in the Universities of Edinburgh and Heidelberg. After finishing his education he engaged in the teaching profession and soon became Professor of Classics in the University of New Brunswick. He resigned this position in 1879 and went on a very extensive lecturing tour throughout Canada and the United States, during which he spoke chiefly on the subject of Temperance and Prohibition. In 1882, he entered political life as Conservative member of the House of Commons. Sir John A. Macdonald appointed him Minister of Marine and Fisheries in 1885, which position he exchanged in 1896 for that of Minister of Finance. He held this position in the Abbott, Thompson, Bowell

and Tupper Administrations. On defeat of the Conservative party in 1896, he remained in the House of Commons as a member until 1900. When the Borden Ministry was formed in 1911, Sir Robert appointed him Minister of Trade and Commerce, which position he has held ever since. In December, 1917, while Sir George was in Toronto, he had a very narrow escape from being killed at the old Toronto depot, where he was struck by a shunting engine and sustained a fractured collarbone, which laid him up in the Toronto General Hospital for several weeks. In the general election, December, 1917, Sir George was again re-elected to the House by a large majority.

Forsyth, Wesley Octavius. Composer of songs, and distinguished Canadian pianist. He was born in Markham township, York County, Ont., January 26th, 1861, and received his education at the local schools. He then took up a musical course in Toronto and later at Leipzig Conservatory, and under distinguished masters at Vienna. On his return to Canada, he engaged in his profession at Toronto, where he is director of the Metropolitan School of Music and at the same time conducts a very large class of private pupils, many of whom are studying and preparing for professional life. He is author of many musical compositions, both songs and piano pieces, which have been very popular. Forsyth is also a frequent contributor to many American and Canadian musical journals. It is said of him, "That in his knowledge of the piano, there is no superior and few equals in Canada."

Fraser, Duncan Cameron. A statesman. Born in New Glasgow, N.S., in 1845, and received his education in the Public Schools, and Normal School at Truro, and Dalhousie University. He was admitted to the Bar in 1873, and practised his profession successfully until he was elected Mayor of New Glasgow, which office he held for two terms. In 1878, he entered the Legislative Council of Nova Scotia. He was again elected to the Executive Council of the Province

in 1888, at which time he became the leader of the Government. He resigned this position to contest a seat in the House of Commons as a Liberal and was elected in 1891, re-elected in 1896 and again in 1900, to the same seat. He was appointed Judge of the Supreme Court of Nova Scotia in 1904, and from 1906 until his death in 1910, he was Lieutenant-Governor of the Province.

Frichette, Louis Honore. A renowned French-Canadian poet. He was born in Levis, Que., and attended the Quebec Seminary and Laval University. He was admitted to the Bar in 1864. After founding the newspaper "Journal de Levis," he left Canada, and from 1866 to 1871, he was engaged in newspaper work in Chicago. He returned to Canada in the year of 1871 and practised his profession as barrister until 1879, at which time he again took up newspaper work. In 1874, he was elected to the House of Commons for a term of four years, and on the completion of this term, took no further active part in politics. His first volume of poems appeared in 1863, when he was only twenty-four years of age. Among his many well-known works are, "Veronica", a drama; "Mes Toisirs", "La Voix d'un Exile", a satire written in 1867, and directed against the Canadian Government, and "Les Oiseaux de Nieve", which received the laurel crown of the French Academy. He also wrote "Papineau" and "Felix Po'tre", two historical dramas. Practically all of his works were written in French, and he is generally acknowledged as the greatest poet of his race. Frichette died in 1908.

Gagnon, Clarence A. Artist. He was born and educated in Montreal. He studied for his profession with W. Brymner and J. B. Laurens, of Paris. He has done some very clever work in oils, but it is on etches that he has won fame. His fame comes to us from Paris, where his debut at the Salon won him an honorable mention. He specializes in landscapes, in which he puts a touch of great distinction. He is an excellent designer and very clever painter. He was



Lord Lisgar



Lord Minto



Lord Monk



Earl Dufferin

Group of Governors-General



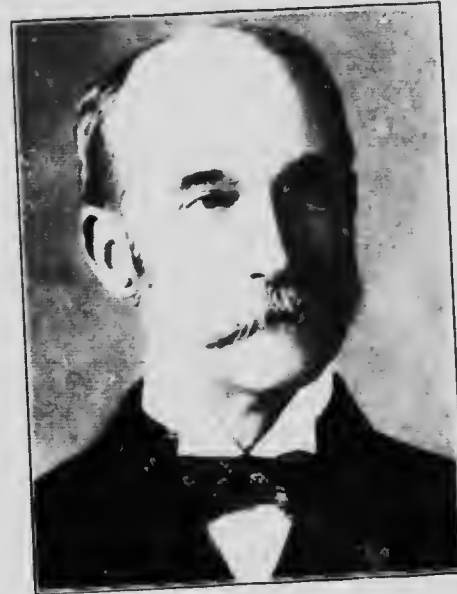
Duke of Devonshire



Duke of Connaught



Earl Grey



Lord Lansdowne

Group of Governors-General

awarded a bronze medal at the Louisiana Purchase Exposition in 1906, and received honorary rewards for six etchings at the same place in 1910. His "Dancing Girl" has often been spoken of as "a brilliant achievement." Several of his works are in the National Art Gallery, Ottawa.

Galt, Sir Alexander Tillach. Financier and statesman. He was born in London, Eng., in 1817, and at the age of eighteen, came to Canada. He entered his business career with the Canada Land Company, of which his father was superintendent. He was connected with this company for twenty years, and in 1849, he entered political life as a member of the Canada Assembly. He was very much opposed to the Rebellion Losses Bill, which was the chief measure of his party, so he retired from the Assembly before the end of the year. In 1853, he was again appointed to the Assembly and was leading spokesman for the English Protestants of Quebec for the next twenty years. He was Inspector-General of Finance from 1858 to 1862, and again from 1864 to 1866, during which time he did much to better the financial conditions of Canada. It was through his efforts that the Tariff Act was passed in 1859, which gave a protective system to the Canadian manufacturers. It was largely through his influence that the Coalition Ministry was formed in 1864. He was appointed Minister of Finance by Sir John A. Macdonald in the first Dominion Ministry, but he held the position only a few months. In 1877, he served as special Canadian representative on the Anglo-American Fisheries Commission, which met at Halifax, and was first High Commissioner to Great Britain from 1880 to 1883, being succeeded by Sir Charles Tupper. He spent the last ten years of his life in retirement. He died in 1893.

George the Fifth, His Most Excellent Majesty, George Frederick Ernest Albert. King of the United Kingdom of Great Britain and Ireland, of the British Dominion beyond the seas, and Emperor of India. He is the second son of His late Majesty, King Edward VII. Born at Marlborough

House, London, Eng., June 3rd, 1865, and received his education by private tuition, and on the *Britannia*. On June 5th, 1877, when only twelve years of age, he entered the Royal Navy with his brother, the late Duke of Clarence, as a cadet, and spent two years on the *Britannia*, the Schoolship, at Dartmouth. In 1879, he joined the *Bacchante*, under the command of the Earl of Clanwilliam, and went on a cruise to the West Indies. He was promoted to Midshipman in 1880 and later crossed the Equator, visiting the Canaries, the Falklands, Simon's Bay, Montividio, and Australia, where he remained for several months. He then went to China, returning by way of the Mediterranean and the Suez Canal, completing his trip through Palestine. Later he spent six months with his brother in Lausoime, Switzerland. He was made sub-Lieutenant in 1884 and full Lieutenant the following year. He received his first command in 1889, that being of a torpedo boat, No. 79, during the naval manoeuvres. While in command of this vessel, he rendered valuable assistance to another vessel which was in distress. On May 6th, 1890, he took full charge of the first-class gunboat "*Thrush*," and spent a year on it visiting Canada and the West Indies. He was made Captain in 1893, Rear-Admiral in 1901, Vice-Admiral in 1907, and was gazetted a General in the army in 1902. In Canada, he is Honorary Colonel of the Royal Canadian Dragoons and the 43rd Regiment. The death of his brother, the Duke of Clarence, from pneumonia in 1892, left him heir-apparent to the throne. In 1893, he was married to the Princess Victoria Mary of Teck, and in 1897 their present Majesties made a journey to Ireland, where they were very cordially received. Their memorable visit to the British colonies in the four corners of the earth was begun on the steamship *Ophir*, in March, 1901. The trip was through the Mediterranean and the Suez Canal to India, Australia, New Zealand, South Africa, St. Vincent, West Indies, and then to Nova Scotia, through Canada to the Pacific Ocean, and back to England, arriving



Lieut.-General Sir Arthur W. Currie
Commander of the Canadian Forces in France

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ther November 1st, 1901, at which time the Royal couple received an enthusiastic reception home. During this trip His Majesty spent more than a month in the Dominion, studying Canada's resources and possibilities. He was again in Canada in 1908 as the King's representative at the Quebec Tercentenary celebration, and on July 24th, personally handed over to the Governor-General, Earl Grey, the deeds of the battlefields of the ancient city, thereafter to be used as a public park for all time. On the death of his father, Edward VII, May 26th, 1910, he was proclaimed King as George V. With the excellent training he had received, was well prepared to assume the duties of his great office. Both the King and Queen are very popular with their subjects and are well known in all the leading colonies of the Empire.

Gordon, Rev. Charles William. Novelist and literary critic, born at Indian Lands, Glengarry, Ontario, September 1, 1860. He was educated at Knox College and Toronto University, Toronto, and at New College, Edinburgh, Scotland. His realistic stories of life in the Canadian Northwest, have given him place among the foremost Canadian writers. He is best known by his pen name, "Ralph Connor" and he has proven himself to be one of the most honest and genial characters who are doing good for all mankind. His deep penetration into human natures is shown in such stories as "Black Rock", "The Man from Glengarry", "The Sky Pilot", "Glengarry School Days", "The Prospector", and "The Doctor". Among his latest novels are "Corporal Cameron of the Northwest Mounted Police" and its sequel "The Patrol of the Sun Dance Trail". In 1917, he wrote "The Major", which at once became very popular and enjoyed a very large sale throughout Canada and the United States. This novel gives his impressions of the war with Germany, and tells about the gathering of Canada's first army when the call to arms came, and he shows how the war affects the love stories of his various characters. This

novel was written after he had been several months at the front, which gave him good material to write on. He is now known as Major Charles W. Gordon.

Graham, Hon. George Perry. A well-known journalist and statesman, being one of the most influential members of the Liberal party. He was born in Eganville, Ont., March 31st, 1859, and received his education at the local schools, Iroquois High School, and Morrisburg Collegiate Institute. His early years were spent as a public school teacher, and he entered into journalism as editor of the Morrisburg "Herald" in 1880. This position he held for twelve years, at which time he became editor of the "Free Press," Ottawa, and later was managing director of the Brockville "Recorder." This position he successfully filled for fourteen years. He entered his political career in 1898, when he was elected to the Ontario Legislature. He retained this seat until 1907, at which time he was chosen to lead the Liberal Opposition. On August 29th, 1907, he was sworn in as member of the Privy Council of Canada, and was appointed Minister of Railways and Canals in the Laurier Ministry. He resigned the following year, and in a spectacular bye-election in 1912, was re-elected for South Renfrew. Graham is considered one of the best platform speakers in Ontario and often in the beginning of the war with Germany, in 1914, he made frequent speeches before patriots and recruiting meetings.

Grant, George Monro. An author, clergyman, and well-known educator, being for 25 years the distinguished Principal of Queen's University, which grew, under his leadership, from a small College into one of Canada's leading educational institutions. He was born at Albion Mines, Nova Scotia, in 1835, and received his education at Pictou Academy, West River Seminary, and the University of Glasgow. He was ordained a minister in 1860, and on returning to Canada, he took up duties at Prince Edward Island, later

becoming pastor of Saint Matthew's Church, Halifax, and filled this position until chosen to take up duties as Principal of Queen's in 1877, which position he held until his death in 1902. Among the well-known works from his pen are: "Ocean to Ocean", "Our National Objects and Aims", "New Year's Sermon", "The Religions of the World" and "French-Canadian Life and Character".

Greenway, Thomas. Statesman. Born in Cornwall, England, in 1838. He came to Canada at a very young age, and received his education in the Public Schools at Huron, Ont. He entered his business career as a merchant, but later became interested in political life and from 1875 to 1878, sat in the House of Commons. He then removed to Manitoba, and was again elected to the Manitoba Legislature in 1879, and became leader of the Liberal party in 1887, the following year being elected Premier of Manitoba. During his administration, he secured the law that abolished French as an official language for the Province, and he also succeeded in abolishing Separate Schools in 1890.

Grenfell, Wilfred Thomson. Physician and philanthropist. He is well known for the good work he has done since 1892 for the people of Labrador and Newfoundland. He was born at Parkgate, Cheshire, England, February 28th, 1865, and educated at Marlborough College and Oxford University. In 1890, he accepted the office of Superintendent of the Mission to Deep Sea Fishermen, which was made a Royal National Institution by Her Majesty, the late Queen Victoria, in 1897. He has built and equipped four small mission hospitals and a series of co-operative stores, an orphanage, and many industrial schemes for the people of Labrador. Dr. Grenfell is a fluent speaker and his writings are widely known, not only in Canada, but throughout the whole world. Among his well-known works are: "Adrift on a Pack of Ice", "Off the Rocks", "Labrador", and "Down to the Sea". Dr. Grenfell returned to Canada again in January,

1918, and during the winter gave many lectures for the purpose of raising money to build a brick orphanage and hospital in Labrador.

Grey, Hon. Col., The Right Hon. Albert. Late Governor-General of Canada. He was born November 28th, 1851, and educated at Harrow, and Trinity College, Cambridge, where he graduated with honors. He was elected to the House of Commons, England, five years later, but was unseated on a technicality, but was elected again in 1880, which seat he held until 1886. During the next few years he held some very responsible offices and was appointed Governor-General of Canada in 1904. On his arrival at Halifax, December 10th, he was at once sworn into office and reached Ottawa three days later. During his term of office he visited every province and section of the Dominion and became very popular and well liked among all classes of the Canadian people. He also visited Newfoundland and the United States, being a guest of ex-Presidents Roosevelt and Taft. He was very warmly welcomed by the people of the American Republic. He always took great interest in the social and economic progress of the Dominion. Among the principal events with which he had personally to do during his term of office, have been, the unveiling of a monument to the Quebec soldiers who fell in the South African War, the inauguration of the new Province of Alberta, the opening of the Royal Mint, at Ottawa, and the reception given the first ships of the Royal Canadian Navy. He returned to England in 1911.

Griesbach, Brigadier-General William Antrobus. Lawyer and statesman. He was born at Fort Qu Appa, Sask., January 3rd, 1878, and received his education at St. John's College, Winnipeg. He was called to the Bar in 1901, and was later elected Mayor of Winnipeg for one term, in 1907. He saw active service in the South African War and was gazetted Captain of the 19th Alberta Mounted Rifles, May 4th, 1908, and Major in June, 1910. When the war broke out



Photo by James & Son.

HON. ERNEST C. DRURY,
First U.F.O. Premier of Ontario.

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Noted Canadian Authors

with Germany in 1914, he went to England with the first Canadian Contingent as second in command of the 7th Divisional Cavalry. In December of 1914, he returned to Canada and was promoted to Colonel. While here he raised the 49th Edmonton Battalion, infantry, in twelve days, and again sailed for overseas with his new battalion on June 15th, 1915. After a few months' training on St. Martin's Plains, he left for France on October 9th, 1915. Between that time and the first of January, 1918, he was mentioned three times in despatches. On February 14th, 1917, he was promoted to Brigadier-General. He is a soldier of whom Canada may well be proud. In 1907, he was elected Mayor of Edmonton, President of the Union of Alberta Municipalities in 1908, and President of the Imperial Home Remission Association in 1913-1914. He was a Unionist candidate for Edmonton in the general election, December 17th, 1917, and was elected a member of Parliament. He is a very well read man and is well fitted for his new duties.

Griffin, Martin Joseph. Ex-journalist, literary critic and librarian. He was born in St. John's, Newfoundland, on August 7th, 1847. He came to Canada in 1854, where he received his education at St. Mary's College, Halifax. He was admitted to the Bar in 1868 and successfully practised his profession for some time in Halifax. In 1873, he assisted Hon. Jas. McDonald as counsel for Nova Scotia before the Halifax Fisheries Commission. For a number of years he was editor of the Halifax "Herald" and from 1881 to 1885, editor-in-chief of the Toronto "Mail." He was appointed Parliamentary Librarian at Ottawa, on August 6th, 1885, which position he still held in 1918. He is the author of the series of articles devoted to literary criticism appearing in the Montreal "Gazette" under the heading "At Dodsley's," and has contributed to nearly all the Canadian magazines and to "Blackwood's," "The Forum" and many other high class English and American publications.

Haggart, Hon. John Graham. Statesman. For forty years a member of the House of Commons at Ottawa. He was born at Perth, Ont., November 14th, 1836, and received his education there. He started his business career in the milling business, and was Mayor of Perth in 1867, 1869, and 1871. In 1872, he was elected to the House of Commons, where he served continuously until his death in 1913. He was Postmaster-General in Sir John A. Macdonald's Administration and Sir John Abbott's, until 1892, when he became Minister of Railways and Canals, during which time he completed the construction of the Sault Ste. Marie Canal, the last link in the chain of Canadian canals connecting the Great Lakes with the St. Lawrence River. Haggart was appointed one of the representatives of the House of Commons at the Coronation of King George and Queen Mary, in June, 1911.

Haliburton, Thomas Chandler. A Judge and humorist, better known by his pen name "Sam Slick." He was born in Windsor, Nova Scotia, in 1796, and educated at King's College. In 1820, he was admitted to the Bar and soon distinguished himself. When thirty-two years of age, he was appointed Chief Justice of the Court of Common Pleas for Nova Scotia, and was promoted to the Supreme Court in 1840, where he served with great distinction for fifteen years. He then moved to England, where he was a member of the House of Commons from 1859 until just a few months before his death, in 1865. Under his pen name, the Sam Slick sketches won immediate recognition. His first one appeared in a local paper, picturing a Yankee clockmaker. His shrewd sayings and knowledge of human nature were at once recognized. These sketches were collected and published in 1837, under the title of "The Clockmaker, or Sayings and Doings of Samuel Slick of Slickville". Another series of his stories appeared in 1838, and a third in 1840.

Others of his works are: "The Old Judge", "The Letter Bag of the Great Western", "Traits of American Humor", and "An Historical and Statistical Account of Nova Scotia".

Hanna, William John. Barrister and statesman, who came into prominence as Food Controller of the Dominion in 1917. He was born in Adelaide Township, Middlesex County, Ont., October 13th, 1862, and received his education there, the Toronto University, and the Ontario Law School, being called to the Bar in 1890. He then practised his profession for some time at Sarnia, where he became one of the leaders of the Western Bar. He made his first appearance in public life in 1896, when he was an unsuccessful candidate for the House of Commons, but was successfully elected in 1902. He held his seat until February 8th, 1905, at which time he was appointed Provincial Secretary and Registrar-General of Ontario in the Whitney Cabinet. He resigned this office in December, 1916, and in June, 1917, he was appointed Food Controller by Order-in-Council. The duties of this office were exceedingly difficult, as its whole purpose was the conservation of food to enable better supplies for the armies at the front, and Hanna was naturally criticized from many sources, but nevertheless, he directed an educational campaign on the food question that had mighty good results, and he did much in the way of price-fixing. Profits of milk dealers and flour millers were limited and provision was made for the licensing and control of flour mills. The duties of office reached such proportions, that Hanna found he could not do justice to it and look after his other personal interests, so he resigned in January of 1918, and was succeeded by H. B. Thompson, of Victoria, B.C. Mr. Hanna died suddenly on March 20th, 1919, while on a trip to Augusta, Georgia.

Harris, Robert, one of Canada's distinguished artists. Born in Vale of Conway, North Wales, September 17th, 1849. He came to Canada with his parents in 1856, and settled down in Prince Edward Island, where he received his

education at Prince of Wales College, Charlottetown, P.E.I. He later studied in the Slade School and University College, London, Eng., and in the "Atelier" of Bonnat, Paris, as well as Italy, Belgium, and Holland. After finishing his studies, he returned to Canada and spent two winters in Toronto, where he was elected a member of the Royal Canadian Association of Artists. He then decided to take up further study and returned to Paris, where later, he exhibited at the Royal Academy, London, and Paris Salon, returning again to Canada in 1883, and settled down in Montreal, where he became Director of the Art School of the Montreal Art Association. In 1893, he was awarded a medal at the World's Fair in Chicago. He is known chiefly as a figure and portrait painter, and one of his early pictures "The School Trustees", is in the National Art Gallery, Ottawa, as also is his "The Fathers of Confederation", which he painted under a commission from the Dominion Government. Among his most successful portraits are those of "Earl of Aberdeen", "Lord Strathcona", "Lord Minto", "Sir John A. Macdonald", and "Sir Hugh Allen". In 1902 he was created a C.M.G. He died February 27th, 1919.

Harvey, Hon. Horace. Judge and soldier, born in Malahide, in Elgin County, Ont., October 1st, 1863. He was educated at St. Thomas College and Toronto University. He was admitted to the Bar in 1889, and practised law in Toronto for four years. He moved to Calgary and in 1896 he was appointed Registrar of Land Titles. In 1900, he became Deputy Attorney-General for the Canadian Northwest. Upon the organization of the Province of Alberta, he became Judge of the Superior Court, and in 1910, he succeeded Hon. Arthur Sifton as Chief Justice of the Superior Court of Alberta.

Harvey, Sir John. A British soldier and statesman, was born in 1778 and died in 1852. He served his country in many parts of the world, and in 1812 he was sent to Canada. He defeated General Dearbourn at Stoney Creek, and he was

"Vancouver, Isle o' Dreams". She has also been the author of two very interesting books, namely, "The New North", which she wrote in 1909, and "The Outer Mail", written in 1910. She was for many years associate editor of the Educational Journal of Western Canada. She died in 1912 at her home in Victoria, B.C.

Campbell, Sir Alexander. A statesman, and one of the leaders in forming the Confederation. He was born in Heydon, Yorkshire, England, and educated at Lachine and St. Hyacinthe. He came to Canada at the age of two, with his parents, who first settled in Lachine and later removed to Kingston, Ont. He studied law and became a partner of Sir John A. Macdonald, and in 1860 was appointed Dean of the Faculty of Law in Queen's University, Kingston, Ont. Later he was Speaker of the Legislative Council of Upper Canada, and Commissioner of Crown Lands. He was summoned to the Dominion Senate at Confederation, which position he resigned to take up the duties of Lieutenant-Governor of Ontario, in June, 1887. He held this position until his death in 1892. Sir Alexander was always considered a man of exceptional influence and for twenty years was the Conservative leader.

Sir John Macdonald gave him various Cabinet positions from 1878 to 1887. In 1867, he was Postmaster-General, in 1880, Minister of Militia and Defence; in 1881 to 1885, Minister of Justice, and from 1885 to 1887, again Postmaster-General.

Campbell, Hon. Colin H. A lawyer and statesman, born at Burlington, Ont., December 25th, 1859, and educated in the local schools and Oakville High School. In 1881 he was admitted to the Bar of Ontario and the following year to the Bar of Manitoba. He was elected a member of the Manitoba Assembly in 1900, and appointed Attorney-General in October of the same year. He had the great honor of being

presented to King George and Queen Mary at Buckingham Palace in May, 1911, and was also present at Their Majesties' Coronation in June, 1911.

Campbell, William Wilfred. One of Canada's best known and loved poets, dramatist, novelist, and historian, whose death on New Year's Day of 1918 was a big loss to Canada. He was Scottish and English descent and born in Berlin (now Kitchener), Ont., June 1st, 1861. He received his education at the Toronto University, and Cambridge, Mass. He was ordained in 1885 for the Church of England ministry. Three years later he returned to Canada to take up duties as rector of St. Stephen's, New Brunswick, but retired from the church in 1891 to take up civil service work at Ottawa. It was not long before his writings appeared and at once received a great deal of attention. His poem, "The Mother", which appeared in April, 1891, has been placed by the Chicago "Inter-Ocean" as one of the gems in English literature. It is said to have received more notice than any other single poem that ever appeared in the American press. It was referred to in the Dominion Parliament in terms of commendation, by Sir Wilfrid Laurier. The first phase of his poetical life, his Lake poems, "Lyrics and Other Poems", which came from his pen in 1889, is said to be the truest expression of his personality. Among his later works are "The Dread Voyage", "Beyond the Hills of Dreams", "Mordred and Hildebrand", "A Beautiful Rebel", "The Scotsman in Canada", and in 1910, he brought out "The Canadian Lake Regina". His volume called "Sages of Vaster Britain" contains some notable imperialistic verse. He often lectured in Britain and was always a welcome visitor there. He was a true son of Canada and a man of fine impulses and great achievements.

Carling, Hon. Lt.-Col. Sir John. Statesman. Born in London, Ont., January 23rd, 1828, and educated in the local schools. When entering his business career he joined his father and later succeeded him as president of the firm. In 1854, he was elected a member of the London City Council

and was called to the old Canadian Assembly in 1857. At the Union he was returned to both the Ontario Legislature and the House of Commons, and continued to sit in both for some time. Later, on April 27th, 1891, he was elected to the Senate, at which time he sat altogether in the House of Commons. For a short period in 1862 he was Receiver-General in the Cartier-Macdonald Government.

He was Commissioner of Agriculture and Public Works in the first Ontario Administration led by the Hon. J. S. Macdonald, and successively held the office of Postmaster-General and Minister of Agriculture under Sir John Macdonald and Sir John Abbott respectively. He also founded the Agricultural College and Experimental Farm in Ontario, and the system of Experimental Farms for the Dominion.

Cartier, Sir George Etienne. A statesman and one of the "Fathers of Confederation." He was born in the village of Saint Antoine, Que., September 6th, 1814. He graduated in law from the College of Saint Sulpice, in Montreal, in 1835. Two years after he began to practice his profession the rebellion of 1837 broke out, in which he took an active part with the leader, Louis Papineau. He next appeared in public life in 1848, at which time he entered Parliament as a member for his native county, and from that time on, he was looked up to as one of the leaders of Canadian affairs. In 1855, he was Provincial Secretary, two years later Attorney-General for Lower Canada, and from 1857 to 1862 was joint Premier with Sir John A. Macdonald. Cartier spoke and wrote constantly in favor of Confederation, the foundation of a Dominion, and against great opposition he carried the Province of Quebec into the Confederation. He was a great political leader, and with Lafontaine and Laurier, he stands among the greatest French-Canadian statesmen. It was through his great determination that the Grand Trunk Railway was brought through to completion. In the first Dominion Ministry, he was appointed Minister of Militia

and Defence and held this office until 1872, when his health began to fail. He died the following year, on May 20th, 1873.

Carman, William Bliss. Canada's foremost lyric poet. He was born in Fredericton, N.B., April 15th, 1861, and received his education at the local schools and University of New Brunswick. He later studied at the Edinburgh and Harvard Universities, after which he engaged in journalism and contributed to many important Canadian and American journals. His first volume appeared in 1893, entitled "Low Tide on Grand Pre", a volume of verse which brought him to the public notice as a young poet of great promise. His writings have a depth and richness of imagination and his gift for expressing his emotions in beautiful and fitting language are brought out very clearly in his well-known "At the Granite Gate". Among his other numerous works are the series of "Songs from Vagabondia", "Pipes of Pan", "Ballads of Lost Haven", "A Winter's Holiday", "Kinship of Nature", which is an essay coming from his pen in 1903, "Friendship of Art" and "The Making of Personality", which appeared in 1906. His later works include "The Rough Ride and Other Poems", and "Daughters of Dawn".

Cartwright, the Hon. Sir Richard John. A statesman and financier, born at Kingston, Ont., December 4th, 1835. He received his education at Trinity College, Dublin, Ireland, and on his return to Canada he studied law, but never practised his profession. He began his public career as a Conservative when he was elected to the Parliament for Upper Canada in 1863, which seat he held until Confederation, 1867, when he became a Liberal member of the House of Commons for Lennox. In the Mackenzie Government he was appointed Minister of Finance from 1873 to 1878, and then for sixteen years he was chief spokesman against the financial and trade policy of the Conservatives. When Laurier became Premier in 1896, he appointed Sir Richard

Minister of Trade and Commerce, and in 1897 he represented the Dominion at Washington to promote better commercial relations between Canada and the United States. In 1898, he served on the Joint High Commission for settling all existing disputes between the United States and Great Britain relating to Canada. He was called to the Senate again by Earl Grey, September 30th, 1904, and was one of the Liberal leaders in the Senate until his death in 1912. During Sir Wilfrid Laurier's absence in 1897, 1902, 1907 and 1911, he was acting Premier. In subjects of debate, Sir Richard developed great powers of oratory, and his speech in seconding the vote of thanks to the volunteers who served in the North-West Rebellion in 1885, is still regarded as one of the masterpieces of Parliamentary eloquence.

Cochrane, Hon. Francis. Merchant and statesman. Born at Clarenceville, Que., November 18th, 1852, and received his education at the Clarenceville Academy. When a young man, he removed to Sudbury, Ont., where for some years he was a hardware merchant, and deeply interested in the mining and lumber business. He was Mayor of Sudbury for several terms, and from 1905 to 1911, sat in the Provincial Assembly. On May 30th, 1905, he was appointed Minister of Lands and Mines in Sir James P. Whitney's Cabinet. He opposed the Taft-Fielding Reciprocity Compact and on the defeat of the Laurier Administration in 1911, he accepted office in the Borden Cabinet as Minister of Railways and Canals. This office he retained until his death in September, 1919.

Coldwell, Hon. George Robson. A barrister and legislator, born in Durham County, Ont., July 4th, 1858, and educated there and at Trinity University, Toronto. He removed to Manitoba in 1882 and practised his profession at Winnipeg and later at Brandon, where he entered into partnership with the late Hon. T. M. Daly. He was a member of the City Council for twenty years, and in November, 1907,

was appointed Municipal Commissioner for Manitoba, and the following year was Minister of Education in the Roblin Administration.

Cote, Aurele Suzor. Canada's most distinguished French-Canadian sculptor and painter. He was born at Arthabaska, Que., in 1870, and received his education there at the Commercial Academy. At an early age he became interested in the study of sculpture, and later in painting, in which art he is best known and most widely appreciated. In 1891, he went to Paris and studied at the Ecole National des Beaux Arts, under the famous Bonnat, and the Academi Julien, in which he studied under Lefebvre. He then left Paris and traveled in England, Scotland, Holland, Denmark, Spain and Italy, during which time he was painting and studying landscapes, people and architecture. He then had a desire to settle down and returned to his native town in Canada, where he has lived ever since, devoting his time to his profession, which has won him international fame. Like Cullen, his best work is in snow scenes, which are palpitating with color and atmosphere. Among the more notable of Cote's works are a pastoral, which was exhibited in the Salon in 1898, and now belonging to Mrs. T. J. Forget, of Montreal, and "Poachers Near the Fire". The Canadian Government has acquired two of his pictures, "Return from the Fields" and "A Winter's Landscape". He has also painted a portrait of Sir Wilfrid Laurier for the Parliament Buildings, Ottawa. Others include "The Landing of Champlain at Quebec", and "The Discovery of Canada by Jacques Cartier", all of which have much merit. Among his work as a sculptor is "The Canadian Trapper", which represents an old Canadian pulling a fur-laden toboggan through deep snow. This masterpiece has been exhibited many times at both Salons in Paris. Suzor-Cote is without a doubt in the front rank of all leading and distinguished Canadian artists.



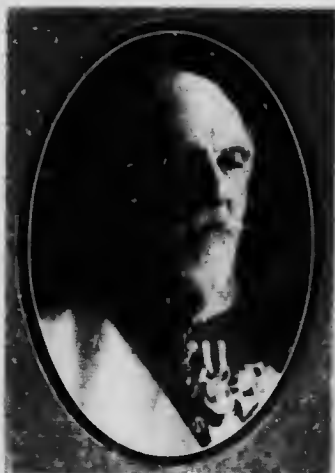
Lord Lisgar



Lord Minto



Lord Monk



Earl Dufferin

Group of Governors-General



Duke of Devonshire



Duke of Connaught



Earl Grey



Lord Lansdowne

Group of Governors-General

Connaught and Strathearn, Field Marshal, His Royal Highness, Arthur William Patrick, Duke of. Soldier and statesman. He is the third son of Her late Majesty, Queen Victoria, and was born at Buckingham Palace. His education was given him privately and his military training at the Royal Military Academy, Woolwich. At the age of eighteen he was assigned to the Royal Engineers and then with the Royal Artillery. In August, 1869, he was transferred to the Rifle Brigade. He was promoted to the rank of Captain in 1871, Major in 1875, General in 1893, and Field Marshal in 1902. In 1882 he commanded the Guards Brigade in Egypt, and was mentioned several times in despatches during the Battle of Tel-el-Kebir, and made Companion of the Bath and was thanked by both Houses of Parliament. He also was in active service in India from 1886 to 1890. During the next eight years he was District Commander at home. In 1900, he succeeded Lord Roberts as Commander-in-Chief of the forces in Ireland. In 1909, he became Commander-in-Chief of the forces in the Mediterranean, with headquarters at Malta. He was appointed Governor-General of Canada on October 13th, 1911, in succession to Earl Grey. For the five years he filled this very important post he became one of the most popular Governors-General Canada has ever known. His last public duty in Canada was to lay the corner-stone of the new Parliament Buildings at Ottawa. In 1916 the Duke of Devonshire was appointed his successor.

Costigan, Hon. John. Statesman. Was born at St. Nicholas, Quebec, on February 1st, 1835. He was a Canadian political leader for forty years, and one of the most influential members of the Dominion House of Commons. In 1907, he was made Senator of the Dominion. In his early life he moved to New Brunswick, where he began his political career. He served as representative in the House of Commons from 1867 to 1907, which is a longer time than has fallen to any other member. He was Minister of Inland

Revenue under Sir John A. Macdonald. Politically he was a Conservative up to the time of the Laurier Administration, then he became a Liberal.

Cullen, Maurice Galbraith. Canada's greatest landscape painter, who was commissioned by the Dominion Government in 1918, to proceed to the battle front in France to commemorate on canvas the deeds of valor by Canadian troops. He was born at St. John's, Newfoundland, in 1866, and received his education there. He then came to Canada and settled in Montreal, where he first began his business career. Then becoming interested in sculpture, he studied a year under Hebert, but in 1888 he went to Paris where he studied painting, and made his first exhibit at the New Salon in 1894. He then spent several years traveling in Italy, Spain and Holland, returning to Canada in 1896. His works are mostly of landscapes, principally winter scenes, which are all vitally atmospheric. The scenes live, there is nothing of transcription about them. Cullen has been advancing forward for years, until now he is a matured artist of international fame.

He was awarded bronze medals for his exhibits at the Pan-American Exhibition in 1901, and again at the Louisiana Purchase Exhibition in 1904.

Currie, Lieut.-General Sir Arthur W. Distinguished Canadian soldier, who in June, 1917, succeeded Sir Julian Byng as Commander of the Canadian forces in France. He was born at Napperton, Middlesex County, Ontario, in 1875, and received his education at the Strathroy Collegiate Institute, and when only 18 years of age removed to British Columbia. In 1893, he was appointed a teacher in a Public School at Sydney, B.C., but a few years later resigned and entered the real estate business. In 1897, he began his military career as a private in the 5th Regiment, Canadian Garrison Artillery, and earned promotion rapidly, receiving his commission three years later, and the following year was given command of No. 1 Company. During the eight years



Lieut.-General Sir Arthur W. Currie
Commander of the Canadian Forces in France

1871
The first of the year was a very cold one, and the snow lay on the ground for several weeks. The weather was very disagreeable, and the people were much distressed. The crops were all ruined, and the people were obliged to live on their stocks. The winter was a very severe one, and the people were much distressed. The crops were all ruined, and the people were obliged to live on their stocks. The winter was a very severe one, and the people were much distressed. The crops were all ruined, and the people were obliged to live on their stocks.

of his command of this company, it won the efficiency shields several times. In 1902, he was raised to the rank of Captain, Major in 1906, and Lieutenant-Colonel in 1909, at which time he succeeded Lieut.-Col. John Hall in command, which position he held until the fall of 1913, when he was transferred to the 50th Gordon Highlanders of Canada on their formation. Immediately after the outbreak of the War of Nations, in August, 1914, he was offered the command of a Canadian Brigade, which he at once accepted, and was raised in rank to Brigadier-General. Within a few months he left for Overseas, arriving at the front in February, 1915, and during the next two years won great distinction, being mentioned several times in despatches, and was awarded the C.B. and K.C.M.G. In June, 1917, when only 42 years of age, he succeeded Sir Julian Byng as Commander of the entire Canadian forces in France, at the same time being raised in rank to Lieut.-General.

General Currie was criticized for certain tactics he employed in directing troops under his command, but on his return to Canada in August, 1919, he was able to satisfy the folks at home that no efforts were spared to give the Canadian troops every comfort possible and that no lives were unnecessarily sacrificed under his command. On November 18th, 1919, General Currie was appointed Inspector-General and Chief Military Councillor for Canada.

Davies, Sir Louis Henry, Judge, was born at Charlottetown, Prince Edward Island, May 4th, 1845. He was educated at the Prince of Wales College in that city and at the Cuneo Temple, London, England. He was admitted to the Bar in 1866 and soon became a leader in his profession. He was elected to the House of Commons as a Liberal in 1882 and was re-elected until 1901, when he was made a Judge of the Supreme Court of Canada. He was a member of the Joint High Commission to settle all disputes between Canada and the United States. When Sir Charles Fitzpatrick

resigned the Chief Justiceship of the Supreme Court of Canada, on October 21st, 1918, Sir Louis was appointed to fill that great office.

Dawson, George Mercer, was born at Pictou, Nova Scotia, in 1849. He was educated at McGill and at the Royal School of Mines, London, Eng. He was author of many scientific papers, especially of surface geology. In 1875, he became a member of the staff of the Geological Survey of Canada, and in 1895 became director of this Commission. He had charge of the Government survey of the Yukon country in 1887. He is known as one of Canada's greatest geologists. He died in 1901.

Denison, Col. George Taylor. Col. Denison is considered one of Canada's most patriotic citizens. He was born in Toronto, August 31st, 1839, and educated in the Upper Canada College and Toronto University, receiving his degree of LL.B. in 1861. He entered his business career as a barrister in 1861, and successfully practised his profession in Toronto for a number of years. In 1866 he took an active part in the Fenian Raid, commanding the outpost on the Niagara River, under Col. Wolseley. Again in 1885, he saw active service in the North-West Rebellion, at which time he was mentioned in the despatches.

He has served in the Canadian militia for more than forty years. Col. Denison is also well known for his many works of military history and tactics. In 1865 he won the Grand Prize, offered by the Emperor of Russia, for the best work on the "History of Cavalry". On this occasion he went to St. Petersburg (now Petrograd), where he stayed for two months, during which time he was presented to the Emperor and Empress. His book was published the same year (1877) in London, and then translated into many languages. He was highly praised on this achievement, not only by Canadians, but by British subjects. Since then he has written many other well-known works, including "The National Defences", "Manual of Outpost Duties", "Soldier-

ing in Canada", "The Struggle for Imperial Unity". He has also contributed to many Canadian and English magazines. Since 1896, he has been President of the British Empire League in Canada, and during the war with Germany, which started in 1914, he took a very deep interest. He had been Police Magistrate in Toronto since 1877.

Devonshire, Victor Christian William Cavendish, Ninth Duke of. He was appointed Governor-General of Canada in 1916, succeeding His Royal Highness, the Duke of Connaught. After finishing his education he entered the House of Commons, England, in 1891, as a Liberal Unionist, and continued to sit in the House until 1908, at which time he succeeded to Dukedom, on the death of his uncle, the eighth Duke of Devonshire. From 1900 to 1903, he was Treasurer of His Majesty's Household. For two years he was Financial Secretary to the Treasury. In 1892, he married Lady Evelyn Fitzmaurice, daughter of the fifth Marquis of Lansdowne, who was Governor-General of Canada from 1883 to 1888. The Duke of Devonshire is one of the great land owners of Great Britain, his estates including mineral lands and forests, amounting to more than 190,000 acres. He is very fond of hunting and is regarded as one of the most charming and democratic of the British peers. Since taking up his office as Governor-General of Canada, in 1916, he has served Canada well, and won the confidence of the people throughout the Dominion.

Doherty, Hon. Charles Joseph. Statesman. Born in Montreal, May 11th, 1855, and educated at St. Mary's College and McGill University. He received his degree LL.D. from the Ottawa University in 1895. He was called to the Bar in 1877 and successfully practised his profession in Montreal for some years. In 1885 he served as Captain of the Sixty-fifth Battalion during the North-West Rebellion. From 1901 to 1906, he was Judge of the Superior Court of the Province of Quebec. He was Professor of Civil and International Law for more than twenty years at McGill

University. In 1910, he accompanied Sir Robert Borden on his Western tour, and on the defeat of the Laurier Administration, in October, 1911, he accepted office in the Borden Cabinet as Minister of Justice.

Dorion, Sir Antoine Amie. Lawyer and statesman. He was born in the parish of St. Anne De La Pirade, in Champlain County, Quebec. He attended Nicolet College and studied law at Montreal. In 1842 he was called to the Bar. He practised his profession for some years and then entered public life in 1854, when he was elected to the Canadian Assembly, in which he sat until Confederation in 1867. On August 2nd, 1858, he was appointed Commissioner of Crown Lands for Lower Canada in the Brown-Dorion Ministry, and after holding office for only four days, the Ministry was the shortest Ministry in Canadian history. From 1874 to 1887 he was Chief Justice of Quebec. He died in 1891.

Drury, Hon. Ernest Charles. A practical farmer and leader of the United Farmers of Ontario. He was born on January 22nd, 1878, at Crown Hill, Simcoe County, near Barrie, Ont. Son of the late Hon. C. Drury, who was Ontario's first Minister of Agriculture. After finishing his studies in the public schools, Drury attended the Guelph Agricultural College, from which he graduated, in 1900, with degree of B.S.A. He then settled down to farming on the old homestead, where he was considered a good practical farmer. He has always taken an active interest in farmers' organizations, and in politics was a Liberal until the formation of the United Farmers of Ontario, of which party he became an enthusiastic member. After the general election in October, 1919, in which the U.F.O. won by a large majority, Drury was called upon to form a Ministry. On November 14th, 1919, he took office as Premier of Ontario.

Duff, Hon. Lyman Poore. Judge. Born in Meaford, Ont., January 7th, 1865, and educated at the University of Toronto, graduating with first-class honors in mathematics and metaphysics in 1887. He then studied law and was called to



Photo by Louis A. Sauer

HON. ERNEST C. DRURY,
First U.F.O. Premier of Ontario.





Arthur Stringer



Robert W. Service



Bliss Carman



Goldwin Smith

Noted Canadian Authors

the Bar and practised his profession at Fergus, Ont., later going to Victoria, B.C., where he became one of the leaders of the Bar. In 1903, he was associated with the Hon. Edward Blake, K.C., and the late Christopher Robinson, in the presentation of Canada's claims before the Alaska Boundary Tribunal. He sat as Puisne Judge of the Supreme Court of British Columbia from 1904 to 1906, at which time he was appointed a Judge of the Supreme Court of Canada.

Dufferin and Ava, Frederick Temple Hamilton Blackwood, Marquis of. He was born in Florence, Italy, in 1826. His father, Price Blackwood, Baron Dufferin, was a British naval officer, and owner of very rich estates in Ireland. When only twenty-three, young Frederick was already a great favorite and became attached to the Liberal party, under the leadership of Lord John Russell. In 1850, he was given a seat in the House of Lords as Baron Claudeboy, and created Earl of Dufferin, in 1871. The following year, in 1872, he was appointed Governor-General of Canada. While in Canada, his great personal charm and wonderful ability, combined to make his administration one of the most popular in the history of Canada. He resigned as Governor-General in 1878, returning to England, where for over thirty years he continued in public service, as Ambassador to Russia, Ambassador to Turkey, Viceroy of India, Ambassador to Italy and then to France. In 1888 Queen Victoria created him Marquis of Dufferin and Ava. He died in 1902.

Dunsmuir, Hon. James. Statesman and capitalist. Born at Fort Vancouver, Washington. He received his education at Nanaimo, B.C., Hamilton Collegiate Institute, and Military School, Blackburg, Va. He joined his father in the mining business and gained a thorough knowledge of the affairs under him. On the death of his father he became president and chief owner of the business, and also the chief stockholder of the Esquimalt and Nanaimo Railway, which he sold later to the Canadian Pacific Railway Company, in 1905. He is now considered one of the wealthiest men in

British Columbia, owning over 40,000 acres of land and being deeply interested in many business enterprises. He has always given largely of his wealth to educational and charitable institutions. In 1898, he was elected to the British Columbia Legislature, and from 1900 to 1902 was Premier and President of the Council. He was appointed Lieutenant-Governor of the Province in 1906, which office he held for a term of three years.

Durham, Lord John George Lambton, First Earl of. An English statesman, born in London in 1792 and educated at Eton. He will always be remembered for the interest he took in the great Reform Bill of 1832, and his "Report on the Affairs of British North America," which was directly responsible for the Union of Upper and Lower Canada. In 1813, he first appeared in public life, at which time he was elected to the House of Commons. He was raised to the peerage as Baron Durham, in 1828. Early in 1837, Durham was asked by Viscount Melbourne, then Premier of England, to come to Canada as Governor-General. At first he refused, but several months later he accepted and he received the assurances of Melbourne, that the Government would give him "the firmest and most unflinching support." On May 27th, 1838, Durham arrived at Quebec, and sailed from Quebec the following November 3rd. Although he remained in Canada as Governor-General only six months, his very able statesmanship made a lasting impression. He held a conference with the Governors of the Provinces and made inquiries as to the exact conditions of the people in regard to the form of government, and this conference resulted in the confederation of the provinces. On his return to England, his health began to fail very rapidly and he died July 28th, 1840.

Eaton, Sir John Craig. A well-known merchant and manufacturer, son of the late Timothy Eaton, who founded the T. Eaton Co., Ltd., of Toronto, Winnipeg and Vancouver. Sir John was born in Toronto, November 9th, 1875, and educated in the Toronto Model School. He received his business

training under his father and became President of the Company on his father's death in 1907. His firm employs 15,000 hands, and during the war with Germany, over 1,500 enlisted and the firm continued to pay them their full salaries while on active service. He has given very freely of his wealth to charitable and educational institutions, and when the war broke out in 1914, he at once donated \$100,000 to the Canadian Government for the equipment of a battery. He also offered the Government his private yacht "The Tekia," which is the largest and best equipped steam yacht on Lake Ontario. In memory of his father, he constructed the entire surgical wing of the New General Hospital, Toronto, at a cost of \$250,000. He was knighted in 1915.

Elgin, James Bruce, Eighth Earl of. British statesman and colonial administrator. He was born in 1811 and at the age of thirty entered the House of Commons, England, as a Conservative, but before the end of the year, the death of his father made him Earl of Elgin, which compelled him to retire from the House of Commons. The next year he was appointed Governor of Jamaica, which position he held for four years. On return to England in 1846, he was at once appointed Governor-General of Canada. It was at this period that the struggle for Responsible Government in Canada was at its height. His genial manners and frankness in all his dealings were of a great aid to him in his efforts toward reform, and long before his term of office expired, he was considered one of the most popular men in Canada. He was therefore the first Governor-General to put into practice the principles of Responsible Government, for which Canadians had fought for a generation. In 1857, Lord Elgin returned to England and Sir Edmond Walker Head was his successor in Canada. During the last eighteen months of his life, Lord Elgin was Viceroy of India. He died in 1863.

Emmerson, Hon. Henry Robert. Lawyer and statesman. He was born in Mangerville, N.B., September 25th, 1853, and received his education at Amherst Academy, Mt.

Allison Academy, St. Joseph's College, Acadia College, and Boston University; receiving his degree LL.B. in 1877, at which time he was admitted to the Bar of New Brunswick. He practised his profession very successfully at Dorchester for some years, and in 1888 he was elected to the Assembly of the Province. He was Chief Commissioner of Public Works in 1892 and from 1897 to 1900 he was Premier and Attorney-General of New Brunswick. Later he was elected to the Dominion House of Commons and was Minister of Railways and Canals from 1904 to 1907 in the Laurier Cabinet. He has always favored freedom of trade with England and is deeply interested in growing wheat and promoting and developing the oil properties in New Brunswick.

Falconbridge, Sir William Glenholme. Chief Justice. Sir William was born in Drummondville, Ont., May 12th, 1846, and received his education at the Barrie Grammar School and University of Toronto, graduating with honors in 1866. He was called to the Bar in 1871, and the following year was appointed an examiner in the Toronto University. He was Registrar of the University until 1881. He was created Queen's Counsel (now King's) by Lord Lansdowne, in 1885, and became Chief Justice of the King's Bench of Ontario, in 1900. He is regarded as one of the greatest jurists of the Dominion. He was knighted in 1908.

Falconer, Rev. Robert Alexander. Educationist. Born in Charlottetown, P.E.I., February 10th, 1867, and received his education at Queen's Royal College, Trinidad, British West Indies, and later studied at the Universities of London, Edinburgh, Leipzig and Berlin. He was ordained a Presbyterian clergyman in 1892. Later, until 1907, was in turn an instructor, a professor and Principal of the Presbyterian College at Halifax. Since 1907, he has been President of the University of Toronto. Dr. Falconer is author of many well-known works, including "The Truth of the Apostolic Gospel", which he wrote in 1904. He has also delivered many addresses on very important questions of the day.

again conspicuous at the Battle of Chrysler's Farm. He returned to England, and served on the staff of the Duke of Wellington at the Battle of Waterloo. He was sent again to Canada in 1836 as Governor of Prince Edward Island and as Governor of New Brunswick in 1837 and as Governor of Nova Scotia in 1846, which position he retained until his death in 1852. He earned the esteem of the people of Canada at a time when Governors were not at all popular. This is a high tribute to Sir John's character.

Haultain, Frederick William Gordon. A Canadian statesman and lawyer, who was born at Wolliville, England, in 1857. He came to Canada at a very early age and was educated at Peterboro Collegiate Institute and at the University of Toronto. He began the practice of law in Ontario in 1882, but two years later went to the Northwest and located at Regina in 1887. He was elected member of the Northwest Assembly in 1888 and became very influential until he was made Territorial Premier in 1897, which office he filled until the Provinces of Alberta and Saskatchewan were organized. Then he entered the Legislature and became a Conservative leader.

Hazen, John Douglas. Barrister and statesman. He was born at Aroncocto, New Brunswick, June 5th, 1860. He was educated at the University of New Brunswick and called to the Bar in 1883. He successfully practised law, first at Fredericton, and then at St. John. In 1899, he was elected to the New Brunswick Assembly, where he was a Conservative leader for nine years. In 1908, Hazen was called on to found a Ministry, in which he became Premier and Attorney-General. After the elections of 1911, he was called to the Dominion Cabinet and took his seat in the House of Commons, for St. John, by acclamation.

Head, Sir Edmund Walker. An English author and statesman, who was born in 1805. He was educated at Oriel College, Oxford, and later became a fellow at Morton College. He succeeded to the baronetcy in 1838, and in 1847, he

was appointed Lieutenant-Governor of New Brunswick. From 1854 to 1861, he was Governor-General of British North America. During his term, Ottawa was made the permanent Capital of Canada. He is the author of many volumes of criticism of painting. Among them is "A Hand Book on French and Spanish Painting". In 1863, he was made Governor of the Hudson's Bay Co. In the year of his death, 1868, there was published a book of his poems, "Ballads and Other Poems, Original and Translated". It is said of him that though Canada may have had many greater Governors, she never had one who was his equal in learning.

Head, Sir Francis Bond, a cousin of Sir Edmund Walker Head, who was born at Hingham, Norfolk, England, in 1793, and was educated at the Royal Military Academy. He was for some years stationed on the continent and fought at Waterloo. In 1825, he was sent to South America to develop some mining interests, but remained only two years. He was appointed Lieutenant-Governor of Canada in 1835, and found it a very difficult office to hold during the Rebellion of 1837. He resigned soon after the end of the Rebellion and devoted the remainder of his life to writing. Among his important works are "Bubbles from the Brunner of Nassau", "The Emigrant", "Stokus and Pokus", "Fag-gots of French Strikes" and "The Royal Engineer".

Hearne, Samuel. A Canadian explorer and trader, who was in the employ of the Hudson's Bay Company at Fort Prince of Wales, on the Churchill River. Indians who came from the north to trade, brought pieces of copper which they told him were found on the banks of a river. The company sent an exploring party with Hearne at its head, to investigate. After two unsuccessful attempts, a start was made in July, 1771. They were to travel as far north as 70 degrees north latitude, looking for fur-bearing animals, copper, and to find the northwest passage. He explored the Coppermine River to the Arctic Ocean, establishing friendly relations with the Indians from Hudson Bay to Lake Atha-

baska. After a journey of great hardships, he again reached Fort Prince of Wales, in June, 1772. Hearne's achievement was a very important one, as it was the means of establishing friendly relations with the Indians throughout that country. He died in the year 1792, but his name will always be remembered as one of our great explorers in the early days.

Hearst, Sir William Howard. Barrister and solicitor, who succeeded Sir James P. Whitney as Premier of Ontario. He was born in Bruce County, Ont., February 15th, 1863, and received his education at the local schools, Collingwood Collegiate Institute, and Toronto University. He was admitted to the Bar in 1888 and successfully practised his profession at Sault Ste. Marie, where he was counsel in all the important civil and criminal cases tried in the Algoma district. He always took a keen interest in political life, but did not hold office until 1905, at which time Whitney appointed him as Special Government Agent in connection with the Guarantee Loan and Lake Superior Corporation's affairs. He was elected as a Conservative member to the Ontario Legislature in 1908, where he was later appointed Provincial Minister of Lands, Forests and Mines, in 1911. On the death of Sir James P. Whitney, in 1914, Sir William became Premier of the Province, which office he held until November, 1919.

Hebert, Louis Philippe. One of our foremost French-Canadian sculptors. He was born in Ste. Sophie d'Halifax, Que., January 27th, 1850, and was educated at the local Public Schools. After leaving school, he took up farm work in the State of Massachusetts. It was during this time when his first desire for carving began and in his spare moments, he would occupy himself in carving wood. Soon after he went to Montreal, where he took up the study of sculpture, and after finishing his studies there, proceeded to Paris, where he spent a year in hard study. Returning to Canada, he went to Montreal and became Professor of Modelling at

the Association of Arts and Manufactures, becoming Vice-President of the Association in 1898. He has been awarded many prizes, both in money and medals, among them being the Confederation Medal, awarded him in 1894, by the Canadian Government, as a mark of appreciation of his talents, and created a Knight of the Legion of Honor (France) in 1901. Among his best known works are the following: "De Salaberry Monument", Chambly, Que., the "Sir Geo. E. Cartier" and "Queen Victoria Monuments", in the Parliament Square, Ottawa, the "Laval Monument", Quebec, and the "Howe Statue" at Halifax. He also executed a number of historical statues for the Legislative Buildings, at Quebec, Que. One of his later works is that in honor of King Edward VII., for one of the squares of Montreal. His numerous statuettes, inspired by important incidents of the French regime, show us the heroic colonist in his struggles against the Iroquois, clearing the land and conquering it as well.

Hill, James Jerome. Master railroad builder of America, who rose from grocery boy to empire builder. A man whose influence was doubtless the most potent factor in the development of the wealth of the great Northwest, both in Canada and United States, and who developed railroad interests that are among the most extensive and most valuable in the world. He was born on a farm near Guelph, Ont., September 16th, 1838, and received his education at Rockwood Academy. The death of his father while James was very young, made it necessary for him to leave school and take up work at a local grocery store for the small sum of four dollars a month, to help his mother. At the age of sixteen he started out to seek more profitable employment, and this took him to St. Paul, Minn., which was at that time only a village of five thousand inhabitants. Here he secured a position with a steamboat company as helper, and through his honesty and hard, industrious work, he was advanced very rapidly. James was always very ambitious and watched every opportunity to better himself and when only twenty-five years

of age, he was employed as agent of the Northwestern Packet Company, during which time he took great interest in the transportation problem. His great ambitions led him to organize a company of his own in 1870. He named his company the Red River Transportation Company, and then opened communications between St. Paul and Winnipeg. It was at this time he saw the wonderful opportunity before him in opening up the Great West, which culminated in the completion of the Great Northwestern Railway System, with its line of steamers connecting Puget Sound with China and Japan across the seas. He then became interested in organizing another company, the Saint Paul, Minneapolis and Manitoba Railway Company, in 1879, to take over the Saint Paul and Pacific Railroad, which organization he was deeply interested in, until his death in 1916. James Hill was a very convincing public speaker and fluent writer. His advice was often sought in the great financial centres of the world, and he was considered the foremost authority on transportation. He was a son that Canada may well feel proud of.

Hinks, Sir Francis. Journalist and statesman, who took a very prominent part for responsible Government in Canada. He was born in Cork, Ireland, but of English descent. On becoming of age, he entered his commercial career, and in 1832, he came to Canada, settling down in Toronto, where he later became interested in politics. He founded the Toronto "Examiner" in 1838, and under his leadership it became the leading Liberal organ in Upper Canada. In 1841, Sir Francis was elected to the Assembly and the following year appointed Inspector-General of Finance. He held this position for three years, and again held the same position in the Baldwin-Lafontaine Ministry, from 1848 to 1851. On the retirement of the Baldwin Ministry, Sir Francis was appointed Premier and while in this office, he negotiated for the construction of the Grand Trunk Railway. He resigned as Premier in 1854 and was appointed Governor of Barbados

in 1855, which position he held for six years, at which time he was appointed Governor of British Guiana. He returned to Canada in 1869, and was at once appointed Minister of Finance by Sir John A. Macdonald. He resigned from this position in 1873, but continued to take a great deal of interest in public affairs until his death, August 18th, 1885. Sir Francis' services were invaluable to Canada, and he is looked upon as one of the foremost figures in Canada's history.

Howe, Joseph. A journalist, and considered one of the greatest statesmen of his day. He was born at Halifax, December 13th, 1804, and received what little schooling he got at the local schools. He was very fortunate in having a good father that took great interest in him, and taught him in many subjects that helped him in later life. At a very young age, he took up work with his brother. He was always quick to learn and was advanced very rapidly. When only twenty-three, he went in business for himself, becoming editor of the weekly "Acadian," and the next year, purchasing an interest in the "Nova Scotian." In November of 1836, he was elected to the Assembly, and under his leadership, many important reforms were brought about, and after a very determined struggle that will be remembered for all time, in 1848, responsible government was established for Nova Scotia. This was one of Howe's greatest achievements. He was Premier of Nova Scotia from 1860 to 1863. Again being elected to the House of Commons in 1867, and in 1869 accepted the Presidency of the Council in the Macdonald Ministry, becoming Secretary of State in 1870. In May of 1873, he was appointed Lieutenant-Governor of Nova Scotia, which position he held until his death June 1st, 1873.

Hughes, James Laughlin. A distinguished educator, well known throughout the Dominion and the greater part of the United States and England. He was born on a farm in Durham county, near Bowmanville, Ont., February 20th, 1846, and received his education at the Public Schools and



Brig.-General Louis J. Montcalm



Major-General James Wolfe



Major-General Sir Isaac Brock



Laura Secord

A Group of Heroes



Sir James P. Whitney



Lieut.-General Sir Sam Hughes



Robert Harris



A. Suzor-Coté

Distinguished Canadians

later at Toronto Normal School. On completing his education, he was appointed a teacher in the Toronto Model School. In 1871, he became Principal of the Normal School. This position he held for three years, at which time he was appointed Chief Inspector of Schools for the City of Toronto, a position he held for forty years continuously. After resigning this position in 1914, he devoted himself to lecturing and writing. Dr. Hughes has always been considered a foremost authority on the Kindergarten and other phases of modern education. He has been on many important missions, both to England and United States and takes a great interest in all movements that are of an educational nature. His writings have been mostly on educational subjects as, "Froebel's Educational Laws", "Dickens as an Educator", "Mistakes in Teaching", "What Adulthood Should do for Childhood" and "Attention and How to Retain It", "The Practical Speller", and "Equal Suffrage". He has also lectured very extensively throughout Canada, England and the United States.

Hughes, Lieutenant-General Sir Samuel. A soldier and political leader. He was born on a farm in Durham County, Ont., January 8th, 1853, and received his education at the local schools, the Toronto Model and Normal Schools, and later graduating from the Toronto University with honors. He also attended the Royal Militia School. He then taught school for several years in Belleville, Lifford and Bowmanville. He was later appointed Lecturer in English Language, Literature and History in the Toronto Collegiate Institute. After ten years, he retired to devote himself to journalism. In 1885, he went to Lindsay, Ont., where he purchased the Lindsay "Warder" and edited this paper until 1891. He made his first appearance in public life in 1892, when he was elected to the House of Commons as a Conservative member, representing Victoria County, Ont. Sir Sam has always taken a very deep interest in military affairs, having seen active service in the South African War as an officer on the

staff of Sir Henry Settle, and received high commendation for his great courage from Lord Milner, then High Commissioner for South Africa. He was strongly opposed to the Taft-Fielding reciprocity compact and on defeat of the Laurier Administration in October, 1911, he was sworn a member of the Privy Council, and accepted office in the Borden Cabinet, as Minister of Militia and Defence. He at once took steps to develop the cadet system in Canadian schools and to train the militia along the most efficient and modern methods. At the outbreak of the war with Germany, in 1914, he established four large training camps in which he trained the first division of 33,000 men that were sent to England six weeks later. During the next two years through his efforts, Canada had nearly 400,000 men under arms. This was considered a wonderful achievement, although he was bitterly criticized for his methods. In the latter part of 1916, differences of opinion arose in the Cabinet and Sir Sam resigned. At the general election in December, 1917, he was again elected to the House of Commons.

Jette, Sir Louis Amable. Chief Justice and statesman. He was born at L'Assomption, Que., January 15th, 1836, and was educated at L'Assomption College. He was called to the Bar in 1857, and successfully practised his profession in Montreal. He distinguished himself in the Guibord case in 1870, and later he pleaded before the Privy Council in England on behalf of the Quebec Government. From 1872 to 1878, he sat in the House of Commons as a Liberal and just before retiring, he refused the position of Minister of Justice, offered him by Alexander Mackenzie. He was appointed Puisne Judge of the Superior Court of Quebec in 1878, which office he held for the next twenty years. He then became Lieutenant-Governor of Quebec. He held this position from 1898 to 1908, and then returned to the Superior Court as Chief Justice in 1909. In 1903, he was a member

of the Alaska Boundary Commission which had to do with the settling of the dispute between Canada and the United States. He resigned from the Bench in 1911.

Johnson, Miss Emily Pauline. A poetess. She was born at Chiefswood, Ont., and was the daughter of the head chief of the Six Nation Indians (he being a full-blooded Indian). Miss Johnson received her education by private tuition and at Brantford Model School, and her first verses appeared in the "Gems of Poetry," published in New York. In 1894, she went to England, and while there published "The White Wampum." She made another visit to Europe in 1906, at which time she made her first appearance at Steinway Hall, as a poet-entertainer, and was highly received and well thought of. But it was not until 1891 that she made her first appearance as a reciter of her own poems, and since then she has appeared in many Canadian and American cities, making several tours across Canada. In 1896, she won the first prize of the three offered by the Industrial League for the best campaign song for the Dominion general election. It was entitled "The Good Old M.P." Her best poems are on Indian subjects and Canadian scenery, such as "The Death Cry", "The Idler", "In the Shadows", "In April" and her "As Red Men Die" is considered one of the strongest poems ever written in Canada. In 1903, she published a new volume of poems, "Canadian Born", which enjoyed a very large sale, and one of the most popular of her newer pieces is "Made in Canada". She died in 1913.

Joly de Lothiniere, Sir Henri Gustave. A statesman, born in Epemay, France, in the year 1829. When quite young he came to Canada with his parents and spent five years study ing law, being called to the Bar in 1855. In 1861, he entered his political career as a Liberal. He was strongly opposed to Confederation, thinking the French-Canadian would not be benefited. After Confederation, he sat in both the Quebec Assembly and the Dominion House of Commons. In March, 1878, he was appointed Premier of Quebec. He

retired in October, 1879, but remained the leader of the Opposition for the next four years, retiring from public life in 1885. In 1896 he was again induced to take an active part in the campaign and was elected to the House of Commons. Sir Wilfrid Laurier appointed him Controller of Inland Revenue and later gave him a seat in the Cabinet as Minister of Inland Revenue. He was Lieutenant-Governor for British Columbia from 1900 to 1906. Sir Henri always took a deep interest in the promotion of Canadian agriculture and forestry. He died in 1908.

Jones, Alfred Gilpin. Statesman, born in Weymouth, Nova Scotia, in 1824. He took a very active part in opposing Confederation in 1865, and when the British Government refused to appeal the British North America Act, he made a speech that made his opponents question his loyalty. It was this speech that gave him the name "Haul-down-the-Flag Jones." He was for many years a member of the House of Commons and in 1878 it was largely through his influence that the Liberal party refused to abandon its policy of free trade, which was the means of bringing on its defeat. In 1900 he was appointed Lieutenant-Governor, which position he held until his death in 1906.

Kemp, Sir Albert Edward. Manufacturer and statesman. He was born in Clarenceville, Que., August 11th, 1858, and received his education there at the local academy and Lacolle Academy. He then entered on his business career, in which he was very successful, becoming the President of the Kemp Manufacturing Company, the largest manufacturers of graniteware and tinware in Canada. He also controlled the Sheet Metal Products Co., another big business well known throughout the Dominion. In 1900, he became interested in politics, when he was elected as a Conservative to the House of Commons. He held this seat for the next eight years and then retired. He took an active part in opposing the Taft-Fielding reciprocity compact, and on the defeat of the Laurier Administration he was sworn in to the Privy

Council and accepted a seat in the Borden Cabinet without portfolio, October 11th, 1911. After the war broke out with Germany, in 1914, he was appointed Chairman of the War Purchasing Commission, and during the first year, gave contracts for all supplies, except munitions, that amounted to more than \$100,000,000. On several occasions when Sir Sam Hughes was on business in England in 1915 and 1916, Kemp was acting Minister of Militia and Defence, and on the resignation of Hughes in 1916, Kemp was appointed to the office. In 1917, he was appointed Minister of Overseas Military Forces, making his headquarters in London, Eng. On January 19th, 1918, Sir Edward made a visit to the front where the Canadian forces were fighting. During this trip, he visited Vimy Ridge where our Canadian forces crowned themselves with glory the previous April. On this trip he reports that only those who have seen the Ridge and have studied the German positions, can appreciate the magnitude of the Canadians' work in those desperate battles of a few months ago.

Kerr, Miss Estelle M. Writer and artist. She was born in Toronto, and studied art under Miss Laura Minty, in Toronto, at the Art Students' League, New York, and in Paris, Switzerland, Italy, and Holland. She is better known for her landscape and portrait paintings. In 1908, she published "Little Sam in Volendam," comprised of rhymes and pictures, which had a wide distribution. After the war broke out with Germany, in 1914, she took a great interest in war work, and in January of 1918, she was accepted from Toronto as a member of the French War Emergency Fund, to do work by driving a motor-delivery van to carry supplies to hospitals in France. With two years' residence abroad, the ability to speak French, together with close familiarity with the motor, makes Miss Kerr well fitted for her newly chosen duties. Her latest picture "The Vigil", is a very striking picture showing the Red Cross Nurse on night duty, with

the night light as her only companion. Patriotic posters painted by her during the war, had very wide distribution both in Canada and England.

King, William Lyon Mackenzie. Statesman. Born in Berlin (now Kitchener), Ont., December 17th, 1874. He received his education in the local Public and High Schools, and later studied at Toronto University, Harvard University and the University of Chicago. He has always taken great interest in all labor problems and has helped to settle many industrial disputes. He was instructor in political economy from 1896 to 1900, first at the University of Chicago and later at Harvard. He was then appointed Deputy Minister of Labor and from 1909 to 1911 he was Minister of that Department, he being the first to have the honor of being appointed to that office. On the defeat of the Laurier Administration in 1911 he resigned his office. In 1914, the Rockefeller Foundation appointed him to do some extensive research work. In 1917 he was appointed leader of the Liberal Party in Canada.

Kirby, William. Novelist and poet. He was born at Kingston-upon-Hull, England, in 1817, and came to Canada with his parents when a boy of fifteen. The family settled down at Niagara Falls, Ont., where he engaged in newspaper work. He is the author of "The Golden Dog", which is considered the best historical novel yet written by any Canadian. It gives a very interesting account relating to the struggle of the French to hold Canada against the British. He also wrote many other works of prose, including "U.E.", an epic poem, and a volume of verses called "Canadian Idylls".

Kingsmill, Vice-Admiral Sir Charles. Director of the Naval Service of Canada since May 15th, 1908. Sir Charles was born in Guelph, Ont., July 7th, 1855, and received his education at Upper Canada College, Dr. Baron's, Cobourg, and on the "Britannia" training ship. At the age of fifteen he was a midshipman, and five years later was sub-Lieuten-

ant on Queen Victoria's private yacht. He then advanced to Commander, Captain, and finally, in 1908, after thirty-eight years of service, he became Rear-Admiral. During this time he had been in command of many principal warships of the navy, and had seen a great deal of active service. In 1884, he was British Agent in Qelia, East Africa, and in 1892 he took part in the Egyptian war, receiving both the Queen's medal and the Khedive's bronze star, in recognition of his valuable services. When in command of the warship "Blenheim", Sir Charles had the sad task of conveying to Canada the body of the late Sir John Thompson, and nine years later, while in command of the "Majestic", he brought the remains of the late Hon. R. Prefontaine across the Atlantic. Since taking up his duties as Director of Naval Service of Canada, Sir Charles has taken a deep interest in developing Canada's navy and it can be truthfully said that it was no fault of his that it was not able to cover itself with glory in the war with Germany, that broke out in August, 1914.

Klotz, Otto Julins. Astronomer. Born in Preston, Ont., March 31st, 1852, and received his education at the Galt Grammar Schools and Toronto University. He also studied at the Michigan University. After completing his studies, he did some exploring along the north shores of Lake Superior and then took up private practise in Guelph, until 1879, when he entered the services of the Dominion Government. Later he became Dominion Astronomer. In 1884, he undertook an exploration along the Lackawon and Nelson Rivers to Hudson Bay. The trip was made in a canoe and covered more than 2,000 miles. He is said to be the first man that ever decamped the entire length of the Nelson River. On this trip he found many relics of the late Sir John Franklin. In 1889, he was sent on an important mission to Alaska, and in 1893, he was again sent there on the boundary survey. He completed the first astronomic girdle of the world in 1904 and has contributed to various journals, lit-

erary and scientific, as well as publishing many articles and reports on surveying, terrestrial force and seismology. In 1907, he represented Canada at the International Seismological Congress at the Hague.

Lafontaine, Sir Louis Hippolyte. A jurist and statesman. He was born at Boucherville, Lower Canada, in 1807. After graduating in law he practised his profession very successfully, very soon becoming financially independent. He then became interested in politics. At first he was a follower of Papineau, but soon became his rival, and later succeeded him as leader of the French party. Charges of treason were made against him in 1838, as taking an interest in the Rebellion of 1837. These charges could never be proven, but Sir Louis was so upset he left Canada and went to England and then to France. He later returned to Canada and in 1842 he joined Robert Baldwin in forming a Ministry, as he also did in 1848. This second Ministry was the beginning of responsible government in Canada. Sir Louis' name will always be remembered in connection with the great struggle he put forth to secure responsible government for Canada. He retired from political life in 1851; two years later he was appointed Chief Justice of Lower Canada, which position he filled with great distinction until his death on February 26th, 1864. He will always be ranked high among the men who laid the foundation of our great Dominion.

Lamont, John Henderson. Judge. Born at Horning's Mills, Ont., November 12th, 1865. He was educated at the Orangeville High School and Toronto University, from which he graduated with honors in 1893. He was admitted to the Bar in 1895, and practised his profession very successfully at Toronto and later at Prince Albert, Sask. In 1904, he entered political life, being elected to the House of Commons for Saskatchewan. The following year he was

appointed the first Attorney-General of the Province, and since September 23rd, 1907, has been a Judge of the Supreme Court of the Province.

Lampman, Archibald. A poet, who earned the great distinction of being ranked as one of America's best poets. He was born at Morpeth, Kent County, Ont., in 1861, and received his education at Trinity College, Toronto. On completing his studies in 1882, he accepted a position with the Government at Ottawa. During his college days he began to write verses, but his first volume did not appear until 1888. His published volumes are "Among the Millet, and Other Poems" and "Lyrics of Earth". It was very unfortunate that his life had to be cut short just when his work was beginning to win such great popularity. He died in 1899.

Langevin, Sir Hector Louis. A renowned statesman, being one of the leaders in the movement for Confederation. He was born at the City of Quebec, in 1826. On finishing his studies and graduating in law at a very early age, he quickly became prominent. He was Mayor of Quebec from 1858 to 1861, and previous to Confederation, he held many important offices in the Canadian Ministry, including those of Solicitor-General for Lower Canada and Postmaster-General. He took a very prominent part in the movement for Confederation, being a delegate to the conference during which the British North America Act was drafted. After the new Government was formed, he was appointed Secretary of State in the first Dominion Cabinet. He resigned in 1873, but later accepted the office of Minister of Public Works in 1879, which position he filled with great success until 1891. He next appeared in public office in 1897 as a member of the House of Commons. This seat he held continuously for the next twenty-nine years, at which time Sir Hector retired from public life. He died in 1906.

Lansdowne, Henry Charles Keith Patten-Fitzmaurice, Fifth Marquis of. A British statesman. Governor-General of Canada from 1885 to 1888. He received his education at

Eton and Balliol College, Oxford, and became prominent in public life at the age of twenty-one, at which time he was elected to the House of Lords. He held many very important offices, including that of Under Secretary of State for War, from 1872 to 1874, and the same office for India in 1880. He resigned the latter office as he could not agree on the policy Gladstone took toward Ireland, and later he joined the Liberal Unionist party. While Governor-General of Canada, he distinguished himself as a very able administrator, being here during considerable internal unrest, namely, the Northwest Rebellion and the arbitration of the fisheries dispute with the United States. The completion of the Canadian Pacific was also brought about while he was in office. On returning to England Lord Lansdowne held many other high offices in the Cabinet, and after 1905 was the leader of the Opposition in the House of Lords. He was very opposed to the Lloyd George budget in 1909. When Premier Asquith formed the coalition Ministry, in May, 1915, to be able to prosecute the war more successfully, Lord Lansdowne was appointed Minister, without portfolio, but later resigned when the Lloyd George ministry was formed. During his many years in public service, he earned for himself a place in the highest rank and his name will always be very prominent in English history.

Laurier, Sir Wilfrid. A French-Canadian statesman of the highest rank, and leader of the Liberal party in Canada for many years, being Premier of the Dominion from 1896 to 1911. He was the first French-Canadian to hold this very distinguished office. Sir Wilfrid was born at St. Lin, Quebec, on November 20th, 1841, receiving his education at New Glasgow, Que., L'Assomption College and McGill University, Montreal. He was admitted to the Bar in 1864, and practised his profession in Montreal, during which time he was also interested in journalism. He, like all Quebec Liberals, strongly opposed Confederation, thinking it would not benefit the French people and would cause the ruin of

Lower Canada, which proved to be otherwise after Confederation, when Sir Wilfrid himself took a very active part in the Dominion politics. During his term of office as Premier, Canada enjoyed wonderful prosperity, and proved to be, in some respects, a period of Canadian history of the most important since Confederation. Our great railway expansion and agriculture and manufacturing development, were brought about during this period. A few of his many outstanding achievements as Premier are, the enactment of special tariffs in favor of goods imported from Great Britain, the adoption of the two-cent postage act, the organization of Alberta and Saskatchewan, and the reciprocity agreement between the United States and Canada, which was the outstanding feature in the general election in 1911. This agreement did not meet with the approval of the majority of the Canadian people, most of them thinking that it would lead to the annexation of Canada with the United States. This agreement was very strongly opposed by the Conservative party and when the question was put to the votes, the Liberals were defeated and the treaty in ratification. The Laurier Ministry resigned on October 6th, 1911, and since that date, Sir Wilfrid has been the leader of the Opposition. On many occasions he has represented the Dominion at Imperial conferences at London, and at sessions of the Joint High Commission at Washington in 1898 and 1899. On the outbreak of the war with Germany in 1914, Sir Wilfrid appealed, with Sir Robert Borden, to all people of Canada for loyalty and service to the Empire, and although he was still in opposition, he declined in any way to interfere with the Government in its war policies. In December of 1917, at the general election, Sir Wilfrid ran again as the leader of the Liberal party, the prominent feature of the Liberal platform being the opposing of the Military Service Act, Sir Wilfrid claiming that before conscription was enforced, a vote should be given the people. The Unionist party strongly opposed this feature, as it would delay send-

ing reinforcements to the front that were badly needed. Therefore the Liberal party were again defeated, but Sir Wilfred remained leader of the Opposition. Sir Wilfrid was without a doubt one of the greatest orators Canada has ever had. He died on February 17th, 1919.

Laut, Miss Agnes Christina. An author, well known for her historical and biographical sketches. She was born in Stanley, Ont., February 11th, 1871, and removed to Winnipeg while very young. After finishing her education at the Manitoba University, she took up editorial writing for the "Manitoba Free Press," and after 1897, contributed very frequently to other Canadian and American newspapers and journals. In 1900, her first important book appeared, entitled "Lords of the North." In 1902, she published "Heralds of Empire" and "Story of the Trapper", followed by "Pathfinders of the West", "Viking of the Pacific" and "The Conquest of the Great North-West". One of her later works is "Through Our Unknown South-West, the Wonderland of the United States". She not only had splendid ideas, but had an original way of expressing them through her works, that made her a great favorite.

Leacock, Stephen Butler. An educationist and author. He was born in Swannoor, Hants, England, December 30th, 1869, and came to Canada with his parents when a young boy of six years of age. He was educated at the Upper Canada College and University of Toronto, later studying at Chicago University, where he received the degree of Doctor of Philosophy. He has been a teacher since 1891 and has for many years been head of the Department of Economics and Political Science in McGill University. During 1907-8 he toured the British Empire giving a series of lectures on Imperial problems under the auspices of the Cecil Rhodes Trust. His early writings were as an economist and historian, but more recently he has been writing very interesting humorous sketches. Among his works are "Literary Lapses", "Nonsense Travels", "Sunshine Sketches of a Little

Town", "Behind the Beyond" and "Arcadian Adventures with the Idle Rich". One of his best known works is "Elements of Political Science". He also wrote the biographies of Baldwin, Lafontaine, and Hincks, in the "Makers of Canada" series.

Le Moine, Sir James MacPherson. Historian and naturalist. Born in the city of Quebec, January 24th, 1825, and was educated there at Petit Seminaire. He was admitted to the Bar in 1850, and successfully practised his profession in Quebec until October 12th, 1869, when he was appointed Inspector of Inland Revenue, for the district of Quebec. Retiring from this position in 1899, he devoted himself to literary work. He always took a very keen interest in natural history, particularly the study of birds, and his "Birds of Quebec" is among his most popular writings. Another of his well-known works on birds is "L'Arnthologie in Canada". Among his other works are, "Quebec, Past and Present", written in 1876, "The Scot in New France", "The Chronicles of the St. Lawrence", "The Land We Live In", "The Annals of the Port of Quebec". He had the great honor of being knighted by Queen Victoria in 1897. He died in 1916, and his name will always hold a place among French-Canadian authors of high rank.

Lighthall, William Doney. Lawyer, poet and novelist. He was born in Hamilton, Ont., December 27th, 1857, and received his education at the Montreal High School and McGill University. He was admitted to the Bar in 1881, and successfully practised his profession in Montreal, where he is one of the leaders of the Bar. It was largely through his efforts that the Maisonneuve monument was erected in Montreal, and he was also the discoverer of the Indian burying ground at Westmount. He was Mayor of Westmount from 1900 to 1902, and was appointed Chairman of the Board of School Commissioners in 1909. He is the author of many well-known works, including "Thoughts, Moods, and Ideals", a volume of poems, "Songs of the Great Dominion",

"The Masters of Life", "Canadian Poems and Lays" and "The Governance of Empire". He is a man of wide culture, refined taste and exceptional literary faculty, and has done much in many lines of endeavour, making a success of each.

Lipsett, Major-General Louis James. Distinguished soldier, and on the death of General Mercer, was appointed General Officer in command of the Third Canadian Division in France, during the War of Nations.

General Lipsett was born in Ireland, June 15th, 1874, and at the age of twenty was given a commission in the Irish Regiment. He saw active service in India in 1897, and also in the South African War.

In 1911, General Lipsett came to Canada as General Staff Officer of the Canadian Militia in the Prairie Provinces, and when the War of Nations broke out in 1914, he was given command of the 90th Winnipeg Rifles (later nicknamed by the Germans "Little Black Devils").

He went overseas with the first contingent, and for his valuable and distinguished services in the Second Battle of Ypres, the King conferred upon him the C.M.G., at the same time he was raised to the rank of Brigadier-General.

It was officially reported that "at the most critical moment in the Battle of St. Julien, his battalion practically saved the day."

In 1915, General Lipsett introduced "the trench raid," which was afterwards used by all the Allied Armies in the field. In June, 1916, when General M. S. Mercer was killed in action, General Lipsett succeeded him in command of the Third Canadian Division in France. Field Marshal Haig mentioned his name in despatches in December, 1917, and he was given a C.B. in the New Year's honors of 1918.

General Lipsett was shot on October 19th, 1918, by a German sniper, while making an inspection of the front-line trenches.

Lister, Thomas Harkness. An author who came into prominence during the war with Germany. He was born in Toronto, and received his education at the Model and High School in that city. His first attempt at writing was in the early days when he was engaged in "herding Chinamen in the Rocky Mountains" during the building of the Canadian Pacific Railway. One of his first writings that gained prominence was "Mother o' Mine," which he wrote thirty-five years ago. It was not, however, until 1918 that he became well known, at which time he published "Songs in Your Heart and Mine". This volume he divided into two sections, the earlier poems treating on a variety of subjects and the latter part "Khaki Rhymes", which deals with our soldier boys. A strong patriotic strain runs through this portion of the book, and gave the gallant boys in the trenches a great deal of pleasure. It was for this object that Mr. Lister had the book published in this form. The first of the Khaki Rhymes" is entitled "Would They Go", which is a striking appeal to mothers having their sons answer the call of their country. A few of the other titles are, "Come on and Join the Colors", "To Boys of the New Brigade", "The Lads in the Trenches", "Don't be a Slacker", "It's Up to Us" and "The Honor Roll".

Lisgar, Sir John Young, Baron. A British statesman, and Governor-General of Canada from 1869 to 1872. He received his education at Eton and Oxford; later he took up the study of law, but before he finished his studies, he was elected to the House of Commons, England, and held this seat for nearly twenty years. He later held the office of Chief Secretary for Ireland, and High Commissioner of the Donian Islands. In 1860, he was Governor of New South Wales. On January 2nd, 1869, he was appointed Governor-General of Canada, and Governor of Prince Edward Island, that not being united with the Dominion at that time. When Sir John took up his duties in Canada, November, 1869, the Red River Rebellion was in progress, but was suppressed

the following year. Among the notable events during his administration are, the signing of the Treaty of Washington, the plans for the construction of the Canadian Pacific Railway were perfected and the entrance of Manitoba and British Columbia into the Dominion. He was created Baron Lisgar in 1870, while in Canada, and at the close of his term of office, he returned to his large estates in Ireland, where he died October 6th, 1876.

Lougheed, Hon. James Alexander. Lawyer and Statesman. He was born at Brampton, Ont., September 1st, 1854, and received his education at Toronto, being admitted to the bar in 1877. He practised his profession in Toronto until 1883, at which time he removed to the North-West Territories, locating in Calgary, where he continued his practise and became one of the leaders of the bar. On December 10th, 1889, he was called to the Senate by the Earl of Derby, and in April, 1906, was chosen as Conservative leader in the Senate in succession to Sir Mackenzie Bowell. He was appointed one of the representatives of the Senate at the coronation of King George and Queen Mary in June, 1911. He was strongly opposed to the Taft-Fielding compact, and on defeat of the Laurier Government in 1911 he was sworn a member of the Privy Council, and accepted a seat in the Borden Cabinet, without portfolio.

McBride, Hon. Richard. Statesman. He was born in the city of New Westminster, B.C., December 15th, 1870, and received his education there in the Public and High Schools, New Westminster, and Dalhousie University. He was admitted to the Bar in 1892, and practised his profession very successfully at Victoria. In 1898, he made his first appearance in public life, at that time being elected to the Legislature of British Columbia. He held this seat until 1907. From 1901 to 1902, he was Minister of Mines for British Columbia, and a leader of the Opposition from 1902 to 1903. On June 1st, 1903, he was elected Premier of British Columbia, a position which he still held in 1918.

McBride has always taken a great interest in the development of the Province of British Columbia. He is a very fluent orator and a very able statesman. His name will always rank high among the big men of British Columbia.

Macdonald, Sir Hugh John. A barrister and statesman, second son of the late Sir John A. Macdonald, the first Prime Minister of Canada. Sir Hugh was born at Kingston, Ont., March 13th, 1850, and received his education at Queen's College Preparatory School and University of Toronto. He graduated from the latter at the age of nineteen, at which time he took up the study of law, and was admitted to the Bar in 1872. He successfully practised his profession in Toronto in partnership with his father until 1882 and then removed to Winnipeg. In 1891, he began to take an interest in public affairs, and was elected as a Conservative to the House of Commons. He was Minister of the Interior in the Tupper Ministry that resigned in 1896, and then was chosen leader of the Manitoba Conservatives. In 1899, he was elected Premier of the Province, but the duties of office were not as smooth as could be expected, so he resigned the following year. He still took a very active part in politics and continued to stand high in the Conservative ranks. He was appointed a Police Magistrate of Winnipeg on December 12th, 1911.

Macdonald, Rev. James Alexander. Clergyman, editor and publicist. He was born in Middlesex County, Ontario. He received his education at Toronto and Hamilton Collegiate Institutes, Edinburgh University, and Knox College, Toronto. He was ordained a Presbyterian minister in 1891, and was appointed pastor of Knox Church, in Saint Thomas, Ont. He held this appointment for five years, at which time he removed to Toronto and became interested in journalism, later becoming editor of the "Westminster," a religious monthly journal. His next position was editor of "The Presbyterian," a weekly journal devoted to the Presbyterian Church interests. He was at the same time Principal of the

Presbyterian Ladies' College. In 1902, he became editor-in-chief of the Toronto "Globe," which under his leadership, became one of the most powerful and influential journals in Canada. He resigned as editor of the "Globe" in 1915, and has devoted much of his time since lecturing and writing about international peace, both in Canada and the United States. In 1911 he was appointed a director of the World's Peace Foundation, and has always been one of the foremost Canadian advocates of arbitration. Macdonald was frequently offered nomination to the Legislature of Ontario and Parliament of Canada, but has always declined. He is without a doubt one of the most famous religious and political speakers in America.

Macdonald, Sir John Alexander. Our greatest statesman, who is responsible for uniting the Dominion of Canada, of which he was the first Premier, and for a generation, the foremost figure in Canadian public life. The history of Canada cannot be studied apart from the life of Sir John Macdonald. He was born in Glasgow, Scotland, on January 11th, 1815, and when only five years of age his parents brought him to Canada. On arriving in Canada, the family settled at Kingston, Ont., which at that time was a very small place of few people. After spending his boyhood days there, he took up the study of law, and in 1836, was admitted to the Bar. In his early life he was always ambitious, energetic, and very independent. He practised his profession very successfully at Kingston until 1844, at which time he was elected to the Assembly as a Conservative. During his first years in the Assembly, he had very little to say. He spent most of his time studying the men with whom he was associated and soon became one of the most skilful party leaders and the ablest parliamentarian in the history of Canadian politics. His wonderful ability was soon recognized, and in 1847, he was appointed Receiver-General and then Commissioner of Crown Lands. He was Attorney-General in the Cabinet formed by Sir John MacNab and Arguste



Sir John A. Macdonald
Father of Confederation

Morin. In this office he had two very serious problems to dispose of, namely, the clergy reserves and seigniorial tenures, which had been of long-standing importance. Until 1857, Macdonald had not held any office of very great importance, but between 1857 and 1867, he was several times Premier. During this period, Ottawa was chosen as the Capital of Canada, British Columbia became a Crown colony, the decimal system of currency was adopted, the famous Victoria bridge at Montreal was completed, and the Trent Affair and Fenian Raid of 1866 caused great excitement. During all this time there was a growing feeling among the Canadian people that the two Canadas (Upper and Lower) should be united. A great lesson was taught from the War of Secession in the United States, so there was a movement to bring about Confederation, the union of all the British colonies in North America. Great difficulties were encountered in organizing the Dominion; it called for great tact and resourcefulness on the part of Macdonald. The different provinces had their jealousies that had to be diplomatically handled, at the same time the rights of the Dominion had to be regarded. In all these matters Macdonald proved a great statesman and diplomat. Sir John went to Washington, D.C., as one of the Commissioners to settle the Alabama case and the fisheries dispute in 1870, and in 1871 was one of the signers of the Treaty of Washington. In 1873, the construction of the Canadian Pacific Railway was one of the most important projects; this developed into a scandal, it being learned that the party in power had received money from the railroad promoters for election purposes, and Sir John was forced to resign, although he had not profited in any way personally. During the next five years there was a general industrial depression throughout Canada, and in 1878, the Conservatives seized the opportunity of offering a protective tariff as their platform and it won the votes of approval, which re-elected Sir John as Premier, which office he held continuously until his death on June 6th, 1891. Most

of Sir John's efforts were directed to the organization and development of the great Northwest, and one of his greatest reforms was the establishing of the Royal Northwest Mounted Police. He proved himself a wonderful political leader; very few men ever had so many opposing elements to reconcile as he had during his career. His singleness of purpose and personal independence, combined with his inexhaustible energy, enabled him to triumph where others could see nothing but defeat.

Macdonald, John Sandfield. Statesman. He was born at Saint Raphael, Ontario, in 1812, and when only a boy he displayed great independence and showed a strong determination to advance himself by hard work and careful study. For a number of years he worked as a clerk in a small store in Cornwall, Ont., and not being satisfied with the prospects before him in this line of business, he began the study of Law, and was admitted to the Bar in 1840. Later he became interested in political life, being elected to the Canadian Assembly, and then becoming the leader of the Reform party. From 1849 to 1851, he was Solicitor-General for Upper Canada in the Baldwin-Lafontaine Ministry, and in 1858, he was appointed Attorney-General in the Brown-Dorin Ministry. He was Speaker of the Assembly from 1852 to 1854. He was elected Premier of Canada in 1862, which office he held for two years, but his Ministry did not prove a very strong one, and was succeeded by Sir John A. Macdonald. He was very opposed to Confederation, but was its loyal supporter after the passage of the Act. In 1867 he was appointed to organize the first Provincial Government of Ontario, and during his Ministry he established the Provincial Agricultural College and many other important institutions throughout the province. He proved himself a very efficient and economical administrator and after four years of office, retired into private life. He died in 1872.

Macdonald, Sir William Christopher. Capitalist and philanthropist. He was born at Glenaladale, P.E.I., in 1831, and received his education at the Central Academy, Charlottetown. When twenty-three years of age, he removed to Montreal where he entered his business career as an importer and general commission merchant. He later became interested in the tobacco manufacturing business, and had accumulated a very large fortune. He has endowed his wealth very freely to both public and charitable institutions, one of his largest donations being \$5,000,000 to McGill University, of which he was governor. He established the Macdonald Agricultural College, at Saint Anne de Bellevere, Que., endowing \$5,000,000 for its maintenance. He also gave \$175,000 for the erection and furnishing of the two Macdonald buildings for manual training and domestic science at the Ontario Agricultural College, Guelph, Ont. Sir William was knighted in 1898 by Queen Victoria.

Macdonell, Major-General Archibald Cameron. Distinguished soldier and Commander of the First Canadian Division in France during the War of Nations.

General Macdonell was born at Windsor, Ontario, October 6, 1864. He received his education at Trinity College School, Port Hope, and Royal Military College, Kingston. In 1888, he was appointed Lieutenant of Canadian Mounted Infantry and was exchanged into the Royal Northwest Mounted Police the following year.

When the South African War broke out, he volunteered his services and went to Africa with the Second Battalion, Canadian Mounted Rifles. He distinguished himself at once, and in January, 1900, he was promoted to Captain, and the following May, was made Major.

On returning to Canada after the war, he made his headquarters at Regina, and was given command of the "C" Division, Battleford District, of the Royal Northwest

Mounted Police. In 1912, he was given command of the Lord Strathcona Horse, and the Royal School of Instruction at Winnipeg.

When the War of Nations broke out in 1914, he offered his services and was sent to Europe in command of a Lord Strathcona Horse Regiment, and while inspecting the front line trenches in 1916, he was wounded. The following year, in June, 1917, he was promoted to Major-General and given command of the First Canadian Division in France.

McDougall, William. Statesman and journalist. He was born in Toronto, Ont., January 25th, 1822, and received his education at Victoria College, Cobourg. He was admitted to the Bar in 1847. In 1850, he founded a semi-weekly paper entitled "The North American." This paper was absorbed by the Toronto "Daily Globe" in 1857, which McDougall continued to contribute to until 1870. It was through his work as a journalist that he won a seat in the Canadian Assembly in 1858. From 1862 to 1864, he was Commissioner of Crown Lands, and for the following three years, Provincial Secretary. During 1865 and 1866, he was Chairman of a Commission to develop trade with the West Indies and South America. McDougall took a very prominent part in the movement for Confederation, and was appointed Minister of Public Works by Sir John A. Macdonald in the first Dominion Cabinet and later was the first Lieutenant-Governor of the Northwest Territories and Rupert's Land. After being appointed to the latter office in 1869, he started West and on arrival at the boundary of the Territories, McDougall was turned back by Louis Riel and his half-breed followers. This was the first signal of the Northwest Rebellion. McDougall attended both the Charlottetown and Quebec conferences and took a very prominent part in all discussions. He was sent to England in 1868, to negotiate with the Hudson's Bay Company for the purchase of the Northwest Territories. He was appointed one of the Commissioners in

1871 to settle the boundaries of Ontario, and was sent to England again in 1873 on a special mission in reference to Canadian fisheries. He held his seat in the House of Commons until 1882, at which time he retired from public life. He died in 1905.

McGee, Thomas D'Arcy. Poet, orator and statesman. He was born in Ireland in 1825, and at the age of seventeen, he came to Boston, Mass. He secured a position on the Boston "Pilot," and within three years he was editor-in-chief. It was in the "Pilot" that his first poem appeared that gave him wide reputation. He returned to Ireland in 1845 and became associated with the "Young Irish" party, and was forced to return to the United States again in 1848. He then edited the New York "Nation." He expressed himself so vigorously through this paper, at the action of the clergy in dissuading the Irish from rebellion, that the Roman Catholic Archbishop of New York secured the suppression of his paper. He then went to Boston where he edited the "Celt" for several years, and in 1857, removed to Montreal, where he founded the "New Era," and made a reputation for himself as an orator, soon entering the Canadian Assembly, becoming President of the Council in 1862. He was Minister of Agriculture in 1864, and was elected to the Dominion House of Commons in 1867. Among his well-known works are, "History of the Irish Settlers in America", "History of Attempts to Establish the Protestant Reformation in Ireland" and "Popular History of Ireland." McGee was born a reformer, he was a splendid orator, and his speeches advocating Confederation were of the strongest appeals in support of that movement. He strongly denounced the Fenians, and it was one of these men that shot him dead just after making a speech on the subject of forming a union of the provinces, in 1868.

Machar, Agnes Maude. Author. She was born at Kingston, Ont., 1856, and received her education there. From early youth she became a contributor of prose and

verse to many Canadian and American magazines, especially the "Canadian Magazine", "Century Magazine" and the "Westminster Review". Among her many separate published works of fiction are, "For King and Country", "Katie Johnson's Cross", "Lucy Raymond", "Lost and Won", "Stories of New France", "Roland Graeme, Knight", "Lays of the True North", a volume of verse and a historical book. "The Story of Old Kingston". She uses the pen name of "Fidells".

Mackenzie, Alexander. The first Liberal Premier of the Dominion. He was born in Perthshire, Scotland, on January 28th, 1822. He had very little schooling while young, as he was compelled to take up work at the age of thirteen. His father died when he was only fourteen, and as there were seven children in the family, Alexander had to work hard and so help his mother support the large family. He learned the trade of stone-cutting, and in 1842, started out for Canada. Settling at Kingston, Ont., he continued his trade and soon became a building contractor. He removed to Sarnia, Ont., in 1847 and became very prosperous. He then became interested in journalism in 1852, at which time he edited the Lambton "Shield", a liberal paper. It was not until 1852 that Mackenzie gave his whole time to public affairs, and later was elected to the Canadian Assembly in 1861, where his powerful influence was at once felt. He worked continually for Confederation, and after 1867 was the recognized leader of the Liberals in Parliament. In 1867 he was elected to the first House of Commons. After the Pacific railway scandal that caused Sir John A. Macdonald to resign in 1873, Mackenzie was called to form a Ministry. During his five years of office as Premier there was a general industrial depression; this and the Conservative protective policy led to the Liberals' defeat, and Mackenzie resigned in 1878. For the next two years he was the Liberal leader in opposition. Ill-health compelled him to retire from active leadership, but he retained his seat in the House of

Commons until his death, April 17, 1892. During his many years of public office, Mackenzie won the respect of all whom he came in contact, and his name will always be remembered as one of the leaders in uniting our great Dominion.

Mackenzie, Sir Alexander. Explorer and fur trader, and discoverer of the Mackenzie River, that was named after him. He was also the first white man to reach the Pacific coast of Canada from the interior. He was born at Inverness, Scotland, in 1755, and came to Canada in 1779, where he entered the services of the Northwest Company. He was sent to Detroit in 1784 with a small company of traders. On arriving at his destination he found the traders that had already located, caused the Indians to take action against him and the other traders brought with him. He experienced a long struggle, during which time one of his companions was murdered, but finally in 1787 he was permitted a share of the trade. Two years later he started out on his first exploring trip, which has connected his name to Canadian history for all time to come. He left Fort Chipewyan in June, 1789, with a small party of Canadians and Indian guides, and while exploring the region around Great Slave Lake he discovered the great river that now bears his name, which he traced to its mouth in the Arctic Ocean. He then returned to Fort Chipewyan after being away just 102 days. He started out on another trip three years later that brought him to Peace River, and crossing the Rocky Mountains, he reached the Pacific Ocean on July 22, 1793. From this time on, Sir Alexander devoted his time and energies to fur trading and accumulated an immense fortune. He later removed to Scotland, where he died in 1820. After his return to England in 1801 he published a fascinating narrative of his exploratory work, entitled: "Voyages from Montreal on the River St. Lawrence, Through the Continent of North America to the Arctic and Pacific Oceans".

Mackenzie, Sir William. Railroad builder. The man responsible for the construction and successful operation of the Canadian Northern Railway. He was born at Kirkfield, Ont., in 1849, and received his education there. He then took up teaching school, later entering the lumber business. His first interest in railroad work was with the Grand Trunk Railway, when he received a contract from them on the Midland division. He then built a section of the Canadian Pacific Railway in the Rocky Mountain section. In 1886 he entered into partnership with Sir Donald Mann, and since that date has been responsible for many thousand miles of railroads in Canada and many foreign countries. Sir William is now president of the Canadian Northern System, which comprises more than 8,000 miles of railways. He is also deeply interested in many other subsidiary railways, street railways and other public service corporations. He was knighted in 1911.

Mackenzie, William Lyon. Reformer, statesman, and leader of the Rebellion of 1837 in Upper Canada. He was born near Dundee, Scotland, March 12, 1795. He received very little schooling in his younger days, as his father died shortly after his birth, and the family being left with very little means, made it necessary for William to start earning his own living when but a young boy. In 1820 he came to Canada with his mother, first settling at York (now Toronto), later Dundas, and finally at Queenstown, at which place he entered into business for himself as a storekeeper with the small savings he managed to get together from his many years of hard work. He then began to take interest in political matters, which led him to publish a newspaper in 1824, called the "Colonial Advocate", in which he expressed his views against the management of the Government. Finally a mob of rioters wrecked his printing office, but this did not stop his criticisms, which finally aroused strong opposition among the Tories, the leader of which was Sir John Beverly Robinson. In 1828 he entered

his political career by being elected to the Assembly. Two years later he was re-elected, but was expelled from office on a charge that he published an account of the proceedings of the House without permission. He was re-elected four other times, and each time was refused admission to the Assembly. He visited England in 1832, and while there he advocated many important reforms for Canada, and was successful in having certain officials removed. He then returned to Canada, and in 1834, York (now Toronto) elected him its first Mayor. On the expiration of his term he was elected to the Assembly, and was this time admitted. He was defeated for re-election in 1836, along with all the other members of his party of Reformers. This caused Mackenzie great bitterness, and he began to openly applaud the people of Lower Canada, who were planning insurrection and a separate form of government. This action led to open rebellion, and on November 25, 1837, Mackenzie made an attempt to set up a provisional government, but it proved a failure, and he was forced to leave the country. He fled to the United States, where he caused considerable trouble, which finally led to his arrest, and he was sentenced to a term in prison at Rochester, N.Y. He was pardoned before his term expired, and then took up work at New York City. When the Canadian Government proclaimed a general amnesty in 1849 to all who had taken part in the rebellion, Mackenzie returned to Toronto, and served in the Assembly from 1851 to 1858. He was a man of great moral courage, and could neither be bribed, bullied or cajoled. Most of the reforms he advocated has since been adopted and have proved very beneficial to the country. He died in Toronto on August 29, 1861.

Mackinnon, Donald Alexander. Barrister and statesman. He was born in Vigh, P.E.I., February 21, 1863, receiving his education there, at the Prince of Wales College and the Dalhousie University. He was called to the bar in 1887, and was appointed King's Counsel in 1900. He suc-

cessfully practised his profession in Georgetown, and was one of the leaders of the Island bar. In 1893 he was elected to the Legislative Assembly of Prince Edward Island, and again in 1897. He was appointed Attorney-General for the province in 1899, and in 1900 was elected to the House of Commons. From 1904 to 1911 he was Lieutenant-Governor of Prince Edward Island. He has always taken a leading part in providing transportation facilities for the Province, and advancing the agricultural and fishing interests.

McLeod, Henry Fulton. Statesman. He was born in Fredericton, N.B., September 14, 1871, and received his education at the New Brunswick University. He was called to the bar in 1895, and from 1907 to 1908 was Mayor of Fredericton. He was then elected a member of the Assembly, and has been Solicitor-General since 1908. He has been a contributor to the press on many political and other subjects. He is an excellent speaker, and a man of great force and ability.

McMillan, Sir Daniel Hunter. Statesman. He was born in Whitby, Ont., in January, 1846, and received his education there and at Collingwood. He was in active service on the Niagara frontier in 1864, and again in the Fenian Raid in 1866. In 1885 he also served in the North-west Rebellion as major of the 95th Regiment, and two years later appointed to the command. He then settled down in Winnipeg, and later was one of the founders of the "Manitoba Free Press". In 1880 he was elected to the Legislature and represented his constituency until 1900, in which year he was appointed Lieutenant-Governor for Manitoba. He resigned this office in 1911. While at the Government House in 1901 he had the great honor of entertaining the present King and Queen. He received the honor of knighthood in 1910. He is a splendid type of Canadian, and has done much in developing the great Northwest.

McCrae, Lieut.-Col. John. Noted physician and soldier-poet. Born in Guelph, Ont., November 30, 1872, and received



Lieut.-Col. John McCrae



Sir Gilbert Parker

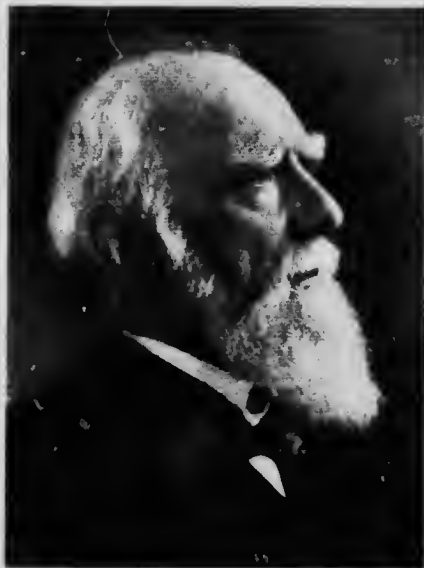


Gena Tenney



Mary Pickford

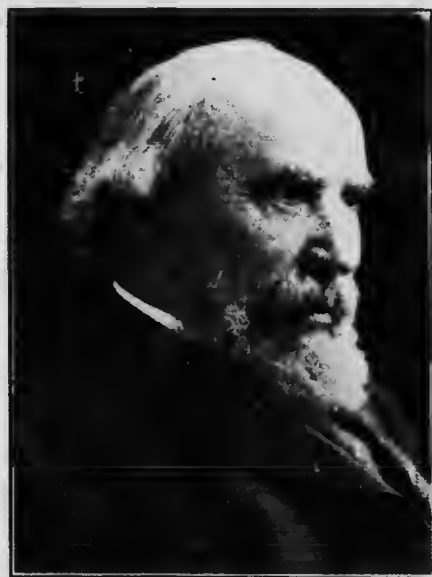
A Group of Distinguished Canadians



Lord Strathcona



Sir Sandford Fleming



James J. Hill



Alexander Graham Bell

A Group of Distinguished Canadians

his education there at the Collegiate Institute and at Toronto University, from which he graduated successively in arts and medicine, and then pursued post-graduate work in London. He later returned to Canada and settled in Montreal, where he took up the practice of medicine and won the highest distinction in his profession. From 1899 to 1900 he was on active service in the South African war as lieutenant of artillery, and was present at Belfast, Lydenburg and other important engagements. He was then in full command of the 16th Battery of the Canadian Field Artillery. At the outbreak of the war with Germany, in August, 1914, he was engaged in some medical research work, and at once terminated his studies, and returned to Canada to assist in preparing Canada's Expeditionary Force for overseas service. He then returned to England, and then to France, where he served continuously until his untimely death in January, 1918. After seeing active service at the battle of Flanders, Lieutenant-Colonel John McCrae earned undying honor by his contribution to our war literature in his most touching and gripping of poems, "In Flanders' Field". This immortal poem stands without a peer in the literature of the Great War. His other well-known poem is "The Anxious Dead". This poem is also relating to the Great War. In memory of his imperishable fame, a movement was started throughout the Dominion, by members of the Canadian Club, in January, 1918, to raise funds for the purpose of erecting a monument on the battlefields of Flanders to mark the "hallowed couch of Canada's immortal dead", at which place this great soldier contracted a severe attack of pneumonia that caused his death on January 28, 1918.

McNab, Sir Allan Napier. A soldier and statesman, for many years a very prominent Conservative in the old Legislative Assembly. He was born in Niagara Falls, Ont., and while only a boy at school the war of 1812 broke out, and he at once showed his loyalty by enlisting in the British navy

in 1812. He later left the navy, but served in the army until the war was over. He then studied law and was admitted to the Bar a few years later. In 1830 he was elected to the Assembly for Upper Canada, and from 1837 to 1841 was Speaker of that body. As colonel of militia he took a very prominent part in the suppression of the rebellion of 1837, and for his services he was knighted. On the defeat of the Liberals in 1844 he was elected Speaker, and in 1845 he introduced the Rebellion Losses Bill, which met with great opposition, and finally caused the downfall of the Conservatives in 1848, at which time he resigned as Speaker, but continued to sit in the Assembly. On the resignation of Sir Francis Hincks in 1854, Sir Allan was called to form a Ministry. For the next three years he was joint Premier with Morin. He then spent three years in England, returning to Canada again in 1860. He was at once elected to the Legislative Council, of which he was Speaker during the last session before his death in 1862.

Magrath, Charles Alexander. Statesman. He was born in Augusta, Ont., April 22, 1860, and received his education by private tuition. After being admitted a Dominion land surveyor he went to the Northwest Territories in 1878, where he practised his profession for the next seven years. He was then connected with some very extensive irrigation works in Southern Alberta, and is considered to have done more to develop what is known as the sub-arid districts of Alberta than any other man in the West. At the general election of 1891 he was elected to the Legislature, and sat in the House of Commons from 1908 to 1911. He was strongly opposed to the Taft-Fielding reciprocity compact in 1911, and in 1917 he was appointed the Dominion Fuel Controller by Sir Robert Borden. Magrath is the author of a volume entitled "Canada's Growth and Some Problems Affecting It", which he published in 1910, and he has given

lectures on "Some Western Problems". He is without doubt Canada's foremost irrigation engineer, and one of the best men that the West has sent to Ottawa.

Mercer, Major-General Malcolm S. Distinguished soldier, who laid down his life for his country on June 2, 1916, during the Battle of Sanctuary in the War of Nations. In command of the Third Canadian Division in France, he took a very important part in this fierce battle, and it was General Mercer and his gallant men that broke the German drive on its way to Calais in 1915.

General Mercer was born on a farm near Etobicoke, Ont., in 1864. Later the family moved to Tillsonburg where he finished his public schooling. He then attended the Collegiate Institute at St. Catharines, after which he entered the University of Toronto, where he finished his educational training. It was while at college that he first became interested in military training. He was later given command of the troops sent to Sault Ste. Marie to quell a riot there.

In 1912, he went to Europe with Sir Sam Hughes to see the manoeuvres of the English, Swiss and French armies. On returning to Canada, General Mercer succeeded Sir Henry Pellatt in command of the Queen's Own Rifles.

When the War of Nations broke out in August, 1914, General Mercer volunteered his services for overseas, at once, and later was given command of the Third Canadian Division. It was not long before he proceeded overseas, where he took a very active part in the first two years of the war. It was while making a tour of inspection of the front trenches that General Mercer received his fatal wound.

He was considered by military experts to have been one of the ablest soldiers that Canada has produced. During his gallant and distinguished services in the field, in 1915 and 1916, his name was mentioned twice in despatches by Field Marshal Sir Douglas Haig.

Meredith, Sir William Ralph. Statesman and jurist. One of the most distinguished and most respected of the

members of the Canadian bench. He was born in Middlesex County, Ontario, March 31, 1840, and attended school at London, Ont., and later the Toronto University. He was called to the Bar in 1861, and practised his profession very successfully for many years at London, Ont., and then at Toronto, becoming one of the leaders of the Provincial Bar. During his professional career he has been engaged in many important cases, both criminal and civil, including the mysterious Biddulph murder case and the McCabe poisoning case, in both of which he specially distinguished himself. He was first attracted to political life in 1872, at which time he was elected to the Ontario Assembly. He held this seat for the next twenty-two years, and then in 1894 was appointed Chief Justice of the Court of Common Pleas for Ontario. In 1912 he was appointed Chief Justice of the Supreme Court, with the title of Chief Justice of Ontario. He received the honor of knighthood from Queen Victoria in 1896.

Metcalf, Charles Theophilus, Baron. A British statesman and colonial administrator. He was born at Calcutta, India, but received his education in England. On completing his education at Eton, he returned to India, where he entered the service of the East India Company. He stayed in India until 1838, and during this time he held several very important offices, being a member of the Supreme Council of India in 1829, and temporary Governor-General in 1835. In 1839 the British Government appointed him Governor of Jamaica, and while there he showed great tact and executive ability. In 1842, he returned to England, and the following year was appointed Governor-General of Canada. Though personally a man of great popularity and a great many admirable qualities, Metcalf's political training was that of the eighteenth century, and it was unfortunate for him that he was sent to Canada at a time when the movement for responsible government was at its height. In view of his past career and other evidence, it

seems that his opposition to Baldwin, Lafontaine and other reformers, was the result of instructions from the Home Government, and not of personal inclinations. After three years of office, Metcalfe resigned and returned to England. He died in 1846.

Minto, Gilbert John Murray Kymynmond Elliot, Fourth Earl of. A British soldier and statesman. He was born in 1847, and received his education at Eton and Trinity College, Cambridge. After graduating in 1867, he entered the Scots Guards, but resigned in 1870. He next served in 1877, when he was in active service with the Turks, in their war against Russia, and from 1878 to 1879 he was with Lord Roberts in the second Afghan War. While in Canada, from 1883 to 1885, he was military secretary to the Marquis of Lansdowne, who was then Governor-General of Canada. He was also chief-of-staff to General Middleton during the Riel Rebellion. Lord Minto returned to Canada in 1898 as Governor-General, and held the office until 1904. On returning to England, he was appointed the following year Viceroy of India. He resigned this office in 1910 and returned to England. He died in 1914.

Monk, Charles Stanley, Viscount. A British statesman. He was born at Templemore, Ireland, and received his education at Trinity College, Dublin. After graduating, he was admitted to the Bar, and practised his profession very successfully for a number of years. In 1852 he made his first appearance in public life, being elected to Parliament. From 1855 to 1858, he was Lord of the Treasury. He was appointed Governor-General of Canada in 1861, and served in this office until 1868, at which time he returned to England, where he held other very important offices until his death in 1894.

Morin, Auguste Norbert. Jurist and statesman. For more than twenty-five years one of the foremost Liberals of Quebec, and twice Premier of Canada. He was born at Saint Michel, Que., and was educated at the Quebec Sem-

inary. He later studied law, and was called to the Bar in 1828. After two years of practice he was elected to the Assembly of Quebec, where he immediately won recognition, and in 1834 was chosen one of the commissioners that were appointed to inform the British Government of the political conditions in Canada. He was again elected to the Canadian Assembly after the union of Upper and Lower Canada, at which time he became a prominent follower of Lafontaine and Baldwin, in whose Ministry he was Commissioner of Crown Lands from 1842 to 1843. He was re-elected in 1844, and served as a member until 1848, and from this time until 1851 he was Speaker. Morin worked long and faithfully for reform during the great struggle for responsible government. His wonderful ability and past experience won for him the greatest respect, and on the retirement of Sir Louis Lafontaine, Morin was appointed leader of the Lower Canada Liberals. In 1851 he joined Sir Francis Hincks in forming a Ministry, and held this office until 1854, at which time he resigned on defeat of his party. He then united with Sir Allen McNab in forming a Coalition Ministry for the purpose of carrying out the long-delayed reforms. After the change was made, his health began to fail, and he resigned in 1855 to accept the less arduous position of a judge of the Superior Court of Quebec, which position he held until a few months before his death in 1865.

Mount Stephen, George Stephen, First Baron. Financier and railway promoter. The first president of the Canadian Pacific Railway. He was born in Dufftown, Banffshire, Scotland, June 5, 1829. He received his education there. He came to Canada in 1850 and located in Montreal, at which place he entered the employ of his uncle, who was in the dry goods business. Ten years later he purchased the business, and the firm expanded very rapidly. Mount Stephen, through his successful business ability, became very wealthy, and in 1876 was elected president

of the Bank of Montreal. He resigned this position in 1881, and became deeply interested in railway construction throughout Manitoba and Minnesota, which led up to the completion of the Canadian Pacific Railway. This added greatly to his wealth, of which he has given very freely for philanthropic purposes, one of his largest donations being \$500,000, for the Royal Victoria Hospital at Montreal. He was created a baronet by Queen Victoria in 1886, in recognition of his services in connection with the construction of the Canadian Pacific Railway.

Mowat, Sir Oliver. Statesman and jurist, who had the great distinction of being Premier of Ontario for a period of twenty-four consecutive years. He was born at Kingston, Ont., in 1820, and received his education there. He later studied law in the office of Sir John A. Macdonald, being called to the Bar in 1841. He practised his profession very successfully for a number of years at Kingston, and then took interest in public affairs. He was elected to the Canadian Assembly in 1857, where his influence was immediately felt, because of his high standing at the bar. He was Provincial Secretary in the Brown-Dorin Cabinet, in 1858, and from 1863 to 1864 he was Postmaster-General in the Macdonald-Dorin Ministry. Sir Oliver was a strong supporter of the movement for Confederation, although he retired from public life in 1864, just when the movement had become nicely started. From 1864 to 1872 he was a judge of the Court of Chancery for Ontario. He then succeeded Edward Blake as Premier of Ontario, which office he held until 1896, at which time the Liberal party again came into power, and he was appointed Minister of Justice by Sir Wilfrid Laurier. He resigned the following year, and from that time until his death was Lieutenant-Governor of Ontario.

Mulock, Sir William. Statesman and jurist. He was born at Bond Head, Ont., January 19, 1843, and received his education at the Newmarket Grammar School and Uni-

versity of Toronto, of which he was Vice-Chancellor from 1881 to 1900. He was admitted to the Bar in 1868, and practised in Toronto, where he became one of the leaders of the Bar. He later took an active interest in politics, and in 1882 was elected as a Liberal to the Dominion House of Commons, and while a private member, he took a prominent part in the debates. He also had a keen interest in all questions relating to agriculture, banking and commerce. On the formation of the Laurier Cabinet, July 13, 1896, he was appointed Postmaster-General, which office he held until 1905, when he retired from public life. He then accepted the Chief Justiceship of the Ontario Exchequer. During his term of office as Postmaster-General, Sir William established a new three-cent Canadian postage rate, from Canada to all parts of the Empire, and in 1898 it was through his efforts that the one penny (two cents) letter rate was adopted for the United Kingdom, Canada, Newfoundland, Cape of Good Hope and Natal. He also introduced a law which created the Dominion Department of Labor, of which he was its first Minister from 1900 to 1905. He was always a strong advocate of conciliation and arbitration, both in industrial and in international disputes. He received the honor of knighthood in 1902.

Murray, George Henry. Statesman; since 1896 Premier of Nova Scotia. He was born at Grand Narrows, N.S., June 7, 1861, and was educated there and at the Boston University. He was admitted to the bar of Nova Scotia in 1883, and practised his profession for many years thereafter at North Sydney, N.S. In 1889 he entered his political career, at which time he was elected a member of the Provincial Legislative Council. He resigned two years later and unsuccessfully contested a seat in the Dominion House of Commons. He was then re-appointed to the Council, and became a Minister without portfolio in the William Stevens Fielding Cabinet. When Fielding was appointed to a seat in the Dominion Cabinet, in 1896, Murray suc-

ceeded him as Premier of Nova Scotia, which office he still held in 1918. He has always taken a very prominent part in promoting agriculture and immigration throughout the Province, and in 1914 his opposition to prohibition led to a compromise, which resulted in the local option law.

Murray, James. A British soldier and colonial administrator, who was the first Governor of Canada. He was born in 1719, and when he became of age he entered the British army. He saw a great deal of service, and in 1757 rose to the rank of Lieutenant-Colonel, at which time he was sent with his regiment to America. The next year he was in command of a brigade at the siege of Louisburg, and was one of Wolfe's brigadiers in the expedition against Quebec in 1759. After the British victory, Murray was left in command of the city, and three years later he was appointed Governor of Canada. His term of office was one of many difficult problems, and after three years of office he was recalled to England. He was made a General in 1783, and died in 1794.

Murray, Sir John. Naturalist, geographer and deep-sea explorer. One of the foremost authorities on oceanography and marine biology in his day. He was born at Cobourg, Ont., March 3, 1841, and received his education at the public schools, London, Ont.; Victoria College, Cobourg, and the University of Edinburgh, Scotland. He had his first practical experience in 1868, when he visited the Arctic regions to make a study of its plant and animal life. From 1872 to 1876, he was a member of the "Challenger" expedition, which explored the ocean basins, and edited a report that comprised fifty large volumes. He has also been on many other very important expeditions, and was considered one of the world's greatest authorities in his field of endeavor. He is the author of "The Ocean", and a "General Account of the Science of the Sea". He was knighted by Queen Victoria in 1898. Sir John died in 1914.

Oliver, Frank. Journalist and statesman. Minister of

the Interior in the Laurier Cabinet from 1905 to 1911, and founder of the Edmonton "Bulletin", which is one of the most powerful Liberal dailies in Canada. He was born in Peel County, Ont., in 1853, but removed to Winnipeg while very young, and later to Edmonton, where he settled down and became interested in journalism. He entered his public life in 1883, when he was elected a member of the old Northwest Council. He retained this seat until 1888, at which time he sat in the Northwest Assembly, which took the place of the Council. This seat he held until 1896, when he was elected to the Dominion House of Commons. In 1905 Sir Wilfrid Laurier appointed him to succeed Sir Clifford Sifton as Minister of the Interior and Superintendent of Indian Affairs, which office he retained until the resignation of the Laurier administration in 1911. He then continued to represent Edmonton in the House of Commons as a private member. While Minister of the Interior, Oliver travelled a great deal, including a journey in 1910 of 8,000 miles throughout the Northwest Territories, and has done much to promote the settlement of the West by the introduction of a very desirable class of immigrants. He has taken a very prominent part during the past few years in the advancement of the Great West.

Oliver, Hon. John. Statesman, who on the death of the Hon. H. C. Brewster, was appointed Premier of British Columbia.

"Honest John Oliver," as he is often called, was born in Hartington, Derbyshire, England, on July 31, 1856, and at the age of eleven became a wage-earner in the lead and iron mines of Derbyshire. In 1870 he came to Canada with his parents and settled in Maryborough, Ont., where the family took to farming. During the summer young John worked on the farm, and in the winter he worked in the woods. In his spare time he worked in a stone quarry near by, and soon became a very efficient stonemason. In 1877 he wanted to branch out for himself, and as the general tendency

was to drift West at this time, he proceeded to the Pacific Coast by way of the United States. From San Francisco, he proceeded north to Victoria, B.C., where he obtained a position with the Canadian Pacific Railway on survey work. Later in the same year he decided to take up a homestead, and selected his land on the sea coast, in Surrey, and by hard and tedious work he endeavored to develop one of the best farms on the coast, and up to this day he is one of the most successful farmers in the Province.

Eleven years after taking up the homestead he brought the first steam threshing outfit into the Province, and later commenced a small saw mill to prepare lumber for his farm buildings. His political career began very early, first taking up office in a municipal office; but it was not until 1900 that he accepted a seat in the Provincial Legislature, and then sat for ten consecutive sessions. In 1912 he was defeated, but in 1916 he came back stronger than ever, and was given the portfolio of Agriculture and Railways by Premier Brewster.

On the death of Premier Brewster, March 3, 1918, Oliver was appointed Premier of the Province.

Osler, Sir Edmund Boyce. Financier and legislator, one of the leading bankers of the Dominion, and a prominent Conservative member of the House of Commons since 1896. He was born in Simcoe County, Ont., in 1845, and received his education at the Dundas Grammar School. He commenced his business career in the Bank of Upper Canada, and after the failure of that institution he went into partnership with the late Henry Pellatt. Later he joined the late H. C. Hammond, forming the firm of Osler & Hammond, financiers and stock brokers. He then became interested in railroad construction work in Ontario, and is now a director of the Canadian Pacific. He was a candidate for the Mayor of Toronto in 1892, but was defeated. In 1896 he was elected to the House of Commons. Sir Edmund was strongly opposed to the Taft-Fielding reci-

procuity treaty in 1911. He was for many years a trustee of the University of Toronto, but resigned in 1914 as a protest against the continued employment of Germans as members of the teaching staff. In 1912 he received the honor of knighthood. During his successful business career he has accumulated great wealth, of which he gives very freely to public and charitable institutions. He is now president of the Dominion Bank, and director of many other banks and industrial corporations.

Osler, Sir William. A noted physician and surgeon. He was born at Bond Head, Ont., July 12, 1849, and studied at the Toronto School of Medicine and McGill University, and later in London, Berlin and Vienna. He returned to Canada in 1874 and was appointed professor of physiology and pathology at McGill University. He held this position until 1884, at which time he accepted the professorship of medicine at the University of Pennsylvania. His next important duties were professor of the principals of the hospital, to Johns Hopkin University, which position he filled until his appointment as professor of medicine at Oxford, England, in 1905. Sir William's work has touched practically every field of medicine, and as a student he made many experiments. He is also the author of many medicinal works, including "The Principles and Practice of Medicine", "The Teacher and Student", "A Way of Life", "Science and Immortality", and "Counsels and Ideals". When leaving Johns Hopkins University in 1905, he delivered a farewell address, in which he referred to the "comparative uselessness of men over forty years of age", which attracted wide attention, and was generally misinterpreted and misunderstood. Sir William is a physician of the highest ability, and has a world-wide reputation.

Otter, Sir William Dillon. A distinguished Canadian soldier, who gave his valuable services to the country during the Northwest Rebellion, and was in command of the first Canadian contingent in the South African War. He

was born near Clinton, Ont., December 3, 1843, and received his education at Goderich, Toronto Model School and Upper Canada College. At the young age of eighteen he joined the militia, and in 1866 took an active part in the Fenian Raids. He was promoted to Major in 1869, and to Lieutenant-Colonel in 1874. When the Northwest Rebellion broke out in 1885 he was commandant of the Royal School of Infantry at Toronto. He at once proceeded West, and it was the troops under his command that prevented the junction of the forces of Riel and Big Bear, which is considered one of the most important moves that ended the rebellion. He again saw active service in the South African War, at which time he had full command of the Canadian contingent. He was present at the battles in Orange Free State from February until May, 1900, and was wounded in April at Israel's Point. He was also mentioned twice in the despatches, and received thanks from the Dominion Parliament, and later thanked by Her Majesty Queen Victoria, with whom he and his men had the honor to dine. From 1908 to 1910 he was Chief of the General Staff, and then until 1912 was Inspector-General and Chief Military Advisor of the Minister of Militia. He retired from active service in 1912, and received the honor of knighthood in 1914 by King George V.

Papineau, Louis Joseph. A French-Canadian political leader. He was born at Montreal in 1786, and received his education at the Seminary of Quebec. He later studied law, and was called to the Bar in 1810. Not meeting with very great success in his law practice he entered politics and was elected to the Assembly of Lower Canada in 1809. In 1815 he was appointed Speaker, which position he retained for the next twenty-two years. During this period the French-Canadians had many grievances, and when the Lower Canada rebellion broke out in 1837 Papineau took a very active part as leader, and was formally charged with high treason. He then fled to the States, and two years later to France, where he stayed until amnesty was granted

in 1847 to all who had taken part in the rebellion. He then returned to Canada, and was again elected to the Assembly of the Union. He retired from public life in 1854, but to the end of his life he always maintained that Canada should establish its political independence, "for Canadians," he said, "need never expect justice from England, and to submit to her would be an eternal disgrace". He died in 1871.

Parker, Sir Gilbert. A distinguished novelist and statesman. He was born in Camden East, Ont., November 23rd, 1860, and received his education at Trinity University, Toronto. In 1884, he became interested in literature and journalism, and moved to Australia the following year, where he was appointed associate-editor of the Sydney "Morning Herald". He then made an extensive tour among the South Sea Islands and to Egypt, Northern Canada, India and many other lands under British control. His first works of importance appeared as early as 1888, at which time his "Faust" appeared for the modern stage. The following year he wrote "The Vendetta" and "No Defence", and his "Round the Compass in Australia" appeared in 1892. This work gave a description of his travels through the country. He then gained much prominence through his stories of French-Canadian life and adventures in Northern Canada. These works include "Piene and His People", "Mrs. Falchion", "The Trespasser", "The Trail of the Sword", "An Adventure of the North", "The Seats of the Mighty" and "The Right of Way". His later works include "The Battle of the Strong" and "The Weavers". In 1896 he removed to London and became interested in political affairs, being elected to Parliament in 1900, and re-elected in 1906, and again in 1910, and retained the seat until June, 1918, at which time he retired from public life. He was knighted by King Edward VII. in 1902, and created a Baronet in 1905. In 1916 King George V. appointed him a Privy Councillor.

Parkin, George Robert. Author and educator. He was born at Salisbury, N.S., February 8th, 1846, and received his education at the Universities of New Brunswick and Oxford. He entered the teaching profession when a very young man, and later became the principal of the College School at Fredericton, which position he retained until 1895, when he resigned to accept the position as principal of Upper Canada College at Toronto. He later went to England to direct the enterprises which the will of Cecil Rhodes established. Dr. Parkin has always taken a very deep interest in Imperial Federation, and many of his best books are written on this problem, among which are, "Imperial Federation", "Round the Empire" and "The Great Dominion". In 1908 his "Life of Sir John A. Macdonald" appeared, in which Dr. Parkin's ideals and imperialistic views are revealed, as in his later book, "The Rhodes Scholarship".

Parlow, Mary Kathleen. Canadian violinist, recognized as the greatest woman violinist of her generation. She was born in Calgary, Alta., September 20th, 1890, and when only five years old removed with her parents to San Francisco, where she received her first musical instruction. She later studied at St. Petersburg (now Petrograd) and London. In 1908 she made her debut as a matured artist in Petrograd, and returned to the United States the following year. In 1910 she made an extensive tour in Canada and the United States, and was received everywhere with great favor and enthusiasm. She is now recognized as one of the world's great musicians, and a daughter of which Canada can well feel proud.

Paterson, William. Statesman, who for forty years was one of the leading members of the Liberal party. He was born in Hamilton, Ont., September 19th, 1839, and received his education there. After gaining some business experience he entered into partnership with the late H. B. Leeming, as manufacturer of biscuits and confectionery, and on retirement of Mr. Leeming in 1876, Paterson be-

came sole owner of the business, which he has developed to be among the most extensive and thriving businesses in the Dominion. In 1872 he was elected Mayor of Brantford, and the following year was elected to the Dominion House of Commons. He was appointed Controller of Customs in 1896, and the following year, when the rank of Minister was established, he was appointed the first Minister of Customs, which position he filled with distinction until 1911, when the Laurier Ministry resigned.

Patterson, James Colebrooke. Barrister and statesman. He was born at Armagh, Ireland, in 1839, and came to Canada in 1857. He then entered the teaching profession, but later practised law at Windsor, Ont., at which place he was also successively, Reeve of Windsor, Warden of Essex and inspector of schools. From 1874 to 1878 he sat in the Local Assembly, and in the later year was elected to the House of Commons, which seat he retained until 1891. The following year, in January, he was appointed Secretary of State in the Abbott Ministry, and was later made Minister of Militia and Defence in the Sir John Thompson Ministry. While he was in office at Ottawa he adopted measures for the erection of monuments commemorating the principal battlefields of Canada. On September 2nd, 1895, he became Lieutenant-Governor of Manitoba and Keewatin, which office he held until October, 1900.

Pelletier, Louis Phillip. Statesman. Born at Trois Pistoles, Que., in 1857, and educated at the St. Anne College and Laval University. He was admitted to the Bar in 1880, and thereafter practised his profession at Quebec, where he soon became one of the leaders of the Bar. He was later elected to the Provincial Assembly several times, and from 1896 to 1897 was Attorney-General of the Province. He was strongly opposed to the Taft-Fielding reciprocity treaty, and on the defeat of the Laurier Administration was sworn a member of the Privy Council and at once appointed Postmaster-General by Sir Robert Borden. While in this

office he was responsible for the establishment of a comprehensive system of rural mail delivery throughout the Dominion.

Perley, Sir George Halsey. High Commissioner for Canada to Great Britain. He was born at Lebanon, N.H., U.S.A., September 12th, 1857, and attended the St. Paul's School, Concord, N.H., and Harvard University. He then removed to Canada, where he began his business career as a lumber merchant, and later became interested in several manufacturing enterprises, banks and railroads, through which he accumulated great wealth, and is now reported to be one of the wealthiest men in the Dominion. He was an unsuccessful Conservative candidate for the House of Commons in 1900, and again in 1902, but in 1904 was elected. He was appointed the Chief Whip of the Conservative party in 1911, and accompanied Sir Robert Borden on his tour through the West in June and July of 1911. He strongly opposed the Taft-Fielding reciprocity treaty, and on the defeat of the Laurier administration he was sworn a member of the Privy Council and accepted a seat in the Borden Cabinet without portfolio, which position he retained until 1913, when he was appointed to succeed Lord Strathcona as High Commissioner for Canada to Great Britain. During the war with Germany, Sir George rendered valuable service in bringing home the nature and extent of the terrible conflict in which the Empire was engaged. In 1915 he was created a knight, in recognition of his valuable services.

Perry, Major Aylesworth Bowen. Commissioner of the Northwest Mounted Police. He was born in Napanee, Ont., August 21st, 1860, and received his education at the Napanee High School and Royal Military College, Kingston, from which he graduated in 1880 with the highest honors. In July, 1880, he was appointed a lieutenant, but was forced to resign his commission the following year on account of his poor health. In 1883 he was appointed an

inspector of the Northwest Mounted Police. During the Northwest Rebellion in 1885 he was in command of the infantry, and served with great distinction. In recognition of his services on this occasion he was promoted superintendent, and on August 1st, 1900, he was appointed commissioner of the entire force.

Peterson, Sir William. Educationalist. Since 1895 principal of McGill University. He was born in Edinburgh, Scotland, May 29th, 1856, and attended the local high school and Edinburgh University. He later studied in the University of Gottingen, Germany, and at Corpus Christi College, Oxford University. In 1879 he was appointed a professor of humanity in the University of Edinburgh, which position he held until 1882, at which time he resigned to become principal of the newly founded University College at Dundee. Sir William retained this position until he was called to McGill University, Montreal. He is now considered in the highest rank among the educators of America. He has written many well known works, and a volume of his called "Canadian Essays and Addresses", appeared in 1915.

Pope, Sir Joseph. Author, statesman and private secretary of Sir John A. Macdonald from 1882 until the latter's death. He was born in Charlottetown, P.E.I., August 16th, 1854, and received his education there at Prince of Wales College. He entered the Dominion civil service in 1878, and four years later became Sir John A. Macdonald's private secretary. In 1896 he was appointed Under Secretary of State, and in 1908 Under Secretary for Foreign Affairs. On several occasions he represented the Dominion Government at the Joint High Commission at Washington, and in 1903 was secretary of the Alaska boundary tribunal. He is the author of the "Memoirs of Sir John A. Macdonald", and of the biographies of "Champlain and Cartier".

Proudfoot, William. Barrister and legislator. He was born in the township of Colborne, Ont., February 21st, 1859, and received his education at the local schools and private

tuition. He was admitted to the Bar in 1881, and appointed King's Counsel, 1902. For several years he was a partner of Judge Garrow at Goderich, and since 1902 has practised his profession successfully at Toronto. For ten years he was Reeve of Goderich, and in 1908 he was elected to the Legislature, which seat he has held ever since. In the retirement of the Hon. N. W. Rowell in 1918, Proudfoot was appointed the Liberal leader in the Legislature. He is in favor of an advanced temperance policy, and for years advocated absolute abolition of the license system.

Pugsley, William. Statesman. He was born at Sussex, N.B., September 27th, 1850, and received his education there and at the University of New Brunswick. He was called to the Bar in 1872, and successfully practised his profession in St. John, where he is one of the leaders of the Bar. In 1904 he appeared before the Privy Council in England as one of the counsel for the Provinces in the dispute between the Provinces and the Dominion, over reduction in the representation of the old Provinces, except Quebec, after the last preceding census. From 1885 to 1907 he was a member of the Provincial Assembly, and during this time was at intervals Speaker, Solicitor-General, Attorney-General, and finally Premier of the Province. In August of 1907 he was sworn a member of the Privy Council of Canada, and appointed Minister of Public Works in the Laurier Cabinet. He held this position until 1911, at which time he retired with the leader, but continued as a private member in the House of Commons.

Pyne, Robert Allen. Physician and legislator. Minister of Education for Ontario from 1905 to 1918. He was born at Newmarket, Ont., October 29th, 1855, and received his education there in the public schools and at the University of Toronto. He was a member of the first Board of Health in the city of Toronto, and later chairman of the Toronto School Board and Toronto Free Library Board. In 1898 he was elected to the Legislature, and was re-

turned in 1902 and 1905, in which year he was appointed Minister of Education in the Whitney Administration, which office he filled until 1918, at which time he retired and Dr. Cody was appointed his successor.

Reid, George Agnew. Painter. Distinguished for his landscape figures and realistic subjects. He was born at Wingham, Ont., July 25th, 1860, and took up the study of art very early in life, first at Toronto, then Philadelphia, Paris and Madrid. Among his most important paintings are "Mortgaging the Homestead", "Dreaming", and "Champlain's Arrival at Quebec", which are in the National Gallery at Ottawa. He has also done some large panel painting for mural decorations, including "The Pioneers", which he presented to the City of Toronto in May, 1897, for the decoration of the City Hall.

Reid, John Dowsley. Physician and legislator, since October 10th, 1911, Dominion Minister of Customs. Dr. Reid was born at Prescott, Ont., January 1st, 1859, and received his education at Queen's University, Kingston. He practised his profession successfully for a number of years, and then became interested in political life, in 1891, when he was elected to the House of Commons, where he has served ever since. On the formation of the Borden Cabinet in 1911 he was appointed Minister of Customs, which office he has continued to fill with great distinction.

Riel, Louis. Agitator of two rebellions against the Dominion Government. He was born in St. Boniface, Man., October 23rd, 1844. After receiving his schooling he entered his business career, and from 1866 to 1868 he held several different positions in the State of Minnesota. He is generally spoken of as a halfbreed, although his father was a white man and his mother a halfbreed. At the time the territorial interest of the Hudson's Bay Company was transferred to the Dominion Government in 1869, the half-breeds of the West protested against the Government, and under Riel's leadership revolted. In October the party

under Riel turned back the newly appointed Governor, Hon. Wm. McDougall, and later captured Fort Garry (now Winnipeg). The halfbreeds then formed a provisional government and appointed Riel as president. This led to an expedition under Colonel Wolseley, to take action against the revolters, at which time Fort Garry was recaptured by Colonel Wolseley. Riel managed to escape, and fled to the United States, where he stayed for several years. He returned to Canada again in 1873, at which time he was elected a member of the House of Commons for Provencher district, and although there was a reward of \$5,000 still standing for his capture, he made an attempt to take his seat, but was expelled, and the following year was declared an outlaw by the Dominion Government. For the next few years very little was heard of Riel, and during this time he lived five years in the State of Montana. It was while living there that he was again called by the French halfbreeds, who had settled along the Saskatchewan River, to help them in getting certain demands from the Government. Failing in their demands they proceeded to form another provisional government, and in March, 1885, elected Riel as president. The movement brought on the Saskatchewan Rebellion, and Riel was captured and tried for high treason. At this trial a plea of insanity was made in his behalf, but although there were many facts to sustain it, he was condemned to death, and was hung on November 16th. 1885.

Roberts, Charles George Douglas. Poet and novelist. One of the foremost of Canada's literary men, whose work is the most imaginative and vivid of all nature writers. He was born in Douglas, N.B., January 10th, 1860, and received his education at the New Brunswick University. In 1883 he removed to Toronto and took up a position as editor of "The Week". He resigned this office in 1884, and the following year was appointed a professor of English and French literature in King's College, Windsor, N.S. From

1897 to 1898 he was associate-editor of the "Illustrated American", which is published in New York. Robert is best known for his poems and stories about animals, in which he shows wonderful imagination and artistic finish. His "Red Fox", which appeared in 1905, is the masterpiece of his animal sketches, and of his poetry. "Ave: An Ode for the Shelley Centenary", which came from his pen in 1892, is regarded as one of the finest ever written by a Canadian. His first works appeared when he was only twenty years of age. This was entitled, "Orion and Other Poems", and from that time on he has held a position in the highest rank of literary writers. Others of his many well known works are "The Raid from Beausjour", "Around the Camp Fire", "The Forge in the Forest", "By the Marshes of Minas", which is a volume of short stories, "The Heart of the Ancient Woods", "The Kindred of the Wild", "Neighbors Unknown", "Feet of the Furtive", "Hoof and Claro", and a one-volume work, entitled "History of Canada".

Robertson, John Ross. Journalist, philanthropist and founder of the "Toronto Telegram", which has become one of Canada's leading evening newspapers. He was born in Toronto, December 28, 1841, and educated at Upper Canada College. While still at college he occupied many of his spare hours in acquiring a knowledge of journalism, and later established a small office in his father's house, from which he issued a paper to the boys at school entitled "College Times". In 1864 he joined the "Globe" staff as city editor, which position he held until 1866, at which time he resigned and became one of the founders of the "Daily Telegraph", a journal that had a high reputation among the newspapers of Canada during the five years of its existence. Robertson then proceeded to London, England, where for three years he acted as resident correspondent and business representative of the Toronto "Daily Globe". On turning to Canada again in 1875 he assumed the

management of the "Nation", edited by the late Prof. Goldwin Smith. The following year Robertson established the "Evening Telegram", a paper which met with wonderful success from its first issue, and which was owned and controlled by him until his death. He is also known for his high standing as a Mason, and has written histories of the Freemasons and Knights Templars in Canada. Robertson died May 31, 1918, of pneumonia, which he contracted on his return home from an extended trip to Florida.

Roblin, Sir Rodmond Palen. Statesman, and for fifteen years Premier of Manitoba. He was born in Scarborough, Ont., February 15th, 1853, and received his education at Albert College, Belleville, Ont. In 1880 he removed to Carleton Place, Man., where he became deeply interested in farming, and later engaged as a grain merchant. He then began to take an active part in local politics, and held the office as Reeve for five years and Warden of the County of Dufferin. In 1887 he was elected to the Manitoba Legislature, as a Conservative member, and became Premier in 1900, which office he held until 1915, at which time he was compelled to resign by the exposure of fraud and bribery among members of his Government. His political opponents claimed that Roblin knew all about the graft and was personally interested in it, which subsequently led to his criminal prosecution. The public scandal was caused through the construction of the Parliament Buildings at Winnipeg. Roblin was recognized as a strong advocate of Canadian industry, and strongly opposed the Taft-Fielding reciprocity agreement of 1911. He received the honor of knighthood in 1912.

Roche, William James. Physician and statesman. A member of the Dominion House of Commons since 1896, becoming Secretary of State in the Borden Cabinet in 1911, and the following year Minister of the Interior and Superintendent of Indian Affairs. He was born in Clambray, Ont., November 30th, 1859, and received his education at

London High School, Trinity Medical College and University of Toronto. On finishing his studies in 1883 he removed to Minnedosa, Man., where he successfully practised medicine for a number of years, during which time he was also a member of the Manitoba Medical Council. In 1896, he was elected a Conservative member of the House of Commons and has served continuously ever since.

Rogers, Robert. Statesman, appointed Minister of Public Works in the Borden Ministry in 1912. He was born at Lakefield, Que., March 2nd, 1864, and received his education at Lochute Academy and at Montreal. In 1881, he went West and settled at Charlevoix, Man., where he prospered as a grain merchant and later became interested in mining and several industrial enterprises. His first appearance in public life was in 1891 at which time he was an unsuccessful candidate for the House of Commons. He again ran in 1896 and was again defeated. From 1899 to 1911, he sat in the Manitoba Provincial Assembly and also served in the Roblin Ministry from 1900 to 1911, at which time he was successfully elected to the House of Commons and appointed Minister of the Interior. The following year he was appointed Minister of Public Works, a position which he was well fitted for.

Ross, Sir George William. Educator and statesman, sixteen years Minister of Education for Ontario, and six years Premier. He was born in Nairn, Ont., September 18th, 1841, and received his education at the Toronto Normal School. He then engaged in the teaching profession for a number of years. He entered political life in 1872 and was elected a Liberal member of the House of Commons, which seat he held until 1883, at which time he was appointed Minister of Education for Ontario. He resigned this position in 1899 to accept the appointment of Premier of the Province, which office he held for the following six years. Sir George was a man of wonderful activities, when in middle life he took up the study of law and was admitted

to the Bar in 1887 and during his later years won a wide reputation as a lecturer, particularly in favor of temperance reform and prohibition. He is also the author of several well-known books, including "Life and Times of Alexander Mackenzie", "The Universities of Canada", "The School System of Ontario", "The Senate of Canada" and a volume of reminiscences, "Getting into Parliament and After". Sir George died in 1914, but will always be remembered as one of the most distinguished Canadian citizens of his time.

Rutherford, Alexander Cameron. Barrister and statesman. The first Premier of Alberta, from 1905 to 1911. He was born in Osgoode, Carlton County, Ont., February 2nd, 1858, and attended the Metcalfe High School, Woodstock College, and later studied at McGill University. He was admitted to the Bar in 1885 and practised his profession for ten years in Ottawa. He removed to Strathcona, Alberta, in 1895, where he continued to practise his profession. He later became interested in politics and in 1902 was elected to the Northwest Assembly, when during its last session he was Deputy Speaker. When the Province of Alberta was organized in 1905, Rutherford formed the first Cabinet and during his administration the judicial system and public school system were established, a Government-owned telephone system was introduced and liberal aid given railways and other industrial enterprises. It was the proposal to build the Alberta and Great Waterway Railway that caused the downfall of the Rutherford Ministry in 1911. After his resignation from the Premiership, Rutherford continued to serve in the Assembly.

Ryerson, Egerton. Educator and clergyman. Founder of Ontario's Public School System and the foremost Methodist of his time. He was born at Charlotteville, Ont., in 1803, and studied for the Methodist Episcopal ministry. When twenty-two years of age, he began his career as a minister. He later helped to found the "Christian Guardian," the official organ of the Canadian Methodist Church.

He then began to take an active part in educational affairs, and in 1836, obtained a charter for Upper Canada Academy (now Victoria University) at Cobourg, of which he was appointed the first principal in 1841. He was chosen Superintendent of Education for Upper Canada in 1884 and held this position until Confederation, at which time he was appointed to the same position for the Province of Ontario. During this time he was responsible for drafting and procuring the passage of law, which established the principles of the present system of the Ontario schools, which has been copied to a considerable extent by all the other provinces. Dr. Ryerson also took a very deep interest in religious affairs, and was elected President of the Methodist Church in Canada in 1874. He held this office for four years and was delegate on several occasions to conferences in England. He also wrote many books which are a valuable addition to Canadian history. These are: "Affairs of the Canadas", "Reports on Popular Education", "Letters in Defense of our School System", "The Loyalists of America and Their Times" and "The Story of My Life", an autobiography. He also won great distinction as an orator and spoke frequently from the platform as well as the pulpit. Dr. Ryerson died in 1882.

Sangster, Charles. Poet and journalist. He was born at Kingston, Ont., in 1822, and during his early years was engaged in newspaper work, first at Amherstburg and then at Kingston, where he accepted a position as editor. In 1868, he took up work in the Post Office Department at Ottawa, which position he held until 1886. Sangster was one of the first English-Canadian poets, and his writings were of a national sentiment, which resulted in Confederation. One of his best known poems is "England and America". His poems have been collected in two volumes and entitled, "The Saint Lawrence and Saguenay and Other Poems", and "Hesperus and Other Poems and Lyrics". He died in 1893.

Saunders, Margaret Marshall. Author of animal stories. She was born in Milton, N.S., in 1861, and received her education there, and in Edinburgh, Scotland. After travelling extensively throughout Europe, the United States, and Canada, she settled at Halifax, N.S. She has contributed short stories to many well-known magazines, and in 1889, her first work appeared, entitled, "My Spanish Sailor". Her best known book appeared in 1894, and was entitled "Beautiful Joe". This volume has been translated into many foreign languages and its circulation has reached more than 500,000 copies. It also won the \$200.00 prize offered by the American Human Educational Society. Miss Saunders' other well-known books include, "Charles and His Lamb", "Deficient Saints", "For His Country", "Beautiful Joe's Paradise", "Princess Sukey and Alpatok" and "The Story of an Eskimo Dog".

Scott, Duncan Campbell. Poet and historical writer. He was born in Ottawa, Ont., August 2nd, 1862, and received his education there. He then entered the civil service work as a clerk in the Department of Indian Affairs, and in 1914 was appointed Deputy Superintendent-General of the Department. Scott's first works appeared in 1893, and from that time on he won the honor of being known as one of the best contemporary men of letters in Canada. Many of his poems and prose writings have appeared in Canadian and American periodicals, and in 1908, he was awarded the prize of \$100, offered by the Toronto "Globe" for an historical poem. He is author of "The Magic House", "Labour and the Angel", "New World Lyrics and Ballads", "Lundy's Lane and Other Poems" and "The Village of Viger", which is a collection of ten short stories. Scott is also one of the editors of "The Makers of Canada", in which he wrote the life of John Graves Simcoe.

Scott, Frederick George. Poet and churchman. He was born in Montreal, Que., April 7th, 1861, and attended the local High School and later Bishop's College, Lennox-

ville, and King's College, London, England. In 1884, he was ordained a deacon, and in 1886, priest, at which time he became a curate of a small parish in Essex, England. He was chosen rector at Drummondville, Que., in 1887, and after three years as curate at St. Matthew's, at Quebec, he became rector in 1889. He is best known, however, for his volume of verses called "The Hymn of Empire" and "My Lattice and Other Poems". His first volume of verses was entitled "The Soul's Quest and Other Poems" and appeared in 1888. Other of his well-known works include "Elton Hazlewood", "The Unnamed Lake", "The Key of Life". "Poems", and his latest work is a collection of poems called "The Crown of Empire", which were written at the front during the war with Germany in 1917, where Scott saw service as Senior Chaplain of the First Canadian Division, British Expeditionary Force.

Scott, Sir Richard William. Statesman and for half a century one of the leaders of the Liberal party. He was born at Prescott, Ont., February 24th, 1825, and received his education by private tutors. In 1848, he was admitted to the Bar, and successfully practised his profession in Ottawa, where he soon became a leader of the Bar. His first appearance in public life was in 1852, when he was elected Mayor of the City of Ottawa, and then from 1857 to 1867, he sat in the old Canadian Assembly. He was again elected to the first Ontario Assembly after Confederation, and sat for six years, being appointed Speaker in 1871. From 1872 to 1874, he was Commissioner of Crown Lands for Ontario in the Blake Ministry. He resigned this office to accept a call from Alexander Mackenzie, who appointed him Secretary of State and Registrar-General in the Dominion Cabinet, but later in the same year (1874) the Earl of Dufferin called him to the Senate, in which he spent the balance of his political life. He was appointed leader of the Liberals in the Senate in 1878, and retained this position until 1908, at which time Scott retired from public life. In

1878, he introduced in Parliament a Dominion Local Option law, which is now generally known as the Scott Temperance Act, and during his last twelve years in public life, he was Secretary of State in the Laurier Ministry. He received the honor of knighthood in 1909. Scott died in the year 1913.

Scott, Walter. Journalist and statesman, and for the past generation, one of the best known men in our Northwest. He was born in London Township, Middlesex County, Ont., October 27th, 1867, and received his education in the local schools. When a young man, Scott went West, and eventually settled in Regina, where he took up journalism. In 1894, he became editor and proprietor of the Moose Jaw "Times" and the following year the Regina "Leader." In 1900, he became interested in political life and was elected Liberal member of the House of Commons, where he sat until 1904. During these four years, Scott took a very active part in the negotiations which led to the organization of the Provinces of Saskatchewan and Alberta. He resigned from the Commons in 1905 to accept the appointment of Premier of the newly organized Province of Saskatchewan, and from 1905 to 1912, was also Minister of Public Works, and then Minister of Education until 1916, at which time he was compelled to resign the Premiership on account of ill health, although he retained his seat in the Provincial Assembly as a private member.

Secord, Laura. A Canadian heroine. She was the wife of James Secord, a militia officer, who lived at Queenston, Ont. It was during the War of 1812 that she won fame through her great courage which gave the British forces a victory in the Battle of Beaver Dam. In 1813, in the midst of the Niagara campaign, the British forces were compelled to retire before the enemy until Stoney Creek was reached, at which place the American advance was checked. As a result of Sir John Harvey's victory at this point, the British stationed fifty regulars and about 500 Mohawk Indians at

Beaver Dam, about half way between the Niagara River and Stoney Creek. After the Americans learned of these forces, they made plans to make a surprise attack and capture the British forces stationed at this point. Secord, who was a wounded militia officer then living at Queenston, overheard several Americans discussing these plans of attack, and as he was unable to notify the British of the plans, his wife, Laura, undertook the errand. In starting out, she drove a cow along the roadside for several miles in order that no suspicion would be aroused, and when finally coming to a patch of woods, she started out on her courageous trip of twenty miles, through a very dense forest in which she was in constant danger of encountering Indians and Americans. This tramp took Mrs. Secord all that day and well on into the night, but she finally reached Beaver Dam in a very exhausted condition, where she gave warning to the British commander. At the time planned, the American forces made the attack and were greatly surprised to find the British in readiness for the advance, and the fierce fire and defence put up by the British forces who were thoroughly prepared, made the American commander think himself surrounded by a much larger force than his own, and surrendered his division. Although the battle in itself was not of much importance, it will live in history for all time, as the victory was gained by a brave Canadian woman, who, after the close of the war, lived many years in a little cottage at Niagara, being only a short distance from where the battle was fought that made her famous in a day.

Selkirk, Thomas Douglas, Fifth Earl of. A Scotch philanthropist and colonizer. He was born in Kirkcudbrightshire, Scotland, in 1771, and was educated at the University of Edinburgh. When the highlands of Scotland were changed into grazing lands and deer forests in 1800, Lord Selkirk took a deep interest in the hundreds of Scotch peasant-tenants that were driven from their farms, and in

1803, made arrangements whereby three shiploads of these unfortunate people were sent to Prince Edward Island, where they founded a settlement. He later founded a second colony at Baldoon, in the western part of Upper Canada, but it was not until 1811 that he proceeded on a large scale in founding a third settlement in the valley of the Red River, that really made him famous. At this time he purchased 116,000 square miles of land from the Hudson Bay Company, and the following year began to send the first settlers. By the third year there were about 300 settlers in this new colony. Their appearance did not please the traders of the Northwest Company, who suspected that the colony had been planned to interfere with their trading, and hostilities were very frequent, which resulted in the death of Governor Semple. When this situation was learned in England, both parties were ordered to surrender their property, which eventually led to the ruin of the colony. Deeply disappointed and broken in health, Lord Selkirk removed to France, where he remained until his death in 1820.

Semple, Robert. Traveller and Governor under the Hudson Bay Company. He was born in Boston, Mass., in 1766, and while very young, became interested in travelling. Between the years of 1803 and 1815, he had travelled in South Africa, London, Portugal, Spain, and Venezuela, and in the early part of 1815, he was appointed Governor of Rupert's Land for the Hudson Bay Company. On his arrival in the Northwest, Semple found a very unsettled condition existing between the employees of the Old Northwest Company and the Selkirk settlers in the Red River Valley. There was a very bitter feeling between these two factors, as the Northwest traders suspected the colony settlers were planted for the purpose of interfering with the Canadian Company's trade. This resulted in many hostilities breaking out between them, and during a pitched battle on the 29th of June, 1816, Semple was killed.

Service, Robert William. Poet and novelist, who became distinguished through his writings about life in the Yukon, in which district he travelled very extensively. He was born in Preston, England, in 1876, and at the age of six, removed with his parents to Scotland, where he received his education at the Glasgow High School. After finishing his studies, he became a bank clerk, and in 1897, removed to Canada with his parents. For several years he was engaged in farming on Vancouver Island, and at the same time he travelled extensively throughout Canada and the United States. His travels took him throughout the greater part of Yukon, which country his most renowned writings refer to. In 1905, he accepted a position with the Canadian Bank of Commerce, which sent him to Victoria, Vancouver, Kamloops, White Horse, and then to Dawson. He then resigned his bank position to devote his entire time to writing. His first book of verses, "The Spell of the Yukon", won for him an international reputation. Others of his well-known works include "Songs of a Sourdough", "Rhymes of a Rolling Stone", "Ballads of a Cheechako" and a couple of novels includes in his writings "The Trail of '98" and "The Pretender". Service has often been referred to as the Canadian Kipling, but in some respects he is more like Bret Harte, in American literature, as his stories and poems deal with the early days and rough life of the miner, the hunter, and the trapper.

Shaughnessy, Thomas George, First Baron. Railroad executive, and President of the Canadian Pacific Railway from 1898 to 1918. He was born in Milwaukee, Wis., October 6th, 1853, and received his education at the local schools. When only a boy of sixteen years of age he became interested in railroading, and secured a position with the old Milwaukee and St. Paul Railway and later with the Chicago, Milwaukee and St. Paul. In 1882, he accepted a position as general purchasing agent for the Canadian Pacific Railway, in whose service his wonderful ability was

recognized and through the results of his labors has been promoted from one department to the other until, in 1898, he was appointed president of the entire system. He is also prominent in all railroad affairs as well as being deeply interested in many other industrial enterprises. He received the honor of knighthood in 1901, and in 1916 was raised to the peerage of Baron.

Sifton, Arthur Lewis. Statesman and jurist. He was born in Saint John's, Ont., October 26th, 1858, and attended Wesley College, Winnipeg, and Victoria University, Cobourg, Ont. When finishing his studies he removed to the Northwest, where he was called to the Bar in 1883. He became interested in politics in 1899, when he was elected a Liberal member of the Assembly of the Northwest Territories, the last two years being Commissioner of Public Works in the Haultain Administration. He resigned this office to accept the appointment of Chief Justice of the Supreme Court of the Northwest Territories, which office he held for two years, and again from 1905 to 1910, was Chief Justice of Alberta. He was appointed Premier of the Province in 1910.

Sifton, Sir Clifford. Statesman. He was born in the Township of London, Middlesex County, Ont., March 10th, 1861, and received his education at Victoria College, Cobourg. After finishing his studies in 1880, he removed to Manitoba, where he was admitted to the Bar in 1882, and for several years practised his profession very successfully at Brandon. He made his first appearance in public life in 1888, when he was elected a Liberal member to the Manitoba Assembly, which seat he held until 1896. During the last five years of this period he was Attorney-General in the Thomas Greenway Administration. In 1896, he was elected a Liberal member of the House of Commons and appointed Minister of the Interior and Superintendent of Indian Affairs. Two years later he introduced a measure that was carried, giving responsible government to the Northwest

Territories. He was also instrumental in making plans that attracted a great many immigrants to the Territories. In 1905, differences arose between Sir Clifford and Sir Wilfrid Laurier over certain questions relating to educational matters, effecting the Territories, and Sir Clifford resigned from the Ministry. He was then appointed Chairman of the Canadian Conservation Commission in 1909, and has since succeeded in making this office one of the most important outside of the Ministry of Canada. He received the honor of knighthood in 1915. It is said of Sir Clifford, that "of all the Ministers who have held portfolios since Confederation, none have rendered as valuable service to Canada as he has." He has always been a faithful friend and a hard fighter, and an administrator of the first rank.

Simcoe, John Graves. A British general and colonial administrator, who was first Governor of Upper Canada. He was born in Northamptonshire, England, and received his education at Eton and Merton Colleges, Oxford. After finishing his studies, he entered the army in 1771 and was placed in command of the "Queen's Rangers," which were sent to America during the Revolutionary War, in which Simcoe was wounded twice, and with Cornwallis, surrendered at Yorkton in 1781. After the war, he went to Canada, and from 1791 to 1796, served as first Governor of Upper Canada. During his term as Governor, he made every effort to induce all Americans that were loyal to Great Britain to remove to Canada, and was very successful in his attempts. The town and county of Simcoe, as well as Lake Simcoe, were named in his honor. On resigning as Governor in 1796, he left Canada, and for the next two years was Governor of Santo Domingo. He was appointed Commander-in-Chief in India in 1806, but on account of ill health was forced to return to his home in England, where he died in 1806. He was raised to the rank of Lieutenant-General in 1798.

Simpson, Sir George. Explorer and administrator, who for thirty-five years was a governor of Rupert's Land. He was born in Rose-shire, Scotland, and came to America in 1820, as one of the officials of the Hudson's Bay Co. After the union of the Hudson's Bay and Northwest Companies in 1821, Simpson was appointed Governor of all Rupert's Land, which position he held for the next thirty-five years. During this time he travelled very extensively, and through his determined efforts, that section of the country between the Rocky Mountains and the Pacific, was occupied and came under Canada's control. He made an overland journey every year from Montreal to the far West, at which time he sent out numerous exploring expeditions, many of which he was the leader. In 1841, he started on a trip around the world, and describes his experiences in his volume "A Narrative of a Journey Round the World in the Years 1841 and 1842." He received the honor of knighthood in 1841. Sir George died in 1860.

Smith, Gladys Marie. Better known by her stage name, Mary Pickford. Noted moving picture actress. She was born in Toronto, April 8th, 1893, and made her first appearance on the stage when only five years of age. She takes her talent from her mother, Elizabeth Hennessy, who is also a well-known actress. Mary Pickford had won prominence on the stage during her early career, but it was not until she appeared in the moving pictures, that she became distinguished, and is now considered one of the leading stars.

Smith, Goldwin. A distinguished educator and author, whose writings on history have spread his fame wherever the English language is spoken. He was born at Reading, in Berkshire, England, in 1823, and received his education at Eton and Magdalen College, Oxford. In 1847, he was admitted to the Bar, but made no attempt to practise his profession; instead, he became interested in journalism. In 1858, he was appointed a Professor of Modern History in Oxford

and held this chair until 1866. During 1864, he delivered a series of lectures in the United States, and in 1868, accepted a position there as Professor of English and Constitutional History at the Cornell University, Ithaca, New York State. He resigned this position in 1871, and removed to Canada, making his home in Toronto, Ontario, after which time he devoted his time to writing, and was an important contributor to many Canadian, English, and American journals. He founded in Toronto the "Canadian Monthly", "The Nation", and "The Week." Among his numerous writings are "Irish History and Irish Character", "A Short History of England down to the Reformation", "Irish History and the Irish Question", "My Memory of Gladstone", "In Quest of Light", "Guesses at the Riddle of Existence", "The Founder of Cris-tendom", and "Labor and Capital". Through his writings he stirred up much antagonism, especially in Canada, by strenuously advocating the union of Canada with the United States, not only commercially, but politically. Goldwin Smith also took a deep interest in all movements throughout Canada that were directed towards intellectual and social betterment, and in connection with higher education his name will always be remembered. During his later years, Smith was placed in the front rank as one of our greatest Canadians. He died in 1910.

Sproule, Thomas Simpson. Physician and statesman, and member of the House of Commons for thirty-seven years. He was born in York County, Ont., October 25th, 1843, and received his education at the University of Michigan, and later studied medicine at Victoria College, Cobourg. After graduating in Medicine in 1868, he returned to the State of Michigan, where he practised his profession for a number of years, and then returned to Canada to enter political life. In 1878, he was elected a Conservative member of the House of Commons, and held this seat continuously until 1915, at which time he was called to the Senate, in which he sat until his death in 1917. During his last four

years in the House of Commons, Dr. Sproule was Speaker of the House. He was also one of the leaders of the Orangemen, being Grand Master of the Loyal Orange Association of British North America from 1901 to 1911, and then being appointed President of the Imperial Orange Council of the World. Dr. Sproule always expressed very strong views in favor of Protestant supremacy in Canada and was opposed to the teaching of French in the public schools of Ontario.

Stanley, Frederick Arthur, Earl of Derby. British statesman and colonial administrator, and Governor-General of Canada from 1888 to 1893 during which time he won great popularity among the Canadian people. He was born in London, England, in 1814 and received his education at Eton. When only twenty years of age, he was elected to Parliament, and from that time on, he held many very important offices, including that of Secretary of State for the Colonies. While in Canada as Governor-General he was considered a very able administrator, and well liked by all classes of people. He returned to England in 1893 and succeeded his brother as Earl of Derby. He was again Financial Secretary of the War Office from 1900 to 1903, and then Postmaster-General for the next two years. Baron Stanley died in 1908.

Strachan, John. Churchman and renowned educator; also first President of the University of King's College (now the University of Toronto). He was born at Aberdeen, Scotland, and received his education at Aberdeen University, where he paid his own expenses by private teaching. He was ordained in May, 1803, and was appointed to the parish of Cornwall, which became the most noted educational institution in the country. He removed to Toronto in 1812, where he became Archdeacon in 1827 and Bishop of Toronto in 1839. He was very active in public affairs during the War of 1812, and was awarded in 1815 by an appointment to the Executive Council. When the University of King's College was founded, Bishop Strachan was appointed its

first President, which position he held until it was given its new name, University of Toronto, in 1849, at which time it lost its denominational character. After resigning this position he at once took steps to found another University under the control of the Episcopal Church. This school was named Trinity University and was opened in 1852, and during the remaining years of his life he restricted his activities to his ecclesiastical duties. Bishop Strachan was the most distinguished churchman of his day and at the same time was a very skilful statesman. He was ambitious, shrewd, forceful, and able, and until his death, November 1st, 1867, was a leading spirit in all matters of great importance.

Strathcona and Mount Royal, Donald Alexander Smith.

First Baron. A Canadian fur trader, whose name is so closely interwoven with Canadian history that he stands forth as one of our greatest men of all time. He was born at Forres, Scotland, August 6th, 1820, and from very early life he was connected with the Hudson Bay Company. In 1838, he was appointed clerk of the company and went to Hamilton Inlet, Labrador, where he was stationed for thirteen years, mastering the fur trade. Then for ten years he was located on Hudson Bay, at which place he rose very rapidly to chief trader. In 1868 he became Chief Commissioner of the company's fur trade, with headquarters at Montreal. During the disorders in the Red River Valley in 1869, he was sent as special government agent and succeeded through his influence, in settling matters without bloodshed, which no doubt would have been far more serious had it not been for his great courage and tact in settling the matter. When the Province of Manitoba was organized in 1870, Smith was elected as a Conservative member of the Manitoba Assembly, the same year being appointed to the Council of the Northwest Territories and was elected for Selkirk, Man., to the House of Commons. He resigned his seat in the Assembly in 1874, but remained in Parliament until 1880. He was again elected to the House of Commons for Montreal West,

where he had moved in the meantime, and this time he sat from 1887 to 1896, at which time he retired to accept the appointment of High Commissioner in London, to succeed Sir Charles Tupper. He was without a doubt one of the greatest men of his time. Through hard work and determined efforts while young, he advanced very rapidly until very advanced years, at which time he was a commanding figure wherever he appeared. His great age, his refined dignity, his sterling reputation, combined with his great wealth and his official rank, made him stand out as a prominent figure among all men. In his early days he took a keen interest in railway expansion throughout the West and the successful completion of the Canadian Pacific Railway can be contributed to the determined efforts of Lord Strathcona, and when the line was actually completed, it was he that drove the golden spike which marked the end of the work. This was on November 7th, 1885, and on June 28th, 1886, the first through train left Montreal for the Pacific Coast. Lord Strathcona gave very freely of his wealth to educational and charitable institutions. He was raised to the peerage in 1897 as Baron Strathcona and Mount Royal, and although an old man he was very active right up to his death, which occurred on January 21st, 1914.

Stringer, Arthur. Poet and novelist. He was born in London, Ont., February 26th, 1874, and received his education at the University of Toronto, and University of Oxford. When finishing his studies at Oxford he returned to America and engaged in literary work, for several years being an editorial writer, and finally becoming literary editor of "Success", a well-known magazine. He won his prominence however, from his popular detective stories, works of fiction and lyric verses. Among his best known are "Watcher of Twilight", "The Silver Poppy", "The Wire Tappers", "The Loom of Destiny", "Lonely O'Malley", "Shadows", "Gun Runner" and "Irish Poems".

Sydenham, Charles Edward Poulett Thompson. First Baron. A British statesman and colonial administrator who was Governor-General of Canada from 1839 to 1841. He was born at Wimbledon, Surrey, England, in 1799, and when quite young engaged in business with his father, who was a London merchant. He later became interested in political life, and in 1826 was elected to the House of Commons. He was later appointed Vice-President of the Board of Trade in Earl Grey's Cabinet, and became President in 1834. After a distinguished career in England he was sent to Canada to assist in the union of Upper and Lower Canada, during which time he was Governor-General. His duties were satisfactorily fulfilled, and in reward he was created Baron Sydenham of Kent and Toronto, but did not live long to enjoy his new honors, as he died the following year, in September, 1841. His sudden death, which was the result of an accident, came before he had developed his full powers, but nevertheless he had already made a place for himself in history.

Taché, Alexander Antonin. Churchman, who was the first Roman Catholic Archbishop of Manitoba. He was born at Riviere du Loup, Que., in 1823, and received a good education at Saint Hyacinthe College, Montreal Theological Seminary and Chambly College. After finishing his studies he was appointed instructor of mathematics in Saint Hyacinthe College. He later resigned and volunteered for missionary service among the Indians in the Red River district, and after a long, courageous overland journey of over two months, he reached Saint Boniface in August, 1845. He was then ordained a priest and became well known throughout the West for the long journeys he made from time to time. In 1851 he was called to France for promotion by the Superior of the Abbate Fathers, but returned to Canada in 1853, at which time he was created Bishop of Saint Boniface. Through his wonderful courage, tact and zeal he wielded a greater influence over the Indians and halfbreeds of the

Northwest than any man has wielded, either before or since his time. For forty years he labored among them, with the result that he stands without a rival in his field. When the Red River Rebellion broke out he was in Rome, and on receiving the news he returned home at once, but arrived too late to prevent bloodshed. He took a very important part in helping to bring about a settlement. Saint Boniface was made a Metropolitan See in 1871, at which time Taché became the first Archbishop. He died at Winnipeg in 1894, and was buried in the Cathedral at Saint Boniface.

Taché, Sir Etinne Pascal. Statesman, who was twice Premier of Canada and chairman of the Quebec Conference, in which the terms of Confederation were agreed upon. He was born at Saint Thomas, Que., in 1795, and before finishing his schooling he enlisted in the Canadian Militia and served throughout the War of 1812. After the war, he finished his studies and graduated in medicine in 1819. He then practised his profession until 1841, at which time he became interested in public life and entered the Assembly. He resigned his seat in 1846 to accept the appointment of Adjutant-General of the Canadian Militia. He re-entered the Assembly again in 1848, and the following March was appointed Commissioner of Public Works in the Baldwin-Lafontaine Ministry. He was Receiver-General from 1849 to 1851, and again from 1852 to 1856. During the latter year he was appointed Speaker and a life member of the Legislative Council. By the end of the year he became Premier in the first Taché-Macdonald Ministry. Taché and Sir John Macdonald founded a Ministry again in 1864, of which Taché was appointed Premier, but Macdonald was the leading spirit of the Government. Taché received the honor of knighthood in 1858, and died in the year 1865.

Taschereau, Elzear Alexandre. A Roman Catholic prelate, and first Canadian to wear a cardinal's hat. He was born at Sainte Marie de la Beaucez, Que., in 1820, and re-

ceived his education at the Quebec Seminary. After finishing his studies he was appointed professor of moral philosophy in the seminary, and later in 1860 was Superior. He was later appointed rector of Laval University, and in 1862 made Vicar-General of the diocese. He was made Archbishop in 1871, and in 1886 Pope Leo XIII. elevated him to the rank of Cardinal. Ill-health caused him to retire from active duties in 1894, and he died in 1898.

Taschereau, Sir Henri Elzéar. A distinguished jurist and brother of Cardinal Taschereau. He was born at St. Mary's, Que., in 1836, and received his education at the Quebec Seminary. In 1857 he was admitted to the Quebec Bar, and then practised his profession for several years in Quebec. In 1861 he became interested in political life, at which time he was elected a Conservative member in the Assembly, in which he sat until 1867. He was appointed judge of the Superior Court of Quebec in 1871, and then from 1878 to 1902 he was a puisne judge of the Supreme Court of Canada. He was appointed Chief Justice in 1902, and held this office until 1906, at which time he retired from public life. Sir Henri received the honor of knighthood in 1902. He died in 1909.

Tenney, Gena Brascombe. A distinguished composer of songs. Miss Tenney was born at Picton, Ont., and attended the local schools. She later studied music at the Chicago Musical College, and then studied under distinguished masters in Germany. On returning home she devoted her time to teaching music and composing songs for both piano and violin, which have attracted wide attention. Her songs are distinguished by their melodic novelty, harmonic color, ingenious modulations, and above all else, by intense emotion, frequently enhanced by a Keltic wistfulness. Her instrumental pieces are rare, dainty and they win the fancy and heal the spirit with pure joy or tender peace. Among

her well known compositions are, "For Love's Abroad in Spring", "In Granda", "Esquimaux Cradle Song", "What Are We Two", "Love Is a Life", and "A Persian Serenade".

Thompson, Sir John Sparrow David. A jurist and statesman. He was born at Halifax, N.S., in 1844, and received his education at the local schools. He later studied law and was admitted to the bar in 1865. He at once took a deep interest in politics, and in 1877 was elected to the Nova Scotia Assembly. The following year he was appointed Attorney-General in the Provincial Cabinet, and in 1882 became Premier of Nova Scotia. He resigned as Premier after holding office but a few weeks, to accept the appointment of Chief Justice of the Provincial Supreme Court. For the next three years he took no active part in politics, but in 1885 was again in the political field and elected a member to the Dominion House of Commons, and later was appointed Minister of Justice in the Macdonald Cabinet. He became Premier of Canada in 1892, and the following year was one of the arbitrators of the Bering Sea controversy. Sir John died in 1894 at Windsor Castle, where he had just taken the oath as a member of the Privy Council. He was knighted by Queen Victoria in 1887.

Tilley, Sir Samuel Leonard. Statesman. He was born at Gagetown, N.B., in 1818, and it was not until 1850 that he made his appearance in politics, at which time he was elected a member of the Provincial Assembly. His influence steadily grew until 1860, when he was appointed Premier of the Province, and he held this office until 1865. He took a leading part in the negotiations that led to Confederation, and after the union, Tilley held various offices. From 1878 to 1885 he was Minister of Finance in Macdonald's second Ministry, and from 1885 to 1893 he was Lieutenant-Governor of New Brunswick. While Minister of Finance he introduced the bill providing a protective tariff as a part of the National Policy of the Conservatives, which is really the

basis of our financial policy to-day. Sir Leonard, as he was usually called, died in 1896, after a long, useful and successful career.

Tripp, John David Alvin. A distinguished musician and author of many songs. He was born in Dumbarton, Ont., January 11th, 1867, and received his education at Toronto, Berlin, Germany, and Vienna, Austria, studying under many famous teachers of reknown fame. After returning to Canada he was appointed a member of the staff in the Toronto Conservatory of Music. In 1907 he was appointed a member of the Symphony Orchestra, and has played in London, England, United States, and all Canadian cities. In 1910 he removed from Toronto to Vancouver, B.C., where he has continued to take an active interest in all movements of a musical nature.

Tupper, Sir Charles. One of our most distinguished statesmen, who next to Sir John Macdonald did most to bring Canada into Confederation. He was born at Amherst, N.S., July 2nd, 1821, and received his education at Horton Academy, Wolfville. He later studied medicine at the University of Edinburgh, Scotland. After graduating in medicine in 1843 he returned to Nova Scotia and took up his practise in Amherst. During the next twelve years he was a general practitioner, and through his proficiency and energy he attracted wide attention. Up to this time, Tupper had taken very little interest in politics, but on the solicitation of his friends he appeared as a Conservative candidate in 1855 for the Nova Scotia Assembly. Joseph Howe was his opponent, and although the election proved a great victory for the Liberals in general, Tupper was elected, and in 1864 became Premier of Nova Scotia. During the next three years he took a deep interest in promoting Confederation, and it was due to his determined efforts that Nova Scotia joined the union in spite of the strong opposition of Howe, who was very influential and leader of the Liberals. After Confederation was accomplished, Dr. Tupper refused

a seat in the Cabinet, but gave his services in the House of Commons, and was recognized as one of Sir John Macdonald's closest advisers. He resigned as Premier of Nova Scotia in 1870, and entered the Dominion Ministry as President of the Council, then in 1872 became Minister of Internal Revenue, and in 1873 Minister of Customs. In Macdonald's second Ministry, Tupper was appointed Minister of Public Works, and the following year (1879) he was instrumental in creating the Department of Railways and Canals, of which he was its first Minister, and in this connection was a leader in the negotiations that resulted in the construction of the Canadian Pacific Railway. In 1883 Sir Charles was appointed a Canadian High Commissioner in London. The crisis in the affairs of the Canadian Pacific Railway made it necessary for him to return to Canada in 1887. The following year he returned again to London as High Commissioner, and the same year was created Baron. He was again recalled to Ottawa in 1895 to take the leadership of the Conservative party as successor to Sir Mackenzie Bowell, and in April, 1896, Sir Charles became Premier. The Conservative party was so weakened by internal quarrels and defections of prominent members that it was defeated in the general election the following June, but Sir Charles remained until 1900 as leader of the Opposition. During the latter years of his life, Tupper shared with Lord Strathcona the great distinction of being the "Grand Old Man of Canada". Sir Charles died in 1915, but his name is written across the whole story of Canadian history during the days of Confederation, and will live for all time to come.

Tupper, Sir Charles Hibbert. Barrister, statesman and son of Sir Charles Tupper. He was born at Amherst, N.S., August 3rd, 1855, and received his education at McGill University and Harvard Law School. He was admitted to the Bar in 1878, and practised his profession first at Halifax and since 1897 at Vancouver. He first appeared

in public life in 1882, when he was elected a Conservative member to the House of Commons, in which he continued to serve until 1904. He was Minister of Marine and Fisheries from 1888 to 1895, and from 1895 to 1896 Minister of Justice and Attorney-General. He was appointed a British agent before the tribunal which arbitrated the Bering Sea controversy, and for his services he was knighted by Queen Victoria in 1893. He retired from public life in 1904, and continued his law practise at Vancouver.

Turner, Lieutenant-General Sir Richard Ernest William. Distinguished soldier, and commander of the Canadian force stationed in England during the War of Nations.

General Turner was born on July 25th, 1871, in the City of Quebec, and received his education there and in England. After finishing his schooling he became interested in military affairs, and when the South African War broke out he went with the first Canadian contingent. During this war he distinguished himself as a brave and gallant soldier, and was presented with the Victoria Cross in 1900, in honor of his splendid courage and bravery.

On his return to Canada after the close of the South African War he was given command of the 10th Queen's Own Canadian Hussars, and in 1907 he was appointed to command the 3rd E.T. Cavalry Brigade.

When the War of Nations broke out in August, 1914, Turner was one of the first officers to offer his services. He was at once accepted, and appointed a Brigadier Commander, and went to France with the first Canadian Division which was commanded by General Alderson. When the Canadian troops went into action, General Turner was given command of the Highland Brigade, and later when the Canadian forces were increased and the Second Division formed, Turner was given command of this division.

By the skilful handling of the Canadian troops in the Second Battle of Ypres, General Turner was largely instrumental in holding back the Germans in their push for

Calais. For his valuable services rendered in this important battle he was rewarded with the Distinguished Service Order, and at the same time being promoted to the rank of Major-General.

During the Battle of St. Julien, in April, 1915, it is said that General Turner's judgment saved the situation. In December, 1916, Major-General Turner returned to England, where he was appointed General Officer Commanding the Canadian Forces in England. While in this command he again showed his marked ability in the organization and training of the Canadian forces stationed here for their final training before entering the firing line in France. In recognition of his valuable services in this connection he was promoted to a Lieutenant-General, in June, 1917.

Vancouver, George. Renowned explorer, after whom the great island of the Pacific coast was named. He was born in 1758, and served an arduous apprenticeship as an officer under Captain Cook during his then famous and important sea voyages. In 1791 he was sent in command of an expedition to prevent the seizure of Vancouver Island by the Spaniards from the south. The representatives of the two powers consorted peacefully at Nootka Sound, while the diplomats were trying successfully to find a basis for an amicable settlement of the dispute, Vancouver spent his leisure time in making an accurate survey of the coast to the north. He completed his survey as far as Cook Inlet, close to the Alaska Peninsula, in 1794, and then returned to England by way of Cape Horn, arriving there in October, 1795. He then prepared a narrative of his travels, entitled "Voyage of Discovery to the North Pacific Ocean and Around the World". Vancouver died in 1798.

Vaudreuil-Cavagnal, Pierre Francois, Marquis de. A French soldier, colonial officer, and last Governor of New France. He was born at Quebec in 1698, and at a very early age entered the army. His first real important position was that of Governor of Three Rivers in 1733, and then in 1742 he

was appointed Governor of Louisiana. In 1755 he succeeded Duquesne as Governor-General of New France, and between him and Montcalm there was little good feeling. It was later charged that Wolfe's army would not have been able to hold Quebec in 1759, had Vaudreuil been willing to take the decisive steps, and in 1760, he surrendered Montreal to the English, although General Levis, the military commander, wanted to defend it. Although a charge was placed against him in Paris for the mistakes he had made, he was fully vindicated, and retired into private life. He died in 1765.

Walker, Sir Byron Edmund. Financier, and author of many publications on banking and financial matters. He was born in Haldimand County, Ont., October 14th, 1848. He received his first banking experiences in his uncle's bank office, and then entered the employ of the Canadian Bank of Commerce in 1868. His banking ability was at once recognized and he rose steadily, becoming General Manager in 1886, a Director in 1906, and its President in 1907, which position he still holds. He is also President of the Canadian Bankers' Association, and in 1910 was appointed Chairman of the Board of Governors of the University of Toronto, the same year receiving the honor of knighthood. Sir Edmund has many other connections and financial interests, and during the War with Germany, that started in 1914, he took a very deep interest and was a hearty supporter of the Government. Among his well-known writings are: "The Canadian System of Banking", "Banking in Canada", "Why Canada is Against Bimetallism", and "Canadian Surveys and Museums."

Watson, Major-General Sir David. Distinguished soldier and Commander of the Fourth Canadian Division in France during the War of Nations.

General Watson was born on February 7th, 1869, in the city of Quebec, and received his education in the Public Schools and High School of that city. On entering his busi-

ness career, he became interested in journalism and soon became General Manager of the "Quebec Chronicle." In 1909, he was appointed a delegate to the Imperial Press Conference.

He became interested in military affairs while quite young, and in 1911 was appointed by the Dominion Government to command the Rifle Company of the Canadian Contingent which attended the coronation of King George V.

At the outbreak of the War of Nations in 1914, General Watson volunteered his services at once, mobilized his regiment and proceeded to Valcartier, and a few months later sailed for England in command of the Second Battalion. Arriving in France, he and his battalion took a very important part in the Second Battle of Ypres. He also served with great distinction at St. Eloi, St. Julien, Festubert, Langemarck and Givenchy. On one occasion he was slightly wounded.

For his gallant and distinguished services in the field, he was raised to the rank of Major-General and given command of the Fourth Canadian Division in France, and in the New Year's honor list for 1918, he was given a K.C.B.

White, Sir William Thomas. One of Canada's leading financial experts, and since 1911, Minister of Finance for the Dominion Government. He was born near Bronte, Ont., in 1866, and received his education at the University of Toronto, from which he graduated in 1895. In 1899 he was admitted to the Bar, but has never practised his profession. He took up journalism and joined the staff of the Toronto "Telegram", and later he was employed in the Assessment Department at the City Hall, where he developed unusual financial ability. In 1900 he was appointed General Manager of the National Trust Company, and in 1910 was elected to President. In 1911 he took a very active part in opposing the Taft-Fielding Reciprocity Treaty and on the defeat of the Laurier Administration, he was offered and accepted the office of Minister of Finance in the Borden Cabinet. During



the World War Sir Thomas distinguished himself as a very able financier by the wonderful success he attained in floating the Canadian "Victory Bond" issues, all of which were considerably over-subscribed. Sir Thomas resigned as Minister of Finance in 1919. He was created a K.C.B. in 1915.

Whitney, Sir James Pliny. A renowned lawyer, and Premier of Ontario from 1905 until his death in 1914. He was born in Williamsburg, Ont., October 2nd, 1843, and received his education at the local schools and Cornwall Grammar School. He later studied law and was admitted to the Bar in 1879, and practised his profession successfully at Morrisburg for several years, where he became one of the leaders of the Bar in that portion of Ontario. In 1866 he saw active service during the Fenian troubles, and was appointed Lieutenant-Colonel. He made his first appearance in public life in 1886, when he was a candidate for the Legislature, but was defeated. He appeared again in the political role in 1888, at which time he was elected, and sat continuously until 1896, when he was appointed leader of the Opposition. On the defeat of the Ross Government in 1905, Whitney was called to form a new Cabinet, in which he held the post of Attorney-General as well as Premier. Sir James was strongly opposed to the Taft-Fielding Reciprocity Treaty in 1911, and after the formation of the Borden Government, Sir James was invited to take a seat in the Cabinet, but he declined the honor. He was knighted in 1908.

Wilmot, Lemuel Allan. Statesman and first Lieutenant-Governor of New Brunswick. He was born in Sunbury County, New Brunswick, in 1809, and received his education at the University of King's College, Fredericton, from which he graduated when only twenty-three years of age, and was admitted to the Bar in 1834. Two years later, when only twenty-five years old, he was elected a member to the Legislature. His ability was at once recognized, and through

his determined efforts to secure responsible government, he was sent to England in 1836 to plead for popular control of the Provincial Crown Lands, and this he secured. When responsible government was given New Brunswick in 1848, Wilmot was appointed the first Premier, but resigned in 1851 to accept the appointment to the Provincial Supreme Court. Wilmot was also one of the foremost figures in the movement to secure Confederation, and after the organization of the Dominion, he was appointed the first Lieutenant-Governor of the Province.

Wilson, Sir Daniel. A Scotch scientist, educator, and President of the University of Toronto from 1881 until his death in 1892. He was born at Edinburgh, Scotland, and received his education at the University of Edinburgh. After finishing his studies at the University, he went to London where he was engaged in journalism for the next five years. In 1847 he published a book entitled "Edinburgh in the Olden Times", a work which attracted very wide attention, and established him as a scientist. Later appeared another of his contributions entitled "Archaeological and Prehistoric Annals of Scotland", which was also favorably received. In 1853, Dr. Wilson was offered and accepted the Chair of History and English Literature in the University of Toronto, after which he became very prominent in all important educational affairs of the city. He was elected President of the University in 1881, at which time he was considered one of the leading educators of Canada, and by his scholarship, energy, addresses, and writings, he contributed much to the advancement of higher education throughout the Dominion. At the same time he continued his archaeological researches, on which he published many very important works, including "Prehistoric Man", "Researches into the Origin of Civilization in the Old and New Worlds", and many others. He received the honor of knighthood in 1888.

Wolfe, James. A British general, the hero of Quebec, whose successful campaign at Quebec, September 13th, 1759, gave Canada to the British Empire. He was born at Westerham, in the County of Kent, England, January 2nd, 1729, and when only fourteen years of age, entered the army and saw active service in Scotland and Flanders. In the Louisburg expedition to America, he served as Brigadier-General under Amherst and Boscauen, leading the foremost troops in the hardest part of the fighting, but on account of poor health, he was forced to return to England. On request of William Pitt, Wolfe returned to America again, and was raised to the rank of Major-General, at which time he undertook the siege against Quebec, where his efforts were crowned with success on the Plains of Abraham, which achievement won for him the most distinguished fame as a hero. This accomplishment was through the tactfulness and forethought of Wolfe, who laid the plan of attack. By floating down the river with the current of the water in the darkness of the night, his troops landed and scaled the high precipitous banks and on the following morning stood on the Plains of Abraham ready to give battle before the French in Quebec were aware of their approach. It is said that Wolfe called his officers together the night before the attack and recited to them "Gray's Elegy Written in a Country Churchyard", and after finishing, solemnly said, "Gentlemen, I would rather have written that poem than take Quebec to-morrow." During the battle he showed his wonderful spirit as a leader and was twice wounded, but fought on, leading his troops to victory until he was struck with a third bullet, which passed through his lung. As he lay dying, he heard some one call out, "See! They run!" "Who runs?" gasped Wolfe. "The enemy, sir," was the answer. Giving one final command, Wolfe said, "Now God be praised, I die in peace." In the same battle his gallant opponent, James Montcalm, was

also killed, and on the field where this very important battle was fought now stands a beautiful monument in memory of the two Generals who lost their lives in this battle.

Young, James. Statesman and author. He was born in Galt, Ont., May 24th, 1835, and received his education there by private tuition. He became interested in journalism while quite young, and from 1853 to 1863 he was editor and general manager of the "Dumfries Reformer," a paper published in Galt. He later contributed many important articles relating to commercial and statistical subjects, to the "Trade Review," Montreal, and "Monetary Times," Toronto, and at the same time contributing to the Toronto "Daily Globe" on more general topics, such as, "Canadian Nationality", "Canada and Militarism", "Senate Reform", etc. He also wrote two essays, "The Agricultural Resources of Canada" and "The Reciprocity Treaty: Its Advantages to the United States and Canada", for each of which he was awarded a prize. The latter was printed especially for circulation at the great Detroit Trade Convention in 1866, to which the author, in conjunction with Joseph Howe, John Young, Isaac Buchanan, and many other prominent Canadian public men, were invited. Others of his well-known works include, "Early History of Galt and the Settlement of Dumfries", published in 1880, and "Our National Future", which came from his pen in 1887, and attracted widespread attention in Canada, Great Britain, and the United States, as it took a strong stand against Commercial Union with the United States and Imperial Federation. For this very important work of the times, he received the compliments of Sir John Macdonald, who was then Prime Minister of Canada. One of his later works appeared in 1902, entitled "Public Men and Public Life in Canada", in which he tells a true and interesting story of Confederation of Canada. He made his first political appearance at the time of Confederation, at which time he was elected a Liberal member of the House of Commons, which seat he held until 1878, and then sat

for North Brant in the local Assembly from 1879 to 1886, at which time he declined renomination. Young was a member of the Mowat Cabinet from June to October, in 1883, holding office as Provincial Treasurer, from which he was compelled to retire on account of ill health. He is well and favorably known as a public speaker and has delivered many very important addresses and lectures throughout Ontario, and continues to take an active interest in all matters that have to do with the advancement and progress of Canada.



OUTLINE STUDY ON BIOGRAPHY**I. Birth:**

- (a) Date.
- (b) At what place.

IV. Marriage:

- (a) Date.
- (b) To whom.

II. Parents:

- (a) Origin.
- (b) Livelihood.
- (c) Financial standing.

V. Career:

- (a) Commercial.
- (b) Professional.
- (c) Political.

III. Education:

- (a) Schools attended.
- (b) Courses taken.
- (c) Date of completion.

VI. Death:

- (a) Date.
- (b) What cause.

PRACTICAL QUESTIONS ON BIOGRAPHY

Of what town is Sir Robert Borden a native? In what year was he elected Prime Minister? Whom did he succeed in office? Name some important reforms enacted during his administration. Why did he form a Union Government in 1917? When did he announce the Military Service Act? How many men did he pledge Canada to send overseas during the War of Nations?

What part did Sir John A. Macdonald take in Confederation? Of what country is he a native? How old was he when coming to Canada? What was his business profession? What education did he receive? When did he first become interested in political life? When was he appointed the first Premier of Canada? What caused his defeat in the general election of 1873? What platform did he use in the election of 1878 that re-elected him again as Premier? What rank does he hold among Canadian statesmen? In what year did he die?

When was Lieut.-General Sir Arthur W. Currie given command of the Canadian forces in France? What is General Currie's native province? What military experi-

ence did he have before going overseas in 1914? Where did he receive his education? When was he raised in rank to Lieut.-General.

In what battle was General Mercer fatally wounded during the War of Nations? What command did he have when killed? What work was he doing when he received fatal wound? When did General Mercer first become interested in the military affairs of Canada? What important trip did he take in 1912? Whom did he succeed in command of the Queen's Own Rifles, on his return to Canada? What command did he have when going overseas in 1914? When was his name mentioned in despatches by Field-Marshal Sir Douglas Haig?

How did General Watson show his loyalty to his country in 1914 at the outbreak of the War of Nations? When was he given his first command? In what battles did he serve with great distinction? What promotion did he receive for his "gallant and distinguished services"?

Whom did General Lipsett succeed as Commander of the Third Canadian Division in France? Of what country is General Lipsett a native? When did he first come to Canada? What command was he given at the outbreak of the War of Nations in 1914? In what two battles did he take a very important part? When was his name mentioned in despatches? What nick-name was given his Battalion.

What important part did General Turner take in the Second Battle of Ypres? What was said of his judgment in the Battle of St. Julien, in 1915? On returning to England in 1916, what important appointment did he receive? When was he raised in rank to Lieutenant-General?

What command did General Macdonell have when going overseas in 1915? What military experience did he have before taking part in the War of Nations? What work was he doing when he was wounded in 1916? When was he raised in rank to Major-General and given command of the First Canadian Division in France?

In what college did General Burstall receive his military training? What active service had he seen before giving his services in the War of Nations? When volunteering his services for overseas in 1914, what command was he given? In what year was he raised in rank to Major-General and given command of the Second Canadian Division in France?

In what year was the Duke of Devonshire appointed Governor-General of Canada? What important positions did he hold before coming to Canada? What is said of his land holdings in Great Britain?

What is Walter Allward noted for? What work of art is considered his masterpiece?

In what year did Margaret Anglin make her first appearance on the stage? At what place?

Name one of Julia Arthur's greatest plays? What is said of her in the role of "Romeo and Juliet"?

Why was William Wilfred Campbell one of Canada's best loved poets? Where did he receive his education? Name some of his best works?

Name the best works of sculpture produced by Cote. How does he rank among Canadian artists?

By what pen name is Rev. Charles W. Gordon known? What is the nature of his writings? After spending several months in the trenches during the War of Nations, what very popular book did he publish in 1917?

In what year did Sir Gilbert Parker's first works appear? What was the nature of most of his writings? What important office did he hold in England, from 1900 to June, 1918?

What is Mary Parlow noted for?

At what age did Mary Pickford (Gladys Smith) first appear on the stage? What is her native town? How does she rank among the Moving Picture Actresses of the world?

What immortal poem did Lieut.-Col. John McCrae write after seeing active service in the Battle of Flanders? What caused his death on January 28th, 1918?

At what place did Bell first test his telephone? What other inventions did he bring out other than the telephone?

In what year was Cardinal Begin appointed Cardinal? What are some of his well-known Works of literature?

Who was Bourassa?

During what year was Sir Mackenzie Bowell Premier of Canada? Give a short sketch of his life? In what year did he die?

How many years was Sir Alexander Campbell the Conservative leader? Of what country is he native? At what age did he settle in Canada?

In what year was the Duke of Connaught appointed Governor-General of Canada? How was he liked by the people of Canada? When did his term expire? What was his last public duty in Canada? Who succeeded him as Governor-General?

What distinguished office did Sir Charles Fitzpatrick hold until October 21st, 1918? On his retirement, who succeeded him?

What important conference did Lord Durham hold in Canada while holding office of Governor-General?

In what way did Sir John Eaton show his loyalty to the Empire at the outbreak of the war with Germany in 1914?

During what years was Earl Grey Governor-General of Canada? Name some of the important events of his administration?

At what date was His Majesty, George the Fifth, proclaimed King of the British Empire? Where did he receive his education? In what year did he make a tour of the Dominion of Canada? On his second trip here, what great duty did he perform?

Who is Dr. Grenfell? What great work is he doing?

In an effort to find the northwest passage, what country did Samuel Hearne explore?

Near what town in Ontario was James J. Hill, the great railway builder, born? What was his first position? What salary did he receive? When did he first become interested in railroading?

What important position did Sir Samuel Hughes hold when war broke out with Germany in 1914? What great task did he accomplish in six weeks' time?

How did the Marquis of Lansdowne distinguish himself during his term of office as Governor-General? What important offices did he hold after leaving Canada?

How many years was Sir Wilfrid Laurier Premier of Canada? What is his native town? What profession was he educated for? What was his attitude toward Confederation? What great prosperity and advancement did the Dominion of Canada enjoy during his administration? What caused his defeat at the General elections in December, 1911?

What part of Canada did Sir Alexander Mackenzie explore? Of what country was he a native?

What part did William Lyon Mackenzie take in the Rebellion of 1837? What happened to him when the uprising proved a failure? What is now considered one of the reforms he advocated?

What high office was Sir George Perley appointed to fill in 1913? Who did he succeed? In what special way did he render valuable services to Canada during the War of Nations? How does he rank among the men of wealth of Canada?

Who was Louis Reil? Of what nationality was he? What reward did the Dominion Government offer for his capture? When and where was he executed?

What great deed made Laura Secord famous?

Who was Goldwin Smith? What important position was he appointed to fill in the United States? When did he settle down in Canada?

What were the early experiences of Lord Strathcona? Of what country is he a native? What high office was he appointed to fill for the Dominion Government, in 1896? In what year did he die?

What important part did Archbishop Taché take in Canadian history?

Who was the first Canadian to wear a Cardinal's hat?

What part did Sir Charles Tupper take in forming Confederation? Of what country is he a native? When did he first become interested in political life? What important office did he hold in Sir John A. Macdonald's Ministry? What high office was he appointed to fill for the Dominion Government, in England? On returning to Canada in 1896, what distinguished office was he elected to fill?



GEOGRAPHY

Geography is one of the most important and most interesting of all studies taught in the Public Schools; it being of so much importance the method used to-day is much more interesting than that used a few years ago. To-day the study of Geography is like taking a trip around the world, studying the different countries, their people, modes of living, and the animals that roam in the wilds. The old method taught the child to study first the continent and then the other, learning about its surface, rivers, etc., very little time being devoted to the industrial subjects. To-day this has all been changed. The first step is to teach the child about the things he knows something of and branching out gradually to the things unknown. The study of industries take a very important part of the Geography lessons nowadays. The child is taught about our great wheat fields, the great product itself, how it is grown, gathered and sent to the great markets of the world, about the large grain elevator for its storage, and big flour mills where the wheat is made into flour, and the railways that are the means of distributing it throughout the continent, and then the great steamships that take it to the other countries around the world. Each of the leading industries are taken up in this very interesting way, which makes the study of Geography a pleasure and not a drudgery as it used to be.

To systemize the study, it has been divided into four general departments, namely, political, physical, mathematical and commercial Geography.

Political Geography is that branch of the study that has to do with the boundaries of provinces and countries, the locations of cities and the general results from the social and economic activity of the human race.

Physical Geography includes the study of the external appearance of the earth, and the changes brought about from time to time in land, water and air, the causes of the seasons and the tides, and the meaning of the great earthquakes.

Mathematical Geography has to do with the measurements of the earth, its shape and motion, as well as the changing of its seasons, their length of time, the rise and fall of the tides, and the making of maps and charts which show up these changes by graphic representations.

Commercial Geography treats of the commodities, their places of origin, the distribution of them throughout the world, the means of transportation, trades, routes, etc.

It is really unbelievable the number of people that know very little of our own big country. Very few know of our great wonder-spots. Most of the outside world look at Canada as merely a place in the northern part of the North American continent, and very few of our own people realize the tremendous area of our great Dominion. Few realize that our Province of British Columbia alone is almost three times as large as Great Britain and Ireland combined, and nearly twice as large as France, and yet this one province is only about one-tenth of the Dominion. The following article on Canada and its provinces, cities, and towns, will give every boy and girl and grown-up a clear idea of the greatness and importance of our wonderful country that is developing by leaps and bounds.





A Beauty Spot Among the Canadian Rockies



Mt. Cavell, B.C., 11,020 Feet High Named in Honour of Edith Cavell

CANADA



It was in 1763, just a little less than two centuries ago, that Great Britain came into ownership of the French possessions in North America, which were called at that time New France. There were very few people here then, and what there were consisted of scattered settlements along the Saint Lawrence River and its branches. Montreal and Quebec were the largest settlements, and even at that, they were only small villages. There were also a few scattered settlements in Nova Scotia and on Prince Edward Island; outside of these, the rest of the immense area of what is now the Dominion, had no white man; only Indians and wild beasts made their home there. All told, the population did not amount to more than 70,000 in Canada, most of which were Frenchmen, with a few British officials. It was not until 1783 that a new element appeared. This was the result of the Revolutionary War, when thousands of loyal British English-speaking people came from the colonies along the Atlantic Ocean that had rebelled against England and the British rule, which was the cause of the Revolutionary War in America. From that time on, Canada has made wonderful developments, until the present day. Now we are a self-governing nation of more than 7,000,000 inhabitants, and still living under the protection of Great Britain.

Area: Canada has a total area of 3,729,665 square miles and occupies a little less than one-half of the North American continent. Canada's greatest length from east to west is about 2,700 miles and from north to south about 1,600 miles, making it the largest country in the world, excepting

Russia and China. Within the total area of the Dominion, 125,755 square miles are under water, being covered by many important lakes and rivers.

The northern portion of the country slopes gradually toward Hudson Bay, while the east and west are the high lands, which consist of some of the highest mountains in North America. The interior is more level and is drained principally by three great sources, the Hudson Bay, the Mackenzie, and Saint Lawrence Rivers. The Mackenzie flows to the northwest and empties into the Arctic Ocean, while the Saint Lawrence flows northeast to the Atlantic Ocean.

Eastern Canada consists of all the territory from Hudson Bay to the Labrador coast, and also includes a section west of Hudson Bay, called Laurentian Plateau. The highest points in the east are in Labrador, where a section raises to about 8,000 feet above the sea level, and from this point westward, the land slopes rather quickly to the larger interior of northern Quebec, where the height seldom exceeds 2,000 feet. Through this vast district are many low ridges of hard rocks, in some sections being covered with a growth of trees, but in many cases they are bare. Between these ridges flow rapid rivers from many large lakes and swamps. Most of these rivers empty into the Hudson Bay, which also receives the inflow from many large rivers from the plains. South of the Hudson Bay basin, the rivers flow into the Saint Lawrence. This great river drains the fertile plains of southern Ontario, which has always been the richest and most populous part of the Dominion. There are very little minerals in this section, the wealth being based on its very fertile soil and ideal temperate climate. Throughout the entire Saint Lawrence Valley, farming and fruit growing is extensively carried on, while in the vast areas of Northern Ontario and Quebec, very little soil is under cultivation, but is rich in minerals, and mining is the main industry. Throughout New Brunswick and Nova Scotia, there are valuable coal deposits and some metals, and in the Gaspé Peninsula, are the largest deposits of asbestos found in Canada. Copper is also found in this district.

The Great Interior Plains lie between the Rocky Mountains on the west and the district comprising that of Eastern Canada on the east. In this west region, which is more than 700 miles wide from east to west, are Canada's extensive wheat fields, which are known the world over for their productive yields. From the southern border these plains slope gradually northward and from the Rocky Mountains eastward, making the general slope from southwest to northwest. In the southwestern part of Alberta, there is an altitude of 4,500 feet which declines until the Red River Valley is reached, where the height is not more than 400 feet above sea level. This great difference is caused by two bluffs. The first level stretch consists of the valley of the Red River which includes the fertile prairies that lie west of Winnipeg, on which is a series of lakes, Manitoba, Winnipeg, and Winnipegosis, as well as many smaller ones, all of which empty into the Hudson Bay. The second level rises gradually until it reaches the Missouri Plateau, in Central Saskatchewan. There are very few hills throughout this region and one of its characteristics is the very deep valleys which have been worn down by the rivers flowing and wearing through the soft rock that is found in this section. In many cases, the rivers have worn themselves down to a depth of 100 to 200 feet. Throughout the southern part of these plains, very few trees are found except along the rivers. In the second and third levels many lakes are to be found, several of which dry up during the hot dry summer months. The northern part of the plains run through the Athabaska and Peace River districts, which drain into the great Mackenzie, the largest river in Canada. Throughout the Saskatchewan and Red River valleys are centered the most population and the greatest wealth of Western Canada. The western section consists of the mountain belt, which extends over practically the whole of British Columbia, Yukon, and the western part of Alberta. It is in this section that there is an abundance of magnificent scenery which can only be appreciated by seeing. It includes many wonder-spots that tourists have traveled many miles to see. The western slopes of the mountains rise abruptly from the green valleys to the snow covered peaks, many of which

are continuously covered with snow and ice the whole year. The highest peaks at this point rise to 10,000 to 11,000 feet, and among the loftiest are Robson, Alberta, Columbia, Assiniboine, Murchison, Vancouver, Fairweather, and Logan. The highest is Mount Logan, which is in the Yukon Territory, and has a height of 19,539 feet, and is the highest point in Canada. There are many fertile valleys at the base of the mountainous sections where grains and other crops are being successfully raised, and through the lower valley of the Fraser River much fruit and vegetables of the finest kinds are being grown.

People of Canada include people from all parts of the world. The first settlers were the French, who located in the Province of Quebec, where French is still the native tongue of more than three-fourths of its population. Nova Scotia was settled mostly by the Scotch, whereas in New Brunswick and Ontario, the first important settlements were made by the English-speaking people coming from New England at the close of the Revolutionary War. The western provinces are more mixed, and contain mostly people that have moved from the eastern provinces, including the Scotch, Irish, English and French, and in some sections a large percentage contain people of German descent.

Religion: The Roman Catholic Church was for many years the only church in Canada and until this day has the largest number of attendants, comprising more than forty per cent. of the entire population of the Dominion. The Presbyterian comes next in order, then the Methodists and Anglican. Many other denominations are also represented, but include a very small per cent.

Climate: The climate of Canada varies considerably in its different sections, it covering as it does so vast a territory, but taken as a whole, it has very bracing and healthful weather, both throughout the summer and winter. In the northern sections the winters are long and severe and a great depth of snow falls, but in the southern sections bordering on the Pacific, the winters are usually not so severe. The summers are short with very little hot weather, although plenty of sunshine. The autumns are ideal



One of the Many Long Railway Bridges Seen in our Prairie Country



A Settler's Home in Saskatchewan

and considered the best season of the whole year. Along the Atlantic coast and the Hudson Bay regions, the climate is more of an Arctic nature, the winters being long and cold and the summers short and warm, while the Labrador Peninsula is not considered a very desirable section to settle in. Throughout the Maritime Provinces the winters are more invigorating. Along the coast there is considerable fog and there are heavy rainfalls, many years amounting to fifty and fifty-five inches during the year. The summers are usually warm and pleasant, with very little humidity. Along the Saint Lawrence Valley the winters are somewhat shorter, with very invigorating weather most of the time, which is thoroughly enjoyed by many of the winter sportsmen. In the southern part of Ontario, there is very little snow as a rule, especially in the Niagara Peninsula, where the weather conditions are ideal for successful fruit growing.

Throughout the Western Provinces, Manitoba, Saskatchewan, and Alberta, is found the most healthful and stimulating climate in the world. The air is bracing and most invigorating. "Raw" days are unknown. In winter, the zero weather is sharp, but not penetrating as in the east. The temperature may drop to 30 degrees below zero and yet not seem as cold as ordinary zero weather of the east, on account of the dryness of the air. In summer many days are warm and at times the temperature rises close to the 100° mark, but the heat is greatly modified by the never-failing breezes; even after the very hottest days, the nights are cool and pleasant. Winter generally sets in between the middle of November and the middle of December, and usually breaks up the latter part of March or the beginning of April.

Along the Pacific Coast we find a warm and rainy climate. The warm winds from the Pacific Ocean modify the temperature by more than 20 degrees warmer than those of the Atlantic on the east. Flowers are found in bloom throughout the whole year, and fruits and vegetables are grown to perfection.

Transportation: Canada's commercial and industrial development has been due to its facilities for navigation by water, and from the construction of more than 35,000 miles

of railways. The first settlers made the Saint Lawrence River their main highway of travel. At that time only small boats could be used in many sections, but since then, many improvements have been made, by deepening the channel and building a system of canals which will allow a vessel drawing fourteen feet of water to sail through, entering the Great Lakes. The Saint Lawrence is navigable 1,003 miles, allowing ocean-going vessels to pass as far as Montreal. There are also many other systems of canals that aid in the transportation problems of Canada, the most important of these include the Welland Canal, which connects Lake Ontario with Lake Erie, and the Sault Ste. Marie Canal, which connects Lake Huron and Lake Superior. The Murray Canal, running from the Bay of Quinte to Lake Ontario, and the Ottawa - Rideau system, connecting Kingston with Montreal by way of Ottawa, covering a distance of 248 miles. In connection with these most important ones just named, we have many smaller and less important ones, connecting many of our smaller lakes and used for local traffic. In addition to these, there has been drawn several plans for a number of new and very important canals that will be constructed in the very near future. The largest and most important of these is the Georgian Bay Ship Canal, running from the northeast corner of Georgian Bay to the Ottawa River, then along the Ottawa Valley to Montreal. This canal will allow ocean-going vessels to pass from the Atlantic right through to Lake Huron and will shorten this water route between these two points by more than 300 miles. The estimated cost of constructing this canal is \$125,000,000, which amounts to almost as much as the complete total spent on all the others combined.

Railroads: Canada has more than 35,000 miles of railways which are among the most important of its national interests. The first railroad in Canada was built in 1836; this was sixteen miles long, running from La Prairie, Que., to Saint John's, Que. Ten years later another short system was built from Montreal to Lachine, but it was not until 1851 that the railway development really began. At this time, the Government authorized the construction of a line from Quebec to the western limit of Upper Canada and a

branch from Quebec to Portland, Maine. This system was finished in 1856 and brought the mileage in Canada up to 1,414 miles. At Confederation, in 1867, it had increased to 2,278 miles. As new districts were opened up the railways expanded until there are now five great railway systems with a mileage of over 35,000 miles. The Intercolonial connects Montreal with the parts along the far eastern shores of Canada, and is owned and operated by the Dominion Government. It has a mileage of 1,491 miles and was first opened to the public in 1876.

The Canadian Pacific was first opened to the public in 1885, and now has many lines stretching across the Dominion from coast to coast. The extreme east point starts at St. John, New Brunswick, running to Montreal thence across the continent to Vancouver, making it one of the longest continuous railway systems under one management in the world. It has a mileage of more than 18,000 miles, which represent an investment of \$507,577,265. The construction of the "C.P.R." to the Pacific was one of the conditions on which British Columbia agreed to enter the Confederation and its completion has done much in settling the Far West as well as the Middle West.

The Grand Trunk Railway has developed most of its mileage throughout Eastern Canada, and therefore has a greater mileage in this portion of the Dominion than any other system. It has connections with all the cities and practically all the towns throughout these provinces, making its summer port, Montreal, Que., and its winter port, Portland, Maine, which is the nearest port on the Atlantic coast to Montreal. The Grand Trunk Pacific is also part of the system and stretches its lines throughout the rich prairie provinces, through the Rockies by way of the famous Yellowhead Pass, reaching the Pacific Ocean at Prince Rupert, B.C. The construction of the Grand Trunk Pacific has opened up settlements in a vast region of fertile land throughout the valleys of Central British Columbia. The entire system covers 8,115 miles and represents an investment of more than \$250,000,000.

The Canadian Northern Railway had its beginning in 1896, when the firm of Mackenzie, Mann & Co. built a 100-mile line known as the Lake Manitoba Railway and Coal Company line. From this beginning it has grown to be third in importance among the great transcontinental systems. Its lines now reach from Quebec to the cities of Vancouver and Victoria, in British Columbia and touch most of the important centres between these two points. This system serves the greatest wheat fields as well as the best mixed-farming districts of the West, and has opened up the North Thompson Valley to settlement as well as the Valley of the Fraser. It also controls at Port Arthur one of the largest consolidated elevator plants in the world, its capacity being 10,000,000 bushels. The system covers a total mileage of some 10,000 miles, the greater part of which lies west of the Great Lakes.

The Great Northern is a line owned in the United States and its operations are principally throughout the Northern States, although it has already built several branches into the central and western provinces of Canada, and has been a valuable addition to these provinces.

The total railway mileage of Canada is divided among the different provinces practically as follows:—

	Miles		Miles
Ontario	10,702	Quebec	4,677
Saskatchewan ...	5,327	Alberta	3,174
Manitoba	4,498	British Columbia	3,100
New Brunswick.	1,962	Nova Scotia	1,367
P. E. I.	275	Yukon	102
		and the Canadian links in the United States	398

These railways represent an investment of more than \$1,875,000,000 in capitalization, and carry about 50,000,000 passengers and 100,000,000 tons of freight a year. The number of people they employ is about 160,000, and their gross earnings run near to \$250,000,000 a year.

Agriculture: Canada's great agricultural development during the past few years has brought her into world prominence, and made her pre-eminently the land of wonderful opportunities. More than one-half of the people of the



A Farm Scene in Ontario



A Mushroom Bed



1st Prize Vegetables Grown in Manitoba

Dominion are engaged in cultivating the soil. The first settlers laid out their first patches in the Saint Lawrence Valley, after which steady progress was made in agricultural development. It was not, however, until the nineteenth century that the fertile lands of the vast Prairie Provinces were opened. For a great many years Ontario produced more wheat and oats than any other section, but since 1911 Saskatchewan has taken the first place in both these grains. From a very slow and small beginning, Canada's annual production has increased to a tremendous amount, and since 1911, has increased five-fold. In 1901 the returns in dollars from all field crops amounted to \$195,000,000. In 1916, \$886,000,000, and in 1918, \$1,144,636,450, which is a figure the Dominion can well be proud.

The following table shows the production of the five most important crops, showing the yield in 1914, 1915, 1916, and 1917:—

	1914, Bu.	1915, Bu.	1916, Bu.	1917, Bu.
Wheat ...	161,280,000	376,303,600	262,781,000	233,742,850
Oats	313,078,000	520,103,000	410,211,000	403,009,800
Barley ...	36,201,000	53,331,000	42,770,000	55,057,750
Rye	2,016,000	2,374,000	2,876,400	3,857,200
Flax	7,175,200	10,628,000	8,259,800	5,934,900

In addition to these crops, Canada produces large yields of corn in some sections, principally in Western Ontario, and potatoes and turnips are successfully grown in the Maritime Provinces. A large annual crop averaging about 10,000,000 bushels of apples, are also grown throughout the Dominion and in the Niagara Peninsula the growing of fine peaches, grapes and small fruits receive the greatest attention. British Columbia also has a small area suited to fruit and vegetable growing. Sugar beet raising is also developing in a few of the provinces and is now looked upon as a crop that will grow into great importance in the near future. During the war with Germany, which started in August, 1914, Canada did much in helping to keep the Allied Armies in the field fed, and during this time the Government took a very active part in helping to bring about greater production which has had a lasting effect.

Mining: Canada has long been known for its rich mineral deposits. Although these rich deposits were known a long time, it was only in recent years that any great activity has been centered in this field of industry, and during the past eleven years the production has been doubled. In the early days the transportation facilities were so bad, that it made it almost impossible to mine profitably, but to-day Canada leads the world in some branches of mining, especially in the nickel output.

Although gold was the most important mineral mined for a number of years, it has now given way to the coal, which is now mined on a very extensive scale throughout Nova Scotia, Alberta, and British Columbia. The most of this coal is the "soft coal" of very good quality and used by the railroads, steamship lines, and large factories. There is not much anthracite, or hard coal deposits found in Canada. The total production of coal for the whole Dominion now averages 14,000,000 tons yearly.

The gold reached its highest point of production in 1900 and 1901, at which time the mines of the Klondike were being worked to their full capacity. There are some small deposits in Nova Scotia, as well as Quebec, and some placer mining was carried on in British Columbia, but it was not until 1897 that any great activity was centered in gold mining throughout the Dominion. In this year, the great Klondike strike was located which raised the annual production from \$2,000,000 to more than \$6,000,000 per year, and by 1900 the output amounted to \$27,000,000. The output then took a decline until 1911, at which time the Porcupine district in Northern Ontario, was opened, which brought the production back to \$17,000,000 a year.

Nickel is the next in importance. In this valuable mineral, Canada leads the world in its annual production.

During the year of 1917, the estimated world's output was 50,000 tons, of which Canada's share was 43,000, New Caledonia was next in line with 4,000. This shows that 95 per cent. of the world's nickel supply is produced in Canada. The nickel deposits are principally found in Ontario.

Silver: Canada is also well-known for its large silver deposits. The first of these were found in the nineteenth

century, at which time it was mined in small quantities in Ontario, Quebec, and British Columbia. But it was not until 1897, that the silver mining came into prominence; at this time the production in British Columbia was increased to 5,472,000 ounces. The output then declined in this province until now the production amounts to less than 3,000,000 ounces. In the meantime, this precious metal was discovered in the Cobalt district, Ontario, in 1904, which now produces 95 per cent. of the total output of the Dominion. Canada's total silver production now amounts to 23,500,000 ounces annually.

In addition to the minerals just mentioned, Canada is also rich in many others; in fact, practically every known mineral is to be found here, and the total production for 1917 amounted to \$195,000,000. In the following table will be found the annual production of the various metals of most importance mined in Canada:

Coal	14,000,000 tons
Steel ingots and castings	1,735,900 tons
Pig Iron	1,187,000 tons
Copper	113,000,000 lbs.
Nickel	84,000,000 lbs.
Lead	56,000,000 lbs.
Zinc	31,000,000 lbs.
Silver	23,500,000 ozs.
Gold	17,000,000 value

Canada's total natural production for 1918 was \$1,507,-687,000, and is divided as follows:—

Field Crops	\$1,089,687,000
Mines	195,000,000
Forest	172,830,000
Fisheries	50,000,000

Manufactures: The unlimited natural resources, and abundant power to develop them is now placing Canada in the front ranks as a manufacturing nation. During the earlier years, practically all activity was directed to agricultural products, mining, fur trading and fisheries, and it was not until 1900 that much manufacturing was carried on. From 1900 to 1910, the factories increased their output 142

per cent., and in value, from \$481,000,000 to \$1,100,000,000; up to January, 1918, \$875,000,000 had been expended for munition plants throughout the Dominion, and over 250,000 workers employed. Up to this time 53,000,000 shells have been made and 40,000,000 brass cartridge cases of 3¼ lbs. each, as well as 58,000,000 copper bands produced.

Fuses were turned out at the rate of 2,750,000 per month and were of the highest degree of quality, and during 1918 many aeroplane plants were built in which 300 airplanes a month were constructed. This shows very clearly that Canada has been of great assistance in carrying on the war from the general manufacturing standpoint. Ontario occupies the first place as an industrial province, Quebec comes second and British Columbia third. The following table gives the latest annual industrial census by provinces:

	Establishments	Capital Invested	Value of Products
Alberta	584	42,239,693	30,592,833
British Columbia ..	1,007	158,636,983	73,623,431
Manitoba	840	95,845,845	61,594,181
New Brunswick ..	714	46,290,014	37,832,034
Nova Scotia	968	126,539,183	70,860,756
Ontario	9,287	956,883,423	727,923,274
P. E. I.	291	1,906,564	2,646,469
Quebec	7,158	548,972,575	387,900,585
Saskatchewan	457	16,788,992	14,162,574

In shipbuilding, Canada ranks tenth among the nations of the world, it having in March, 1916, 8,631 vessels, with a tonnage of 1,215,021 gross tons. During 1918 a marked revival of the shipbuilding industry was experienced, to supply the war needs. Many large plants were built in different sections of the country, as well as many that had not been active for some time, opened to full capacity. This great activity in shipbuilding gives employment to more than 25,000 men and it is estimated that a tonnage of 400,000 will be built during 1919. The Canadian Government is now making plans for a very extensive shipbuilding program, which will involve an expenditure of \$50,000,000 or \$60,000,000 a year. Ocean-going cargo vessels are to be built, which will be owned and operated by the Government.

Education: Canada ranks high as to its educational standards and facilities. The first school was opened in Canada at Quebec in 1632 and from that time on steady progress has been made, there being now over 26,000 public schools throughout the Dominion, with an attendance of 1,327,000 pupils during 1918. This extensive school system represents an investment of approximately \$56,000,000.

By the British North American Act of 1867, the entire control of education is supervised and controlled wholly by the individual provinces, and all educational matters are within the jurisdiction of the provincial legislatures. The Act provides that both the public and separate schools shall have the same right in Ontario and Quebec. All expenses of the educational system are taken care of by public revenue, each province contributing a certain per cent. and the balance is taken care of by the local districts. Each province has its own Department of Education with its Ministry at its head, whose duty it is to enforce uniform laws throughout the Provinces as to the training of teachers, text books and proper examination and grading of pupils. Each Province, excepting Quebec, has laws, making education compulsory, and these laws are strictly enforced by local district truant officers. The school system comprises secondary schools, high schools, or collegiate institutions, colleges and universities, in which are taught all the advanced methods, and much attention is given to the newer studies of nature study, domestic science, manual training, agriculture and vocational training.



OUTLINE STUDY FOR CANADA

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| <p>I. Map.</p> <p>II. Location and Extent.</p> <ul style="list-style-type: none"> (a) Area. (b) Boundaries. (c) Longitude. (d) Latitude. <p>III. Surface.</p> <ul style="list-style-type: none"> (a) Mountains. (b) Great central plain. (c) Coastal plain. <p>IV. Drainage.</p> <ul style="list-style-type: none"> (a) River systems. (b) Lakes. <p>V. Climate.</p> <ul style="list-style-type: none"> (a) Temperature. (b) Rainfall. (c) Winds and storms. <p>VI. Industries.</p> <ul style="list-style-type: none"> (a) Agricultural products. (b) Manufactures. (c) Mineral resources (d) Commerce. <p>VII. Population.</p> <ul style="list-style-type: none"> (a) Annual increase. (b) Centre of population. (c) Immigration. (d) Nationalities represented. | <p>VIII. Government.</p> <ul style="list-style-type: none"> (a) Departments. (b) Executive. (c) Judicial. (d) Provincial Governments. (e) Territories. <p>IX. Education.</p> <ul style="list-style-type: none"> (a) Public school system. (b) Industrial colleges. (c) Private and separate schools. <p>X. Cities.</p> <ul style="list-style-type: none"> (a) Location. (b) Forms of government. (c) Commercial importance. <p>XI. History.</p> <ul style="list-style-type: none"> (a) Discovery and explorations. (b) Wars. (c) Struggle for responsible government. (d) Union of Upper and Lower Canada. (e) Confederation. (f) Industrial and agricultural expansion. (g) Foreign Affairs. |
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PRACTICAL QUESTIONS ON CANADA.

In what year did Canada come under control of Great Britain?

What was the country called at that time?

What population did the country have?

What caused the rapid increase of population after 1783?

What is the present area of Canada?

What is its greatest width from east to west? Its greatest length from north to south?

How does it compare in size with the other countries of the world?

By what three great sources is the country drained?

Describe the surface in general?

What is the highest point in Canada?

What is said in general of the "Canadian climate"?

In what part of Canada does flowers bloom out-of-doors throughout the whole year?

What river in Canada was the main highway for travel during the early development of the country?

What amount has been expended on canal construction throughout Canada?

What railway mileage did Canada have in 1918?

In what year was the first railroad built in Canada? Where was it constructed? What was its mileage?

What railway line was the first to be extended to the Pacific coast?

Name the principal railways operating in Canada?

How does the shipbuilding of Canada rank with the other countries of the world?

How many men are employed in this industry?

How does education rank in Canada?

In what year was the first school opened? At what place was it established?

How many schools are now established throughout Canada? What number of children attended them in 1918?

What rights were given the individual Provinces by the British North America Act of 1867?

How does this Act apply to separate schools in Ontario and Quebec?

By what method are the public schools of Canada maintained?

What departments does the school system comprise of?

What was the only religious denomination in Canada for many years?

What religious denomination has the largest membership at the present time? What denomination comes next in order?



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Photo by courtesy of Dom. Dept of Parks

Mt. Rundel and Bow River



Photo by courtesy of Dom. Dept of Parks.

Bow Falls, Rocky Mountain Park

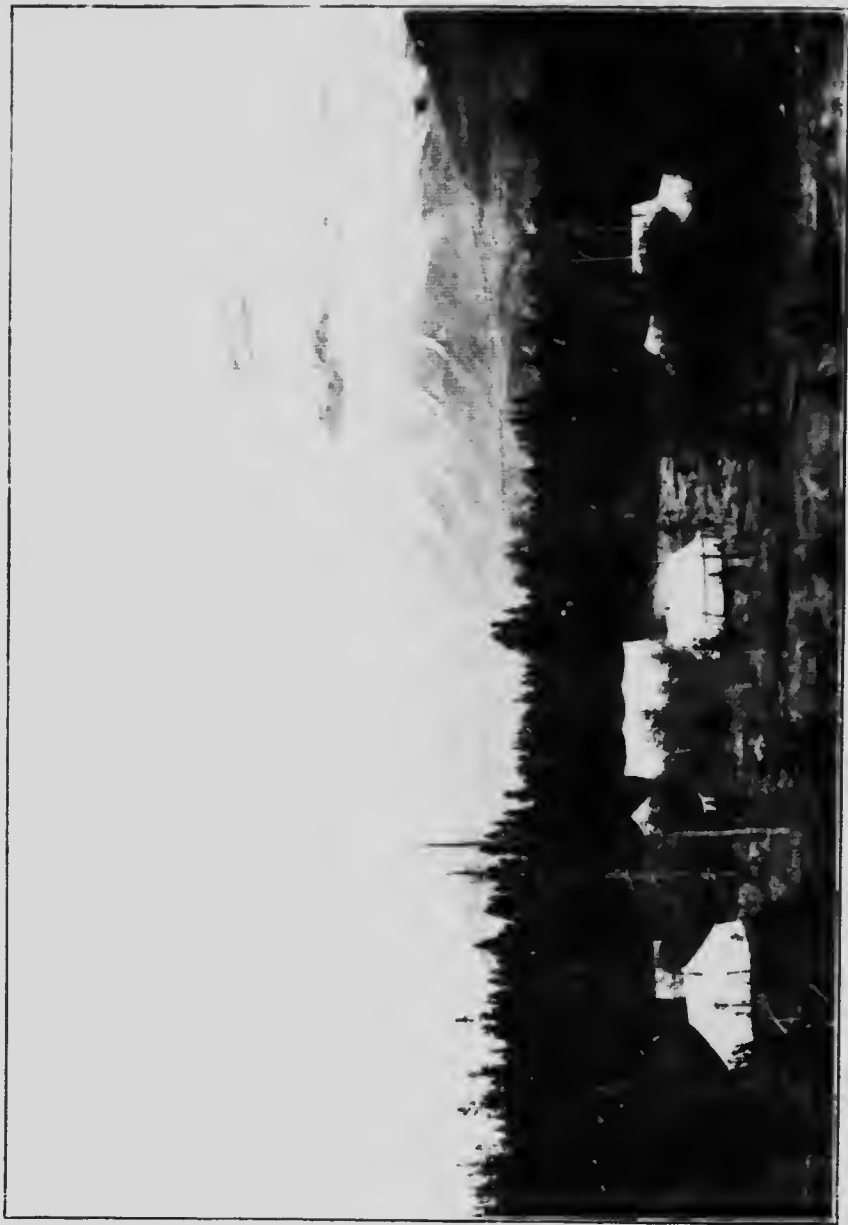
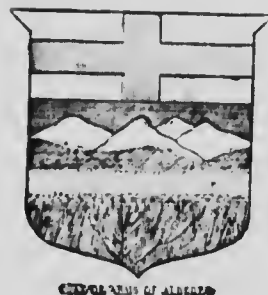


Photo by courtesy of Dom. Dept. of Parks.

A Most Fascinating Spot in Rocky Mountain Park, Alberta

ALBERTA.



Alberta is one of the three Prairie Provinces, and from 1670 to 1870 was a part of Rupert's Land, and owned by the Hudson's Bay Company. It was not until 1882 that it was given the name Alberta. It was at this time that the Marquis of Lorne, accompanied by his wife, Princess Louise Alberta, made an extensive tour of Western Canada, and in honor of the Princess this section of the newly organized district of the Northwest Territories was named Alberta. In size, Alberta is much larger than France or Germany, and twice the size of Great Britain and Ireland combined. The land alone is placed at one hundred million acres, and throughout this great provincial empire, with its enormous wealth of fertile lands, rich mines, forests and fisheries, there are less than 500,000 people. The international boundary line is its border on the south, while the great Mackenzie district is its northern boundary, with Saskatchewan on the east and British Columbia on the west.

From north to south, the Province is about 750 miles, and from east to west 400 miles, which is about 3,500 square miles larger than its neighboring Province of Saskatchewan, or Manitoba. One of the characteristics of the Province is its open and treeless country, especially in the southern sections, where great stretches of prairie land extend to the Hay and Mackenzie Rivers on the north, and on the south some woodlands are passed. In other parts of the Province there is to be found more of a mixed country, of woodland and prairie. There is still a very large section covering thousands of square miles, some 600 to 700 miles north of

the Saskatchewan River, which is still sparsely populated, but in the course of time all this very fertile country will be made accessible by the construction of railroads. On the western boundary are found the snow-covered peaks of the Rockies, many of them reaching the great height of 10,000 to 12,000 feet. These high mountain tops can be easily seen on a clear day from 100 to 125 miles east on the plains.

Climate. Alberta is well known for its healthful and delightful climate. The winters are long and cold, but the air is so dry that it is invigorating instead of penetrating, as it is in most of the low-lying countries. The summers, although warm enough to raise large yields of various grains, grasses, vegetables, flowers and small fruits, are free from the penetrating heat that is experienced in the Eastern Provinces. The country in general has a gradual decline from the south to the north, the southern portion of the Province being from 2,000 to 2,500 feet above sea level, while the section along the Peace River is less than 2,000 feet above sea level. This lower altitude has a tendency to moderate the climate in this northern section, so that the summers in the Peace River Valley are as warm as in the Saskatchewan Valley, some 300 miles farther south.

The temperature of the whole Province is modified considerably throughout the winter by the "Chinook", which is the name given the warm winds from the Pacific Ocean, which blow through the passes of the Rocky Mountains. The rainfall is not abundant, and the moisture is quickly evaporated by the warm, dry winds from the west, but generally the rainfall is sufficient for successful mixed farming purposes. Irrigation is being practised on a very extensive scale throughout the southern districts, and splendid results are being obtained. The snowfall is not very heavy as a rule in any part of the Province. In the southern section, particularly, the "Chinook" keeps the snow from lasting any length of time, and it is in this district that the rattle and horses are left out all winter to feed on the large ranches. It is also in this section that the bison were so plentiful a few years ago.

Agriculture. Alberta is essentially a farming and stock-raising country, there being nearly 190,000 square miles, or

seventy-five per cent. of its total area, very suitable for agricultural purposes, and practically two-thirds of the entire population of the prairie live on farms and ranches.

The soil consists chiefly of rich, black vegetable mould, and has a depth of two to three feet, and it is best adapted to wheat raising. In 1916 Alberta won the world's record for the largest wheat yield, being 52 bushels per acre on a 100-acre ranch. The estimated wheat yield for 1918 is 53,780,500 bushels for the Province. Since 1901 the growth of farming has been remarkable; at that time there were only 9,486 farms under cultivation, while in 1911 the number had increased to 61,500. The value of the field crops have also increased enormously. These include, wheat, oats, corn, barley and hay. The total value in 1910 amounted to \$17,000,000; in 1915, \$79,400,000, and in 1918, it is estimated as over \$100,000,000.

Other important crops include barley, flax, potatoes, hay and a good grade of alfalfa. Sugar beets are also being successfully raised in the district near Raymond, at which place there is a factory for making sugar from the beets. Garden vegetables and small fruits are also receiving some attention in various sections.

Cattle raising is carried on very extensively throughout the Province. There are about 700,000 head of beef cattle, consisting largely of Shorthorns and Herefords, as well as 325,861 milch cows, the dairying end being centered mostly around Edmonton and Calgary. Great interest is also taken in horse raising, which are generally famous for their strong endurance and sound constitutions. During 1915 to 1917 a great number were sent to Europe for use in the army, and at the present time the Province has 718,317 horses.

Sheep raising is coming forward very rapidly, there being 276,966 head in 1918, and swine raising is steadily increasing in importance year by year. It is estimated that in 1918 Alberta raised and placed on the market more than 730,233 hogs.

Mining. Among the minerals found in Alberta is placer gold, lead and silver. Natural gas and oil are also found in many sections, but the greatest mining activity is

centered in the production of coal, with which most of the whole Province appears to be underlaid. The early settlers devoted most of their time to mining, and as the population increased, new mines were opened up, until the industry has developed to great importance, the output averaging 4,000,000 tons yearly.

Animal Life. Buffalo, or bison, at one time made their home on the plains of Alberta, but to-day these early roamers have disappeared, as the fur traders of the seventies did much in exterminating them for their skins. In the mountains the grizzly bear and the coyote can still be found. The mountain sheep and goat are frequently seen, and the red deer, elk and antelope, as well as the large moose, are still numerous. The other animals of less importance include the lynx, mountain lions, porcupine, squirrel and rabbit.

In the northern part of the Province the hunter is often found at his occupation, trapping and hunting the beaver, ermine, otter, mink and martin. In the far north is found the musk-ox, and also the nesting grounds of ducks, geese, swans and other migratory birds. The partridge, eagle, crane, hawk, owl and crow are also very plentiful, and the rivers and lakes are well stocked with fine pickerel, pike and whitefish. Brook trout is found abundantly in the mountain streams.

Transportation. The first means of travel in the form of railways came to Alberta in 1885, at which time the Canadian Pacific Railway was built through to British Columbia. The completion of this railway gave the Province connections with the rest of the Dominion. During the next twenty years there was very little additional construction, and when Alberta became a Province in 1905, the Canadian Pacific was still the only railway, but it had built two important branches, connecting Calgary with Edmonton and Macleod. During the next few years several large important railways entered the Province, and there are now three great transcontinental railways crossing the Province, giving it a total mileage of 4,500 miles, and several large contracts have been made for the construction of an additional 4,500 miles.



Photo by courtesy of Edm. De Vries - Alton

Crow's Nest Mountain, Showing Its Snow-capped Peak



Photo by courtesy of Edm. De Vries - Alton

Mt. Robson, Alta., 13,000 Feet High



Photo by courtesy of Dom. Dept. of Parks.

The Hoodoos, Rocky Mountain Park

This will open the northern country in particular, which is rich in natural resources and agricultural land, which attracts many desirable settlers.

Deep interest has also been taken in developing highways to connect all the important points. Several million dollars have been spent along this line, and many more will be spent during the next few years.

Rivers. Alberta is the source of two of the four largest rivers in the North American Continent—the Mackenzie and the Saskatchewan. The Saskatchewan is divided into two great divisions, one with its branches, the Bow, Belly, St. Mary's, Crowsfoot and Red River, waters the southern districts, while the north branch with the Brazeau, Clearwater, Sturgeon, Peace, Blindman and Vermillion, waters the great central plains. The Athabaska and the Peace Rivers drain the north. The lakes of Alberta are chiefly in the northern part, and the most important of these are Lake Athabaska, which is 120 miles long, and Lesser Slave, 60 miles long.

Government. The Government of Alberta was organized in 1905 by authority of the Dominion Government. The formal inauguration was on September 1st, and was attended by Earl Grey, then Governor-General, and Sir Wilfrid Laurier, who was Premier of the Dominion at the time.

The Province has a Legislature, which makes the laws to govern local matters, and also a Provincial Government, of which the Lieutenant-Governor is the chief executive, who is a representative of the Governor-General of Canada. He is appointed by the Governor-General in Canada for a term of five years, and receives a salary of \$9,000 annually. There is also an Executive Council that consists of eight members, selected from the Legislature, one of whom is Premier. The acts of this council are responsible directly to the Legislature itself.

Education. There are over 2,000 public schools in Alberta, with an attendance of about 100,000 school children. Each school district consists of about four square miles. New districts are allowed to be organized as soon as it has eight children of school age, and at least four taxpayers. High schools are established at many of the central points, and there is a Provincial University, located at Edmonton,

which is doing excellent work, giving all who wish an opportunity for professional training. The university also contains a faculty of agriculture, which is doing much good in developing scientific farming throughout the Province. In addition to these, Alberta has two Normal schools, one located at Calgary and the other at Camrose, both of which are maintained by the Government. The local school boards are elected by the voters in the district, and are under the general supervision of the Provincial Department of Education, and are supported by liberal grants from the Government and by local taxation.

History. Alberta, as it is now known, was for many years a part of the Northwest Territories, controlled by the Hudson's Bay Company. It was not until 1882 that it received its present name. The following year, Calgary was founded, and on completion of the Canadian Pacific Railway in 1886, the whole settlement started to develop very rapidly. Other settlements began to spring up from place to place, which soon brought on a demand for self-government, but this was not granted until 1905, at which time an Act of the Dominion Parliament created the Province of Alberta, also Saskatchewan. The inauguration took place September 1st, and the Hon. George H. V. Bulyea was appointed the first Lieutenant-Governor, and the Hon. Alexander Cameron Rutherford, the Premier. Edmonton was selected as the capital of the Province, and the first Legislature met in 1906. Progress was steadily made, many new districts were opened, and immigrants came annually from all parts of the civilized countries of the world to settle on the free farms and to engage in other occupations, and in 1911 alone there were over 18,000 homesteads taken up throughout the Province.

The discovery of oil in the district surrounding Calgary in 1913 and 1914, interested a great many investors and promoters in the Province, and by 1914 there were more than 400 companies incorporated, with a total capitalization of \$383,000,000, engaged in the oil business.

The prohibition movement had been making headway for some time, when in 1915 the people of Alberta were called on to vote on the question, and by a vote of 50,000 to

30,000 the measure was carried for prohibition. This Act came into force June 30th, 1916, and closed every hotel bar throughout the Province, and in 1916 an Act of the Legislature gave the women equal suffrage with men, with respect to political rights and privileges.

Items of Interest. Alberta had in 1918, 541 elevators and 38 grain warehouses, with a capacity of 27,587,000 bushels of grain.

The Province has 5,471 miles of free rural mail delivery, and has 700 post offices.

It owns and operates its own telephone system, which has 50,000 wire miles, and connects 612 towns, villages and communities, and 11,000 farmers' houses.

Rocky Mountain Park has an area of 4,500 square miles, and in 1911 this park was included in the new Rocky Mountain Forest Reserve, with a total area of 19,566 square miles.

Slaughtering and meat-packing represent one-fifth of the total manufacturers of the Province. Flour and grist mill products are second in importance.

There are twenty-six Indian schools, with an attendance of 900 pupils.

In 1911, Alberta received 29,859 immigrants from the United States.

The population as given by the Dominion census of 1911 is 374,663, making an increase of 301,641, or over 400 per cent. in ten years. The estimated population for 1918 places it at 550,000, and yet there is plenty of room for millions of people in this inland empire.

The wool clip amounted to 2,086,663 pounds, and valued at \$1,181,682 annually.

There are 584 manufacturing establishments, having a capital of \$42,233,693, turning out products valued at \$30,592,833.

The large gas well at Bow Island produces 8,000,000 cubic feet of gas a day, which supplies Calgary, Macleod, Lethbridge and several other cities with natural gas.

In the district around Edmonton the days in summer are very long, it being daylight at ten o'clock, and ball games are usually played after supper.

One of the most famous beauty spots in the whole continent is Lake Louise, in Rocky Mountain Park, and is visited every year by thousands of tourists.

In 1918 the Dominion Government set aside nearly 2,000,000 acres in the Peace River district for the returned soldiers' settlement, in addition to all suitable farm lands within fifteen miles of the railways located in the northern portions of the three Prairie Provinces.

One of the new industries that is being developed around Edmonton is fox-farming, which is proving to be a great success.

There are four famous passes over the Rockies in Alberta. The Crow's Nest Pass, Kicking Horse Pass, Yellow Head Pass and the Peace River Pass.

When the district throughout Southern Alberta was being prepared for the construction of the Canadian Pacific Railway there was tens of thousands of buffalo, or bison, killed between 1879 and 1882.

Throughout the Province there are over 3,000 Mormons, but they are not the type that practice polygamy.

In religious denominations the Roman Catholics take the lead; next in order come the Presbyterians, Methodists and the Church of England.

There are 11,000 Indians in Alberta, mostly of the Crees and Blackfoot tribes, all of which live on reservations which are scattered throughout the Province.

Alberta has 6 cities, 48 towns, 104 villages and 87 municipalities, the important of which are fully described under "Canadian Cities and Towns" in this volume.

In 1918 there were 20,000 automobiles owned in the Province.



OUTLINE STUDY FOR THE PROVINCES

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| <p>I. Map.</p> <p>II. Location.</p> <p>III. Size.</p> <p>(a) Area.</p> <p>(b) Length.</p> <p>(c) Breadth.</p> <p>(d) Compare with other Provinces.</p> <p>IV. Outline.</p> <p>(a) General form.</p> <p>(b) Boundaries.</p> <p>V. Surface.</p> <p>(a) General facts.</p> <p>(1) Plains.</p> <p>(2) Valleys.</p> <p>(3) Mountains.</p> <p>VI. Drainage.</p> <p>(a) River systems.</p> <p>(b) Lakes.</p> <p>(c) Springs.</p> <p>VII. Climate.</p> <p>(a) Compare with other Provinces.</p> <p>(b) Effect on health.</p> <p>(c) Annual rainfall.</p> <p>VIII. Products.</p> <p>(a) Agricultural.</p> <p>(b) Mineral.</p> | <p>IX. Transportation.</p> <p>(a) Railways.</p> <p>(b) Canals.</p> <p>(c) Navigable waters.</p> <p>X. Population.</p> <p>(a) Native born.</p> <p>(b) Per cent. of foreign born.</p> <p>(c) Rate of increase.</p> <p>XI. Government.</p> <p>(a) Provincial departments.</p> <p>(b) Their respective duties.</p> <p>(c) Terms of office.</p> <p>(d) Number of members of Parliament.</p> <p>(e) Provincial institutions.</p> <p>XII. Education.</p> <p>(a) Public school system.</p> <p>(b) Colleges.</p> <p>(c) Private and separate schools.</p> <p>XIII. History.</p> <p>(a) Explorations.</p> <p>(b) First settlements.</p> <p>(c) Date admitted to Union.</p> <p>(d) Historical events.</p> |
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This outline can be used in the study of each of the Provinces.

PRACTICAL QUESTIONS ON ALBERTA

In what year was Alberta given its present name?

How many miles long is the Province from north to south?

What part of the Province is covered with snow the whole year?

What can you say of Alberta's climate?

What is meant by the "Chinook winds"? How do they effect the climate where they appear?

In what part of Alberta is irrigation being carried on successfully?

In what section of the Province did bison roam in large numbers a few years ago?

What year did Alberta win the world's record for the largest wheat yield per acre?

In what part of the Province is sugar beets raised quite extensively?

Why are the horses raised in Alberta so famous, and were selected during the War of Nations to be used for over-sea purposes?

At what occupation did most of the early settlers devote their time? To what importance has this industry grown?

Name the wild animals found in Northern Alberta?

What wild fowl make their nesting grounds in this part of Alberta?

In what year did the Canadian Pacific Railway extend its line to Alberta?

What was the total railway mileage of the Province in 1918?

What two large rivers have their sources in Alberta?

In what year did Alberta join the Union? What Governor-General attended the inauguration? Who was the Province named after?

When are new school districts allowed to be organized in Alberta?

Who was the first Lieutenant-Governor of the Province? The first Premier?

In what year was oil discovered in the Calgary district?

What park in Alberta has an area of 4,500 square miles?

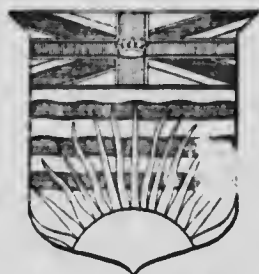
What section of Alberta was set aside in 1918 by the Dominion Government for returned soldiers to take up?

Name the four famous passes crossing the Rockies in Alberta?

What religious denomination takes the lead in the Province?

How many Indians are still to be found in the Province?





COAT OF ARMS OF BRITISH COLUMBIA

BRITISH COLUMBIA.

British Columbia is the most western Province of the Dominion, bordering on the Pacific Ocean. It is nearly 1,000 miles long from north to south, and about 650 miles from east to west, containing an area of 330,000,000 acres, of which there are at present 10,000,000 acres arable, and fully ten per cent. of the balance is suitable for cattle ranching or fruit growing.

British Columbia is third in size among the Provinces, and has an area of 355,850 square miles, which is nearly one-tenth of the entire Dominion. To give a clearer idea of its enormous size, there can be placed within its boundaries, side by side, two Englands, three Irelands and four Scotlands, all at one time.

The Province is essentially a mountainous region, and is often spoken of as the "Switzerland of America", owing to the many high peaks in the mountain ranges. Its mountains contain an inexhaustible supply of mineral wealth, and its fertile valleys, its fine rivers and lakes, all combine to make it the richest of all the Provinces of the Dominion in natural resources.

People. In the early days trapping and fur-trading brought the white man to this western part of the country, and later mining led to the permanent settlements, and is still the most profitable industry. One-third of the people of the Province are of English birth or descent, one-fifth the Scotch, and about one-tenth the Irish. Of Indians there are about 20,000, and about the same number of Chinese. The rest consist of foreigners, the most numerous being the

Fascinating Scenery Along the Skenna River





Photo by courtesy of Dom. Dept. of Parks

A Beauty Spot on Twin Lake. Near Castle Mountain

Scandinavians, Germans, Italians, Japanese and French, making a complete total of 392,480, as shown by the Dominion census of 1911.

Climate. Varied climatic conditions prevail throughout the Province, but in general it is considered one of the most ideal spots in the world. The cold is never extreme, nor the heat very severe, and the purity of the air, with the lack of malaria which usually prevail in moderate climates, makes it one of the most ideal spots of Canada.

The prevailing warm westerly winds from the Pacific and the Japanese current has a moderating effect upon the climate of the coast, and provide a large amount of rainfall, which averages eighty to ninety inches annually. At Victoria, which is farther north than the City of Quebec, where zero weather is often experienced, the temperature seldom touches the freezing point, and flowers can be seen blossoming throughout the whole year. These warm winds lose most of their moisture by the time they reach the Coast Range, where they are forced to raise to a height of 7,000 to 9,000 feet, and then pass over the great Central Plateau at such an extreme height very little of their remaining moisture is lost until the lofty peaks of the Selkirks are reached, at which time the moisture is transformed into heavy snowfalls, which cover the peaks and distinguishes this range from the Rockies. This causes the Central Plateau to experience long droughts, and the heat and cold are very severe.

Away from the coast regions and along the valleys of the Fraser and Skeena Rivers the climatic conditions are ideal, and in the Kootenay District, where the altitude is somewhat higher, the air is dry and invigorating, although during the day in summer the temperature rises as high as 80 to 90 degrees, the nights are delightfully cool. During the winter there are times when the thermometer will fall to zero in this district, but this is very seldom, and lasts but for a short duration. The winters as a rule are very short and pleasant, with very little snow.

In the great Interior Plateau a much drier climate is found, there being less than ten inches of rainfall throughout the season. Vegetation is found in this district only near the lakes and along the rivers.

In the Peace River Valley district, lying east of the Rockies, but within the Province, the climate is much like the more elevated districts farther south, and the ground is fit for cultivation from the middle of April to the first week in November. The winters in this valley are really shorter than the winters of Winnipeg, although it lies 2,000 miles farther to the northwest.

Throughout the northern region of British Columbia very few settlements are to be found, as the climate is not so well adapted to living conditions. Extensive forests are found in this part of the Province.

Plant and Animal Life. Vegetation is abundant only where there is plenty of rainfall. In these sections are found varied growth, from mosses to great forests. Along the western slopes of the Coast Range, Selkirks, and Gold Range are found the greatest areas of virgin timber to be found in North America. These great forests of the Province cover more than 30,000,000 acres, of which the Dominion Government has set aside 2,500,000 as forest reserves. There are in addition to these two other reserves, Strathcona Park, on Vancouver Island, and Mount Rolson Park, in the Fraser River district. These two reserves contain an additional 1,000,000 acres. These magnificent forests have made British Columbia famous the world over. The most valuable of the trees is the Douglas fir, a tree which often exceeds a height of 300 feet. The white and yellow cedar are also very important, and directly north of Queen Charlotte Sound are found great stands of spruce and hemlock, which are used principally for the making of wood pulp. During the past few years lumbering throughout these districts have continuously increased, until there are now 1,000,000,000 board feet cut annually.

The wild animals of British Columbia include the moose, black-tailed deer and caribou, which are found abundantly throughout the valleys and wooded districts. The bear, wolves and wildcats are very common, and in many sections

are considered a nuisance. In the mountains are found the bighorn and the goat, which gives the hunter great excitement and many thrills when pursuing them over rocky, precipitous cliffs, in which they make their homes. The valuable fur-bearing animals are found in the north, where hunting, trapping and trading are still important.

A very large variety of birds are found in British Columbia, there being more than 300 different species. One of the most conspicuous is the burrowing owl, who makes his home on the interior plateau; the jays and magpies are also very numerous. Among the game birds are found the grouse, partridge, teal, mallard, pin-tail and canvasback duck. The streams are well supplied with trout, which makes fishing a pleasant pastime; and all told the Province has an abundance of game of varied description, and any sportsman has no trouble in satisfying his desires in fishing, trapping or shooting.

Mineral Resources. The discovery of placer gold in the Caribou District and the coal deposits on Vancouver Island are what first attracted attention to the Province, and mining still stands in the front rank among its industries. Placer mining was carried on along the Fraser River as early as 1857, and by 1863 the output amounted to \$3,000,000 annually. Large deposits of silver-lead ores are found throughout the southeastern parts of the Province, and the annual production of these minerals amount to \$2,000,000. Copper is also mined very extensively, and now averages 45,000,000 pounds to 50,000,000, valued at \$7,000,000 to \$8,000,000 yearly.

Valuable coal deposits are found on Vancouver Island, in the Crow's Nest Pass District, and more recently in the Nicola Valley region. The mining of this valuable fuel brings British Columbia second to Nova Scotia among the coal-producing Provinces, with an annual production of 3,000,000 short tons. The total value of the mineral production of the Province averages \$25,000,000 annually, which is about one-fifth of the total output for the Dominion.

Fisheries. For a great many years Nova Scotia stood first among the Provinces for its fisheries, but in 1912 British Columbia stepped in first place, and is now by far the

most important, yielding about 40 per cent. of the total annual output of the Dominion. The most important are the salmon fisheries, which consist of several kinds, with which the rivers teem at different seasons, the largest of which is the spring salmon, that is best for use when fresh. During the summer months the sockeye is caught; these are smaller and more uniform in size, which are used for canning purposes. Throughout the fishing season it is very common to see from 2,000 to 3,000 boats at the mouth of the Fraser River, where the largest catch is taken. It is also in this section where most of the larger canneries are located. Besides its extensive salmon fisheries the Province has, lying within a short distance of its northern coast line, extremely rich halibut grounds, which produces an annual catch valued at \$1,750,000. Herring, cod, shad, sturgeon, whale, crabs and clams add considerably to the total catch, which amounts to \$14,000,000 a year. At one time seal catching was a very important industry, but this branch of the fisheries is now almost extinct.

Agriculture. Throughout the Province there are many fertile sections where various grains and other field crops are being successfully grown, and in the Fraser River district especially, valuable fruit and vegetables of all kinds grow plentifully. The soil is very fertile in practically all the valleys, and needs only to be irrigated to make them productive. The irrigating of land is being carried on very extensively at this time, and has proved very successful in raising many kinds of crops, but the extensive cultivation of fruits and vegetables has proved to be the most profitable on irrigated lands.

The raising of wheat has not been very successful, but the production of oats amount to 3,000,000 bushels annually. The next in importance is potato growing. Live stock raising is also coming into importance, there being about 300,000 head throughout the Province. In the districts surrounding the larger centres, butter and cheese products are also growing in importance, and generally speaking the agricultural possibilities of British Columbia are now fully appre-

ciated locally, and the outside world is already beginning to realize that British Columbia has rich assets in its arable and pastoral lands.

Fruit Growing. As a fruit growing country, Southern British Columbia is one of the finest in the world. While its fruit industry is only in its infancy, the results are convincing as to its wonderful importance in the near future.

The Province has at least 1,000,000 acres in its southern portion that will produce all the fruits of the temperate zone. This district includes Vancouver Island, Gulf Island, Lower Fraser River Valley, Thompson River Valley, Shuswap Lake, Okanagan, Spallmucbean, Osoyoos, Similkameen, Upper Columbia Valley, Kootenay Lake, Arrow Lake, Lower Columbia River and Grand Forks, all of which are well suited to the best grades of fruit. It was only a few years ago that fruit was raised in the settlements along the coast and rivers, but now it is an established fact that apples of excellent quality will grow as far north as Hazelton, on the Skeena River.

The Province had a total orchard area of only 6,500 acres in 1891, whereas by 1911 there were over 40,000 acres set out in fruit, and the production increased to more than 30,000 tons of fruit annually. Fruit packing has also developed, and the methods used to-day are considered by experts to be the best in existence.

Transportation. Railway construction throughout the Province is very costly, owing to its mountainous character; but nevertheless British Columbia is now well served by the three great transcontinental railway lines—the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific. The main line of the Canadian Pacific enters the Province from Alberta by the Kicking Horse Pass, while its branch enters by the way of the Crow's Nest Pass, serving all the important mining towns in the Kootenay regions. The Yellowhead Pass is used by the Grand Trunk Pacific, and with the Canadian Northern, there is a total mileage of 3,000 miles throughout the Province, and other contracts have been made for additional mileage to be constructed that will bring the total mileage up to 7,500 miles.

In many sections where the railroads have not been extended, first-class steamers give accommodation. Steamers ascend the Fraser River as far as Yale, which affords excellent transportation for tourists. In addition there is steamship service between Vancouver, Japan and China, Vancouver and Mexico, and between Vancouver and England by way of the Panama Canal. There is also a large coasting fleet having direct connections with Yukon and Alaska. These ocean communications of British Columbia are highly important, and add much toward the prosperity of the Province. The vast interior district is dependent mostly on highways and trails, many of which are 1,500 miles long.

Education. The Province has an educational system of high standing. The public schools are free and non-sectarian, and have an attendance of about 50,000 pupils and 2,000 teachers. The Provincial Government allows a grant for the maintenance of the public schools, and the balance is made up by local taxation. The total expenditure throughout the Province for educational purposes is about \$5,000,000 a year, of which the Provincial Government provides \$2,000,000. Education is compulsory for all children between the ages of seven and fourteen. High schools are established in all the cities, in which classics and higher mathematics are taught. Admission to the High schools and promotion is regulated by examinations, conducted by the Provincial Department of Education. There are two Normal schools for the training of teachers, one located at Vancouver, the other at Victoria, and in 1915 the University of British Columbia was completed, ready to receive students.

Government. Like the other Provinces, British Columbia has a Lieutenant-Governor, who receives an annual salary of \$9,000, and is appointed by the Governor-General of Canada for a five-year term, and is the direct representative of the Crown. The Executive Council is composed of six members of the Legislative Assembly, whose appointments are made by the Lieutenant-Governor, but their acts are directly responsible to the Assembly. The Ministers receive a salary of \$6,000 annually, and the Premier, who is leader of the Ministry, receives \$9,000 yearly. The Assembly



Bulkeley River Valley, Showing Snow-capped Mountains in Background



Among the Great Fir Trees on Vancouver Island

consists of forty-two members, who are elected for a term of four years, and three Senators and eleven members of the House of Commons represent the Province in the Dominion Parliament at Ottawa.

History. The Spaniards were the first to discover the district which now includes British Columbia, but the first accurate description of the coast was given by the famous English navigator, Captain James Cook, in 1778, and the first white settlers were a party of Englishmen who founded a settlement at Nootka, on the west shore of Vancouver Island. This settlement was almost immediately broken up by the Spaniards, who claimed the entire coast by right of discovery.

After this dispute was settled between Spain and England, Captain George Vancouver was sent out by the British Government to make a survey of the coast as far north as Milbank Sound. He was also first to sail around the island that now bears his name. At about the same time Sir Alexander Mackenzie had reached the coast from the interior, whose long and dangerous trip is explained in his biography, given in this volume.

From that time until 1821, this was the private property of the Northwest Company, which carried on extensive fur-trading throughout the district. In 1821 it was taken over by the Hudson's Bay Company, and during these years it was developing very rapidly, and the population constantly grew, until Vancouver Island was created a Crown Colony in 1857. The discovery of gold on the Fraser River in 1856 led to the establishing of a separate government two years later off the mainland, which was previously known as New Caledonia. The name under the new government was changed to British Columbia, and the Governor for both colonies was Sir James Douglas, who was a very able administrator, and is justly regarded as the founder of British Columbia. It was not, however, until 1866 that the rule of the Hudson's Bay Company came to an end. At this time the two colonies united under the name of British Columbia, which five years later became one of the Provinces of the Dominion.

Items of Interest. The highest point in British Columbia is Mount Fairweather, 15,287 feet high.

The Crow's Nest coal fields are estimated to yield 10,000,000 tons of coal a year for 7,000 years.

During 1917 British Columbia received contracts for nine steel ships, each of 8,800 tons, worth \$14,750,000; two of 4,600 tons, worth \$1,679,000, and one of 4,500 tons, worth \$905,651, or a total of \$17,334,651; in addition to twenty-seven wooden ships, worth \$14,100,000, which made it necessary to open new ship yards during the year at Vancouver.

Returned soldiers purchasing land from the Provincial Land Settlement Board will be given a rebate of \$500 from purchase price of any lands coming into possession of the Board and subsequently opened for settlement. During 1917 the Province received 4,802 immigrants, 3,297 of which came from the United States.

Vancouver Island is one of the most interesting parts of the British Empire.

The great Douglas fir trees are found along the coast regions, where they grow best, and often measure from thirty to fifty feet in circumference around their base.

There are thirty-six varieties of trees found in the Province.

Many of the small streams in British Columbia are fairly choked with salmon at certain seasons of the year, and the natives simply toss them out on the banks with pitchforks.

The sockeye salmon appear in unusually large numbers every fourth year, and the fishermen and canneries make special preparations for the increased catch.

Through the great undeveloped district in the northern section of the Province, called the Cariboo, winds the Cariboo Trail, that was built in the early "sixties", the time of the great gold rush to these northern parts. This trail is more than three hundred miles long, and is still used by the British Columbia Express Company, which operate stage lines the entire length.

A British Columbia Ayrshire cow, with a yield of 21,423 pounds of milk, made the highest record in this breed for the Dominion in 1917, and a British Columbia Holstein holds the world's record for milk production under strictly official tests.

In 1917 there was 12,000 automobiles owned in the Province.

The provincial cities and towns will be found under the head, "Canadian Cities and Towns", in this volume.



Outline Study for the Province Will be Found on Page 281**PRACTICAL QUESTIONS ON BRITISH COLUMBIA.**

What is the length of British Columbia from north to south?

How does it rank in size with the other Provinces?

What are the mountains of the Province noted for?

Why is British Columbia often spoken of as the "Switzerland of America"?

What occupation was the early settlers engaged in?

What per cent. of the people of the Province is of English descent? Scotch? Irish? Indians? What other nationalities are found in the Province?

Why is British Columbia called one of the healthiest spots in the world?

What effect does the Japanese current have on the Province?

In what part of British Columbia do flowers bloom out-of-doors throughout the whole year?

What climate is found in the Peace River District? How does its winters compare with those of Winnipeg?

What percentage of the Province is still covered with dense forest?

In what year was gold discovered along the Fraser River?

To what great height do the Douglas fir trees grow?

What wild animals are found in British Columbia?

What first attracted settlers to the Province?

In what parts of the Province are valuable coal deposits found?

What is its annual production of this valuable fuel?

What is the total value of British Columbia's mineral production?

How do the fisheries of the Province compare with those of the other Provinces? Name the most important catch?

How does the Province rank in agriculture?

Can wheat be successfully grown in British Columbia?

How does the Province rank as a fruit growing country?

What railways serve the Province?

What standing has the Province in education?

How many members are elected from the Province to the Dominion House of Commons at Ottawa?

Who were the first white people to explore the district that now includes British Columbia?

Who was the first person to sail around Vancouver Island?

Who was the first white man to visit the Pacific Coast from the interior?

In what year did British Columbia come into the Union?

Name the highest point in the Province.

What special concession does the Province give to returned soldiers to encourage them to purchase land on which to settle?

How many immigrants came to the Province from the United States during 1917?

Why is Vancouver Island said to be one of the most interesting spots in the British Empire?

When was the famous "Cariboo Trail" built? How many miles long is it?





ARM OF MANITOBA

MANITOBA

The name Manitoba comes from the Indian words, Manito-Wabau, by which this section of the country was known, and was later changed to its present name by the early settlers. It is the most easterly of the Western Provinces and is often referred to as the gate-way to the Great Canadian Northwest. Its northern boundary is the Northwest Territories and its southern, the International border, while on the east is Hudson Bay and the Province of Ontario, and the west, Saskatchewan.

Manitoba has an area covering 251,832 square miles, containing about 161,000,000 acres, and within this area there are several large bodies of water.

Previous to 1912, Manitoba had less than 74,000 square miles, but in that year the territory of Keewatin was divided by the Dominion Government, giving part to Manitoba and a part to Ontario. With this addition the province was made larger than any state in the United States, except Texas, and is nearly as large as the whole of Austria-Hungary.

Up to 1870, Manitoba had very few white settlers, since that date, the population has increased considerably. In 1891, the Government census gave it as 152,000, in 1911, 455,614, and in 1916, 553,860, of which 50 per cent. consisted of rural population. The earlier settlers were mostly of English and Scotch descent, but in recent years immigration has added a number of nationalities from central and southern Europe. There are 11,000 Indians in the province.

A Beautiful Spot Along the ... River





Constructing New Grand Trunk Pacific Railway Line West of Edmonton, Alta.

Up to 1870, the district that now comprises Manitoba was under the rule of the Hudson Bay Company, but on that date the Dominion Government purchased the territory for the sum of \$1,500,000.

Surface and Drainage: In general, the physical features of Manitoba are very similar to those of the rest of the Prairie Provinces, with the exception that it has large lakes in the prairie belt, and swift-flowing rivers and land elevations, which are called mountains by the local inhabitants.

The eastern part, belonging to the Laurentian Plateau, has an uneven, rocky surface, and is well covered with woods, with numerous lakes throughout the region. The rest of the province is part of what comprises the west prairie plains of North America.

The southern and central sections are level and are a continuation of the great valley of the Red River, which has its origin in the State of Minnesota. The section lying west of this valley consists of rolling prairies, showing a little elevation as the western boundary is reached, at which place they are known as the Riding and Duck Mountains. The height of the elevation at this point is about 500 feet.

All the province is drained by the Hudson Bay drainage system. There are three large lakes and several smaller ones, the largest of which is Lake Winnipeg. The next in importance is Lake Winnipegosis, which is 150 miles long and covers 2,086 square miles in area. Lake Manitoba being the next in size, is 135 miles long and has an area of 1,817 square miles. The smaller lakes are scattered throughout the province and the flow from all these lakes is to the northwest and empties into Hudson Bay.

Among the rivers of Manitoba, Red River is the most important. The Saskatchewan flows east from the Rockies and flows into Lake Winnipeg. The southeastern part of the province is drained by the Winnipeg River, which is the outlet of the Lake of the Woods, and flows into Lake Winnipeg, which is drained by the Nelson River and empties into Hudson Bay.

Many of the smaller streams are utilized for power purposes for operating mills and electric plants throughout the province.

Climate: The winter weather as a rule lasts only three or four months, and although the cold is sometimes very severe, the air is dry and clear and is not noticed as much as it is in a more humid atmosphere. The snow is never very deep and drifts but little, so travel is rarely impeded during the winter months.

The summers are pleasant, warm and well adapted to the rapid and successful growth of vegetation. The seeding usually begins during the first week in April, before all the frost is out of the ground, as the deep frost escaping from the ground after it is seeded, is sufficient moisture to give the vegetation a good start until the June rains begin. The moderate rains of July continue the growing and ripening processes under the warm sun and harvesting begins in August.

The autumns are usually long and agreeable, the ploughing weather sometimes extending even to the end of November.

In general, the climate conditions of the province are very pleasant, one of its characteristics being its abundance of sunshine throughout the whole year.

Plant and Animal Life: The forests of the eastern and northern parts of the province contain spruce, jack pine and tamarack, while in the southern and prairie regions there are no forests, trees being found only around the lakes and along the banks of the rivers. In the western sections, some timber belts are to be found which contain elm, oak, the ash-leaved maple, and the poplar, and some spruce.

Manitoba was the home of the buffalo many years before the white settlers arrived, large herds roamed all over the prairie country which furnished their means of support. Now the highly prized animal is almost extinct. The fur-bearing animals are very plentiful throughout the northern part of the province and the hunter and trapper receive good rewards for their catch. Mink, muskrats and martens are very numerous and are caught in large numbers, and the moose, deer, elk, and reindeer or caribou are found in the unsettled regions. During the summer, duck, grouse and woodcock are abundant, and many migratory birds make it their northern feeding grounds.

Agriculture: The wealth of Manitoba lies in its fertile and easily-tilled soil, and agriculture in its various branches is now and will always remain the chief occupation of the people.

For many years, wheat growing was the principal industry, but it has been found that mixed farming produces the best and most satisfactory results.

It is estimated that there are in the province about fifty million acres of land suitable for cultivation, of which only five million is as yet under crop, more than one-half of this being wheat, which has such heavy yields that it taxes the transportation systems to the limit in getting the crop to the markets of the world.

Other important crops include rye, peas, flax, hay, potatoes and turnips, and the total land crops now average about \$40,000,000 annually.

Fruit growing is also making good progress and many farmers throughout the different districts of the province are successfully cultivating orchards of apples, plums and other small fruits.

Dairying and horse-raising are also extensively carried on, the annual output of dairy products exceeding \$3,800,000 and the horse breeding is steadily increasing. The province sent to Europe during 1915, 1916 and 1917, many thousands of fine horses for the use of the Allied forces at the front, as they have always been noted for their fine breeding.

Beekeeping is also receiving some attention, the production averaging about 100,000 pounds of honey for the market each year.

Manufactures: Although Manitoba is known as an agricultural province, it is also growing in importance with its manufactures, which have increased 315 per cent. during the past ten years. The rivers furnish excellent water power which can be utilized for operating all kinds of mills, factories and electric plants. At present most of the manufactures are connected chiefly with the agricultural interests, railway repairs and lumbering. In the larger towns and cities are found many flour mills, which take the leading place among the manufactures; next in line is lumber and lumbering products, foundry and machine-shop products.

Fisheries: Another growing industry is the fishing industry, which gives employment to a large number of men, while sportsmen find the streams full of trout and pike. The large lakes and streams are well stocked with commercial as well as sporting fish, which include large quantities of whitefish, pickerel, pike and trout, and the annual catch amounts to about \$1,390,000.

Transportation: The province is well served with railways; in fact, the southern part of Manitoba is better supplied with railroads than any other part of Canada. The three large transcontinental railways the Canadian Pacific, Canadian Northern, and the Grand Trunk Pacific, all transverse the province from east to west, and their many branches make connections with all the towns and cities. A new line has just been completed by the Dominion Government which runs from Prince Albert, Sask., to Port Nelson, on the Hudson Bay. This railroad has opened to settlement a large area in New Manitoba, and the completion of this line gives direct connections between the Prairie Provinces and the European markets, by way of the Hudson Bay.

Winnipeg, Manitoba's leading metropolis, and the third largest city in the Dominion, is one of the busiest railway centres in Canada, and lines radiate from it to all points of the Dominion.

The province is also well covered with telephone and telegraph facilities.

Education: Manitoba has an excellent school system, none better exists elsewhere. There is but one system, under which all schools are free to children between the ages of five and fifteen years, and education is compulsory to all between these ages.

High Schools are located in all the cities and larger towns, in which attendance is free to resident pupils.

The Public Schools are maintained by provincial and local revenue, and the elementary and secondary schools are under the supervision of a Minister of Education, who is a member of the Executive Council of the province.

The province also maintains a first-class University at Winnipeg, which is at the head of the school system and is well equipped for those who wish to study a profession. The

extension work of the University is carried on throughout the province and is doing much good along this line. A Normal School is maintained at Winnipeg and one at Brandon, for the training of public school teachers.

The Manitoba Agricultural College, located near Winnipeg, is also to be counted among the leading educational institutions of the province. This college gives two very strong courses, one in Agriculture and one in Home Economics. These courses are so planned to enable the students to study them during the winter months. The University has already done much in developing progressive farming throughout the province.

Government: The Government relating to all local matters, is governed by the Legislature, which consists of one house of forty-two members elected for five years by registered manhood and woman suffrage, and the execution of power is vested in a Lieutenant-Governor, appointed by the Governor-General of Canada, and an Executive Council of seven members who are responsible to the Provincial Legislature.

The province is represented in the House of Commons at Ottawa by fifteen members and in the Senate by four.

The Court of Appeals is at the head of the judicial system and has at its head the Chief Justice of Manitoba and four associate judges.

In 1912, a Public Utilities Commission was created to look after all public utilities of the province. This commission has the power to regulate rates, value the property of public service corporations, control issues of stocks and bonds and has the authority to enforce its judgments.

History: The regions now covered by the Province of Manitoba were first explored by a Frenchman, Sieur de la Verendrye, in 1733, and five years later, he built Fort Rouge, on the site which is now the city of Winnipeg. At this time the French and Scotch fur hunters and traders began to come to this region and by their marriage with Indian women, a race of mix-breeds sprang up, but it was not until the conquest of Canada by the British in 1763 that the fur trading became very active.

The first permanent white settlement was made in 1812 at which time the Earl of Selkirk brought a number of Scottish peasants and began to colonize the fertile regions along the banks of the Red River, and many of their descendants still reside on the old homesteads in comfortable residences.

Until 1869, the colony remained under the control of the Hudson Bay Company, and at this date, it was transferred by purchase to the Dominion Government. The following year the settlement was reorganized into a province and received the present name of Manitoba. At this time the province consisted of only 13,500 square miles and had a population of about 12,000, most of which were half-breeds who through the fear of losing their privileges, rose in rebellion against the new Government, under the leadership of Louis Riel, but when the British forces arrived under General Wolseley, Riel fled to the United States and the rebellion collapsed. Since that time the province has made wonderful progress, both in population and size, the area being enlarged to 73,732 square miles in 1881 and again enlarged in 1912 to its present size of 251,832 square miles.

Items of Interest: Manitoba has 691 elevators and warehouses, having a capacity of 23,570,500 bushels.

It is the oldest established of the Western Provinces, and is the market centre for the entire West.

The province is famous as the home of the world standard wheat, "Manitoba No. 1 Hard."

The Common Law of England prevails in Manitoba and English is the official language.

In religions, the Presbyterian Church has the largest membership, the Baptist second, and the Catholic third.

The potato yields are as high as 400 bushels to the acre, and the annual crop is about 7,750,000 bushels.

In 1908, the Provincial Government bought up the telephone system of the province, and in 1910 a Workmen's Compensation Act was passed.

Stringent legislation was adopted in 1916, permitting only the use of English in the Public Schools.

In 1916, a strict prohibitory liquor act was passed, making the whole province dry.

The University was made a provincial institution in 1917.

The highest point in the province is in the Porcupine Mountains, 2,500 feet above sea level.

An experimental farm of 670 acres is maintained at Brandon by the Dominion Government.

Manitoba was the first province to set aside one section of land in each township for school purposes.

There are 205 branches of chartered banks in the province.

The province maintains 52 Indian schools, which have an attendance of 1,700 pupils.

The Indian population throughout the province is about 14,000.

The Dominion Government maintains three large fish hatcheries in Manitoba, which handle whitefish only; two are located on Lake Winnipeg and one on Lake Winnipegosis.

In 1917, there were 17,000 automobiles owned in the province.



Outline Study for the Province will be Found on Page 281**PRACTICAL QUESTIONS ON MANITOBA**

From what Indian word did the province receive its name?

Of what nationality were most of the early settlers?

In what year did the Dominion Government purchase the district which is now known as Manitoba from the Hudson Bay Company?

What price was paid for it?

What are the general physical features of the province?

Name three of the largest lakes in Manitoba?

What river of historical interest flows through the province?

What are the climate conditions in general throughout Manitoba?

In what part of the province are dense forests of spruce, jack pine and tamarack found?

What wild animal formerly made its home in Manitoba, but now is almost extinct?

What large game are still found very plentifully in the unsettled regions of the province?

What is the chief occupation of the people living in Manitoba?

Name the crops that are raised extensively in the province?

How does Manitoba rank as a stock and horse raising country?

Why were Manitoba-raised horses selected for use in the War of Nations?

How does Manitoba rank as a manufacturing province?

What do its manufactures chiefly consist of?

What can be said of Manitoba's fisheries?

Name the railways that serve the province?

What city in Manitoba is said to be the busiest railway centre in Canada?

Between what ages is education compulsory in Manitoba?

By what methods are the schools maintained?

How many members represent the province in the House of Commons at Ottawa? In the Senate?

In what year was the district that now comprises Manitoba discovered?

What race sprang up a few years later?

In what year was the first white settlement established in the province? Who brought in the settlers?

What was the cause of the Northwest Rebellion which broke out in Manitoba?

What religious denomination has the largest membership in the province?

Name the highest point in the province?

What Indian population has the province?





COAT OF ARMS OF NEW BRUNSWICK

NEW BRUNSWICK

New Brunswick is the largest of the three Maritime Provinces, having an area of 27,985 square miles, making it a trifle less in size than either Scotland or Ireland, and more than twice the size of Belgium.

It is bounded on the north by the Bay Chaleur and Quebec, on the south by the Bay of Fundy and an Isthmus connection with Nova Scotia, on the east by the Gulf of St. Lawrence, and on the west by the United States.

From north to south its greatest length is 230 miles and from east to west, 190 miles.

Population: The 1911 Dominion census gave the population of New Brunswick as 351,889, of which 252,342 live in the rural districts. It is mostly an English-speaking population, the majority being Canadian born. In origin, 237,524 are British and 79,979 French.

In religion the Roman Catholic leads, with the Baptist next, then Anglican, Presbyterian, and Methodist.

Surface and Drainage: New Brunswick is noted for its many rivers, lakes and bays, which are to be found in all sections. Practically every point of the province can be reached by water route.

The province was originally a great forest and still has a vast wealth in its forest covered lands which are regarded almost inexhaustible. The best for commercial purposes being the black spruce. The others include white spruce, fir, hemlock, pine, cedar, tamarack, birch, and many other less important varieties abound.

There are no mountains of importance. The surface of the province is divided into two parts by a ridge of land running from the southwest to the northeast corner, but does not raise to any great height, the average altitude being from 1,000 to 1,500 feet.

The highest point in the province is Mount Carleton, which has an altitude of 2,630 feet.

The section lying along the eastern coast, and touching the Gulf of St. Lawrence, is low and sandy, but on the south, along the shores of the Bay of Fundy, is another bold, rocky ridge.

With these two exceptions, the surface in general is a low, rolling plain, having a network of many rivers, which have their flow either to the southward or eastward. Practically all of the western half of the province is drained by the St. John River.

The three principal rivers are the St. John, the Miramichi, and the Restigouche, and it is a curious fact that the headwaters of these principal rivers are all very near each other, thus in the early days the Indians found it comparatively easy to pass from one to the other, the same as the sportsmen do now, which gives them a water route to nearly every part of the province.

Transportation. New Brunswick is well served with railways. In the early days the rivers were the main highways, but now the province has three very important railway systems, which give first class connections to all the cities and towns. The Intercolonial, which is owned by the Government, enters the province from Quebec at the head of Chaleur Bay and runs down the gulf side of the province until it reaches the Nova Scotia border.

The Canadian Pacific Railway has direct line from Montreal through the State of Maine to St. John, the principal winter port of the province, and then the New Brunswick Southern connects St. John with St. Stephens and the Tennesconata Railway runs from Edmonton to Riviere du Loup, Quebec. In addition to these direct lines, each has branches spreading throughout every direction, touching all important points and serving the country at every spot of any importance.

Animal and Plant Life: No place in Eastern America is there better game than in New Brunswick. The province has always been famous for its hunting grounds. But it is being carefully protected by long closed seasons.

Among the larger game is found the moose, caribou and deer, which are still abundant, and the smaller games most common are wolves, foxes, beavers, martens, skunks, otters, minks, rabbits, and squirrels. On the lakes and bays are found in large numbers, geese and ducks, while partridge is plentiful in the bush. The rivers and lakes are well stocked with fine fish, including salmon, trout, bass, and many other game fish, while lobsters, oysters, herring, cod and smelt are caught off the coast.

The plant life is also numerous, and covers more than half the province, and consists mostly of black spruce, hemlock, cedar, birch, beech, oak, and ash, and many native grasses, flowers and shrubs are to be found.

Climate: The winter in New Brunswick is usually severe and the summers hot, excepting along the coast, where the weather conditions are not as severe as in the interior. The extreme heat and cold is not felt as much as in some sections, because of the dryness of the atmosphere. In winter the thermometer falls as low as 30 degrees below zero, and during the hottest months of summer, it rises as high as 95 degrees. Heavy fogs are experienced along the coast during some times of the year, but on the whole the climate of the province is healthful. Considerable snow falls in winter, which aids in the lumber operations and the summers are usually dry. The annual rainfall is a little over 40 inches.

Agriculture: Tilling the soil is the leading industry throughout the province. Grains and root crops of all varieties suited to cool climate, mature to perfection, and the crop of small fruit is large. The soil along the streams and in the lowlands is very fertile and the climate is well adapted to raising various crops, the most important being hay, forage plants, buckwheat, wheat, oats, and potatoes.

The province is well known for its large annual yields of potatoes, which average about 10,000,000 bushels. Turnips and other root crops are also grown and the value of the field crops are placed at about \$20,000,000 annually.

Along the river valleys, hardy fruit, especially apples, are raised extensively, and small fruits and berries are abundant everywhere, for which a valuable market is found in the New England cities.

Live stock raising, especially sheep and dairy cows, is receiving increasing attention, and the province has about 70,000 horses. Fur farming is also becoming important, this new branch of agriculture has to do with raising of foxes and other fur-bearing animals, which has been proven both practicable and profitable.

Lumbering: New Brunswick was at one time practically all covered with thick forest, which included both hard and soft wood of many varieties, but since the time of the first settlers, lumbermen and fires have destroyed about one-half of the forest, and rich farms have taken their places in many sections. The firs and spruces are found in the district touching the Bay of Fundy, while the birch, beech, maple, ash, and other hardwoods, are found in the northeast. The elm is common in the river valleys.

The many rivers throughout the province furnish valuable means for the logging operations, making lumbering the second in importance among the industries, the annual cut amounting to \$7,000,000.

Wood pulp manufacturing is steadily increasing, and in time, promises to be one of the great industries of the province.

Fisheries: Commercial fishing comes third among the industries, with an annual output valued at \$4,000,000. The sardine catch amounts to \$1,000,000 annually, and is about one-fourth of the total value for the province, most of which are found in the Bay of Fundy. Herring comes next in importance, and represents a fifth of the total catch. Next in order come the lobster, smelts, cod, salmon, and oysters. This industry gives employment to more than 15,000 men, while the canneries employ 6,000 more, and the total capital invested in the fisheries of the province is about \$4,000,000.

The inland waters, including the lakes and many rivers, are well stocked with trout, salmon, shad and other fish, some of which are also taken for commercial purposes.

Minerals: Mining has not developed as yet to any great importance in New Brunswick, although minerals exist in great variety. Throughout the district of Grand Lake, there are great coal-fields, containing a supply which is estimated at about 150,000,000 tons. Although the seams are not thick, they have the advantage of lying close to the surface, and a large quantity has already been taken out.

In addition to coal there are valuable deposits of iron, nickel, manganese, antimony, and salt. Gypsum, plumbago, granite, limestone, and brick clay are abundant, and free-stone, which is extensively used for grindstones and for building purposes, is found chiefly in the eastern counties along the Gulf of St. Lawrence. Natural gas was discovered in 1911 near Moncton, in Albert County, and now the field is one of the three great sources of supply in Canada.

Manufactures: New Brunswick has over 1,200 manufacturing establishments, which employ at least 25,000 men, who receive in salaries and wages, \$10,000,000 a year. Log and lumber products are the most important and constitute more than one-third of the value of all manufactures.

Wood-pulp is growing in importance each year, this is made mostly from spruce and the supply is almost inexhaustible. The other important manufactured products include cotton goods, car repairs, preserved fish, iron, steel, bread and confectionery, the total value amounting to \$40,000,000 annually.

Government: The province is divided into fifteen counties and they are subdivided into municipal districts, all of which have self-government. The chief executive of the province is the Lieutenant-Governor, who is appointed for a term of five years, by the Governor-General of Canada. The Cabinet is formed by the Lieutenant-Governor, and consists of members of the Legislative Assembly, and is responsible for its acts directly to that body, holding office only as long as it commands the confidence of a majority of the members. The Cabinet is composed of the Premier, Provincial Secretary and Treasurer, Attorney-General, and the

Ministers of Agriculture, Lands and Mines, and Public Works. The Legislative Assembly consists of forty-seven members elected by the voters for a term of five years.

About one-half of the total finance of the province comes from the annual subsidy granted by the Dominion Government, the balance is made up from timber licenses and other miscellaneous taxes and fees.

Education: New Brunswick has an excellent Public School system, which is undenominational and free to all children living within the province. The schools are under the supervision of the Board of Education, and are maintained by grants from the Provincial Government in proportion to that raised by the school district.

High Schools are maintained at all the larger towns and cities, and the province maintains a Normal School for training teachers at Fredericton. There is also a University located at Fredericton for those wishing to study for a profession, and at Memramcork, there is a Roman Catholic College, which ranks among the best in Canada.

History: New Brunswick was discovered in 1498 by Sebastian Cabot, and with Nova Scotia, formerly the French colony of Acadia, which continued in existence from 1604 to 1713, at which time by the Treaty of Utrecht, it became a British province, but its boundaries were not divided until the Treaty of Paris, which ended the French and Indian wars.

The first British settlers came to the province in 1762, but it was not until 1783 that the province made much progress; at this time thousands of Loyalists came from New England to settle in Canada, and so rapidly did the population increase, that the following year New Brunswick became a separate province. During the next few years, there was a long and bitter struggle for responsible government, the leader of which was Lemuel Allen Wilmot, whose biography is fully given in this volume.

Responsible government was finally established in 1848, and in 1867 the province under the leadership of Sir Samuel Leonard Tilley, entered Confederation and has flourished ever since.

Items of Interest

New Brunswick has 25 cheese factories and 20 creameries.

The fishing grounds of the province are among the richest in the world.

The Bay of Fundy has a length of 140 miles and a width of 45 miles, and is noted for its high tides which sometimes reach a height of sixty feet.

The Basin of Minas, an extension of the Bay of Fundy, is the scene of Longfellow's "Evangeline."

In 1902, the Provincial Government set aside a tract of 10,000 square miles as a national park and game reserve.

The Provincial Government has established twenty-six model apple orchards in different parts of the province.

The province has 185 lobster canneries.

There are 1,800 Indians in the province and ten Indian schools, having an attendance of 250 pupils, all of whom are Catholic.

The farms of New Brunswick vary in size from 75 to 200 acres.

The province has arranged to give returned soldiers and sailors who are desirous of going upon the land, a special training in agriculture.

New Brunswick had 5,249 automobiles in 1917.

The cities and towns will be found under "Canadian Cities and Towns."



Outline Study for the Province will be found on page 281

PRACTICAL QUESTIONS ON NEW BRUNSWICK

How does New Brunswick rank in size among the other Maritime Provinces?

What is its greatest length from north to south?

What per cent. of its population is Canadian-born?

Give a general description of New Brunswick's surface and drainage?

In what way did the Indians find it easy to travel in the province during the early days?

What railways serve the province?

How was transportation carried on in the early days?

What big game is still found very plentiful throughout the province?

What are the lakes and streams of the province noted for?

Describe the winters of New Brunswick.

What industry is assisted by the heavy snowfalls during the winter months?

What is experienced along the coast during certain portions of the year?

What is the leading industry of New Brunswick?

What is the annual value of the average field crops?

What new branch of farming is being successfully carried on?

In what part of the province are the valuable forests found?

How are the rivers in New Brunswick utilized in helping the lumber industry?

What branch of manufacturing is steadily increasing, and promises to be one of the greatest industries of the province?

How do the fisheries rank among the industries? What are their annual output? What is the principal catch?

What can be said of New Brunswick's mineral wealth?

How does the educational system of New Brunswick rank among the other provinces?

In what year was New Brunswick discovered? By whom?

In what year did it become a British province?

When did the province join the Union?

What assistance does the province give to returned soldiers who are desirous of taking up farming?



NOVA SCOTIA



COAT OF ARMS OF NOVA SCOTIA

Nova Scotia is one of the Maritime Provinces and is the most easterly portion of Canada, being connected with New Brunswick by a peninsula only twelve feet wide. The province is bounded on the north by the Bay of Fundy, New Brunswick, Northumberland Strait and Gulf of St. Lawrence, and on the east, south and west, by the Atlantic Ocean. Its extreme length is 370 miles and its width from 50 to 100 miles, containing an area of 21,428 square miles, which is about two-thirds the size of Scotland.

Population: The first settlers came from France and Scotland, but since then the English have immigrated to the province in larger numbers. The Scotch are most thickly settled in the Cape Breton district and the French-Acadians are found in the extreme west, while in the centre, there is a German settlement. The people in general are known far and wide for their high degree of intelligence, their industry and thrift, many of whom have won great distinction as statesmen, military leaders, writers and educators.

In 1911, the Dominion census gave the population for the province as 492,338, of which about 40,000 were French and Germans.

Surface and Drainage: The interior of the province is intersected with a chain of low hills and shallow valleys, and dotted with lakes and drained by several rivers, many of which are navigable for a short distance inland. Running from southwest to northeast, are three ranges of hills which extend through the province and form part of the Appalachian system. At some points in these ranges, there is an altitude of 1,000 feet, but the main part of the province is

an undulating plateau. The coast line is indented with natural harbours, of which there are no less than twelve on the Atlantic seaboard, capable of sheltering the largest vessels.

There is a wealth of beautiful scenery throughout Nova Scotia which makes it one of the most favorite sections in the continent for tourists, many of whom come from far away lands to see the "Evangeline" district about Wolfville and Grand Pre, which inspired Longfellow to write his famous poem regarding it.

Climate: Owing to the influence of the ocean, Nova Scotia has a mild and even climate. The thermometer in winter very seldom falls to zero, while in summer it is not hot and the entire province is noted for its ideal weather conditions and longevity of the people. Along the coast some heavy fogs are frequent and the rainfall, including snow, is 46.6 inches. The spring is slow, but the summer brings on vegetation with great rapidity.

Agriculture: The most valuable industry of the province is agriculture. Its valleys are very fertile, and the ideal climate and abundant moisture makes it especially suited to raising hay and fodder, which are among the most important crops. The grain crops include oats, wheat, buckwheat and barley, while among the root crops, the potato is the most important.

The hilly country offers good grazing and pasturage and live stock raising and dairying are growing in importance.

There are few creameries to be found throughout the province and most of the butter and cheese is made on the farms. There are also to be found on practically all the farms many horses, sheep and swine.

Throughout Annapolis Valley, which is 80 miles long and from five to fifteen miles wide, the district is especially adapted to the growing of apples, which have a world-wide reputation for quality, of which over 600,000 barrels are exported annually. The other fruits include cherries, plums, pears, cranberries, and other small fruits, which are also successfully grown and used, mostly for canning purposes.

The Provincial Government has established some thirty model orchards throughout the province, and also maintains an Agricultural College at Truro, which gives both long and short courses, as well as doing a great deal of extension work throughout the province. An experimental farm of 400 acres is connected with the college on which the students are thoroughly trained in all sorts of practical and scientific farm work.

Plants and Animals: In the early days, Nova Scotia was covered with dense forests which contained both hard and soft woods, the hard wood including the oak, maple and birch, and among the soft was found hemlock, spruce and tamarack. Shrubs and wild flowers are also very common. Among the game is found the moose, rabbit and partridge, and occasionally a wildcat or bear is seen, and fox farming is becoming a paying industry. The lakes and rivers are well stocked with fish, and are often visited by sportsmen during the summer months, during which time the catch is usually good.

Mining: Next to agriculture, mining is Nova Scotia's greatest asset. The coal mines are owned by the Government and leased to mining companies. The output is about 6,000,000 tons a year, of which practically two-thirds is exported to the United States. In coal production, Nova Scotia's annual output is more than all the other provinces combined.

There are large deposits of iron ore in every county but one, and throughout the districts bordering on the Bay of Fundy, and in Cumberland, Colchester, Pictou and Antigonish, it has been mined for many years.

Gold mining is also extensively carried on, especially in the counties along the Atlantic coast, where it is claimed there is an area of 3,000 square miles containing a good quality of ore. Gypsum and manganese are found in paying quantities in some sections, but they are not yet extensively mined.

Fisheries: Nova Scotia comes next to British Columbia in its fisheries, the total annual catch amounting to about \$10,000,000, and the industry gives employment to 30,000 men. Both in-shore and deep-sea fishing are engaged in, and the most important catches are cod, lobsters, mackerel,

herring and haddock. Salmon is also taken in large quantities off the shore and in the rivers. Most of the fish and fish products are exported to Great Britain. The Dominion Government maintains twelve fish hatcheries in Nova Scotia, and grants the industry an annual subsidy of \$400,000.

Manufactures: The province has 968 manufacturing establishments with a capital of \$12,653,913, giving employment to about 29,000 men.

The manufacture of iron and steel is among the leading industries and is increasing from year to year and will soon become extensive, as the province has every advantage for its development. Large blast furnaces are in operation at Sydney, New Glasgow, and Londonderry. Next in line comes the cotton and woollen goods, and lumber and wood-pulp manufacturing is increasing in importance.

Lumbering: The province has over 7,000 square miles of forest, and lumbering is one of the most important industries. Very little pine is left, but spruce, hemlock, fir and hard woods, are still plentiful, and over 200,000,000 board feet are exported annually to Great Britain, United States, South America and the West Indies.

Shipbuilding: From the earliest days, Nova Scotia was known as a great shipbuilding province, and to-day it has the largest number of sailing ships and steamers of any province in the Dominion, engaged in the trade. In 1917 and 1918, shipbuilding became very active again in filling several large orders placed by the Dominion Government.

Transportation: With many good harbors along its very extensive coast line, which are open throughout the whole year, Nova Scotia has extremely good advantages for shipping her products. In addition the province has about 1,400 miles of railways, which serve the interior districts with many lines extending throughout the most thickly settled sections, giving good connections to all important cities and towns. The main line is the Intercolonial, which enters from New Brunswick at Amherst, and covers the eastern section, the Canadian Pacific, which serves Halifax and the southwest, and the Halifax and South-West r.r. which connects Yarmouth with the capital city.

Education: Nova Scotia has an excellent Public School system, and some of the most cultured Canadians, holding highest positions in the gift of the country, are natives of the province.

The schools are all free and undenominational, and are maintained partly by a special grant from the Government, and the balance from local taxation. Compulsory education is in force, and is strictly adhered to throughout the province. In addition to the Public Schools, there are High Schools, maintained in the larger towns and cities, which prepare the students for the Universities. At the head of the school system is the Educational Council, with a Superintendent of Education at its head, who supervises the operation of the system.

The province also maintains a Normal School at Truro for the training of teachers, as well as the Dalhousie University located at Halifax, which is the leading University of the Maritime Provinces. In addition to those mentioned, there are several denominational institutions.

Government: As with all other provinces, the chief executive is a Lieutenant-Governor, who is appointed by the Governor-General of Canada, in Council. He is assisted by a Cabinet of seven members, the head of which is Premier. The Legislature consists of twenty-one members, appointed for life by the Lieutenant-Governor-in-Council, and the Assembly consists of forty-three members, elected by voters throughout the province; the general affairs of each county are supervised by a County Council, elected by the people, and the Judges of the Courts are appointed by the Dominion Government for life.

History: Cabot was the first white man to land in the district which is now called Nova Scotia. In 1497, he landed on Cape Breton Island, and in the sixteenth century Venazano, Cartier and other French explorers, explored the coast, but the actual history of the province began in 1604, at which time the first settlements were made on the Island of Saint Croix, by Sieur de Monts, Champlain, and others.

The following year this settlement removed to Port Royal, which is the oldest settlement by white men in the Dominion. All the territory comprising Nova Scotia and

New Brunswick, was granted to de Monts and was named Acadia. During the next few years, many attempts were made to gain possession of the country by the New England colonists, and in 1621, Sir William Mackenzie obtained from James I. a grant of the entire district of Acadia, which he re-named Nova Scotia, it being the Latin for New Scotland. Port Royal was captured in 1628 by Sir David Kirk, of England, but was restored to France again in 1634, and again in 1654 it came into possession of England, but by the Treaty of Breda, drawn up three years later, she lost it, and for the next forty years the French had full possession of the country. In 1710, Port Royal was again taken by Col. Francis Nicholson, and by the Treaty of Utrecht, Great Britain was given the territory, and the fortress of Louisburg was taken by the British in 1745 and again in 1758.

In 1758, a constitution was granted, providing for an election assembly, at which time Cape Breton Island and Prince Edward, joined Nova Scotia, but in 1770, Prince Edward Island was separated from the province, and in 1774 New Brunswick and Cape Breton were separated, but in 1820, Cape Breton was again annexed, making the province what it is to-day.

After a long and hard struggle, Nova Scotia obtained responsible government in 1848, which crowned the efforts of Joseph Howe, who was the leader of the movement, and in 1867, the province joined the Confederation, since which time wonderful developments have been made. In 1916, a law was enacted prohibiting the sale of intoxicating liquors throughout the province.

Items of Interest: Sable Island, 110 miles southeast of Cape Canso, is composed of shifting sands, with dangerous sandbars that run out into the ocean, which cause many wrecks, and therefore called "the graveyard of the Atlantic."

The principal rivers of the province are, the Annapolis, Avon, Shubenacadie, Musquodoboit, and the East, Middle and West Rivers of Picton.

The largest of the freshwater lakes is Lake Rossignol, in Queen's County.

Nova Scotia was awarded the first prize for its apples at the Royal Horticultural Show in 1909, at London, Eng.

There are large wireless stations located at Halifax, Cape Sable, Sable Island, and Glace Bay.

In 1755, the Governor, Charles Laurence, ordered about 6,000 French settlers to move out of the country, which is the historical basis of Longfellow's "Evangeline."

There were 5,678 automobiles owned in the province in 1917.

In religions, the Roman Catholic has the greatest membership; next in order are the Presbyterian, Baptist, Church of England, and Methodist.

The cities and towns will be found in this volume under "Canadian Cities and Towns."





Outline Study for the Province will be found on Page 281

PRACTICAL QUESTIONS ON NOVA SCOTIA

What is the length of Nova Scotia from north to south?
From east to west?

Who were the first settlers to come to the province?

What are the people in general noted for?

Describe the surface of the province?

What section of Nova Scotia was made famous by Longfellow's "Evangeline"?

What is said of Nova Scotia's climate?

What important field crops are the farms of the province noted for?

What fruit grown in Nova Scotia has a world-wide reputation for quality?

Name the hard woods found in the province.

What new branch of farming is being introduced in Nova Scotia?

Next to agriculture, what is Nova Scotia's greatest asset?

Where are the gold fields located in the province? In what section are large iron deposits?

How does the fisheries rank with the other provinces? What is the value of the annual catch?

How many fisheries does the Dominion Government maintain in the province?

What is said of the manufacturing establishments of Nova Scotia?

Name the principal products manufactured?

To what countries does Nova Scotia export thousands of feet of lumber annually?

How does the province rank in shipbuilding?

What railways serve the province? What mileage have they?

What is said of the public school system of Nova Scotia?

Name the leading University of the province?

Who was the first white man to visit what is now known as Nova Scotia? In what year did he land?

When was the first settlement founded?

What town in Nova Scotia is the oldest settlement by white man, in the Dominion?

What name was given all the territory given to de Monts?

In what year did Sir William Alexander receive a grant of the entire district and name it Nova Scotia?

When did Prince Edward Island separate from Nova Scotia?

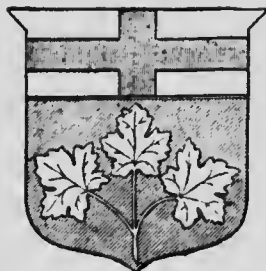
Who was the leader in the movement for responsible government for the province?

In what year did the province join the Confederation?

Why is Sable Island, which is off the coast of Nova Scotia, called the "Graveyard of the Atlantic"?

What religious denomination has the largest membership in the province?





COAT OF ARMS OF ONTARIO

ONTARIO

In the early days of Canadian history, what is now known as the Province of Ontario, was then known as Upper Canada, or Canada West. It is bounded on the north by Manitoba and James Bay, on the east by Quebec, on the south by the International boundary line extending through the St. Lawrence River, the Great Lakes, the Niagara, the Detroit, the St. Clair and the Rainy Rivers, and on the west by Manitoba and the International boundary line.

The greatest length from east to west is 1,000 miles, and from north to south 700 miles, containing an area of 407,262 square miles, of which 42,000 square miles are water, making it larger than the United Kingdom, and nearly as large as France and Germany combined.

It is the most populous and wealthy of all the provinces, although only 13,500,000 acres of its 260,000,000 acres are under cultivation.

Population: The majority of the people of the province are of English, Scotch and Irish descent. Most of the original English settlers came at the close of the Revolutionary War, and the early Scotch and Irish families immigrated from the Mother Country. Many other nationalities are found throughout the province, and there are about 21,000 Indians, many of whom reside on the islands of the Georgian Bay. The southern part of the province is the most thickly settled, and over fifty-two per cent. of the people live in the cities and towns. In 1911 when the last official Government census was taken, Ontario had a population of 2,523,274, which was about three-fifths of the entire population of the



Photo by courtesy of Dominion Dept. of Mines.

A Fascinating Spot in Northern Ontario



Railway Construction Scene in Northern Ontario



Hunting Big Game in Northern Ontario

Dominion, and nine-tenths of the people live in one-tenth of the area of the province. The estimated population for 1918, was 2,750,000.

Surface and Drainage: Ontario is a very attractive and beautiful country. In general, the surface is a low plateau, crossed by two ranges, the first of which extends from Kingston in a northwesterly direction and separates the streams that flow into the Great Lakes on the south, and those that flow into the Hudson Bay and the Ottawa River on the north. The highest point in these ranges is the bluffs on the north shores of Lake Huron and Lake Superior, which reaches an altitude on the summit of Tip-top Hill of 2,210 feet, and is the highest point in the province. The second range is known as the Niagara escarpment, which forms an elevation between Lake Erie and Lake Ontario, through which the Niagara gorge has been worn, and then extends in a northwestern direction forming the hills known as the Blue Mountains, at the upper end of Lake Ontario.

The section lying between Lake Ontario on the south and the Ottawa River on the north, is a rolling country with several low hills and shallow valleys. Along the north shore of Lake Erie the land is low and flat, with a degree of elevation on the north. Throughout the northern part of the province which includes New Ontario, is the great Laurentian plateau, forming the Hudson Bay basin, to which the surface slopes from the height of land north of Lake Superior.

The southern portion of the province is drained directly into the Great Lakes, which flow into the St. Lawrence River, and the northern section is drained by the Rainy River, which forms part of the boundary between Canada and the United States, and the Albany and Attawapisket Rivers, which flow into James Bay, and Severn and Winnipeg Rivers, which have the Hudson Bay for their outlet.

In addition to the rivers mentioned, the other important ones are the Mazanetowan and Muskoka, flowing into the Georgian Bay, the Thames, flowing into Lake Erie, and the Petawa, flowing into the Ottawa River, most of which are small and rapid, navigable only for canoes and small boats.

Throughout the province there are many beautiful lakes which are well stocked with fish, the largest of which are Lake Simcoe, Nipissing, Nipigon, Lake of the Woods, and Muskoka.

Climate: The influence of the Great Lakes on the south, gives the southern part of the province a mild climate, the winters are never extremely cold nor the summers extremely hot, but in the northern part the temperature is lower, and at times the winters are very severe, although the air is dry and the cold is not as penetrating, and the summers are short and usually hot. In this section there is an abundance of snow throughout the winter, which aids in lumbering and mining. Lumbering and mining are the leading industries throughout this part of the province. The rain-fall throughout Ontario varies from thirty to forty inches, giving sufficient moisture for all growing crops, and in general the climate throughout the province is healthful and invigorating.

Plant and Animal Life: Hardwood trees, such as the maple, the oak, and the hickory, are common in that part of Ontario lying between the Great Lakes and the Ottawa River, and throughout this district many wild flowers are found, such as the violets and the hepatica, which blossom early in the spring, and the wild aster and goldenrod, which appear in the summer and autumn months. In the north country is to be found abundance of pine and spruce, which are valuable for their lumber.

The animals of Ontario are numerous. The big game include the caribou, bear, deer, moose, and elk, which inhabit the north, and the smaller animals, caught mostly for their valuable fur, include the mink, skunk, weasel, ermine, beaver, otter, and muskrat, which are all very plentiful, making fur trading a very important industry throughout the great forest districts and the unsettled open country.

Among the inland lakes are found during the spring and autumn months, many wild geese and ducks, which furnish great pleasure for the hunters.

Commercial fishing is also carried on very extensively and represents an annual catch valued at \$3,340,000, and gives employment to about 4,100 men and 120 tugs. Trout, whitefish, herring, pickerel and pike are the most important

taken, and these are found in large numbers, and the manufacture of sturgeon caviare is an important branch of the industry, most of which is shipped to New York to be prepared for the European markets.

Minerals and Mining: Ontario leads the world in the annual production of nickel, and is first among the provinces in the production of gold. The province contains valuable deposits of all common minerals, except coal, and only a small per cent. has yet been mined. The chief mineral regions are north of Lake Huron and Superior, and Sudbury is the centre of the nickel mines. The famous silver mines are near Cobalt, and the most important gold mines are around Porcupine, which is 140 miles north of Sudbury. Copper deposits are found in the districts along the north shore of Lake Huron, and iron is mined north of Lake Huron, Lake Superior, and in the Rainy River district west of Lake Superior. There are also small deposits in the southeastern portion of the province, and the most important smelting works are at Sault Ste. Marie, Deseronto, Hamilton, and Midland.

There are valuable salt wells in the vicinity of Lake Huron, some of which are 1,500 feet deep. Petroleum is also found in the same locality, and natural gas of the finest quality is found in Kent and Lambton counties, near the petroleum fields. The mineral production of the province for 1918 was valued at \$80,379,352, of which nickel took first place with a production of \$20,649,279; silver, \$12,703,591; gold, \$10,339,259, and copper, \$2,404,499, which was a little less than the previous year. Cement making is also becoming an important industry, the output for 1918 being valued at \$2,242,433.

Lumbering: Ontario was at one time densely covered with thick forests, which were gradually cleared away as the different sections were settled, but there is yet at least one-fourth of its area covered with valuable timber, of which about 60,000,000 acres in the northern part, are covered with pine, spruce, jack pine, and tamarack, and in the southern part the trees are mostly of the hard wood varieties such as oak, maple, walnut, hickory, etc. Some red and white

pine are to be found in the district around Lake Temagami, which has been set aside in the Forest Reserve, and is in control of the Government.

The Government has several forest reserves set aside throughout the province in which it is estimated there are over seven billion feet of the finest quality pine. The total area of these reserves covers 20,038 square miles and all cutting is done under strict rules of the Government, which owns and controls them.

In the production of lumber, Ontario comes next to Quebec, and the most important activities are in the district along the Ottawa River, north of Georgian Bay and west of Lake Superior, along the Rainy River. The logs are cut in winter and hauled to the streams while the ground is covered with snow, and in the spring when the ice moves out, the logs are floated down the streams to the mills, where they are cut into lumber and shipped by the railroads to the markets of the world.

Large quantities of white pine are exported to England and the United States, while spruce is in great demand for pulp making, which is used in the manufacture of paper. Shingles, laths, and railway ties are produced in large quantities and the total output of lumber products is valued at \$21,000,000 annually.

Agriculture: Agriculture takes the first place among the industries of the province and the greatest portion of the people are engaged in it. The section between the Great Lakes and the Ottawa River is in a high state of cultivation. The soil is a rich black loam and the farmers are all prosperous. The principal crops in this section include hay, oats, wheat, barley, peas and flax, while the section between Lake Erie and Lake Huron is better adapted to fruit growing, due to its low altitude and very mild climate. The finest quality peaches, pears, plums, grapes and small fruits are raised in abundance throughout this district, known as the Niagara Peninsula. Apples are grown in large quantities in practically all of Old Ontario except along the Ottawa River. Many canning factories are located through-



Niagara Falls in Winter



Prince Rupert, B.C.



Canadian Northern Elevator, Port Arthur, Ont.
Largest Elevator in the World. Cap., 7,250,000 bu.

out the fruit growing sections, which employ several thousand men and women during the busy season, and all the surplus fruit is exported to England.

The province is also noted for its many fine horses, cattle and sheep, and dairying is a very important branch of farming, which has made Ontario famous for its fine quality of butter and cheese products. Bee keeping is also growing in importance, there being in 1918 over 300,000 colonies of bees in the province, and the output of first grade honey exceeds 2,000,000 pounds yearly.

Manufactures: Ontario is the leading manufacturing province in Canada. Its unlimited supply of water power, its abundance of raw material and its good transportation facilities, make the conditions most ideal for successful manufacturing. Practically every known article used by the people is manufactured and among the most important are the lumber products. Iron and steel mills are located at Collingwood, Deseronto, Hamilton, Midland and Sault Ste. Marie, and this industry is growing rapidly, while shipbuilding is growing in importance, with extensive yards at Collingwood, Port Arthur, and Toronto.

Other important products manufactured include machinery, agricultural implements, electrical apparatus, furniture, carriages and wagons, pianos and organs, paper and cotton and woollen goods. Flour mills are also found in many localities, in which practically all the wheat raised in the province is made into flour and used for home consumption.

Practically all the large manufacturing plants are located in the larger cities, but many of the smaller factories and stores are found throughout the smaller towns and villages, which do a prosperous business.

The Hydro Electric Commission, which was created in 1906, has done much in assisting both the manufacturing and transportation industries throughout the province.

Transportation: Ontario is well served with railways, there being more than 10,000 miles of tracks laid throughout the province, connecting every city and town of any importance. The Grand Trunk and Canadian Pacific serve the older part of the province, while in the northern section the

Grand Trunk Pacific and the Canadian Pacific have their lines. The Michigan Central enters the province at Niagara Falls, and runs westward through St. Thomas to Windsor. The Canadian Northern runs from Toronto to the Muskoka regions, Parry Sound and Sudbury.

The chief railway centres are: Toronto, Ottawa, Hamilton, Guelph, London, Owen Sound, Parry Sound, Sudbury, Fort William and Port Arthur. There are many electric lines connecting the larger towns in the vicinity of the important centres and much progress is under way in extending these lines throughout the province.

The only rivers navigable for large boats are the Saint Mary's, the Ottawa, and the Saint Lawrence, but the Great Lakes give unusual facilities for transportation by water.

There are also a number of important canals throughout the province, the most important being Sault Ste. Marie, Welland, Rideau, and Trent.

Education: Ontario maintains one of the best public school systems to be found in North America. The schools are free and are supported by grants from the Government and by local taxation. They are under the immediate control of the Provincial Minister of Education. The text books and the courses of study are uniform throughout the province and the qualifications for the teachers are high. High schools are maintained in all the important towns and cities, and the province maintains a number of county model schools, several Provincial Normal Schools, one Normal College for the training of teachers, and a Faculty of Education in the University of Toronto.

There is also an Agricultural College at Guelph, that is maintained by the Government, which has attained an international reputation. A Dairy School and a School of Mines are located at Kingston, and at Belleville there is a school for the deaf and dumb, and one for the blind at Brantford. In Orillia there is a school for the feeble-minded, all of which are maintained in part by the Government. There are several universities of high standing located throughout the more important centres, the most important being the University of Toronto, The Queen's, at Kingston; McMaster, at Toronto, and the Western, at London.

Government: The Government consists of three general departments, the Executive, the Legislative and the Judicial.

The Executive Department has at its head the Lieutenant-Governor, who is appointed for five years by the Governor-General of Canada in Council, and he is assisted by a council of eight members, all of whom must be members of the Legislature. The leader of the Council or Cabinet, is the Premier of the province, and is the real executive, as all acts of the Premier and these members of his Cabinet are responsible directly to the Legislature, which consists of 111 members, who have been elected by a vote from the people in general. The Judicial Department is in reality the Supreme Court and its divisions, whose Judges are appointed by the Governor-General in Council.

History: The first white man to visit the country now known as Ontario, was Champlain, in 1615. Later the Jesuit missionaries traversed the province and established stations, and in 1749, the French built a trading station on the site that is now Toronto. From this time, the country was a French possession until 1763, at which time the Treaty of Paris was signed, and it came under British control and formed a part of the Province of Quebec. In 1781, the Province of Quebec was divided into Upper Canada, which is now Ontario, and Lower Canada, which is now Quebec. The first settlers to come into Upper Canada were immigrants from the New England colonies at the close of the Revolutionary War.

Following a rebellion headed by William Lyon Mackenzie, in 1837, who with his followers, requested that England give Canada responsible government, Upper and Lower Canada united, and thus remained until 1867, at which time all the provinces united to form the Dominion of Canada, and Ontario became an independent province and a member of Confederation.

Since Confederation, Ontario has made wonderful progress along all kinds of industrial and civic life. At the outbreak of the War of Nations in August, 1914, the province at once adopted methods that would give Great Britain every assistance possible. Men and money have been given freely

and as soon as the wounded soldiers began to return, hospitals for convalescents were established at various centres and steps taken to re-educate the soldiers so they could take up lines of endeavour that would be best suited for their physical fitness.

In 1916, a law was enacted by the Legislature prohibiting the sale of intoxicating liquors until the end of the war, and at the session in 1917, the women were given the right to vote for municipal and provincial representatives.

Items of Interest: The marble used in the Parliament Building at Ottawa, which was destroyed by fire in 1916, was quarried near Arnprior, in Renfrew county.

Farm land in Ontario is worth about \$50.00 per acre.

Ontario produces 250,000 tons of sugar beets and 300,000 tons of alfalfa annually.

There are over 12,000,000 apple trees throughout the province.

Over 4,000 cases of peaches are exported to Great Britain from Ontario annually.

There are about 20,000 tons of grapes grown in the province annually, of which one-third is manufactured into wine.

Raising beans is an increasing branch of agriculture, there being about 1,000,000 bushels raised yearly.

The city of Toronto uses from 2,500 to 3,500 ninety-pound bags of potatoes a day.

The maple lumber cut in Ontario is 87 per cent. of the total used in the Dominion.

The province has over 1,000 branches of chartered banks, located throughout its cities and towns.

The total annual bank clearings are about \$3,000,000,000.

The province has 93 Indian schools which have a total attendance of 3,000 pupils.

There are 18,000 Indians in the province, all of whom are on reservations.

Ontario has 395 public libraries, and during 1918 there were 5,000,000 books borrowed and read, which goes to show that the people of the province are very literary.

There are 50,000 miles of highways and 10,000 miles of colonization roads throughout the province.

Over 80,000 farmers of Ontario have telephone service in their homes.

In March, 1918, the Legislature voted \$5,000,000 to be used in developing the north and northwestern part of the province.

There were 87,353 automobiles owned in the province in 1917, which was not very short of half the total for the whole Dominion.

The cities and towns will be found under the title, "Canadian Cities and Towns."



Outline Study for the Province will be found on Page 281

PRACTICAL QUESTIONS ON ONTARIO

What was the territory of Ontario formerly called?
When was it given its present name?

What is the present area of the province?

From east to west, how many miles long is it?

Who were the first settlers to come to Ontario?

What population did the province have in 1911? In 1918?

Why is Ontario considered a very attractive and beautiful country?

Name the highest point in the province.

What are the leading industries of Northern Ontario?
Of Southern Ontario?

What is said of the many lakes of Ontario?

What valuable hardwoods are found in the province?

What big game is still found plentiful in some parts of the province?

What important branch of the fishing industry is carried on in Ontario, and the product exported to New York and the European markets?

In what mineral does Ontario lead the world?

Where are the famous gold mines of the province located?

What district is noted for its large copper deposits?

What is the total annual value of the mineral production for the province?

What is said of Ontario's lumbering industry?

In what section of the province are the great forests found?

How are the logs brought to the mills?

What are the lumber products valued at annually?

What industry is the greater portion of the people of Ontario engaged in?

What is said of Ontario's farms? What are the principal crops raised?

Name the fruit that is successfully raised in the province.

How does Ontario rank in manufacturing among the other provinces?

Name the most important products manufactured.

What commission was created in 1906 that has done much in assisting the manufacturing growth of the province?

What railways serve the province? What railway mileage has it?

Name the chief railway centres of the province.

What rivers of Ontario are navigable for large boats? What is said of Ontario's educational system? How is it maintained?

What college in Ontario has attained an international reputation?

Who was the first white man to visit what is now known as Ontario? In what year did he land?

In what year did the French build a trading post on the spot that is now Toronto?

When did the province come under British rule?

What caused the Rebellion of 1837 that broke out in the province?

In what year did Ontario join Confederation? What progress has the province made since?

In what year was equal rights given to the women of the province?

What measures were adopted by the province at the outbreak of the War of Nations in 1914?

How many Indians are still living in Ontario?





COAT OF ARMS OF PRINCE EDWARD ISLAND

PRINCE EDWARD ISLAND

Prince Edward Island, often referred to as the "Garden Province," is the smallest but most thickly settled of all the provinces.

It is 140 miles in length, while in width, it varies from 2 to 34 miles, having a total area of about 2,184 square miles. It lies in the southern part of the Gulf of St. Lawrence and is very irregular in shape, with a coast line that is broken by hundreds of bays, inlets and projections. Along the elevation of the province is a chain of hills crossing it near the middle, from New London to De Sable.

Population: The people of the province are mostly of British descent, with a few French Acadians, and Loyalists, who immigrated from New England at the close of the Revolutionary War. The province has suffered very heavily, like all the Maritime Provinces, by immigration to the Canadian Northwest, and is the only province to record an actual decrease in population in the decade from 1901 to 1911, during which time the population decreased from 105,259 to 93,728, but new opportunities are offered in the way of improved farms, to be had at very reasonable prices, and it is expected that the population will be increased considerably during the next few years, by new immigration coming in.

Climate: The influence of the sea gives the Island a moderate climate, the winters being mild and the summers absent from extreme heat, but at times the ice in the surrounding waters, causes a backward spring.



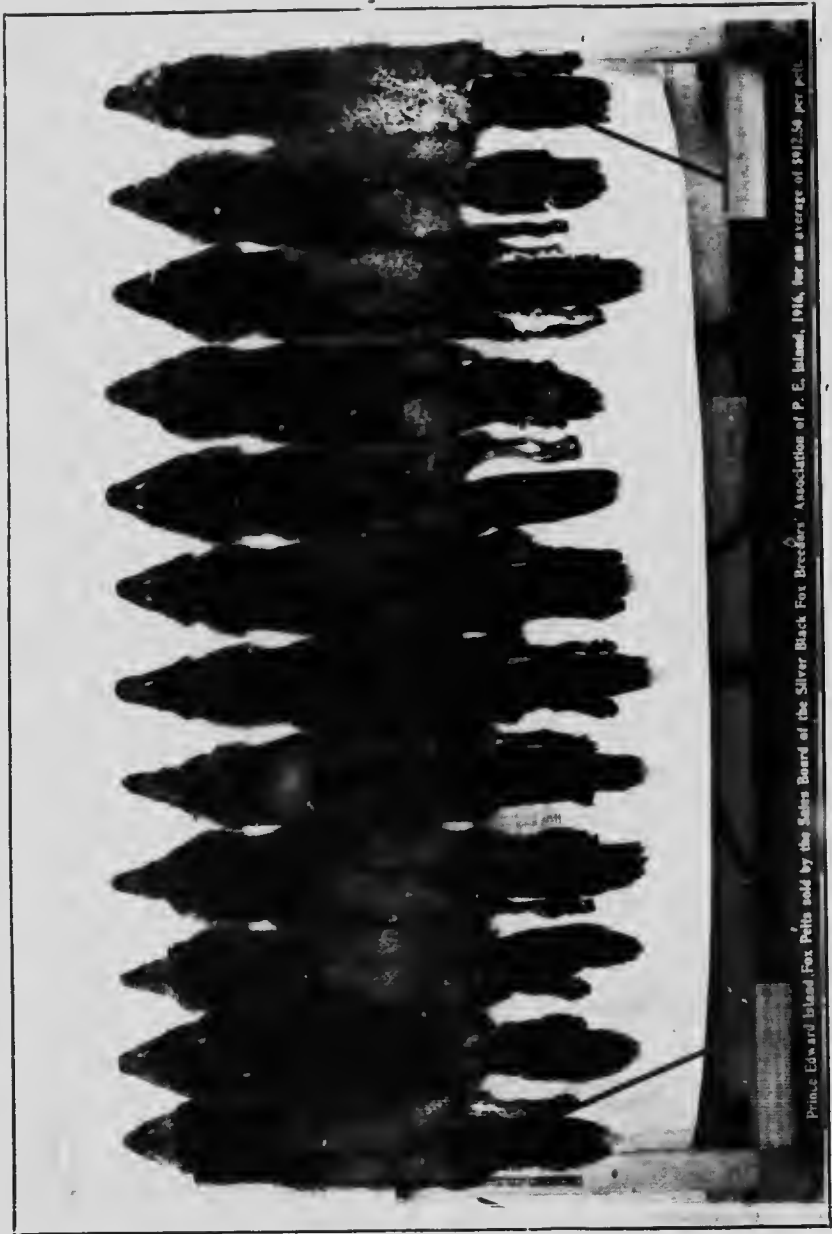
Photo by courtesy of Dom. Dept. of Agriculture.

Apple Orchard in Full Bloom on Prince Edward Island



Photo by courtesy of Dom. Dept. of Agriculture.

An Up-to-date Apiary on Prince Edward Island



Prince Edward Island Fox Pelts sold by the Sales Board of the Silver Black Fox Breeders' Association of P. E. Island, 1914, for an average of \$912.50 per pelt.

Twelve Valuable Black Fox Pelts Taken from Fox Farm on Prince Edward Island

The heavy fogs experienced by the other Maritime Provinces, are unknown in Prince Edward Island because of the sheltering hills of Cape Breton and Newfoundland, and in general the climate is ideal, making it very popular and the tourists go there in great numbers every year.

Agriculture: The chief industry is agriculture, in which about 80 per cent. of the population are engaged. The soil is fertile and is kept enriched by the valuable sea fertilizer that surrounds the Island, which includes the "mussel mud", composed of decayed oysters, clams, and mussel shells, washed inshore by the tides. Fish offal and seaweed are also used freely.

The crops of importance are hay, oats, wheat and potatoes. Root crops are also valuable as is mixed grain and barley. The annual potato crop averages about 7,000,000 bushels, and the turnips between four and five million bushels. Some wheat is raised, but only for home consumption.

Among the live stock, raising of horses takes first place, although hogs and cattle are raised in considerable numbers, and dairy farming is growing in importance. Cheese making is very important, the first factory being opened in 1892, and to-day it is ranked high among the industries.

The province is noted far and wide for its fur-farming, which has been copied by several other provinces and in various parts of the United States. The silver foxes are the most valuable for their fur, and throughout the Island are found 375 fox ranches, containing about 6,000 silver foxes, each of which is valued for its skin, at from \$300. to \$2,000. Other fur-bearing animals, raised for their fur, include the beaver, mink, muskrat, and skunk.

Fruit growing is being developed rapidly, apples being the most important. Besides its excellent crop of apples, the province raises a fine crop of plums, cherries, peas, and berries.

Forests: Prince Edward Island was at one time completely covered with dense forest, of which about one-third still remains, the chief species being the birch, beech, maple, cedar, spruce and pine. At one time shipbuilding took a very important place among the industries, but since 1880, it has

declined, until 1917, when several large contracts were given by the Government, and the industry took on new life. Considerable timber is cut every winter and is used for different purposes.

Fisheries: Lying, as it does, in the Gulf of St. Lawrence, the province contains the best in-shore fisheries of any province of the Dominion. There are about 6,000 people employed in the industry and the annual catch averages from \$1,000,000 to \$1,500,000, sixty per cent. of which comes from the lobster catch. The other important catches are cod, herring, smelts, mackerel, and oyster fishing is growing in importance from year to year. The preserving and packing of fish is among the most important of its manufactures, and there are 92 lobster canning establishments.

Transportation: The Island is well served by the Prince Edward Island Railway, which runs from one end to the other and touches all the important towns. The Island is connected with the mainland during the summer season by ferries plying between Summerside, Prince Edward Island, and Chene, New Brunswick, also Charlottetown, Prince Edward Island and Pictou, Nova Scotia. In the winter when these routes are closed by ice, ice-boat service is given between Cape Traverse, on the Island, and Cape Tormentine, on the mainland. On completion of the artificial terminal harbor for the car ferry between Cape Traverse and Cape Tormentine, which is being constructed by the Government, the water route will be shortened by 36 miles.

Education: The province has an excellent public school system, that was established in 1851, and since that date elementary education has been free. The schools are under the direction of a superintendent and council appointed by the Provincial Government, and are maintained by both local taxation and Government grants. The Island also maintains two colleges, both of which are located at Charlottetown—the Prince of Wales College, which is at the head of the Provincial school system, and St. Dunstan's College, a Roman Catholic College, which is affiliated with Laval University of Montreal, Que.

Government: Like the other provinces Prince Edward Island has as its head executive, the Lieutenant-Governor, appointed by the Governor-General in Council and the Legislative Assembly, which consists of thirty members elected by the voters. In 1873, when Prince Edward Island entered Confederation, it was allowed six members of the House of Commons, at Ottawa, but in 1901, this number was reduced to five, which is still the number allowed.

The province is divided into three counties—Prince, Queen's and King's, all of which are nearly of equal size, and the leading towns are Charlottetown, Summerside and Sowie, the former two being incorporated, while locally all the others are under the direction of the Local Assembly.

The revenue is derived from a subsidy from the Dominion Government, a land and an income tax, and from duties and various fees.

History: The first white man to visit Prince Edward Island was Jacques Cartier, a Frenchman, who explored it in 1534 and thought it part of the mainland, but it was Champlain that took formal possession of the Island in 1603 for the King of France. Sixty years later, the territory was re-granted to Captain Doublet, of the French navy, but when he failed to bring settlers, he lost it, and after the Peace of Utrecht, the French made several attempts to settle it, but in 1763 the Island, together with the remaining French Canada, passed under British rule.

The Island received its present name in 1798 in honor of the Duke of Kent, father of Queen Victoria, at the time he was commanding the British troops in North America.

A very important conference which led the way to the Confederation, was held at Charlottetown in 1864, but the colony itself refused to join the Dominion until 1873.

Items of Interest: Extensive deposits of brick and tile clay exist in Prince County.

No part of the Island is more than ten miles from the railway, and three-fourths of its area is within five miles of the rails.

The average farm in Prince Edward Island is valued at \$1,426.00.

The total annual field crops were valued at \$14,390,600, and the fox and fishing industries total \$7,500,000.

In religions, the Roman Catholic leads, with the Presbyterian second, and the Methodist, Church of England, and Baptist in their respective order.

The average number of persons to the family throughout the Island (5.51) is greater than in any other province.

Fredericton is 307 feet above sea level and is the highest spot on the Island.

The manufacture and sale of intoxicating liquors are prohibited throughout the Island.

For many years automobiles were not allowed on the Island, but in 1917, 301 cars were owned in the province.



Outline Study for Province will be Found on Page 281**PRACTICE QUESTIONS ON PRINCE EDWARD ISLAND**

By what popular name is Prince Edward Island often called?

How does the province rank in population to the square mile with the other provinces?

What is its area?

Who were the first settlers of the Island?

During what years did the province show a big decrease in its population? What was the cause?

What influence has the sea on the climate of the province?

Why are not heavy fogs experienced in Prince Edward Island such as occur in the other Maritime Provinces?

What per cent. of the people of the province are engaged in agriculture? By what method is the soil enriched?

What is the average annual potato crop of the province?

How does the province rank in live stock raising?

What new branch of farming is being successfully carried on in the province, and has been copied by several other provinces and many sections of the United States?

What kinds of lumber are obtained from the forest of the Island?

In what year did the shipbuilding industry take on new activity?

What is said of the province's in-shore fisheries?

What is the leading manufactured product?

What railway serves the province? How are connections made with the mainland?

What two colleges are maintained by the province?

When did Prince Edward Island join the union?

How many representatives is the province allowed in the House of Commons at Ottawa?

Who was the first white man to visit Prince Edward Island?

In what year did he explore it?

Who took formal possession of the Island in 1603, in the name of the King of France?

When did the province come under British control?

When did the Island receive its present name?

What important conference was held in Charlottetown in 1864?

What religious denomination has the largest membership in the province?

What is said of the average family living in Prince Edward Island?



QUEBEC



COAT OF ARMS OF QUEBEC

What is now known as the Province of Quebec was formerly known as Lower Canada, and is the oldest and largest of all the provinces.

The province has an area of 706,834 square miles, which makes it twice that of France and Prussia combined. It is bounded on the South by Ontario, a corner of New York State, the Northern New England States, New Brunswick and Chaleur Bay, on the north by Hudson Strait, on the east by Labrador, and on the west by Hudson and James Bays and the Province of Ontario. It is the most easterly of the provinces, and much of the romance of early Canadian history is centered in it.

People: In 1763, when Canada became a British possession, there were about 70,000 French in the country, who were allowed to retain their laws, religion, language, and social customs, and up to this time is found in the French portion of Quebec, a rare and beautiful picture of the old Norman customs of a past age. As a rule, the families are large and the people prosperous, being industrious and thrifty.

French is the language of the land, and English is seldom heard, except in the larger towns and cities, and in numbers the English-speaking population are only about thirteen per cent. of the total population of the province, the majority of these are located in the western part of Montreal and in the region lying between the Richelieu and St. Lawrence rivers and the New England States.

More than fifty per cent. of the people live on farms and one of the characteristics of the French people is their thrift, which is denoted by the fact that out of the 150,599 toilers of the farm lands, 135,625 are owners. The total population of the province as shown by the last Dominion census in 1911, is 2,003,232. In religion, about six-sevenths of the people are Roman Catholic, and the next in order comes the Anglican, Presbyterian, Methodist, and Lutheran.

Surface and Drainage: The surface of Quebec is divided naturally into three regions, namely, the long, level plain bordering the river on the south; the plateau, north of the St. Lawrence, and the region crossed by the Notre Dame Mountains.

The largest of these regions is the plateau, lying north of the St. Lawrence, in which the Laurentian Mountains are located, while the portion immediately north of the Ottawa River is a beautiful section of valleys, streams and wooded hills, which is very fertile and well populated.

The lowland, bordering on the St. Lawrence, is nearly level, with some sections slightly mountainous, and very beautiful, being interspersed with lakes and rivers, and is thickly settled with farmers and dotted with picturesque and prosperous towns.

The other portion, crossed by the Notre Dame Mountains, is rather hilly and rolling and in some places, quite mountainous, the highest peak, Table Top Mountain, rising to an altitude of 4,000 feet.

Among the many rivers of the province, the St. Lawrence is the most important, running through the province and navigable for ocean steamers up as far as Montreal. Next in importance is the Ottawa River, which is 780 miles in length and drains an area of 80,000 square miles, and is navigable between Montreal and Ottawa. The others of importance include the Gatineau, which is famous for the millions of feet of timber which are floated down it to the Ottawa every year; the St. Maurice, which is navigable for forty miles, and is noted for its volume of water and picturesque falls, and the Saguenay, which is one of the most picturesque rivers in the world, and is visited by thousands of tourists every year, it being navigable for large vessels

for sixty miles, and in many places its banks are very precipitous and imposing, making the trip a favorite holiday journey. On the south of the St. Lawrence is the Richelieu, which drains Lake Champlain, the Chaudiere, with its beautiful falls, and the St. Francis, which is valuable for its water power.

The great north country is drained directly into Hudson Bay and the Atlantic Ocean.

Throughout the province are several very beautiful lakes, which are well stocked with fish, the most notable being Lake St. John, Lake Memphremagog, Brome Lake, and the myriad lakes of the Laurentian Mountains, all of which are characterized by their clear water, abundance of fish and charming settings.

Climate: The northern portion of the province has a cold climate, with long, severe winters, and short, hot summers, while in the southern part the climate is milder, although some winters are long and cold with deep snows, and the summers as a rule are warm and occasionally hot days are experienced. The springs are short and the autumns are pleasant, being the most ideal of all the seasons.

The rainfall is plentiful enough in all sections for agriculture, and the air is clear and crisp. In general, the entire province has an invigorating and healthful climate.

Plant and Animal Life: Throughout the eastern sections and in the valleys of the St. Lawrence and Ottawa rivers, there are many forests of hard and soft wood trees, which include the oak, ash, maple, spruce and pine, and practically all the vast region north of the St. Lawrence is still covered with dense forest of valuable spruce, tamarack and jack pine.

Wild flowers are very plentiful in some sections of the province, and these include the hypatica, the claytonia and the violet, which adorn the fields and waysides during the early spring months, while the aster, goldenrod, and several other varieties, make their appearance in the summer and early autumn.

Quebec has long been famous for its numerous wild animals, many of which are the fur-bearing varieties that make the province's contribution to the world's production

of fur very important. Stringent laws have been recently passed by the Provincial Legislature to prevent the extermination of the most valuable of the fur-bearing animals. Among the large animals are the moose, the caribou, the deer, the bear, and the lynx, while the smaller animals include the otter, mink, fox, weasel, muskrat, skunk and the beaver, all of which are very valuable for their fur.

Among the lakes are found thousands of waterfowl, which make their nesting grounds in the province during the summer, the most important being the Canada goose, which is found in large numbers in some regions.

Agriculture: The leading occupation of the province is agriculture, although it is more of a domestic nature than in many other parts of the Dominion. The large sections south of the St. Lawrence River are very fertile and are all occupied and well tilled by prosperous farmers, and other fertile agricultural regions include that section lying directly north of the Ottawa River and the Island of Montreal, which are being rapidly developed. There are also several large areas of fertile land on the plateau north of the St. Lawrence, which are suitable for raising vegetation.

Throughout the eastern townships the climate and soil are better adapted for live stock raising and dairying, which are the chief industries.

The butter and cheese output along the valley of the St. Lawrence amounts to over \$20,000,000 yearly, and during the past few years the raising of cattle, horses, sheep and swine, throughout the province, has increased considerably.

Among the field crops the most important are hay, clover, oats, potatoes, buckwheat, barley, spring wheat, fodder, and corn. Rye is also raised in some localities, and corn raising is increasing in importance. The province has also long been noted for its tobacco raising, which amounts to about 4,000,000 pounds yearly, but as the season is short, only the early varieties are successfully grown, and this is cultivated in districts around Montreal.

Apples are raised in large quantities throughout the Eastern Townships and on the Island of Montreal, while plums, pears, and small fruits are grown successfully in the southern part of the province.

Poultry raising is a growing industry, and is being encouraged by the Government as the possibilities in this branch of agriculture are very important.

The Government maintains several agricultural colleges where full and short courses are given, and in many localities farmers institutes are held and many experiments are carried on by agricultural associations which tend to develop greater activity in this very important part of the province's development.

Minerals: The mineral resources of Quebec are as yet only partially developed. What may lie in its vast northern country is little known and at present asbestos mining is the most profitable, the province supplying about eighty per cent. of the world's supply, and is valued at \$4,000,000 yearly.

The next in importance is cement, the output amounting to about \$3,360,000 annually, and next in order comes marble and limestone. In several localities brick making is growing in importance, and some copper is mined in the Eastern Townships.

Silver is also taken in this district in paying quantities. Graphite, mineral used in paint making, manganese, and a number of other minerals of lesser importance, making the total value of the yearly production about \$12,000,000.

Fisheries: The fisheries of the province take a very important place among its industries, especially for the people dwelling along the shores of the Gulf of St. Lawrence, in which district about 10,000 men are employed in the industry.

The largest revenue is received from the cod catch, the herring and the salmon. Lobster and mackerel are also taken in large numbers. Very little revenue is derived from the inland fisheries, which consist mostly of whitefish, trout, pike, pickerel, and sturgeon, of which the inland waters are very plentifully stocked, but used very little for commercial purposes.

Forest: Lumbering is second to agriculture in importance among the industries of Quebec. The total forest area is not fully known, as several large tracts have not as yet been successfully surveyed, but outside of the unsurveyed

districts, there are over 130,000,000 acres of dense forest still standing, which trees include white pine, spruce, balsam, hemlock, red pine, cedar, and tamarack, among the soft woods, and oak, beech, birch, and maple, among the hard woods. As spruce is the most desirable for the manufacture of pulp, it is cut in the largest quantities.

Throughout the districts bordering on the Ottawa, the Gatineau, and the St. Maurice, which streams are used in floating the logs down to the mills, the greatest activity is found in the lumber interests. Many large lumber mills are located along these rivers, which manufacture the logs into lumber of all dimensions, shingle and lath. The total output for the province amounts to about \$18,000,000 yearly.

The forest reserves of the province cover a total area of 174,000 square miles.

Manufactures: In manufacturing, Quebec ranks next to Ontario. Its unlimited water power gives the province every advantage for manufacturing, and saw mills, grist mills and small factories are widely distributed throughout the older parts of the province. Leather and boot and shoe factories are located at Montreal, Quebec, and St. Hyacinthe, and numerous pulp mills spot the forest regions north of Quebec. In Montreal, Three Rivers, and Sherbrooke, are iron works of growing importance, and cotton and woollen goods are manufactured at Montreal, Valleyfield, St. Hyacinthe, and Sherbrooke, and the total annual value of the manufactured goods amounts to about \$351,000,000.

Sugar Making: Quebec is noted for its valuable sugar bush, from which is gathered sap that produces about 19,270,514 lbs. of the finest sugar annually, having a total value of about \$2,000,000.

The trees are tapped in early spring, usually in March and April, and the mild days following freezing nights, make it ideal for the generous flow of sap. There are many sugar camps throughout the province.

A co-operative society has been formed at Waterloo, which has been instrumental in obtaining a Federal law, that prohibits the word maple on anything but the pure product.

The Provincial Government has established four sugar-

making schools throughout the province, and the instructors make visits to the sugar camps to give practical demonstrations and instructions.

Several by-products are made and these include a good vinegar, malic and bicarbonate of lime, which is the best known constituent for baking powder.

Transportation: The portions of the province that are now settled are well served with railroads, which are being extended as rapidly as new sections are opened up. The Grand Trunk, Canadian Pacific and the Intercolonial Railways are the ones running through the province, and the St. Lawrence River is the greatest commercial highway of the province, being navigable for ocean-going vessels as far as Montreal.

Government: The province has as its chief executive, the Lieutenant-Governor, who is appointed by the Dominion Government, and he is assisted by a council of nine members, whose head is the Premier, all of whom must be members of the Legislature, to which body it is responsible. The Legislature consists of two Houses, a Council composed of twenty-four members nominated by the Crown, and an Assembly of eighty-two members, elected by the voters.

The province is represented in the House of Commons at Ottawa by sixty-five members, and the local government of the province is divided into counties, townships, and municipalities, each having its special representatives.

Education: The educational institutions are of three classes, namely, primary, classical colleges, and technical schools, all of which are under the supervision of a superintendent of public instruction, who is assisted by a council of thirty-five members, which is divided into two committees, one having the management of the Roman Catholic schools and the other that of the Protestant, each of which enjoy absolute control of its own schools. The schools are maintained mostly by local taxation, the Roman Catholic paying taxes to their institutions, and the Protestants to theirs. The large public taxes are divided between the two, according to populations. In addition to this, there are also Government grants, which are divided on the same basis.

The two leading Universities of the province are, McGill, which is the head of the Protestant schools, and Laval, which are classed in the highest ranks among the universities of the of the Dominion, and enjoy a large enrollment of students each year from all parts of the country.

History: Up to the time of the Treaty of Paris, which was signed in 1763, all that portion which is now known as Quebec, was New France. At this date all of Canada was deeded to Great Britain and the British Government got the good will of the French subjects who were located throughout the country by allowing them the free use of the French language, and by not disturbing the laws and institutions under which they lived.

At the time of the Revolutionary War, efforts were made to induce the Canadians to join the American colonies in the struggle for independence, but the efforts proved unsuccessful, and in 1775, an expedition under Montgomery and Arnold was sent against Quebec, which led to defeat, and Montgomery was killed. Later another assault was directed against Montreal, which also failed, and at the close of the war, thousands of English and Scotch came to the country from the United States and settled along the district that is now known as the Eastern Townships.

In 1791, the Province of Upper Canada (now Ontario) and Lower Canada (now Quebec) were organized, and during the next few years there was a growing antagonism between the English and French elements, but in 1812, the war between England and the United States, served to unite the two parties, and both gave support to the British Government.

The years following the close of the war were not so peaceful, the Government conditions were not satisfactory, and there was a general feeling of unrest throughout the Upper and Lower Canada, which led to some of the French in Upper Canada joining in the Rebellion of 1831, which was headed by William Mackenzie in Upper Canada, and Louis Papineau in Lower Canada. By which time the population of Lower Canada had grown to 300,000, three-fourths of whom were French.

The provinces were united in 1841 under one Government, with a Canadian Parliament, consisting of two Houses, which continued until Confederation in 1867, at which time Quebec became an independent province of the Dominion, and since that date, Quebec has developed rapidly, both in natural resources and good educational advancement.

Items of Interest: The first farmer settler who lived on the produce of the soil of what is now known as the Province of Quebec, was Louis Hebert, who immigrated from Paris and landed in Quebec in 1617. On the site he first cleared now stands the Cathedral of Quebec.

Maple sugar was made in the province as early as 1749, and has grown rapidly in importance ever since.

The foundations of the city of Quebec were laid by Samuel de Champlain in 1608.

The province has 795 farmers' clubs, with a membership of 94,000 members.

There are 784 banks and branches throughout the province.

The highest point in Quebec is Mackwak Mountain, which is 6,000 feet above sea level.

As many as 40,000 fur seals have been caught in a single season off the Magdalen Islands.

In 1917, there were 21,702 automobiles owned throughout the province.

The cities and towns will be found in this volume under "Canadian Cities and Towns."



Outline Study for the Province will be found on Page 281

PRACTICAL QUESTIONS ON QUEBEC

By what name was Quebec known during early Canadian history?

What is the area of the province?

What special privileges were allowed the French people when the province became a British possession?

What per cent. of the people of the province speak English?

What is generally said of the French families of Quebec?

What population has the province?

What per cent of the people are Roman Catholics? What religious denomination comes next in order?

Describe the surface in general of the province?

What river in Quebec is considered the most picturesque in the world, and is visited by thousands of tourists every year?

What is generally said of the Quebec winters?

Where are the dense forests of Quebec located? What valuable wood is found in them?

Name the fur-bearing wild animals that are still found plentifully in the province?

What is the chief occupation of the people of the province?

In what sections is farming best adapted?

In the production of what crop does it lead the other provinces?

What branch of farming is being encouraged by the Provincial Government?

What is said of the mineral resources of the province?

What valuable mineral mined in Quebec furnishes 80 per cent. of the world's supply?

How many people are engaged in the fisheries of the province?

What is the most important catch?

What per cent. of the province is still covered by dense forest?

What special timber is found in the province that is most desirable for pulp making?

How does the province rank in manufacturing?

What is the annual maple sugar production for the province?

In what way does the Provincial Government assist in the sugar making?

What by-products are made in the sugar camps?

Name the railways that serve the province?

To what point in Quebec is the St. Lawrence River navigable for ocean-going steamers?

How many members is the province allowed in the House of Commons at Ottawa?

By what method are the educational institutions of Quebec supervised? What is the leading University of the province? How does it rank among the other Universities of the Dominion?

When did Quebec come under British rule?

What part did the province take in the Revolutionary War?

What effect did the War of 1812 have on the people of Quebec?

What caused the Rebellion in the province in 1837? Who were the leaders in this uprising?

When did the province join Confederation?





COAT OF ARMS OF SASKATCHEWAN

SASKATCHEWAN

Saskatchewan is the middle of the three great Prairie Provinces, being bounded on the north by the Northwest Territories, on the east by Manitoba, on the south by the International Border and on the west by Alberta.

The province is rectangular in shape and is 390 miles at its southern boundary and has a length of 760 miles, giving it an area of 251,700 square miles, of which 8,318 square miles are water, making it twice the size of Great Britain and Ireland combined.

People: Saskatchewan has had a wonderful development in its population during recent years. In 1901 the total population was 91,279, and by 1911 it was 492,432, an increase of over 438 per cent., and in 1918, the census showed a population of 647,835 for the province, of which more than two-thirds lived on the farms. About one-half the inhabitants are British born, one-fifth immigrants from the United States and the balance from various European countries, of which the Ruthenians, Poles, and Germans are the most numerous.

Surface and Drainage: Throughout the southern part of the province in the region between the Saskatchewan River and the United States boundary line, the land is an open rolling prairie, which is dotted here and there with clear lakes and clumps of trees, and in some sections there are plains which are unbroken as far as the eye can see.

In the eastern part are found the Beaver Hill and Touchwood Hills, which are in the district north of the Qu'Appelle Valley, and north of Saskatoon and running to the southern



Harvesting Scene Near Davidson, Sask

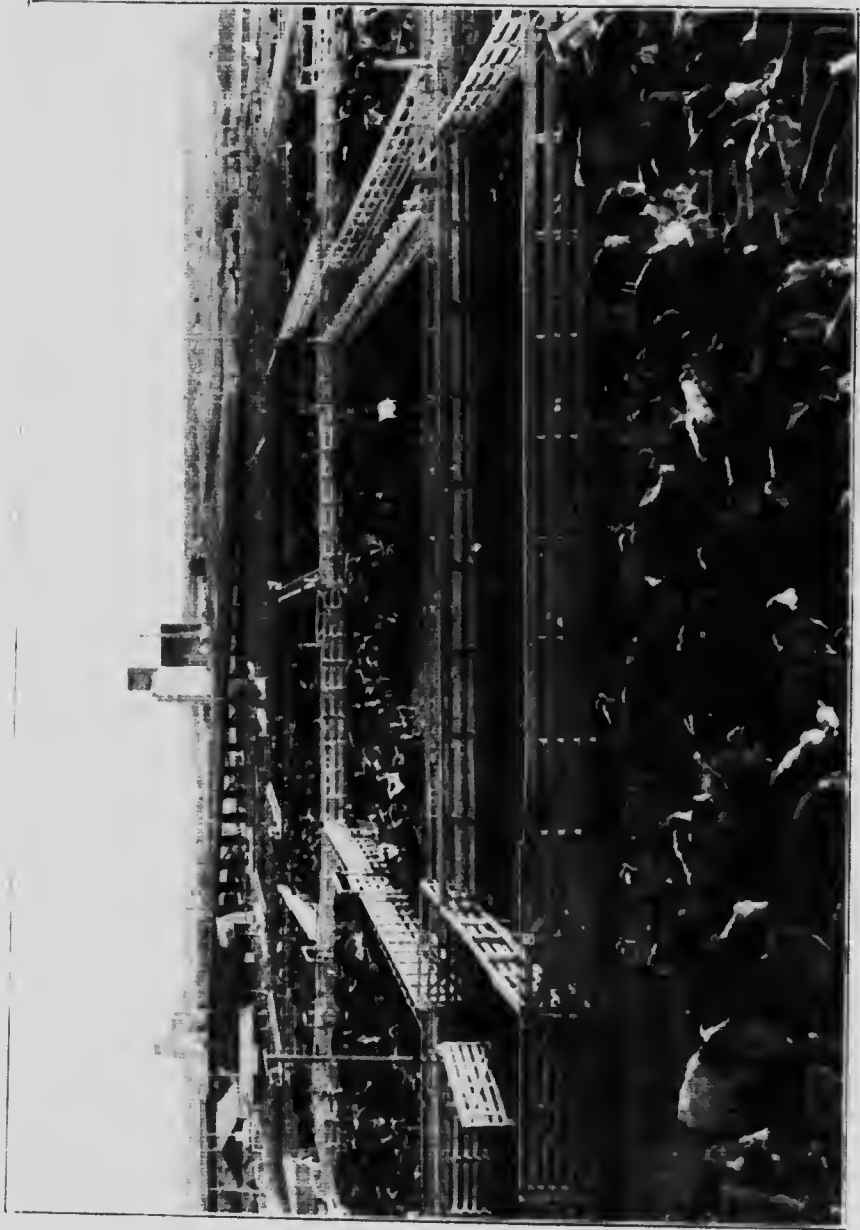


Photo by courtesy of Calgary Board of Trade.

Big Stock Yards at Calgary, Alta, from which Thousands of Cattle are Shipped Annually

parts of the great forest belt, is a vast region of unmixed prairie and woodland in which are located a number of Government timber and game reserves.

Bordering on the west of this section and south of the Saskatchewan River, is a large open region, especially suitable to ranching and growing wheat.

Much of the country lying between the Saskatchewan and Churchill Rivers is covered with forest and open sections suitable for agricultural purposes. North of this district the land is low and flat, and consists of a light sandy soil and is mostly covered with forest as far north as Lake Athabaska.

The principal drainage system along the southern part of the province consists of the Saskatchewan River, which has its rise in the foothills of the Rockies in Alberta southwest of Edmonton, and flows into Cedar Lake and Lake Winnipeg, and the Assiniboia and the Souris with their tributaries, help to drain the section.

The central regions are drained by the Churchill River, which is the outlet to several lakes located in this section, the largest of which is Reindeer Lake.

There are numerous lakes throughout the province. Those in the southern sections of any importance are Big Quill Lake, which lies east of Saskatoon, and Lake Johnson, which is further south, and in the northern half is found several, the largest being Lake Athabaska in the northeast. Wollaston Lake and Reindeer Lake, and near the central part is found Lac la Rouge and Beaver Lake.

Climate: Very low temperature is experienced at times during the winters, which are, as a rule, long, with abundance of snow, although the atmosphere is dry and invigorating, which makes it more endurable than in the more humid regions.

The Chinook winds, which cross the southeastern corner of the province, have an influence on the atmosphere and cause this section to have exceptionally mild winters. The summers are usually free from extreme heat, and the climate in general is very healthful throughout the province.

Plant and Animal Life: Throughout the open country are found native grasses and many wild flowers. The forest regions are located between the Saskatchewan and Churchill

Rivers, and along the highlands the poplar and birch are the most plentiful, and on the lower levels grow the fir, spruce and hemlock. In the sections north of the Churchill the forest consists mostly of the cone-bearing variety.

Among the animals found in the northern forest are the bear, the wolf, the mink, the otter, the fox, the skunk, and the muskrat, all of which are very valuable for their fur.

The larger game include the elk, moose and deer, which also roam the forests of the north, while the pronged antelope is found throughout the rolling country of the southwest. To preserve the wild animals of the province, the Government has recently enacted very stringent laws that are in force during certain seasons of the year.

Thousands of waterfowl are found on the numerous lakes during the summer months, many of which seek these secluded regions for nesting, and both the lakes and rivers are well stocked with fish, which will make the fisheries an important branch of the industries as the country develops. The total annual catch is valued at \$231,946, the most important being the whitefish, pike, pickerel and trout.

Minerals: In the southern part of the province near Estevan and along the Souris River, there are extensive fields of lignite coal and throughout the district several companies are carrying on mining operations. Near Wood Mountain some deposits are found and are being worked by the Canadian Pacific Railway, and recently coal has been discovered west of Saskatoon along the Saskatchewan River and on the south shore of Wapawekka Lake.

Around Estevan and in several other localities there is a good quality of clay, and near Swift Current natural gas is found. There is also known to exist in different parts of the province small deposits of gold, and silver and some petroleum is found. The total value of the mineral output for 1912 was \$1,165,642, but for 1918 it was only \$583,708.

Agriculture: In wheat growing, Saskatchewan leads all the other provinces, and in the raising of live stock it is second in order. The district in which the soil and climate is best adapted for wheat growing, is that which lies south of the Qu'Appelle River, Quill Lake, and south of the main line of the Canadian Northern Railway west of Humbolt.

Throughout this district is also a good mixed farming country, which includes the raising of flax, oats, barley, and winter rye. The north and eastern portions of the province are best adapted to the growing of oats, which produce heavy yields in this district, and a luxuriant growth of both native and tame grasses are also found throughout this section which makes it especially suited for live stock raising and dairying, which is carried on quite extensively.

Both winter and spring wheat can be successfully grown in the province, but the spring varieties constitute far the greater part of the crop, and have won the first prize in many of the agricultural exhibitions, both in Canada and the United States.

Flax raising is receiving increasing attention in some parts, and among the grasses, the cultivation of alfalfa is attracting much interest and is being successfully grown in many sections.

The following table gives the production of bushels for the four leading grain crops of the province,

	1915	1918
Flax	0,061,000	6,104,970
Wheat (Spring and winter) ..	195,168,000	130,356,000
Oats	157,628,000	132,256,000
Barley	10,570,000	14,905,000

It will be noted that the yields for 1918 did not make so good a showing as a whole, as in 1915. This was owing to the fact that the spring weather did not open as successfully. Although the production showed a decrease, the total value amounted to much more owing to the high prices paid for the grain. It is estimated the production for 1919 will be the largest on record as the weather conditions are ideal for the crops, in addition to several thousand acres more being under cultivation, which has been the result of increased activity on the part of the Government to increase production in helping to feed the Allied armies during the war.

Potatoes take the first place among the root crops and are successfully raised throughout the province. The annual production is 5,280,000 bushels; next in importance being turnips and mangels, which are grown more extensively in the stock raising districts, and sugar beet raising

is receiving some attention in some parts of the province, as well as small fruits, which can be grown with very little trouble.

The short, thick, natural grasses growing in the southwestern section of the province, and the fact that the Chinook winds keep the snows cleared away, makes this district especially valuable for raising horses and cattle, which can be pastured throughout the whole year.

From this district, which includes the Moose Mountain district, Wood Mountain, Cypress Hills, Beaver Hills, Touchwood Hills, Last Mountains, and all the country lying along the branches of the Canadian Northern Railway, thousands of the finest specimens of grass-fed creatures are exported annually.

Throughout the park regions which lie between the Saskatchewan and Churchill Rivers, is found the best dairying section. The cold climate, excellent pasturage and pure water found here, make it ideal for this branch of agriculture, and the industry is growing rapidly, the annual output of creamery butter being 4,306,769 lbs., most of which is sold in the markets of British Columbia, and several thousands of pounds are sold to the Montreal trade for export to Great Britain.

Horses, beef cattle, sheep and swine are all raised in large numbers, and poultry raising is also increasing in importance.

The province maintains an agricultural college at Saskatoon, which has an experimental farm for the practical teaching of agriculture and also does extensive work, which has done much good in promoting greater interest in scientific farming throughout the province. In addition to this, the Dominion Government maintains experimental farms at Indian Head, Rosthern and Scott.

Manufacture: Manufacturing throughout the province is still comparatively undeveloped, although the manufactured products increased from \$651,667 in 1900 to \$6,332,132 in 1910. A gain of 872 per cent. in ten years, and now the annual output amounted to \$13,355,206, which shows a steady increase in this part of the province's progressive development. The leading manufactured products are lumber, brick and flour.

Transportation: The first railway to reach Saskatchewan was the Canadian Pacific, which was constructed through the province in 1882, and now three great systems, the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific, traverse the province from east to west, running their branches in every direction, touching all the settled portions of the province. The railway centres are Regina and Moose Jaw in the south, Saskatoon in the central, and Battleford in the north, all of which are busy commercial, and rapidly-growing towns. The railway mileage for the province is 6,108 miles, which places it as second place among the provinces, Ontario leading. The Government controls over 17,000 miles of the telephone system, which serves more than 37,000 farm houses throughout the province.

Education: Education is compulsory throughout the province. The public schools are free and are maintained by provincial grants and by local taxes, and the affairs of each district are managed by a local board. New school districts are established by the Government as soon as the district has four persons living in it that are subject to assessment and there are at least twelve children of school age. All teachers must hold a certificate of qualification granted by the Department of Education. The province maintains a first-class University at Saskatoon, which is at the head of the school systems, and Normal Schools, for the training of teachers, are located at Regina and Saskatoon. In addition to these, there are a number of educational institutions of high rank, under the control of various religious denominations.

Government: The chief executive of the province is the Lieutenant-Governor, who is appointed by the Governor-General in Council. He is assisted by seven members that form an Executive Council of which the Premier is the head.

Each member of the Executive Council is the head of some department of the Provincial Government. The Legislative Assembly consists of fifty-four members who have been elected by the voters of the province, and in the House of Commons at Ottawa, Saskatchewan is represented by six

members, and in the Dominion Senate by four. The Judicial system comprises the Supreme Court and District Courts, located throughout the province.

History: For many years the territory that now is known as Saskatchewan, was a possession of the Hudson Bay Company, and known as part of Rupert's Land. In those early days there were practically no settlements formed, but there were several trading stations around Hudson Bay, and far inland to the south and west.

In 1817, the Earl of Selkirk brought the first settlers and established a settlement in the valley of the Red River, which, although it was in the district that now is Manitoba, was in reality the beginning of civilization for the great Canadian Northwest.

Soon after Confederation in 1867, the Canadian Government took steps to secure control of the rights to this territory, which led to the purchase of the Hudson Bay Company in 1869, for a sum of \$1,500,000. After the purchase of these rights by the Government, arrangements were made to construct the Canadian Pacific Railway, through to the Pacific Coast, to open the country for settlement, and to this, the Indians and half-breeds who settled along the banks of the Saskatchewan River, resented, thinking they would lose their lands to which they had no patents or titles. Laboring under this fear the half-breeds in 1884, called on Louis Riel, who at that time was living in Montana, to help them in maintaining their rights, and the following March, Riel was appointed President of the Provisional Government, which the half-breeds established at Saint Laurent.

While the difficulties were being investigated by the Government, an unfortunate uprising took place at Duck Lake, which made it necessary for the Government to take action, and under General Middleton, the Government forces advanced against Riel and his followers, resulting in the capture of Riel, who was tried at Regina and was hanged for treason.

On completion of the Canadian Pacific Railway in 1885, the immigrants began to come in rapidly and settle in the vast regions north of the United States, and as the population increased, there came a demand for responsible government, which led to the organization of the Provinces of

Alberta and Saskatchewan in 1905, at which time Hon. Amadee Forget was appointed Lieutenant-Governor of the newly-organized Province of Saskatchewan, and Hon. Walter Scott the first Premier, which office he held for more than ten years.

Since the organization of the province in 1905, the immigration has increased rapidly, which has developed the province to unusual prosperity. In 1915 the Legislature enacted a prohibition law that prohibits the sale of intoxicating liquors during the War of Nations, and the province contributed large numbers of men, money and supplies in supporting the Allies at the front.

Items of Interest: The name Saskatchewan is a Cree Indian word, meaning "rapid river."

The highest point in the province is in the Cypress Hills, where a peak rises to a height of 4,790 feet above sea level.

The greatest fear among the farmers of Saskatchewan is the heavy hailstorms that occur during the growing season, which have been known to destroy thousands of acres of growing grain. To protect the farmers against losses due to hail, a system of taxation has been adopted, which has been a big success and proved very beneficial throughout the province.

The province still has 11,000 Indians, most of whom are the Crees, and all live on the Government reservations, and many of whom are excellent farmers.

Saskatchewan has about 8,700 Doukhobors, who are members of a curious religious sect from Russia, whose doctrines are similar to those of the Quakers.

In the early days thousands of buffalo roamed the vast plains of the province, and the valley of the Saskatchewan River was one of the chief centres of the fur-trading districts.

Saskatchewan has 1,782 grain elevators and 710 stations, with a capacity of 52,943,000 bushels.

The wool clip is growing in importance, the clip in 1917 being 223,000 lbs., an increase of 300 per cent. in three years.

In 1917, Saskatchewan took the second place among the provinces in the number of automobiles owned, being 32,500, which shows an increase for the province of 100 per cent. over the previous year.

The cities and towns of the province will be found in this volume under "Canadian Cities and Towns."



Outline Study for the Province will be found on Page 281

PRACTICAL QUESTIONS ON SASKATCHEWAN

What area has Saskatchewan?

What is its greatest length from north to south?

Of what descent are most of the people of the province?

What great increase in population did it have between 1901 and 1911?

Among the European immigrants, what nationality is the most numerous in the province?

Describe the surface of Saskatchewan?

In what part of the province are the forests found?

What effect do the "Chinook Winds" have on the southern part of the province?

Name the wild animals that are common in the northern part of the province?

In what part of Saskatchewan do thousands of water fowl make their nesting grounds?

Where are the coal fields of the province found?

What other valuable minerals are found in the province?

How does Saskatchewan rank as a wheat-growing province?

What other grains are raised successfully?

What is the average annual production of wheat for the province?

Why is the southern part of the province best adapted for stock raising?

What is said of Saskatchewan's manufacturing establishments?

Name the railways that serve the province? What mileage has it?

How many children of school age must be in a district before a school can be established?

What qualifications must a teacher have before being able to teach in the province?

In what city does the province maintain a first-class University?

How many members represent the province in the House of Commons at Ottawa?

What was the first name given this section of Canada? Who brought the first settlers? In what year and at what place was the first settlement established?

What price did the Dominion Government pay for the rights of this territory? From whom was it purchased?

Why did the half-breeds and Indians object to having the country opened up?

What effect did it have on the growth of the province?

In what year did the Rebellion break out? Who was the leader?

When was the Canadian Pacific Railway completed in the province?

Who was the first Governor-General of the province? The first Premier?

What support did the province give in the War of Nations?

What storms often occur in the province that destroy thousands of acres of growing crops? What system of taxation has been adopted to protect the farmers from loss caused by these storms?

How many Indians still live in the province?



CANADIAN CITIES AND TOWNS

Amherst, Nova Scotia, is the county-seat of Cumberland County, located on the Intercolonial Railway, midway between Halifax and St. John's, and borders on the Bay of Fundy.

Amherst is a very important industrial centre, and among its most important industries are the Canadian Car and Foundry Co., Ltd., International Engineering Works, Amherst Boot and Shoe Co., Ltd., and iron foundry, caskets manufacture, woollen mills, wood-working company, and many others. Throughout the neighborhood there are large deposits of coal, and some gypsum is found in the vicinity. The city had a population in 1911 as given by the Dominion census, of 8,973, and in 1918, 10,195.

Annapolis Royal, Nova Scotia, is located at the mouth of the Annapolis River, on the Bay of Fundy, and is served by the Dominion Atlantic Railway and a line of steamers which furnish communications to St. John's, 63 miles to the northwest. The town was founded in 1604 and is the oldest settlement in America, north of Florida. It is well supplied with two good hotels, two banks, and five churches, with a County Academy and High and Public Schools. The town has a large trade in lumber, apples, and fish, and the industries include planing mills, sash and door factories, wagons, carriages, furniture, brick, shipbuilding plants, and fish curing.

The first Episcopalian and Roman Catholic churches in North America were established here. The population in 1918 was 1,029.

Antigonish, Nova Scotia, is the county seat of Antigonish County and is situated on St. George Bay and the Intercolonial Railway, 130 miles west of Sidney. It is the seat of a Roman Catholic Bishop, of St. Francis Xavier College, which has an attendance of 250 students, and St. Benard's Convent.

The town has two good hotels and a fine system of public schools and is served by three banks. The chief industries include cheese factories, cold storage plant, woodworking plant and grist mill. Oil shale, gold, iron, and valuable stands of hard and soft woods are found in the vicinity. Good fishing is abundant and partridge and geese are plentiful.

The population, which is largely Scotch, was 2,000 in 1917.

Arcola, Saskatchewan, is a divisional point on the Arcola branch of the Canadian Pacific Railway, 113 miles southeast of Regina, and 253 miles west of Winnipeg. It is located in a fine wheat growing

section and has elevators holding 162,000 bushels. Among its industries are flour mills, brick plant, lumber yards, machine shops and aerated waterworks.

It is the centre of the Cannington judicial district. Splendid shooting is found within five miles of the town and big game within fifteen miles. In 1911, the population was 794; in 1917, 1,200.

Armstrong. A town in Akamagan Valley, British Columbia, 32 miles south of Sicamous Junction on the Canadian Pacific Railway. It is an important industrial centre, the chief of which is flour mills, lumber mills, brick plant and creamery. Fruit growing and mixed farming are extensively carried on in the vicinity and the town has three produce exchanges. In 1911, the population was 810; in 1918, 1,500.

Arnprior, Ontario, is on the Canadian Pacific Railway and Grand Trunk Railway, thirty-seven miles west of Ottawa, and at the junction of the Madawaska and Ottawa rivers. The town is a beautiful site and is well laid out.

Its leading industries include two cheese factories, brick and tile, woollen mills, two lumber mills, planing mills, and builders' factory. In the vicinity of Galatta, five miles from Arnprior, lead mines are in operation, and good bass fishing is found in Lac des Clats River. The population in 1918 was 4,450.

Ashcroft. A town in British Columbia, on the main line of the Canadian Pacific Railway and on the Thompson River, 200 miles northeast of Vancouver. In the vicinity there are extensive fruit and vegetable growing, mixed farming and cattle ranching. It is also the outfitting and shipping point for the copper district near by, and is the gateway to the Caribou country and Thompson Bay.

In 1916, a disastrous fire broke out in the business district and did much damage. The population in 1918 was 500.

Assiniboia, Saskatchewan, a divisional point on the Canadian Pacific Railway, 425 miles west of Winnipeg, and 125 miles southwest of Regina. It is surrounded by rich mixed farming country, and its chief trade is in wheat, oats, flax, agricultural implements, lumber and oil.

Within seven miles of the town are extensive deposits of lignite coal and pre-brick clay, and abundance of sand and gravel is found in the immediate vicinity. Five large elevators, having a capacity for 205,000 bushels, are located in the town.

The first town lot was sold on October 11, 1912, and the following year, in January, Assiniboia was incorporated.

The population in 1918 was 1,200.

Athabasca, Alberta, is at the head of navigation on the Athabasca River, 100 miles north of Edmonton, on the Canadian Northern Railway. It lies in a vast lumbering district and is surrounded by large deposits of fine clay, and large tracts of oil leases have been taken nearby. The town owns its own waterworks system, three well equipped schools, and is served by two banks. Its chief industries are lumber yards, saw mills, and boat building. There are two fox farms in the vicinity. Population in 1918, 1,000.

Aylmer. A town in Quebec, located on Lake Deschines, and Canadian Pacific Railway, eight miles from Ottawa, and is a favorite summer resort. The town has a beautiful site on the water front, and has four churches, Roman Catholic Academy, convent, and public schools. Three good hotels are located in the town, and one bank, and the industries include three saw mills, planing mill, and greenhouses. Population in 1918, 3,206.

Baddeck, the county-seat of Victoria County, Nova Scotia, and located on Bras d'or Lake. The town is a centre for tourists, and is the headquarters of Dr. Bell, McCurdy, and Baldwin flying machines. The industries include Nova Scotia Government Creamery, two gypsum factories. Gold and gypsum mining is carried on in the neighborhood, and in the vicinity are found good yachting, bathing, and cod, trout, and salmon fishing. Population in 1918, 1,250.

Banff, Alberta, is on the Canadian Pacific Railway, at the junction of the Spray and Bow Rivers, 82 miles west of Calgary. Banff is one of the most famous summer and winter resorts of America, and lies at an altitude of 4,500 feet above sea level, at the southeastern end of Rocky Mountain Park, and every year is visited by thousands of tourists, who come to see the Canadian Rockies. Fishing and boating are the chief sports, and a winter carnival, established in 1917, which includes skating, skiing, snowshoeing, and tobogganing, will be made an annual affair, and a motor road from Calgary to Vancouver, through Banff, is under construction. The town has several fine hotels, two churches, public and high school, and a museum. The population in 1918 was 1,400, of which about 300 men have volunteered for service in the War of Nations.

Barrie, the county-seat of Simcoe County, Ontario, on the north side of Kempenfeldt Bay, Lake Simcoe, and located on the Grand Trunk Railway, with steamboat connections between Orillia, Jackson's Point and Peninsular Park.

The town lies in a rich mixed farming and dairying district and its industries include two builders' factories, tannery, three machine shops, boiler works, bricks, carriage factory, flour mills, gas engines, boots and shoes.

Owing to its pleasant climate and beautiful surroundings, it is a very popular summer resort, and the sports include sailing, boating, canoeing and bathing. Camp Borden, one of the largest military camps in the continent, is 10 miles from Barrie. Population in 1918, 7,200.

Bassano, Alberta, is on the main line of the Canadian Pacific Railway, 82 miles east of Calgary, and 97 miles northwest of Medicine Hat.

The large \$7,000,000 Canadian Pacific Railway irrigation dam is located here, that irrigates about half a million acres, and the town has recently completed a \$200,000 water and sewage system. The industries include three large elevators, three lumber yards, brick works and two oil distributing warehouses. In the vicinity are found deposits of coal, sand, gravel and clay. The population in 1918 was 600.

Bathurst, New Brunswick, is the county-seat of Gloucester County, and is on the Intercolonial Railway. The town is a growing summer resort and the rivers emptying into Bathurst Harbour afford splendid salmon fishing, and in the vicinity, numerous moose, caribou, deer and game birds are found. Among the industries are four lumber and shingle mills, a large pulp and paper mill, brick yard and grist mill.

Large deposits of iron are found in the neighborhood. Population in 1911, 960, and in 1918, 4,000.

Battleford. A town in Saskatchewan, at the junction of Battle and Saskatchewan Rivers, 90 miles west of Saskatoon, and 254 miles east of Edmonton, on the Canadian Northern and Grand Trunk Pacific Railways. Battleford was one of the first settlements in the Northwest, and from 1876 to 1883, was the capital of the Northwest Territories, and is now the centre of a judicial district and headquarters for a division of the Royal Northwest Mounted Police. Throughout the surrounding district is a rich mixed farming section.

in which flax, wheat, and oats grow with large yields. Good shooting is found in the vicinity, duck and prairie chicken being very plentiful.

The town affords three hotels, four churches, High School, College of Saskatchewan, two schools and three banks.

The industries include an elevator, having a capacity of 30,000 bushels, a creamery, cement brick plant, and machine shop. The population in 1911 was 1,335, and in 1918, was 1,500.

Beansjour, Manitoba, is on the Canadian Pacific Railway, 35 miles east of Winnipeg, and lies in a district surrounded by a fertile farming country. In the vicinity good stands of poplar, spruce, tamarack and oak are found.

The town has two hotels, six churches, Public School and bank, and among its industries is an elevator, pressed brick and glass factory. Population in 1918, was 847.

Belleville. An important manufacturing city in Hastings County, Ontario. It is situated on the Moira River and on the north shore of Bay of Quinte, Lake Ontario, and is served by the Grand Trunk, Canadian Northern, and Canadian Pacific Railways, 112 miles southeast of Toronto, and 51 miles west of Kingston.

The city has a fine harbour which accommodates the largest steamers plying on the Great Lakes. It lies in a district noted for its dairying activity from which large quantities of butter are exported annually.

Belleville has an excellent Public School system, and is the seat of the Provincial Institute for the Deaf and Dumb. The city is also noted for its many fine churches and as the home town of Sir Mackenzie Bowell, Saint Agnes College for Women, and Albert College, are located there, the latter being one of the oldest educational institutions in the province, it being founded in 1757 by the Methodists.

The city has several good hotels, a large Y.M.C.A. building, public library, armories, two parks and seven banks, and the most important of its forty industries are cement works, hardware factory, foundries and boiler works, flour and paper mills, potteries, shirt, furniture, and soda water factories.

The population in 1911 was 9,876, and in 1918, was 12,620.

Biggar is an important supply town in Saskatchewan, 160 miles west of Saskatoon, 268 miles east of Edmonton, 527 miles west of Winnipeg, and on the main lines of the Grand Trunk Pacific and Canadian Pacific Railways. It is in the vicinity of a grain-growing, mixed farming and ranching district, and within two miles of Mineral Lake. Good shooting is found throughout the surrounding district.

The town has two hotels, three churches, school, and bank, and the industries include three elevators, three lumber yards, sash and door factory, and wholesale oil distributing plant. Population in 1911 was 315, and in 1918, was 900.

Birtle, is a town on the Bird Tail River, in Manitoba, 195 miles west of Winnipeg, on the Canadian Pacific Railway. It is in a fine agricultural and mixed farming region, and has a consolidated public School, Indian Industrial School, two hotels, and a bank, and its industries include four elevators, flour mill, machine shop and two lumber yards. Population in 1918 was 550.

Blairmore, Alberta, is on the Crow's Nest River and is served by the Canadian Pacific Railway, 13 miles east of Crow's Nest Pass, and eighty miles west of Lethbridge.

It is the distributing point of the Crow's Nest Pass coal fields, which has an output of over 1,000 tons daily. Brick clay and cement are found in the vicinity, and the town has a brick plant, lime plant, cement works and saw mills. Population in 1901 was 839; in 1911, 1,137, and in 1918, 1,800.

Boissevain, an important shipping centre in Manitoba, lying in a section of the wheat growing district.

The town is on the Canadian Pacific and Great Northern Railways, 18 miles southwest of Winnipeg and 48 miles south of Brandon, and has two hotels, five churches, a good High School, Land Titles office and two banks. Its industries include four elevators with a total capacity of 275,000 bushels, and one mill which turns out 200 barrels of flour daily. Population in 1918 was 950.

Bowmanville, a commercial centre in Durham County, Ontario, situated on Lake Ontario, 42 miles east of Toronto, and served by the main lines of the Grand Trunk, Canadian Pacific, and Canadian Northern Railways.

The town has a good natural harbour, which is capable of accommodating the largest vessels plying the Great Lakes, and the water commerce is considerable. Bowmanville is the centre of a very rich apple-growing, mixed farming and dairying district, and splendid fishing is found in the streams nearby.

The town has two good hotels, five churches, two public schools, one High School, hospital and three banks.

The industries include the Goodyear Tire and Rubber Company, Dominion Piano and Organ Company, foundry, glove factory, canning works, barley and flour mills, and two cooperages.

The population in 1911 was 2,814, and in 1918 was 4,000.

Bracebridge, a town in the heart of the Muskoka Lake district, Ontario, and is famous for its beautiful scenery, which attracts hundreds of visitors every summer.

It is situated on Muskoka River, 120 miles north of Toronto, and is served by the Grand Trunk Railway.

The surrounding district has extensive stands of all kinds of wood which supply abundance of bark for tanning purposes. The town has a \$50,000 post office, erected in 1914, several good hotels, Court House, two parks and two banks, and among its industries are large tanneries, woollen mills, lumber mills, and motor-boat factories. The population in 1911 was 2,776, and in 1918, was 3,500.

Brampton, the county-seat of Peel County, Ontario, twenty-one miles west of Toronto, on the Grand Trunk and Canadian Pacific Railways, and is noted for its large greenhouses, that supply the Toronto market with cut flowers. The town is the centre of a rich dairying and apple-growing district which also produces large numbers of horses, cattle and hogs.

Brampton has a \$70,000 High School, erected in 1918, good public schools, public library, three good hotels, six churches, a park, and three banks. All the main streets are paved with asphalt block. The industries of the town include five cut-flower establishments, one covering 24 acres and employing 250 hands, boot and shoe factory, paper box factory, hosiery mills, and the largest loose-leaf factory in Canada. The population in 1911 was 3,412, and in 1918, was 4,000.

Brandon. The second city of importance in Manitoba, situated on the Assiniboine River, 132 miles west of Winnipeg, and served by the Canadian Pacific, Canadian Northern, and the Grand Trunk Pacific Railways. The city is the centre of a very rich agricultural district, which includes 289 small towns, villages and hamlets, and is the distributing point of nearly all the important farm implement manufacturers of Canada and the United States. The city is also an important educational centre, having the Brandon College, which is affiliated with McMaster University at Toronto, and the Provincial Normal School, and Indian Industrial School, a Ladies' College, a Business College and a Collegiate are located there, besides the usual public and Roman Catholic separate schools.

Brandon was founded in 1881 and the following year was incorporated as a city, since which time it has grown rapidly, both as a manufacturing centre and distributing point.

In 1901, it had but 5,600 population; in 1911, it was 13,839, and by 1918, 17,000. The city is a divisional point of the Canadian Pacific Railway and has extensive railway yards, and among its chief industries are large elevators, and its mills produce over \$2,000,000 worth of flour annually. Others include car repairs, gasoline engines, stoves, pumps, windmills, store fixtures, saddles, harness and other leather goods, school desks, tents, lightning rods, butter and cheese. The total manufacturing output amounts to over \$5,000,000 yearly, which is about one-tenth of the total for the whole province.

Brandon has several first-class hotels, 16 churches, 8 public schools, separate school, convent, land titles office, general hospital, provincial asylum, court house, ten banks, and the city is well served by electric street cars, which are owned by the city.

Brantford, Ontario, is the chief city in Brant County, and fifth in size for the province. The city is often referred to as the "Telephone City" because it was here that Graham Bell perfected his invention. It is located on the Grand River, 60 miles southwest of Toronto, and 80 miles west of Buffalo, and is served by the main lines of the Grand Trunk Railway, the Toronto, Hamilton and Buffalo Railway, and the Michigan Central Railway. Electric inter-urban railways connect the city with Galt and other cities and towns.

Brantford is the centre of a very rich mixed farming district, and the neighborhood supplies shale, brick clay, and sand. The city maintains an excellent public school system, and has 24 beautiful churches, a Provincial School for the Blind, an Indian Institute, a \$160,000 Y.M.C.A., several large parks, three first-class hotels, and eleven banks.

Its industries include large agricultural implement factories, iron and wooden products, clothing, clay and cement products, automobiles, electrical fittings, silk mills, steel plant, automatic scales, and several munition factories. The population in 1911 was 23,132, and in 1918, 30,000.

Bridgewater, a town in Nova Scotia, at the head of navigation on La Have River, 80 miles west of Halifax, and is served by the Halifax and Southwestern Railway, whose main office and repair shops are located here. The chief industry of the vicinity is lumbering, of which it exports to Great Britain, United States, South America, and the West Indies, over 50,000,000 feet annually. The other important industries are large saw, planing and shingle mills, and several wagon and woodworking factories. Foundries, tanneries, shipbuilding yards, granite and marble works, are also important.

The streams nearby are plentifully supplied with trout and salmon, and duck, woodcock and grouse shooting is enjoyed in the neighborhood. Gold is also found in the vicinity.

The town has three banks, five churches, high and public schools, and the population in 1918, was 2,800.

Broadview, Saskatchewan, 72 miles east of Regina, and on the Canadian Pacific Railway.

The town has two hotels, five churches, bank and public school, and its industries include two elevators with a capacity of 55,000 bushels, two oil companies, fruit warehouse, electric light plant, two lumber yards, and a brick plant.

Good boating and fishing is found in the vicinity. Population in 1911 was 702; in 1918, 1,000.

Brockville, Ontario, the county-seat of Leeds County, and was named in honor of Sir Isaac Brock, the hero of the Battle of Queenston Heights. The town is an important railroad and manufacturing centre, located on the north bank of the St. Lawrence River, 70 miles south of Ottawa and 126 miles southwest of Montreal, and is served by the Grand Trunk, the Canadian Pacific, and the Canadian Northern Railways.

The town is an important centre of a dairying district and is the headquarters of the Eastern Ontario Dairymen's Association. Its chief industries include stoves, hardware, steam engines, agricultural implements, hats and gloves, carriages and automobiles. Brockville is also a centre for sportsmen, due to the many small lakes nearby, and the Thousand Islands, around which black bass, salmon, trout, pike and pickerel are found abundantly, and within the town itself are several beautiful spots, the most noteworthy being St. Lawrence Park, which covers over fifty acres.

Brockville has several good hotels, a first-class public school system, 14 churches, court house, general hospital, St. Vincent de Paul Hospital, insane asylum, opera house, and public library. Population in 1918. was 9,473.

Buckingham, the county-seat of Labelle County, Quebec, on the Riviere du Lievre, four miles above its junction with the Ottawa River. The town is served by the Canadian Pacific Railway, and is the centre of a very important lumbering district. Throughout the vicinity nearby some dairying is carried on, and mica, plumbago, and phosphate mines are worked in the vicinity. The principal indus-

tries include, pulp, saw, shingle and planing mills, sash and door factory, cabinet factory and butter and cheese factory, and the town has four churches and two banks. Population in 1918 was 3,854.

Calgary, the largest and most important city in Alberta. It was founded in 1883, and as late as 1891 it was only a small community of 3,800 people. In 1894, it was incorporated a city, and although it was prosperous, it did not start any rapid growth until 1901, at which time commercial interests took on new life and within the next ten years the population increased to more than 43,000, and to-day it is a city of great importance with a population of 56,302 (1918 census), making it the eighth city in size in the Dominion.

The city is served by three great transcontinental railways, namely, the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific, and is located about midway between Winnipeg and the Pacific Coast, being 811 miles west of Winnipeg.

Calgary is well surrounded by a rich stock-raising and mixed farming district, which makes it an important distributing centre. The city lies on a plateau, at an altitude of 3,437 feet and has a very attractive site, it being at the foot of the Rocky Mountains and within view of the visible snow-capped peaks of the mountains themselves.

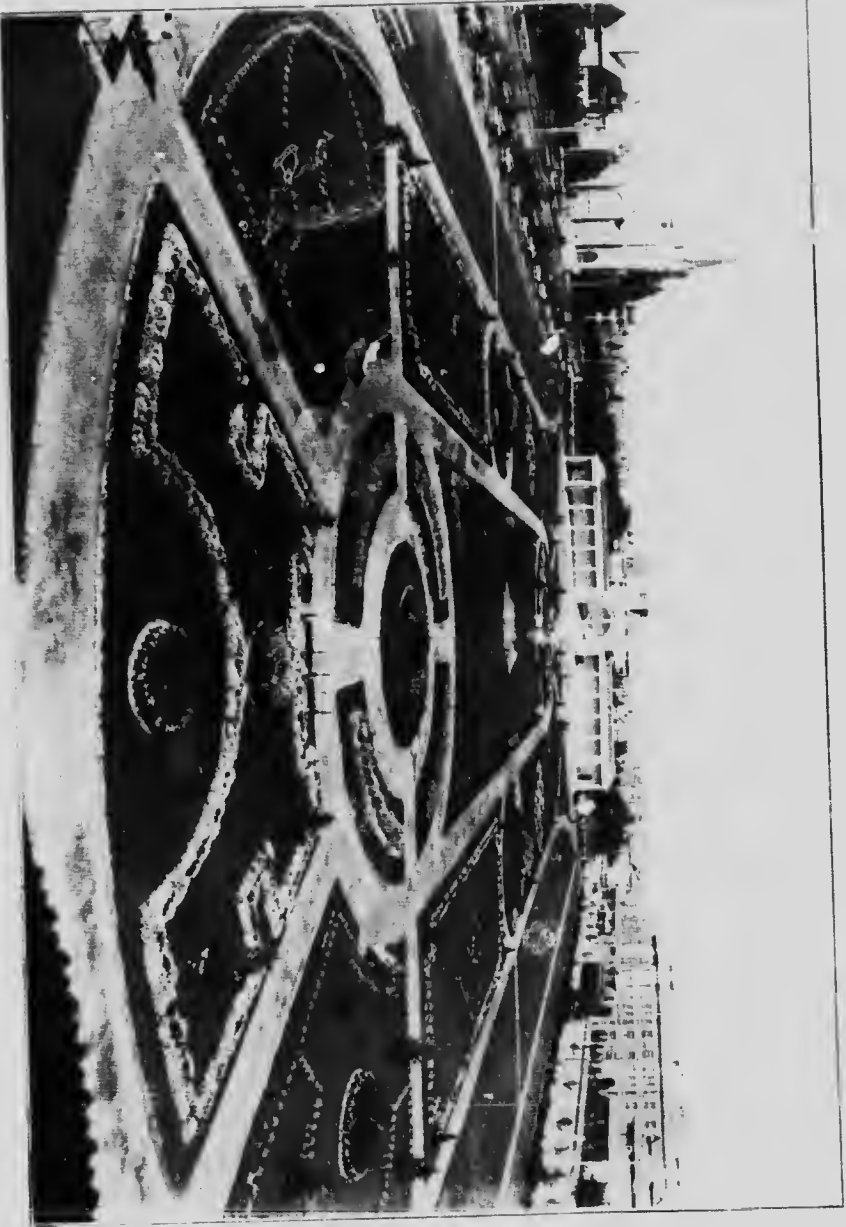
The city is an important railway divisional centre, with large repair shops, costing over \$3,500,000, from which an estimated payroll of over \$3,400,000 is turned over annually.

Among the city's manufactures, flour and cereal products are most important, followed in order by meat, brick and tile, building materials, cement, harness and other leather goods, soap, carriages and wagons, and lumber and foundry products of all kinds.

Thousands of cattle, horses, hogs and sheep are sent to Calgary every season to be used locally, or to be shipped on to other centres, and grain, coal, clay and stone are also handled in large amounts, making the total manufactured articles amounting to more than \$12,000,000 annually, as compared with less than \$600,000 in 1911.

All told, there are 80 industrial plants and 200 wholesale firms in the city that employ over 2,000 commercial travellers. A station of the Northwest Mounted Police, is also located here, and throughout the vicinity the district promises to be an important oil field in the near future.

Calgary has been governed since 1909 by a commission of three members, one of which is the Mayor, and has charge of the City Hall Departments, one of the public works, and the third of public



Plant by courtesy of Calgary Board of Trade

A Beauty Spot in Calgary



Photo by courtesy of Calgary Board of Trade

Calgary from River Front



Wheat Field Near Calgary, Alta.

utilities. The street railways are owned by the city, as are the water-works, electric light and power plants. An excellent system of public schools are maintained, and include 32 public and high schools, one Normal, four Roman Catholic separate schools, one convent, girls' school, and four colleges, and the city has several first-class hotels, 50 beautiful churches, and 27 banks.

Campbellford. A town in Northumberland County, Ontario, situated on the Trent River, thirty miles northwest of Belleville, and thirty-three miles east of Peterboro, and is served by the Grand Trunk Railway. The town is surrounded by a rich fruit and mixed farming country, and good boating and fishing are found nearby.

The chief industries include bridge and shell works, woollen mills, shoes, pulp and paper mills, flour mills, and electric power plant, and the town has three hotels, five churches, public and high schools, library, and two banks.

Population in 1918. was 3,200.

Campbellton, New Brunswick, is at the head of deep water navigation on the Restigouche River, sixteen miles from Dalhousie, and is a divisional point on the Intercolonial Railway. It is the centre of a very important lumbering district, and the vicinity of Campbellton is a favorite resort for salmon and trout fishing, and big game hunting.

The industries include important lumber, shingle and planing mills, machine works and foundries, brick yard and shell factory, and the town has four hotels, five churches, grammar and high school, and three banks. The population in 1911 was 3,817; in 1918, 5,000.

Camrose. A town in Alberta that grew from an uninhabited spot on the plains in a few years to a prosperous thriving centre of over 2,000 population in 1918. It is 47 miles southeast of Edmonton and 175 miles northeast of Calgary, and is served by the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern Railways. It is the centre of a well-settled mixed farming district, and the neighboring lakes are well stocked with fish, and good shooting is found nearby.

Very valuable deposits of coal are also mined quite extensively and some rich veins are known to exist inside the town limits. Camrose is becoming an important educational centre by the completion, in 1916, of a \$250,000 Normal School, for the training of teachers, and the Norwegian Lutheran College is located there.

The town has three hotels, seven fine churches, public and high schools, three banks and a public and private hospital. Its industries include three large elevators, with a capacity of 120,000 bushels, two grain warehouses, creamery, cheese factory, fox farm, and three lumber yards. Population in 1911 was 1,586; in 1918, 2,000.

Camora, Saskatchewan, is on the main line of the Canadian Pacific and branch of the Grand Trunk Railways, 303 miles northwest of Winnipeg, and 193 miles northeast of Regina, and is in the vicinity of a mixed farming district.

Camora is growing in importance as a grain shipping centre, the town now having six large elevators with a capacity of 200,000 bushels, and on the completion of the Hudson Bay Railway, it will be an important junction point.

The town has two good hotels, four churches, public school, two banks, Agricultural Society and exhibition grounds, consisting of 160 acres, and a race track and a \$50,000 hospital.

Population in 1911 was 435, and in 1918, 1,200.

Canso, a town in Guysboro County, New Brunswick, 25 miles from the Intercolonial Railway at Mulgrave, to which steamers run daily, except Sundays. It is the centre of active fishing industries, and eighteen cables are landed in the vicinity. The industries include lobster canning, drying and smoking fish, fish oil, cold storage, fertilizer works and fish glue factory, and the town has good schools, two hotels, four churches and a bank and is the headquarters of the Commercial Cable Company. Population in 1918 was 1,617.

Carberry, a town in Manitoba, situated on the Canadian Northern and Canadian Pacific railways, twenty-eight miles east of Brandon. It is in the vicinity of a good farming district, and the town has two elevators, three banks, public and high schools, three churches and a newspaper.

It has under construction, a \$30,000 Post Office and Customs House. Population in 1918 was 878.

Cardston, a town in Alberta, near Saint Mary's River, on a branch of the Canadian Pacific Railway, 65 miles southwest of Lethbridge, and 37 miles south of Macleod.

Cardston is the centre of a very prosperous dry farming region, in which grains are the leading products, although considerable stock raising and some dairy farming are carried on.

In the mountains west and south of the town, there are beautiful scenery, good fishing and big-game hunting.

A beautiful \$500,000 granite Mormon temple was recently constructed and is the most conspicuous structure in the town. The industries include three elevators, flour mill, electric light plant, quarry of fine grey stone and creamery and the town has two hotels, public schools, three churches, three banks, and a court house and park. Population in 1911 was 1,207 and in 1918, 1,800.

Carlton Place, a town in Lanark County, Ontario, situated on the Mississippi River, and served by the Canadian Pacific Railway, 27 miles southwest of Ottawa and forty-five miles northwest of Brockville.

The town is a division point of the main line of the Canadian Pacific Railway, which maintains a large repair shop there, and the other industries include, foundry products, woollen goods, gloves, and flour mills. The town has one hotel, two banks and six churches. Population in 1911 was 3,621, and in 1918, 3,900.

Carman, a town in Manitoba, situated on the Boyne River and served by the Canadian Pacific Railway, Canadian Northern and Great Northern. It is fifty eight miles southwest of Winnipeg, and is the centre of a prosperous grain growing section, which ships an average of 400,000 bushels annually.

The town has three elevators, tile and sewer pipe works, flour mill, two newspapers and a creamery. There is also a good hotel, high and public schools, Land Titles Office, five churches, opera house, hospital, three banks, and a fine park. Population in 1918 was 1,500.

Charlottetown, the capital, largest and most important city of Prince Edward Island. It is beautifully situated on an excellent harbor and steamers sail regularly to Halifax, Boston, Quebec and Gulf ports. The Prince Edward Island Railway, provides connections for all inland points, and the surrounding country is rich in agriculture.

In the vicinity of the city are seventy large fox farms and numerous karakul sheep farms, and the chief manufacturing enterprises include pork packing, foundries and machine shops, railway repairs, condensed milk factory, tobacco, soap and canned lobster factories. The important structures of the city are the Parliament Buildings, the Government House, and the Provincial Insane Asylum and the Law Courts Building.

Charlottetown is an important educational centre, having the Prince of Wales College, which was founded in 1860, the Saint Dunstan's College, the Normal school and a large private school for boys,

as well as an excellent system of public schools, two cathedrals, eight churches, and a public library. One of the most attractive features of the city is Victoria Park, which has an area of sixty acres.

The city was settled in 1786, and was named in honor of Queen Charlotte, wife of George III. The conference which opened the way to the Quebec Conference, and thus to Confederation, was held at Charlottetown in 1864. In 1911 the Dominion census gave Charlottetown a population of 11,200 and in 1918, about 12,000.

Chatham, a town in Northumberland County, New Brunswick, situated on the Miramichi River and on the Intercolonial Railway. The town has an excellent harbor and is served by steamers drawing twenty-five feet of water.

It lies 112 miles northeast of Fredericton, and is the centre of a very important lumbering district. Good salmon, grilse and trout fishing is found nearby and small and big game hunting is enjoyed in the neighborhood.

The Miramichi River on which the town borders, is a great lumbering stream, and lumber is one of Chatham's chief products, being processed in several large lumber and planing mills.

The other industries include two engine and boiler and machine shops, two pulp block mills and a large export trade in fish and canned fish, which exceeds \$500,000 annually. The town has several good hotels, two banks, four churches, public school, college, convent and hospital, and is the seat of a Roman Catholic Bishop.

The Population in 1911 was 4,666 and in 1918, 6,100.

Chatham, the county seat of Kent County, Ontario, situated on the Thames River, 45 miles east of Detroit, 64 miles southwest of London and 180 miles southwest of Toronto.

It is served by the Grand Trunk, Canadian Pacific, Huron, Pere Marquette and Michigan Central Railways, and an electric railway connecting Wallaceburg and Lake Erie.

The town is the centre of a very rich mixed farming and fruit district, and nearby are numerous summer resorts with fine shooting, fishing and boating, which is easily reached by boat or electric railway.

Chatham is often called the "Maple City" from the large number of maple trees in its parks and on its boulevards.

There are numerous factories and mills in the city, and the most important being motors, machinery, boilers, wagons and carriages, wheels and axles, woollen goods, flour, and beet sugar manufacturing is growing in importance, there being built in 1917 a \$1,500,000

sugar making plant in the city. The city has a good system of public schools, in addition to a collegiate institute, the Ursulin convent school, and the Canada Business College and the most conspicuous structure of the city is the \$500,000 Government Armory, which was erected in 1900.

Chatham has several good hotels, churches of all denominations, and two fine parks. Population in 1911 was 10,770 and in 1918, 13,000.

Chicoutimi, county seat of Chicoutimi County, Quebec, situated at the junction of the Saguenay and Chicoutimi Rivers, on the Canadian Northern and P. & S. Saguenay Railways, 227 miles north of the city of Quebec.

The town is beautifully situated, and is visited by hundreds of tourists annually, who take the boat trip up the Saguenay River, and the valley nearby is also famous for its good fishing and hunting grounds.

Chicoutimi is the centre of a very large lumbering district, and its pulp mills export more than 60,000 tons of dry pulp to England annually. Its other industries include, lumber mills, tanneries, furniture factory, sash and door factory, foundry, planing mill, grist mill, creamery, cheese factory, carriage factory and machine shops. The town has several first class hotels to accommodate the summer tourists; two Roman Catholic churches, a \$600,000 seminary, a large normal school, and a well equipped hospital. It is the seat of a Roman Catholic Bishop. Population 1911, 10,500.

Chilliwack, a city in British Columbia, Canada, on the Fraser River and served by the Canadian Pacific Railway, which runs from Vancouver, and is the largest city in Canada. The city has a population of 10,000, a post office, a postmaster, and a ferry run to the Fraser River. It is also served by the Canadian Pacific Railway.

The vicinity surrounding the city is one of the most beautiful mountain scenery, and for its variety of fruit crops. The city is becoming quite a manufacturing centre, with several saw mills, planing mills, sash and door factory, shingle mills, machine shops, evaporating factory, and two creameries, that have an output of 500,000 pounds of butter annually, a large cement plant is also in operation.

The city and vicinity has good roads, two hotels, high and public schools, four banks and two companies of Canadian Militia.

Population in 1911 was 1,657, in 1918, 2,000 and with the immediate vicinity, a population of 7,000.

Claresholm, a town in Alberta, on the Canadian Pacific Railway, eighty-five miles south of Calgary, and on the Government motor drive to Banff, in full view of the Rockies.

It is the centre of a good mixed farming district, and large stands of forest are nearby, making the town an important shipping centre. Coal and clay are also plentiful in the vicinity, and the town has two hotels, good schools, three churches, one bank, creamery, brick plant, and six stores.

Population in 1911, was 809, in 1918, 1,000.

Cobalt, a town in Ontario, on Cobalt Lake, 330 miles north of Toronto, and is served by the Temiscaming and Northern Ontario Railway. The town is the centre of the richest silver mines in the world. Cobalt silver was discovered in 1904, and by 1911, the shipments of ore amounted to more than \$16,000,000 annually. Besides silver, the district is noted for its large mineral deposits of nickel and arsenic. The industries include a machine shop, foundry, saw and planing mill and thirteen concentrators, and the town has a hotel, six churches, public and separate schools, and four banks. Population in 1918, 5,600.

Cobourg, the County seat of Northumberland County, Ontario, and situated on the north shore of Lake Ontario, 70 miles east of Toronto, and is served by the Grand Trunk, Canadian Pacific and Canadian Northern Railways. It also has steamship connections with Toronto, Montreal and other Great Lake ports, and a railroad-ferry plies between the town and Rochester, N. Y. The town is a very popular summer resort, especially for Americans, and it is surrounded by a very rich mixed farming, dairying and apple growing district. Good fishing and shooting is found at Rice Lake twelve miles to the north.

Cobourg is also an important manufacturing centre, having large car works, woollen mills, matting factories, shell works, wire fence, canning and smaller industries, and throughout the surrounding district, valuable supplies of various kinds of lumber are found.

The town has several first class hotels, a good system of public schools, six fine churches, a beautiful town hall, military hospital, four banks, two large parks and a horse show grounds. The population in 1911 was 5,074, and in 1918, 5,300.

Cochrane, a town in the Temiskaming district, Ontario, 480 miles north of Toronto, and 750 miles southeast of Winnipeg, and is a divisional point on the National Transcontinental Railway and the present terminus of the Temiskaming and Northern Ontario Railway.

The district surrounding Cochrane has been open to settlement for only a few years and includes the Porcupine gold fields, nickel and iron mines and a rich lumber district, all of which make the town a natural outfitting centre for prospectors, miners, and lumbermen, and for sportsmen who visit the region to hunt and fish.

A rich agricultural district is being opened up in the vicinity of the town by the new Government roads, and the town has machine shops, roundhouses for both railways, a general hospital, public and separate schools, and is the Commercial centre for Northern Ontario and Northern Quebec.

In 1916 the entire business section was completely destroyed by fire, but is being rapidly rebuilt of solid construction throughout. Population in 1911 was 1,715, in 1918, 2,000.

Coleman, a coal-mining town in Alberta, situated on Old Man River, and served by the Canadian Pacific Railway, six miles east of Crow's Nest Pass and ninety miles west of Lethbridge. Practically all the population of the town work in coal mines, and in the surrounding country is found some lumbering and ranching, and good fishing and hunting grounds are found nearby. The town has two hotels, three churches, one school, one bank and a newspaper, and the population in 1911 was 1,557, and in 1918, 2,000.

Collingwood, a town in Ontario, situated on Georgian Bay, seventy miles northwest of Toronto, and served by the Grand Trunk Railway. It is a very important shipping centre with steamer connections with Owen Sound, Sault Ste Marie, and other Great Lake towns. It has an excellent harbor with a depth of twenty feet and one of the best on the Great Lakes. Collingwood is a very important ship-building centre, it having the largest steel ship-building yards and dry docks in Canada, in which some of the largest freight ships of the British Empire have been built.

Next in importance are a large meat-packing and canning plant, wire nail and fencing works, planing and saw mills, foundries and machine shops, fruit and canning factories, tannery and brick works. The town has the largest fruit and vegetable farm in Canada, and the Government has a fish hatchery here. The town has several hotels.

four public and one separate school, collegiate institute, free public library, Historical Society and Museum, Y.M.C.A. building, five banks, two parks and a fine post office.

The population in 1911 was 7,000, in 1918, 8,000.

Copper Cliff, a mining town in the Sudbury district, Ontario, five miles west of Sudbury, on the Canadian Pacific Railway. The town is the centre of rich copper mines, and recently the mines were found to contain valuable deposits of nickel, and to-day Copper Cliff has the largest nickel plant in the world. Practically the whole town site and most of the buildings including a large \$250,000 hospital, completed in 1913, are owned by the Canadian Copper Company, whose mines and smelters have about 3,500 employes.

The town has electric railway connections with Sudbury, and contains nine churches, one graded public school, and a bank. The population in 1918 was about 4,000, of which a large percentage is of foreign birth, consisting mostly of Italians, Poles and Finns.

Cornwall, the county seat of Stormont County, Ontario, situated on the Saint Lawrence River, sixty-seven miles west of Montreal, and fifty-five miles east of Ottawa, and served by the Grand Trunk and Ottawa and New York Railways.

It is the centre of a fertile mixed farming and dairying district, and a good supply of lumber is found nearby.

The town has abundant electric and water power for manufacturing, of which the most important include, furniture, cotton goods, pulp, paper and lacrosse supplies.

Cornwall has several good hotels, an excellent public school system, including a commercial college, nine churches, four banks and three parks, and Stanley Island, the famous summer resort, is only eight miles away. The population in 1911 was 6,598, and in 1918, with suburbs, 9,000.

Coronation, a town in Alberta, on the Canadian Pacific Railway, 200 miles south of Edmonton. It is the centre of a very important grain-growing district, and large deposits of coal and oil are found in the neighborhood.

The town is noted for its many sports, which include good shooting, hockey, tennis, curling, baseball and football, and contains a good school, three churches, town hall, two banks, three grain elevators, hospital and theatre. Population in 1918 was 1,200.

Cranbrook, a town in British Columbia, situated in the Kootenay Valley, between the Selkirk and Rocky Mountains, and is the centre of much lumbering and mining activities.

Fruit raising and mixed farming are also carried on in the vicinity.

In the radius of a few miles, rich deposits of silver, lead, gold and copper are mined, and good fishing and hunting grounds are found nearby.

The town is 165 miles west of Macleod, Alberta, and thirty-five miles directly west of Fernie. It is served by the Crow's Nest branch of the Canadian Pacific Railway.

It is a judicial centre and has a splendid court house, good schools, three banks, foundry and ten large saw mills, within ten miles of the town. The town is well supplied with several good hotels, and six fine churches.

Population in 1911 was 3,090, in 1918, 4,000.

Creston, a town in British Columbia, situated midway between Nelson and Cranbrook, on the Crow's Nest branch of the Canadian Pacific Railway. The town is in the centre of more than 50,000 acres of the finest kind of fruit lands, which include strawberries, that have made the town famous far and wide, raspberries, apples, honey, cider and tomatoes.

The town is surrounded by good roads for motoring and excellent fishing and hunting are found nearby. The industries include water works, saw mill and two box factories.

There are two hotels, four churches, bank and newspaper. Population in 1918, 650, and for the district, 2,000.

Cumberland, a town in British Columbia, situated on Vancouver Island, sixty miles north of Nanaimo, and is served by a railway running from Cumberland to the Union Wharf on Boyne Sound, where steamer connections are made for Vancouver and Victoria.

It is the centre of a very important coal district, the collieries turning out from 3,000 to 4,000 tons daily.

Other industries include water works, saw mills and lumbering, and good fishing and hunting are found in the neighborhood. The town has a public and high school, four churches, several good hotels, two banks, customs house and hospital.

Population in 1911 was 1,237, in 1918, 4,500.

Dalhousie, the county-seat of Restigouche County, New Brunswick, situated at the mouth of the Restigouche River, sixteen miles east of Campbellford, and is served by the Intercolonial Railway.

The town has an excellent harbor, which is well protected and has a depth of twenty-four feet at the wharf, which gives it steamer connections to all the other important ports on the coast. Dalhousie

is beautifully situated in the centre of a very important lumbering district, in every direction there are splendid forests of spruce, pine, cedar and maple, which makes the town's chief industry the output of lumbering products. Commercial fishing is also engaged in very extensively, and the town carries on a fresh and frozen fish business of some importance. The town has one hotel, three churches, public school and convent, County buildings and two banks. Population in 1918 was 1,650.

Dartmouth, a town on Halifax harbor, Nova Scotia, directly opposite the City of Halifax being one mile to the east, and is the terminus of the Halifax and Eastern Railway.

It is practically a suburb of Halifax, with which city it has a fifteen minute ferry service. It is beautifully laid out and contains many fine residences, and has a fine beach, which furnishes excellent boating and bathing.

The town has two good hotels, seven churches fine public school, and a fine park and two banks, and its industries include cordage works, spice, chocolate and soap factory, sugar refinery, lumber mills, foundries, boiler works, rolling mills, skate and bolt factory, and the Imperial Oil Company has a large plant there.

Population in 1911 was 5,058, in 1918, 6,000.

Dauphin, a town in Manitoba, situated on the Vermilion River, 178 miles northwest of Winnipeg, and served by the Canadian Northern Railway.

It is the centre of a rich grain-growing region and the storage and shipment of grain and the manufacture of flour, are the town's chief industries. There are also machine works, a creamery, sash and door factory, saw mill and mineral water factory in the town. In the neighborhood of Lake Dauphin and Lake Winnipegosis, good fishing is to be had, while in the Riding Mountain reserve to the south, big game hunting is engaged in. The town has two hotels, seven churches, collegiate and two public schools, hospital, opera house, and four banks.

Population in 1911 was 2,815, and in 1918, 3,200.

Dawson, a town in the Yukon Territory, and the seat of its government, and the commercial centre of the Klondike region.

It is situated on the right bank of the Yukon River at its junction with the Klondike, and lies about fifty miles east of the Alaska boundary, and 360 miles northwest of Skagway.

During the summer months, Dawson has steamer connection with White Horse, 460 miles to the southeast, the terminus of the White Pass and Yukon Railway, and in the winter, the connections are made over-land by dog sleighs and stage coaches. The town was founded in August, 1896, at which time gold was discovered on Bonanza Creek, and when the gold rush was at its height, the town had a population of more than 20,000, but the permanent population in 1911, was only 3,013 and in 1918, 4,000.

It is a mining centre, and order is maintained by a division of the Royal Northwest Mounted Police. Dawson was named in honor of George M. Dawson, a distinguished Canadian geologist, who was in charge of the government Yukon survey in 1887.

Deloraine, a town in Manitoba, 200 miles southwest of Winnipeg, on the Canadian Pacific and Canadian Northern Railways. It is the centre of important grain regions, and the town has five large elevators, flour mill, machine shop, gas company, a good hotel, five churches, school, and two banks.

Population in 1918, 808.

Dundas, a town in Ontario, on the Grand Trunk, and Toronto, Hamilton and Buffalo Railways, five miles west of Hamilton and forty-five miles southwest of Toronto. The town also has electric service to Hamilton over which much freight is shipped to the Canadian Pacific and Michigan Central Railways, running through Hamilton.

Dundas is principally a manufacturing community, of which the making of machine tools is the most important, and next in importance comes, leather, gloves, baskets, clothing, yarns and knitted goods, church and school furniture and gasoline engines.

The town has several good hotels, five churches, public, separate and high schools, armory, public library, a beautiful park and three banks.

Population in 1911, 4,299, in 1918, 4,687.

Dunnville, a town in Ontario, on the Grand River, thirty-four miles southeast of Hamilton and served by the Grand Trunk and Toronto, Hamilton and Buffalo Railways.

It is the centre of important lumber and stone operations, and good fishing and shooting grounds are found nearby.

Dunnville is growing in importance as a manufacturing centre, its chief products being, flour, knitted and woollen goods, canned and dried fruits and vegetables, sewing machines, hammocks, bricks and boats.

The town has three hotels, five churches, a good school system, beautiful park and three banks. Population in 1911, 2,861; in 1918, 3,500.

Edmonton, the capital of Alberta, and situated on the Saskatchewan River, 793 miles west of Winnipeg, and 946 miles east of Prince Rupert.

It is served by three important transcontinental railways, the Canadian Pacific, Canadian Northern, and the Grand Trunk Pacific Railways. For many years, Edmonton was only a trading post, but during the later part of the nineteenth century, the town took on new life, and was transformed into an important city.

It is a city with beautiful wide streets and boulevards, and many fine houses spot the residential sections, while in the business district, up-to-date business blocks are found, containing banks, hotels, theatres, churches, colleges, and excellent public schools, which goes to make the city one of the most important between Winnipeg and the Pacific Coast.

Edmonton is a very important educational centre, and has the University of Alberta, Robertson, and Alberta Colleges, and the Jesuit and Abate Fathers' Colleges. The public schools are well equipped and are up-to-date in every respect and the Edmonton Technical School is also an institution of importance.

Among the most conspicuous public buildings, is the Provincial Parliament Building, the Government House, and the Chateau Macdonald Hotel, which was completed in 1914, at a cost of \$2,000,000. The Court House and the McLeod Buildings are also worthy of note.

The city is the centre of a very rich agricultural country, and valuable stands of timber are found nearby. It is also both a manufacturing and a commercial centre of great importance. The chief industries include slaughter and packing houses, lumber mills, flour mills, foundries, and machine shops, and, in or near the city, there are thirty coal mines in operation.

Edmonton is the natural distributing centre of the Peace River Valley, and it is also one of the world's greatest fur markets, being the headquarters of the Hudson Bay Company.

The city is well supplied with first-class hotels, forty beautiful churches, Roman Catholic convents and seminary, and thirty-three public schools. From a population of only 1,200 in 1899, Edmonton jumped to 24,900 in 1911, and 70,000 in 1918.



Photo by courtesy of Edmonton Board of Trade.

Parliament Building, Edmonton, Alta.



Photo by courtesy of Edmonton Board of Trade.

Jasper Avenue, Edmonton, Alta., Showing Business District



Winter Scene near Dawson, Where Dog Teams are Used



Eskimo Family and Home Near Dawson, Yukon

Edmundston, a town in New Brunswick, situated on the Canadian Pacific, Grand Trunk Pacific, and the Temiseconata Railways, at the confluence of the Madawaska and St. John Rivers. It is surrounded by a rich lumbering and farming district, and is the headquarters for sportsmen who find fish and big game very plentiful nearby. Lumbering is the town's chief industry, there being several large saw and shingle mills that cut over eight million feet of lumber annually. The town has several good hotels, three churches, good school, and convent, and two banks. The population in 1911 was 1,821, and in 1918, 2,600, most of whom are French.

Emerson, a town in Manitoba, situated on the Red River and served by the Canadian Pacific, Canadian Northern, Great Northern, Northern Pacific and Soo Line Railways. The town is the centre of a very rich agricultural section, and its chief industries are the making of bricks and cement blocks. The town has two good hotels, four churches, two public schools, custom and immigration offices, Royal Northwest Mounted Police barracks, bank and elevator. The population in 1918 was 1,055.

Esquimalt, a city in British Columbia, on Vancouver Island, and situated on the Canadian Pacific Railway, three miles north of Victoria, with which city it has electric railway connections. The city has a fine harbour and is the only Canadian naval base on the Pacific Coast. It has a dock and repair yards, and a good line of fortifications.

The chief industries include shipbuilding, which is growing in importance, salmon canning, lime kilns, oyster beds, barrel factory, tiles, and sewer pipe factory.

The city has several good hotels, three churches, a good school system, and a bank. Population in 1918, 4,700.

Estevan, a town in Saskatchewan, situated on the Souris River and served by the Canadian Pacific and a branch of the Canadian Northern Railways, 145 miles southeast of Moose Jaw, and 291 miles west of Winnipeg. It is the centre of a very important coal mining district, and coal mining, brick and tile making are the only industries of much importance.

The town has electric lights, waterworks and sewers, and among the noteworthy structures are the local Dominion building, constructed in 1909, the Collegiate Institute erected in 1914 at a cost of \$65,000, and a \$40,000 post office, and a \$20,000 town hall. Estevan has four good hotels, eight churches, three fine public schools and three banks. It had a population of 1,981 in 1911, and 2,140 in 1918.

Fairville, a suburb of St. John, New Brunswick, one half mile across the St. John River, on the Canadian Pacific Railway, and has electric connections with St. John. The principal industries include saw and pulp mills, two box factories, brush and woodenware factory, brick yards and two bakeries.

The town has one hotel, six churches, good school, bank, and hospital for nervous diseases. The population in 1918, was 3,500.

Farnham, the county-seat of Missisquoi County, Quebec, situated on the Yamaska River, and served by the Canadian Pacific and Central Vermont Railways, forty-three miles northwest of Montreal, and twenty-five miles south of St. Hyacinthe. The town is the centre of a very important tobacco growing industry, and a great many of the people of the town itself are engaged in making tobacco products.

The Canadian Pacific Railway repair shops are also located here, which makes it a very important railway centre.

Other industries include machine shops, marble works, grist mill, butter and cheese factory, saw mill, tannery, shirts and overalls, and sash and door factory.

The town has several hotels, three churches, a Roman Catholic college and convent, a model school, several private and public schools, hospital, and two banks.

There is also a military camp and an experimental farm located there. Population in 1911, was 3,560; in 1918, 4,000.

Fernie, an important coal-mining centre in British Columbia, situated near the Elk River, 700 miles east of Vancouver, and served by the Canadian Pacific, Great Northern, Morrissey, Fernie and Nickle Railways.

It is a judicial centre, and has a \$100,000 customs house and post office. Fernie is surrounded by an agricultural district that is well adapted to the growing of fruits and vegetables, and big game hunting is found nearby.

The industries are numerous, the most important being the coke industry, which is represented by 500 bee-hive ovens, important railway shops, foundry and machine shops, saw mills, fruit box factories and furniture and building material. The town has several first-class hotels, five churches, a \$100,000 Provincial Government Building public and high schools, opera house, American and Italian Consulates, and an Isolation Hospital.

The town also owns a 200-acre natural park, in which there is a race track. Population in 1911, was 3,146, and in 1918, 4,000, which is made up of English, Irish, Welsh, Italians and Slavs.

Fort Francis, the most important town in the Rainy River district, Ontario, situated on the north bank of the Rainy River, 207 miles southeast of Winnipeg, and 232 miles west of Port Arthur, and is served by the main line of the Canadian Northern Railway. It is the centre of a very important lumbering district, and is a tourists resort and sportsman's headquarters. The town has large lumber mills, that employ over 1,000 people, pulp and paper mills, and planing mill, which includes a lath mill, having an output of one million feet daily, brick yard, cement block plant, machine shop and fisheries. It has two hotels, a fine city hall and armories, a good system of public schools, library, churches of all denominations, and two banks. Population in 1911, 1,610, in 1918, 3,500.

Fort Saskatchewan, a town in Alberta, situated on the north branch of the Saskatchewan River, eighteen miles northeast of Edmonton and served by the Canadian Northern Railway. It is a division headquarters of the Royal North West Mounted Police, and for years was one of the best known posts of the west.

The town has a good hotel, four churches, a fine brick school, town hall, provincial jail, two banks, electric and power plant, and its industries include a lumber yard, flour and grist mill, saw mill, two brick yards, and four grain elevators. Population in 1918, 1,000.

Fort William, an important distributing point in the Thunder Bay district, Ontario.

It is situated at the head of navigation on Lake Superior, and the lake terminus of the Canadian Pacific, Canadian Northern, Transcontinental and the Mount McKay and Kakabeka Falls Railways. The city is three miles southwest of Port Arthur, with which city it is connected by an electric railway. Winnipeg is 419 miles to the northwest, and Montreal 992 miles to the southeast. The city was founded in 1805 as a Hudson Bay Trading post, and as the Canadian Northwest developed, the town's growth has been rapid and in 1907 it was incorporated as a city. It is situated in a district rich in timber and agricultural products, especially grain.

Throughout the neighborhood, valuable deposits of silver, copper and iron ores are found, and among the timber are good pulpwood, pine, tamarack, poplar, birch and jack pine.

Fine moose and deer, caribou, black and brown bear are found in the nearby forest and the waters are plentifully stocked with fine brook and lake trout, which makes the city an ideal headquarters for sportsmen from far and near.

Fort William is the greatest coal handling centre in Canada, and collects the greatest in bound freight of any city of the Dominion.

Among the city's industries, the eighteen great elevators come first, which have a capacity of 30,000,000 bushels, next in order are large flour mills, having a daily output of 15,000 barrels, the Canadian Car and Foundry Company are located here, and other industries include, stove works, brick plants, shipbuilding, and, which are growing in importance, factories for making all kinds of building supplies and plants for making heavy iron and steel implements.

The city has several first class hotels, fifty beautiful churches, ten public schools, a collegiate institute, Y.M.C.A., court house, registry office, thirty-one miles of street railway, ten chartered banks and thirteen beautiful parks, and in general the city is looked upon as a beautiful summer resort, and is visited every year by thousands of tourists, the atmosphere being at all times during the summer months, ideal.

Population in 1911, 16,499, in 1918, 25,000.

Fredericton, the capital city of New Brunswick, situated on the Saint John River, eighty-four miles from its mouth and sixty-seven miles northwest of the city of Saint John, and is served by the Trans-colonial, Canadian Pacific and Fredericton and Grand Lake Railways. The river is also navigatable for large sea-going vessels as far up as Fredericton. The city is the centre of a rich lumbering district, and important deposits of coal are found in the vicinity.

It is also an important educational centre, the University of New Brunswick and the Provincial Normal School being located here, in addition to a first class system of public schools. The city has many first class hotels, seven beautiful churches, the House of Assembly, a business college, Victoria Hospital, Dominion Experimental Station, and the seat of the Anglican Cathedral.

Fredericton is becoming an important manufacturing city, among which lumbering comes first, boot and shoe factories are also important especially the "shoepacks" of rough tanned leather, worn by the lumbermen. Tanneries, farm implements, machine shops, concrete builder's blocks, and cotton manufacturing, are all worthy of mention.

The town was founded in 1740, and since 1788, has been capital of the province.

The population in 1911 was 7,208, in 1918, 8,000.

Galt, a town in Ontario, situated on the Grand River, twenty-five miles northwest of Hamilton and fifty-seven miles southwest of Toronto. The town is served by the Canadian Pacific and Grand Trunk Railways, and electric lines which connect with many of the smaller towns throughout the district.

It is the centre of a rich agricultural district and the neighborhood supplies lumber, limestone and sand.

The manufactures are represented chiefly by iron and brass foundries, shoe factories and saw mills.

Galt has a good hotel, nine beautiful churches, a good school system, a public library, Y.M.C.A., four large parks and six banks. The town was first settled in 1816 and was named in honor of John Galt, a Scotch author, and its population of 12,000 in 1918, is chiefly of Scotch, with a small mixture of English, Dutch and German.

Gananoque, a town in Ontario, situated on the north bank of the Saint Lawrence River, thirty-four miles southwest of Brockville, and is served by the Grand Trunk Railway and direct steamship connections with Toronto, Montreal, Rochester and all other principal Canadian and United States lake ports.

The town is a very popular summer resort, and is visited every year by many tourists, both from Canada and United States. The town has about twenty industrial establishments, the most important of which is cheese making plants, which are supplied mostly from the neighboring country, and other industries include, small foundry and machine shop products, boat building yards and granite quarries.

The town was incorporated in 1890, and has three hotels, seven fine churches, one high and three public schools, a park, public library and two banks. The population in 1918 was 3,804.

Glace Bay, a coal-mining town in Nova Scotia, and situated on Glace Bay, fourteen miles east of Sydney. It is the centre of the Dominion Coal Company's properties, which employ over 10,000 miners, and has an output of 5,000,000 tons of coal annually.

The town is served by the Sydney and Louisburg Railway, and freight steamers to Halifax, and the industries include mining, fishing, machine works, wood working factory, and railway offices of the Sydney and Louisburg Railway.

It has a fine coal shipping harbor from which coal is shipped to all parts of Canada, and the surrounding country consists of a rich farming district.

A Marconi wireless station is located here, which is said to be the most powerful in the world. The town has two hotels, twelve churches, synagogue, twelve schools, one high school, a mining school and three banks. Population in 1918, 16,980.

Goderich, the County town of Huron County, Ontario, situated on Lake Huron at the mouth of the Maitland River, 134 miles northwest of Toronto and eighty miles northwest of Guelph.

The town is served by branches of the Grand Trunk and Canadian Pacific Railways, and steamship connections with Detroit, Sarnia and the south and Upper Lake Ports. Throughout the neighborhood, large supplies of limestone, salt, lumber, sand suitable for making glass, and clay, suitable for tile and red or white bricks, are found and the town is an important distributing centre, with several manufacturing establishments, the most important being, flour mill, foundry and machine shop, two elevators, knitting factory, lumber mill, organ and bath fixtures, furniture, salt works and shipbuilding.

The vicinity in which Goderich is located, has a most wonderful climate, which makes the town a favorite summer resort. It has several hotels, fine schools and churches, and four banks. Population in 1911, 4,522, in 1918, 5,000.

Golden, a town in British Columbia, situated on the Columbia River, 168 miles west of Calgary, and served by the Canadian Pacific Railway. The town is the Northern Gateway to the rich Kootenay Valley, and the Canadian Pacific Railway has established a colony of Swiss Alpine guides here in the model village, "Edelwiss."

The lumber mills which are the towns chief industry, employ 500 men, and the town has four hotels, four churches, public and high schools, two banks and a court house. Good fishing and big game hunting are found nearby.

Population in 1918, 1,100.

Granby, a town in Quebec, situated on the Tamaska River, fifty-five miles southeast of Montreal and thirty miles north of the International boundary line.

The town is served by the Central Vermont Railway and has Electric Railway connections with Montreal. It is an important industrial centre, with a large rubber goods manufacturing establishment, that employs over 700 people in its various plants.

The manufacturing of tobacco products is also of great importance, the other industries include, cigar box factory, rattan goods, furniture, carriage and machinery.

Granby was founded in 1800, and named in honor of Lord Granby. It was incorporated as a town in 1855, and in 1911, had a population of 4,750, in 1918, 5,500.

Grand Falls, a town in New Brunswick, situated at head of navigation on the Saint John River, 202 miles from Saint John and seventy-five miles north of Woodstock. The town is served by the Canadian Pacific and National Transcontinental Railways, and the beautiful scenery, delightful climate and fine facilities for shooting and hunting, have made Grand Falls a favorite pleasure resort.

The town received its name from the falls which occurs in the river at this point and is estimated to be 180 feet in height.

In the vicinity is found an abundance of lumber and pulpwood, in which moose, caribou, deer and bear are very plentiful.

The industries of the town include two lumber mills, two wood-working factories, saw and grist mill, and planing mill, and in the town are several good hotels, four churches, four public and one high school, and two banks. Population in 1911, 1,280, in 1918, 1,750.

Grand Forks, a city in British Columbia, situated on the Kettle River, 225 miles east of Vancouver, and served by the Canadian Pacific, Great Northern and Kettle Valley Railways. Kettle Valley in which Grand Forks is situated, is noted for its rich loamy soil, which produces an abundance of fruits, vegetables and grains, and much timber and valuable deposits of minerals are also found in some sections.

The town is an important railway centre, and has large round-houses and machine shops of the Kettle Valley and Canadian Pacific Railways. The Granby Smelter, which is located here, is the largest Smelter in the British Empire.

Other industrial establishments of importance are, iron works, saw mills and nurseries.

The city has three good hotels, six churches, public and high schools, hospital, Provincial Government Building, and a \$60,000 Federal building. Population in 1911, 1,577, in 1918, 2,700.

Grand Mere, a town in Quebec, situated on the west bank of the Saint Maurice River, twenty-seven miles from Three Rivers, and is served by the Canadian Northern and Canadian Pacific Railways. The town is an important manufacturing centre, having large pulp and paper mills, sash and door factories, shirts and gloves manufacture

It is well supplied with good hotels, three churches, a convent and high school for boys, and three banks.

Population in 1911, 4,783, in 1918, 7,000.

Grand Pre, a beautiful village in King's County, Nova Scotia, situated on the Basin of Minas, fifteen miles from Windsor.

It was from here that the French settlers were expelled in 1713, by order of the English, at the close of Queen Anne's War. It is of this incident that Longfellow tells in his "Evangeline."

Grand View, a town in Manitoba, situated on the Canadian Northern Railway, thirty miles west of Dauphin.

It is the centre of a fertile farming district, and Duck Mountain, on the north is heavily timbered with valuable spruce in which abundance of game is found. The industries of the town include, four elevators, lumber mill and machine shop, and there are four churches and one public school. Population in 1911, 637, in 1918, 900.

Guelph, the County town of Wellington County, Ontario, situated on the Speed River, forty-eight miles west of Toronto, and twenty-eight miles north of Hamilton, and served by the Canadian Pacific and Grand Trunk Railways.

It is the centre of a very important stock-raising section and a stock show is held annually, which attracts attention far and wide.

The Ontario Agricultural College is located here, which is the oldest and most famous school of its kind in Canada, and its students which number about 1,200, come from all parts of the world. Macdonald Institute, which is a school of domestic science for girls, is connected with the college.

The town has ten public schools, a Collegiate Institute, fourteen beautiful churches and several first class hotels.

The power derived from the falls of the Speed River together with the electrical power that Guelph receives from Niagara Falls, makes the town an important manufacturing centre with eighty industrial establishments which have an annual output valued at \$8,000,000 to \$10,000,000, which include, pianos and organs, sewing machines, carpets, clothing, steel and wire goods, boots and shoes and meat products.

Guelph was founded in 1827, and was incorporated as a town in 1877. Population in 1911, 15,175, in 1918, 18,000.

Gull Lake, a town in Saskatchewan, situated on the main line of the Canadian Pacific Railway, 144 miles west of Moose Jaw, and is the centre of a grain-growing district.

The town has two hotels, four churches, a public school and two banks, and its industries include, seven elevators, fine lumber yards, five livery stables, electric light plant, privately owned, and a sash and door factory. Two beautiful parks are laid out in the town.

Population in 1918, 1,200.

Haileybury, a town in Northern Ontario, situated on Lake Timiskaming, 107 miles north of North Bay, and served by the Timiskaming and Northern Ontario Railway, and steamers run between Haileybury and other towns on the Lake. The town is the judicial centre of the Timiskaming district, and is a shipping and supply point for the famous Cobalt section.

Among its industries are large lumber and saw mills, brick yard, and pulp plant, and the surrounding district is a fertile farming region on the north and west, and in the vicinity is beautiful scenery, fine fishing and excellent hunting.

The town has three hotels, two public and one separate and one high school, one convent, six churches and a general hospital, and is the seat of a Roman Catholic Bishop.

The town also has a court house, jail and armories.

Population in 1918, 3,700.

Halifax, the capital city of Nova Scotia, and the most important Canadian port on the Atlantic seaboard, 756 miles east of Montreal, and 674 miles east of Quebec. The city was founded by the British in 1749 as a rival to the French fortress of Louisbourg, and during the Revolutionary War, it was an important supply base for the British, and in the War of 1812, it was an outfitting point for privateers.

It is a great fortress yet, second in strength only to Quebec, and is the chief naval station in British North America.

Halifax is an important railway centre, it being the terminus of the Intercolonial, the Canadian Pacific, the Halifax and Southwestern, and the Dominion Atlantic Railways, and the harbor is the finest in the world, it being six miles long and one mile wide and deep enough for the greatest ships afloat. The Dominion Government is at present expending \$30,000,000 in the construction of new terminals, which will make Halifax one of the best equipped ports in the world. The total area used will cover 260 acres.

The city is also an important manufacturnig centre, the chief industrial establishments being iron foundries, machine shops, a cotton mill, the largest sugar refinery in Canada, and boot and shoe factories, and in 1918, the Imperial Oil Company constructed a large \$2,000,000 oil refinery and plant.

The public buildings of note are the Provincial Parliament Building, Government House, Post Office, Custom House and City Hall. Military barracks are also located here overlooking the harbor, and among the educational institutions are the Dalhousie University, St. Mary's College, Convent of the Sacred Heart, Nova Scotia Technical College, the Halifax Ladies' College, Conservatory of Music, and Catholic Theological Schools, and the Royal Naval College of Canada.

Halifax is the seat of the Anglican Archbishop of Halifax. The city has a beautiful system of public parks and gardens, very modern street railways, water, sewerage, and electric lighting systems, and the yachting, bathing and general attractiveness of the city and its surroundings, makes it a popular summer resort, which is visited by thousands of tourists every year.

On December 6, 1917, a very disastrous accident occurred in the Halifax harbor, by the steamship *Mount Blanc*, which was laden with munitions, including 580 tons of the deadly trinitrotoluol, being rammed by the steamship *Imo*, which was steaming out to sea. The contact of the two boats coming together, caused the munitions to explode, which destroyed over half of the city, killing 1,266 people and injuring twice as many more including over 400 blinded by falling glass and other debris. Steps were taken at once to rebuild the ruined section, financial assistance being given by Ottawa, England and the United States.

The city had a population in 1911 of 46,619, and in 1918, 58,000.

Hamilton, the county-seat of Wentworth County, Ontario, and one of the most important manufacturing centres in Canada.

It is situated on Burlington Bay, thirty-nine miles southwest of Toronto, and served by the Grand Trunk, Canadian Pacific, Toronto, Hamilton and Buffalo, and several electric railways. The city also has steamship connections with Toronto, Montreal and Fort William. The city is the centre of a large rich agricultural section, which is highly productive of fruits and vegetables, and surrounded by beautiful scenery.

Hamilton is well laid out with wide streets, attractive homes, and substantial buildings, and in value of its manufactures, it ranks third among the cities of Canada, having a total output valued at \$78,000,000, coming from about 400 industrial plants, the largest of which are the International Harvester, Westinghouse, International Street and Oliver Plow Companies. Other industries of importance are cotton and woolen factories, clothing, glass, elevators, boots, tobacco and a great variety of other manufactures.



Halifax Looking Toward Harbor



The "Imo" After Collision with the "Mt. Blanc", which Caused the Halifax Disaster in 1917



Ruins of St. Joseph School, Halifax, After Disaster in 1917



A Whole Block on Roone Street, Halifax, Wiped Out by Disaster of 1917

The educational facilities of the city are provided by an excellent system of public schools, a collegiate institute, a normal school and a public library, and among the most notable structures are the court house, post office, armories, provincial asylum for the insane, the Connaught Hotel, which was just recently completed at a cost of about \$1,000,000, and several fine office and bank buildings.

The city has several parks, the largest and most attractive of which is Dundurn Park, which contains the Wentworth Historical Society's Museum, and a magnificent monument is erected on the site of the Battle of Stoney Creek, to commemorate the victory gained here over the American Forces in June, 1813.

The city was founded in 1813 by George Hamilton, in whose honor, the city was named, and it was incorporated as a city in 1846, and the population in 1911 was 81,879, and in 1918, 104,491, making it rank as the sixth among the cities of Canada.

Hanna, a town in Alberta, which was incorporated in April, 1914. It is a divisional point on the Canadian Northern Railway, 132 miles east of Calgary. It is the centre of important coal beds, which are located to the north and south. The industries include five elevators, four lumber yards, flour mill and a creamery, and the town has two hotels, five churches, public school and two banks.

Population in 1918, 900.

Hanover, a town in Ontario, situated on the Saugeen River, forty-five miles south of Owen Sound, and served by the Grand Trunk and Canadian Pacific Railways.

It is an important furniture manufacturing centre, having eight furniture factories. The other industries include flour and wooden mills, a shirt factory, and a brick and cement works. The town has three hotels, nine churches, three schools, a public library and two banks. Population in 1911, 2,342, in 1918, 3,300.

Hawkesbury, a town in Ontario, situated on the Ottawa River, sixty miles northeast of Ottawa, and sixty miles west of Montreal, and served by the Grand Trunk and Canadian Northern Railways. It is the centre of a very important lumber section and large supplies of stone are found in the vicinity. The industries of the town include large lumber, pulp and paper mills, one of the sulphite paper mills located here is the largest in the British Empire. The town has several hotels, three churches, public and high schools, separate school, an academy and two banks. Population in 1911, 4,400, in 1918, 4,600.

Herbert, a town in Saskatchewan, situated on the main line of the Canadian Pacific Railway, eighty-two miles west of Moose Jaw.

The town has five large elevators with a capacity of 140,000 bushels, three lumber yards, three liverys, three motor liverys, a flour mill, and elevator. There are two good hotels, five churches, a six-room public school, and two banks. Population in 1911, 559, in 1918, 1,112.

Hespeler, a town in Ontario, situated on the Speed River, nine miles south of Guelph, six miles northeast of Galt, and three miles north of Preston. The town is served by the Grand Trunk, and Electric Railways, and is the centre of a good farming district.

The chief industrial establishments are woolen mills, wood-working machinery, furniture, stoves and furnaces, textiles, sash and door factory, enamelled iron and lightning rod factory.

The town has two hotels, eight beautiful churches, a good system of public schools, two banks and four well laid out parks. Population in 1911, 2,368, in 1918, 3,000.

High River, a town in Alberta, situated on the Highwood River, which flows through the town. It is forty miles south of Calgary, and is served by the Canadian Pacific Railway.

The town is the centre of a very rich mixed farming district, and large deposits of coal, clay and gravel are found in the surrounding country nearby, and oil has been struck about fifteen miles to the northwest, but as yet, its importance is uncertain. The chief industry is the storing and shipping of grain, the others include, lumber yards, lumber mill and a creamery.

The town has three hotels, five churches, two public schools, five banks, a hospital and a beautiful seven acre park on the river. Population in 1911, 1,182, in 1918, 1,400.

Hillsborough, a town in New Brunswick, situated on the Petitcodiac River, fifteen miles from Moncton, and served by the Salisbury and Albert Railways. It is the centre of an important mining centre, there being large gypsum mines in the vicinity. Large deposits of oil and shale are also found nearby.

The industries include, plaster mills, carriages, railway shops and woodworking factories. There are two hotels, three churches, public and high school and one bank in the town. Population in 1911, 911, in 1918, 1,205.

Hull, the county town of Ottawa County, Quebec, situated at the junction of the Gatineau and Ottawa Rivers, just opposite Ottawa and the Rideau canal, and is served by the Canadian Pacific Railway.

Both the Gatineau and the Ottawa Rivers are important logging streams and the Chaudiere Falls, on the Ottawa River, provides good power for the city's manufactures, which are growing very rapidly.

The products include matches, cement, and packed meats. The city has three good hotels, a \$500,000 Roman Catholic College, good public schools, a beautiful post office, four banks and a large park.

The town was founded in 1804, and incorporated as a city in 1893. In April, 1900, it was almost completely destroyed by fire, but has been rebuilt, and the population of which the majority are French, was 18,222 in 1911, and in 1918, 22,000.

Humboldt, a town in Saskatchewan, and divisional point on the Canadian Northern Railway, situated midway between Winnipeg, 425 miles southeast, and Edmonton, 427 miles northwest, and Saskatoon is sixty miles to the west.

It is an important grain-growing district, and the chief industries include, large flour mills, grain elevators, creameries, which have an annual output of 250,000 pounds, and lumber yards.

The Canadian Northern Railway has a large roundhouse at this point. The town has a beautiful \$65,000 post office, and a \$80,000 public school, and a \$110,000 court house, also land title building.

It is also well supplied with good hotels, five restaurants, three fine churches, city hospital, good system of public schools, separate and high schools, business college and three banks.

Population in 1911, was 8599, in 1918, 2,400.

Huntsville, a town in Ontario, on the Grand Trunk Railway, 145 miles north of Toronto. It is a beautiful summer resort, and surrounded by dense forest, and large deposits of mineral are found in the vicinity.

The industries include a tannery, planing mill, leather factory, machine shop and three lumber mills. The town has four good hotels, one, the "Wa-Wa," is a beautiful summer hotel, owned by the Grand Trunk Railway, six fine churches a public and continuation school, and a park. Population in 1918, 2,358.

Indian Head, a town in Saskatchewan, on the main line of the Canadian Pacific Railway, forty miles east of Regina. It is surrounded by an important grain-growing district, and the Dominion Government has an experimental farm and a forestry farm located here.

The town has ten large elevators, with a capacity of 356,000 bushels, a flour mill, electric plant, two lumber yards, a newspaper, three livery stables and a door and framing mill factory. There are

also two good hotels, four churches, a fine high school, drill hall and two banks and a beautiful park is laid out in town. Population in 1918, 1,500.

Ingersoll, a town in Ontario, situated on the Thomas River, twenty miles east of London and served by the Grand Trunk and Canadian Pacific Railways, and an electric railway runs to Woodstock, nine miles to the northeast. The town is an important manufacturing centre, having thirty-five industrial establishments, which include a large condensed milk factory, tool factory, furniture, hay forks, pianos, nuts and machine screws, mowers, reapers, a woollen mill, two grist mills, two builder's factories, agricultural implements, fruit machinery, fan mill, saw mill, planing mill, fertilizer plant, and since the outbreak of the War of Nations, two large shell factories have been erected which have been one of the leading industries.

The town has several hotels, a good school system, many fine churches, and four banks, and has a good supply of natural gas, and electric power.

Population in 1911, 4,763, in 1918, 5,500.

Innisfall, a town in Alberta, on the Calgary and Edmonton branch of the Canadian Pacific Railway, seventy-six miles north of Calgary, and is the centre of a fine farming district.

The important industries include a large saw mill, grain elevator, having a capacity of 35,000 bushels, three creameries, brick plant, and lumber yards. The town has three good hotels, five beautiful churches, a \$30,000 public school, a theatre and two banks. Population in 1911, 602, in 1918, 1,200.

Inverness, a town on Cape Breton Island, Nova Scotia, and the terminus of the Inverness Railway and Coal Company's Line, which connects with the Intercolonial Railway at Port Hawkesbury.

It is an important coal-mining centre, and the collieries are the main support of most of the inhabitants.

Good deposits of gypsum and fine clay are found in the vicinity, and in the Margaree District, eighteen miles away, there is beautiful picturesque scenery with good trout fishing. The town has a fine bathing beach, two hotels, two churches, four public schools, and a bank. Population in 1911, 2,719, in 1918, 3,500.

Joliette, the county town of Joliette County, Quebec, situated on the L'Assomption River, thirty-six miles north of Montreal, and 140 miles southwest of Quebec, and is served by the Canadian Pacific and Canadian Northern Railways.

It is the centre of a large agricultural district, and the Joliette Falls on the L'Assomption River and Shawinigan Falls, on the Saint Maurice River, supply excellent power for the many industries of the town, which include five large tobacco factories, woollen, lumber, grist and paper mills, clothing and biscuit factories, and repair shops of the Canadian Northern Railway.

The town has a beautiful \$80,000 Dominion Government building, court house, fine city hall, a beautiful Roman Catholic Cathedral, the Bishop's palace and a well equipped hospital. Joliette is also an important educational centre, having besides its public and separate schools, a seminary and convent for girls, and Saint Viatens College for boys, which was the first school of the Order established in Canada. The town was founded in 1840, and incorporated as a city in 1863. Population in 1911, 6,346, in 1918, 9,000.

Kamloops, a city in British Columbia, which is the chief settlement in the Thompson Valley. It is situated on the main line of the Canadian Pacific and the Canadian Northern Railways, 250 miles east of Vancouver, and 390 miles west of Calgary, at the junction of the north and south branches of the Thompson River, both of which are navigable for some distance. The city is an important supply centre for a large mining and ranching district, and its fine climate, good fishing, and excellent shooting, makes it an ideal centre for many sportsmen. It is also the government centre with a Dominion lands office, a provincial registry office and a county court house, and the city has a large \$50,000 Hydro-Electric plant, owned by the city, cold storage and ice plant, machine shop, foundry, large brick yard, sash and door factory and two newspapers. It also has several first class hotels, public and high schools, two private schools, Roman Catholic convent, hospital, old men's home, and five banks, and in the Revelstoke Park, there is a jumping site, which out-ranks the famous Blunmedal Hill in Norway. The town was settled in 1811 as a trading post of the Northwest Company, and in the early days, it grew slowly, but after the mines in this section were opened, it developed rapidly and was incorporated a city in 1892. Population in 1911, 3,772, and in 1918, 5,5

Kamsack, a town in Saskatchewan, situated at the confluence of the Assiniboine and White Sand Rivers, 2.9 miles west of Winnipeg, and is served by the Canadian Northern Railway. It is an important commercial and distributing centre of a rich mixed farming district, and ships large quantities of hogs and cattle.



Throughout the surrounding vicinity, good fishing and hunting grounds are found, and at Island Lake, the Dominion Government has established an ideal **summer resort** which affords good boating, and bathing on a fine **sandy beach**.

The industries of the town include three large elevators with a capacity of 105,000 bushels, two lumber yards, brick yard, and a wholesale oil distributing plant. It also has two good hotels, three churches, two large brick schools, public library, theatre and bank, and fair grounds which **have** a good half-mile race track. Population in 1911, 473, in 1918, 1,450.

Kaslo, a town in British Columbia, situated on the west shore of Kootenay Lake, and terminus of the Kaslo and Slocan Railway. It is also served with steam-boat connections with Nelson, which is forty-two miles to the south. The district surrounding Kaslo is noted for its valuable fruit crops, which obtained the highest award at the Royal Horticultural Society Exhibition, in London, England, in 1905.

In the vicinity, large deposits of zinc, lead and copper are found and the forest contains valuable stands of cedar. The leading industries of the town are lumber and saw mills, and it is well supplied with good hotels, four beautiful churches, public and high schools, a newspaper and a bank. Population in 1911, 722; in 1918, 1,200.

Kelowna, a city in the southern part of British Columbia, situated on the east shore of Okanagan Lake, sixty-four miles north of Penticton and eighty miles south of Sicamons. It is served by the main line of the Canadian Pacific which makes steamer connections at Okanagan Landing.

The town is the centre of an important fruit-growing district, which is especially famous for its apples, and fine vegetable gardens are also found throughout the vicinity.

The principal manufacturing establishments of the city make boxes and baskets, pack the fruit, either fresh or preserved, or make it into jams to be sent to all parts of Western Canada, there are also two saw mills, two planing mills, and two evaporating plants, and the city has three hotels, five fine churches, one high and two public and two private schools, a general hospital and three banks.

Facing the lake frontage, the city has a beautiful exhibition park in which there is a race track. Population in 1911, 1,663, in 1918, 3,100, including the immediate district, 6,000.

Kenora, formerly known as Rat Portage, a town in the Rainy River district, Ontario, and situated on Lake of the Woods. It is

served by the Canadian Pacific Railway, 126 miles east of Winnipeg, and 193 miles northwest of Fort William. It is the commercial industrial and governmental centre of the Kenora district, and is one of the most important lumbering centres in Ontario.

Gold is also found nearby, and sportsmen find the streams, lakes and forest in the vicinity, good fishing and hunting grounds, which make Kenora a very popular summer resort.

The industries include a number of large lumber mills, flour mills, two boat factories and two tie mills.

The town has several first class hotels, a beautiful Roman Catholic Cathedral, five beautiful churches, a good system of schools, well equipped hospital, court house and jail.

Population in 1911, 6,158, in 1918, 7,000.

Kentville, the county town of King's County, Nova Scotia, on the Cornwallis River and the Dominion Atlantic Railway, seventy-one miles northwest of Halifax, and about ten miles west of the village of Grand Pre, which was made famous by Longfellow's "Evangeline."

Kentville is the commercial centre of the Cornwallis and Annapolis valleys, which are famous far and wide for their excellent fruit growing orchards.

The Dominion Government has an experimental farm located here and it is also the site of a provincial sanitarium, a militia camp and county academy.

The leading industries of the town are; carriage factories, gasoline engines and milling machinery, two saw mills, cooperage and foundry. Good salmon fishing is also carried on.

The town has two hotels, five beautiful churches, good schools and two banks. Population in 1911, 2,304, in 1918, 2,500.

Kerrabert, a town in Saskatchewan, 220 miles northwest of Moose Jaw, 227 miles southeast of Edmonton, and 145 miles southwest of Saskatoon, situated on the Canadian Pacific Railway. It is the centre of a rich grain-growing district, and good duck and goose shooting is found very plentiful in the vicinity. It is also a judicial centre for this district.

The industries include four elevators, cement block plant, machine shop, Government creamery which has an output of 18,000 pounds of butter per week, three lumber yards, two oil distributing plants and a wholesale fruit house.

The town has two good hotels, three churches, a \$30,000 brick school, two banks, two recreation parks, exhibition grounds and race track. Population in 1918, 1,100.

Killarney, a town in Manitoba, on the Pembina branch of the Canadian Pacific Railway, 164 miles southwest of Winnipeg. It is the centre of a mixed farming section and is the shipping point for the Turtle Mountain region.

There is a Government Experimental Fruit Farm located here, and the town has an exhibition held annually.

The industries include four elevators, a creamery, flour mill, two lumber yards, a sash and door factory, one machine shop and a electric light and power plant. The town has three hotels, four churches good schools, two banks, town hall and court house. Population in 1911, 1,010, in 1918, 1,200.

Kincardine, a town in Ontario, situated on the east shore of Lake Huron, 100 miles north of London and 160 miles west of Toronto.

It is served by the Grand Trunk Railway, and has steamship connections with Cleveland, Sault Ste. Marie, and all other important Great Lake ports. Throughout the surrounding country is a rich mixed farming district, and large supplies of sand, clay, marl, limestone and salt are found in the neighborhood. Kincardine is also a favorite summer resort, supplying good bathing, boating and fishing.

The industries include, bridge and boiler works, pork packing, sash and door factory, two salt mills, and chain, furniture and knitting mills.

The town is well supplied with good hotels, four fine churches, high and public schools, a Carnegie library, city hall, and two parks. Population in 1918, was 2,500.

Kindersley, a town in Saskatchewan, and a divisional point on the Saskatoon and Goose Lake branch of the Canadian Northern Railway, 126 miles southwest of Saskatoon and 200 miles east of Calgary.

It is a judicial centre and an important distributing point for a very prosperous agricultural district, which produces large yields of flax and wheat. The industries of the town include flour mills, large elevators with a capacity of 120,000 bushels, three lumber yards, three oil companies distributing warehouses, five implement warehouses, a harness maker and four liveryies.

The town has two hotels, four churches, a \$30,000 school, theatre, two hospitals, two banks and an adequate electric lighting system.

Population in 1911, 456, in 1918, 1,223.

Kingston, the county town of Frontenac County, Ontario, at the eastern end of Lake Ontario, where the waters of the Great Lakes enter the Saint Lawrence River

It is also the terminus of the Rideau Canal and the position of the city, makes it a point of call for all steamers sailing the Saint Lawrence River, and the Great Lakes on this route.

The city is well supplied with a large harbor, which is sheltered by two islands, Wolfe and Simcoe.

Kingston is also served by three great main lines of railways, the Canadian Pacific, the Canadian Northern and the Grand Trunk. It is 163 miles northeast of Toronto, and 117 miles southwest of Montreal, and is an important manufacturing centre, the chief industries of which are boat building, building of locomotives and railway rolling stock, cotton and woolen goods, leather, pianos and tiles.

There are also four large elevators in the city, and in the neighborhood are found large feldspar and mica mines. The total value of its manufactured products amount to about \$5,000,000 annually.

The city is an important educational centre, having the Queen's University, which was founded in 1814, and is under the control of the Presbyterian Church, the Royal Military College of Canada, founded in 1886, the School of Mining and the Eastern Dairy School, as well as the regular public schools, in which a good thorough system of education is given. It also has a beautiful Anglican and Roman Catholic Cathedral, several first-class hospitals, a Dominion Penitentiary, and the Rockwood Asylum for lunatics. The city's population in 1911, was 18,874; in 1918, 21,000.

Kitchener, until 1916, known as Berlin, is the county town of Waterloo County, Ontario, sixty-three miles west of Toronto, and thirty-five miles west of Hamilton, on the Grand Trunk Railway. The city also has electric railway connections with the Canadian Pacific Railway at Galt, which is twelve miles to the southeast. It is the centre of a rich agricultural district, but the town itself is one of the most important manufacturing centres in Canada for its size, the total annual output amounting to about \$10,000,000, and includes, furniture, shirts, and collars, rubber goods, leather, buttons, boots and shoes, trunks, clocks and gasoline engines.

Among the town's educational institutions is Saint Jerome's College, a Roman Catholic institution, founded in 1865, and five public schools, a collegiate and technical school, all of which stand high in the educational field.

The town has several hotels, seventeen beautiful churches, a public library, general hospital, which is well equipped, nine banks and a large city park and ball grounds.

The city owns and operates the street railway, water, sewerage, electric light and gas supplies of the town.

The largest percentage of the population of the town and the surrounding country are of German birth or descent, which caused considerable comment at the beginning of the War of Nations in 1914, that finally brought about a movement to have the former name of Berlin changed to Kitchener, in honor of the great British military leader, who lost his life while on an important mission to Russia on behalf of the War.

This change of name was made voluntarily by the people themselves, as evidence of their loyalty to Canada and the British Empire. In 1911, the city had a population of 15,196, and in 1918, 19,266.

Lachine, a suburb of Montreal, Quebec, situated on the Saint Lawrence River at the Junction of Lachine Canal, and is served by the Grand Trunk and Canadian Pacific Railways.

The town is an important commercial and industrial centre, and is the receiving and shipping point for all the water commerce between Montreal and the West. Enormous hydro-electric power is also generated here by the current of the St. Lawrence River, which supplies Montreal and the surrounding vicinity, with power for manufacturing and other purposes.

The most important industrial establishments in Lachine are the electric light plants, steel mills, foundries, car and boat building plants.

The town is well supplied with first-class hotels, seven beautiful churches, an English and Roman Catholic hospital, French and English high and public school and seven banks. In 1689, the place was completely burned and the inhabitants massacred by the Iroquois Indians, but it was rebuilt and in 1872 was incorporated as a town, and as a city in 1909. Population in 1911, 10,699, and in 1918, 16,000, most of whom are Canadians.

Lacombe, a town in Alberta, on the Canadian Pacific Railway, eighty miles south of Edmonton, and 112 miles north of Calgary.

It is the centre of a rich agricultural district, and has a Dominion experimental farm, and is the seat of the Alberta Industrial College, which has about 300 students.

Eight miles to the west, is Gull Lake Beach, a popular summer resort, with several fine summer cottages and two hotels. The industries of Lacombe include an elevator, two grain warehouses, flour mill, pump works, three lumber yards, harness works, and five implement

agencies, and the town has two good hotels, four good churches, and a public and high school.

Population in 1911, 1,029, in 1918, 1,800.

Ladner, the principal town of the Delta district, British Columbia, situated on the south arm of the Fraser River, and served by steamers to New Westminster, twelve miles distance, and the Government has a free ferry service, sailing directly to Vancouver, a distance of seven miles.

It is the centre of a fine mixed farming district, and in the vicinity is found excellent fishing and pheasant shooting grounds.

The leading industries are large saw mills, salmon canneries, evaporated fruit factory, two grist mills, milk condensing company and the waterworks system, which is owned by the town. Two good hotels are located here, and five beautiful churches, six good public schools in the district, and a bank. Population in 1911, 900, in 1918, 1,000, for the district, 2,000.

Ladysmith, a city on the east shore of Vancouver Island, British Columbia, on a branch of the Canadian Pacific Railway, fifty-eight miles northwest of Victoria, and fourteen miles south of Nanaimo. All freight for Vancouver Island is transferred by the Canadian Pacific Railway ferry from Vancouver to Ladysmith.

It is an important coal-mining centre, and oyster cultivation is an important pursuit.

Valuable mineral deposits are also found in the vicinity.

The industries include a large copper smelter, shingle mill, boat building plant and aerated water works, fishing and hunting. The city has several good hotels, four churches, one high and two public schools and two banks.

Ladysmith has had a rapid growth since 1901, at which time the population was only 700, in 1911, 3,295, and in 1918, 3,800.

Leamington, the southernmost town in Canada, situated on Lake Erie, in Essex County, Ontario. It is served by the Michigan Central and Pere Marquette Railways, and an electric line running to Windsor. The town is the centre of a very rich agricultural district, which produces abundance of tobacco, small fruits and vegetables. A great deal of capital is invested in the tobacco industry throughout this district, of which Leamington is the centre, and the town has the largest early vegetable hothouse in Ontario.

The industries of the town include manufacturing of baskets, handles, cigars, foundries, machine shop and planing mill products. Natural gas and oil are also found in the vicinity.

The town is attractively laid out with fine, shady streets, and beautiful residences and Sea Cliff Park, a delightful outing place on the coast, is owned by the town. Population in 1911, 2,632; in 1918, 3,664.

Lethbridge, the most important city of the Medicine Hat district, Alberta, and third in size for the province.

It is situated on Belly River, 126 miles south of Calgary and 764 miles west of Winnipeg, and served by the Canadian Pacific Railway, being the divisional point on the Crow's Nest branch.

The town is an important railway centre and distributing point for the mining and lumbering district throughout southeastern British Columbia. The locality surrounding Lethbridge is well adapted to mixed farming and produces valuable live stock, poultry, grain alfalfa, wool, clay and large quantities of coal which is mined from five large collieries, which employ about 2,000 people.

The town lies in the dry belt and a large area in the vicinity is irrigated, and a Dominion experimental farm is located here. The industries of the town include several machine shops, iron foundry, brick yard, sash and door factories, flour mills, brass foundry and boot and shoe factories.

The town has several first-class hotels, eight beautiful churches, four public schools, a high, manual training and separate school, a Y. M. C. A., court house, Dominion Lands office and district headquarters of the Royal North West Mounted Police. It also has a beautiful eight acre park in the centre of the city. The city is governed by three commissioners, including the Mayor, and was incorporated as a town in 1890, and as a city in 1906. Population in 1911, 8,050, in 1918, 9,437.

Levis, the county town of Levis County, on the Saint Lawrence River, opposite the city of Quebec. It is served by the Grand Trunk, Quebec Central and Intercolonial Railways, and by ferry service to Quebec city, and by steamer connections on the river routes.

It is a very picturesque town well elevated above the Saint Lawrence and has many interesting old homes.

The town is strongly fortified and is protected by batteries crowning the heights from which Quebec was bombarded in 1759.

The industries include tanneries, boat makers, ship yards, knitting factory, foundry, planing mill, wax tapers, cigars, saw mill and machine shop. The town is well supplied with five good hotels, a good school system including a classical college having over 700 students, a convent for girls and a well equipped hospital and four banks. Population in 1911, 7,452, in 1918, 8,400.

Lindsay, the county town of Victoria County, Ontario, situated on the Scugog River, which is navigable and provides steamer connections with the Trent Canal. It is served by the Grand Trunk and the Canadian Pacific Railway, sixty-nine miles northeast of Toronto. It is an important lumber centre, and the vicinity has beautiful scenery, good fishing and excellent hunting.

The leading industries include a large trade in lumber, grain and flour, woolen mills, machinery manufacturing, chemical works and a Government arsenal and munition plant is under construction, that will employ 2,000 people.

Lindsay has four good hotels, four public schools, one separate school, convent and collegiate institute, five banks, and a loan and savings company. Population in 1911, 6,964, in 1918, 8,000.

Listowel, a town in Perth County, Ontario, on the Grand Trunk and Canadian Pacific Railways. It is becoming an important manufacturing centre, the most important of which are two builders factories, chairs, pianos, furniture, vinegar factory, tile factory, flour and oatmeal mill, creamery, knitting mill and cigar factory, and a large spinning plant is under construction. The town is well supplied with four good hotels, seven churches, two schools, and three banks.

Population in 1918, 2,289.

Liverpool, the county-town of Queen's County, Nova Scotia, situated on the Mersey River, 12 miles southwest of Halifax, and served by the Halifax and Southwestern Railways.

The town has an excellent harbor and is the centre of a good fishing and hunting district, and has extensive trade in fish and lumber.

The other industries of note include tanneries, pulp mills, wood working plant, paper mill, carriage factory and shipbuilding.

It has four good hotels, five churches, county academy and two banks. Population in 1911, 2,100; in 1918, 2,300.

London, the county-town of Middlesex County, and an important commercial centre of Western Ontario. It is situated on the Thames River, 114 miles southwest of Toronto, and twenty-three miles north of Lake Erie. London is served by the Grand Trunk and Canadian Pacific Railways, and a city owned railway running to Port Stanley, where steamer connections are made with all Canadian and United States lake ports.

The city has a good system of electric railways with several radial lines running out of the city in all directions. London is growing in importance as a distributing centre, and among its numerous

manufacturing establishments which employ between 12,000 to 13,000 people, are large iron and brass foundries, factories for making biscuits, candy, cigars, stoves, clothing and boilers, chemical and printing houses. There are also large wholesale houses located here, and the produce market is an important part of the city's trade, selling as it does, over \$2,000,000 worth of fresh country products annually, of which the cheese alone amounts to about \$1,000,000.

The most imposing structures of the city are; the post office, custom house, city hall, Masonic Temple, Y. M. C. A., building, the Armories and Wolseley Barracks, the Victoria and Saint Joseph's hospitals, an asylum and a Roman Catholic and Protestant orphanages and a home for aged people.

The city is also an important educational centre, having the Western University, Huron College, Normal School, Saint Peter's Seminary, a collegiate institute, an industrial and arts school, medical and business colleges and a public library. It is also the seat of an Anglican and a Roman Catholic Bishop. The city is well supplied with first-class hotels, and among the several public parks, Springbank Park is the most important.

The city was founded in 1826 by Peter McGregor, a Highland Scotchman, and was incorporated as a city in 1854.

The population in 1911, was 46,300, and in 1918, 60,000.

Louisburg, a town in Nova Scotia, on the eastern end of Cape Breton Island, and beautifully situated on a fine harbor, that is open all the year. It is the terminus of the Sydney and Louisburg Railway, twenty-five miles from Sydney.

The town is of great historical interest, as it was one of the points of attack throughout the war between England and France in the eighteenth century. The ruins of the old fortifications still remain and are visited every year by hundreds of tourists.

The many lakes and streams in the vicinity supply excellent trout fishing and fine yachting. The chief industries of the town are lobster packing, fish curing, deep sea fishing and lumbering. There are two hotels, five nice churches, two schools and a bank. Population in 1918, 1,006.

Lumsden, a town in Saskatchewan, twenty miles northwest of Regina, on the Canadian Northern Railway. It is the centre of one of the richest grain sections of the northwest.

The town has four large elevators and flour mills as its leading industries, and one hotel, three churches, public school and bank. Population in 1911, 695, in 1918, 900.

Lunenburg, the county-town of Lunenburg County, Nova Scotia, situated on a small bay on the Atlantic coast, seventy miles southeast of Halifax and served by the Halifax and Southwestern Railway.

The surrounding vicinity is noted for its beautiful scenery, fine boating, fishing and shooting, and the harbor is well fitted to accommodate the largest steamships.

Commercial fishing is the principal industry of the town, and employs about 2,000 people, using 150 fishing vessels in the fleet. The other industries of note are ship building, cooperages, iron foundry, stove foundry, two machine shops and lumbering.

The town has a large established fish trade with the United States, and the West Indies, and a growing trade with Western Canada. It has two hotels, six churches, county academy, public school and two banks. The town was settled by Germans in 1753, and still retains a distinctly German atmosphere. Population in 1918, 2,700.

Macleod, an important town in southwestern Alberta, situated on Old Man River, 108 miles south of Calgary, and 132 miles west of Medicine Hat. The town is the junction point for the Crow's Nest Pass and the Calgary-Macleod branch of the Canadian Pacific Railway, and the Canadian Northern Railway is now constructing a line to Macleod, and will have a divisional point here.

It is the centre of a rich farming and ranching district, and some attention is given to coal mining, and natural gas is supplied the town from Bow Island.

The leading industries include large grain elevators, flour mills and warehouses, and the neighborhood supplies coal, building stone, brick clay, and cement block.

The town has three good hotels, four churches, two public and separate schools, and one high school. It is a judicial district, and the headquarters of a division of the Royal North West Mounted Police, the town was founded in 1874, and was incorporated in 1892. The population in 1911, was 1,844, in 1918, 1,811.

Magrath, a town in Alberta, situated on Pot Hole Creek, twenty-two miles south of Lethbridge, on the Canadian Pacific Railway. It is a Mormon settlement and has a fine church of the Latter Day Saints.

The town is surrounded by a rich grain-growing and livestock district, which includes large flocks of sheep.

The country in the vicinity of Magrath is under the Canadian Pacific Railway irrigation system, and the industries include six large elevators, two lumber yards, and a creamery.

There are two hotels, public and high schools, picture theatre and two banks. Population in 1911, 995, in 1918, 1,400.

Mahone Bay, a town in Nova Scotia, seven miles from Lunenburg, and forty-five miles by steamer to Halifax. The town is served by the Canadian Northern Railway, and is noted for its fine scenery.

Throughout the neighborhood, hard and soft woods are found as well as deposits of gold, tin and manganese.

Moose, partridge and woodcock hunting are found in the vicinity, and the streams are well stocked with salmon and trout and deep sea fishing is carried on off the coast.

The industries include, block and oar factory, carriages, tannery, sash and door factory, shipbuilding, yacht and small boat factory. The town has two hotels, five churches, a bank and a high school. Population in 1918, 1,600.

Maisonneuve, a city in Quebec, situated on the St. Lawrence River, three miles east of Montreal, and served by the Canadian Pacific, Canadian Northern, and Grand Trunk Railways, and has steamship connections with all important ocean and lake ports. It is an important manufacturing centre, having thirty-four large industrial establishments, which include large can factories, spool cotton, licori shoes, shoe machinery, bridges, wall paper, and biscuit factory, the total output being valued at more than \$20,813,774 annually, which makes the town rank sixth among the manufacturing centres of Canada. In the vicinity is the Redbank Stone Quarry, which turns out 1,500 tons a day, used in making macadam.

The town has good hotels, four churches, seven schools, and five banks. Population in 1911, 18,684; in 1918, 34,856.

Maple Creek, an important distributing and shipping point in Southwestern Saskatchewan.

It is situated on the main line of the Canadian Pacific Railway, eighty-five miles southwest of Swift Current, and sixty-three miles east of Medicine Hat. It is the centre of a mixed farming district, and among its chief industries are large grain elevators, farm implement warehouses, flour mills and lumber yards. There are three hotels located here, four churches, a public school, and two banks, an armory, park, agricultural grounds, hospital and opera house.

Population in 1911, 936; in 1918, 2,000.

Meaford, a town in Ontario, situated on Nottawasaga Bay, an arm of Georgian Bay, and served by the Grand Trunk Railway, 115 miles northwest of Toronto, twenty-one miles northwest of Collingwood, and eighteen miles east of Owen Sound.



Photo by courtesy of Nelson Board of Trade

Nelson, B.C.



A Winter Scene in the Kootenay District



Blowing Off a Gas Well in Medicine Hat, Alta.

It is the centre of an extensive apple-growing district, which makes the chief industries, apple shipping, evaporating plants, and canning factories. The other industries include box factories, hardwood floors, mantle, foundry and machine shops, flour mill, furniture, blankets and yarns, tannery and two cooper shops.

The town has two hotels, five churches, high and public schools, town hall, armory, and two banks. Population in 1911, 2,811; in 1918, 3,300.

Medicine Hat, a city in the southeastern part of Alberta, and popularly known as the "Gas City," from the extensive gas fields in the vicinity. It is situated on the main line of the Canadian Pacific Railway, 180 miles east of Calgary, 258 miles west of Moose Jaw, and 657 miles west of Winnipeg. The city will also be served by the Canadian Northern Railway in the near future, as a line is now under construction from Hanna to Medicine Hat.

The city is an important flour-milling centre, and lies in a rich farming region, and throughout the vicinity are found the greatest natural gas fields in the world, of which the city itself owns twenty large wells.

Enormous quantities of lignite coal and fine clay are also found in the neighborhood.

Medicine Hat is becoming an important manufacturing centre, having flour mills turning out over 8,000 barrels of flour a day, large linseed oil mills, clay and cement products, pumps, farm implements, iron rolling mills, brass factory, six large lumber yards and several enormous grain elevators.

Among the most conspicuous buildings are the fine post office, the armory, a large Roman Catholic convent, and the General Hospital, which is well equipped.

The city has several first-class hotels, eleven beautiful churches, nine public schools, four large public parks and seven banks, and a Catholic Hospital and Technical High School are to be erected shortly. Medicine Hat, like most of the Western cities, has had a remarkable growth; its population in 1901 was only 1,570, while in 1911 it was 5,608, and in 1918, it was 9,269.

Melford, a town in Central Saskatchewan, situated on the Winnipeg-Prince Albert line of the Canadian Northern Railway, 494 miles northwest of Winnipeg, eighty-five miles west of Hudson Bay Junction, and sixty-two miles east of Prince Albert.

It is an important distributing centre for a rich and extensive mixed farming district, which ships large quantities of hogs, cattle and horses every year.

Within a few miles of the town are found unlimited forests, containing valuable stands of spruce, tamarack, black and white poplar, and an abundance of gravel is found in the immediate vicinity.

Its principal industries are grain elevators, lumber yards, farm implement agencies, hardware and general stores, machine shops, and a Government creamery. The town has a large Dominion Government building, a \$60,000 High School, four fine churches, armory, fair grounds containing a half-mile race track, and three banks. It is a customs port of entry, and has a Dominion lands office. Population in 1911, 599; in 1918, 1,800.

Melita, a town in Manitoba, situated on the Souris River, and served by the Canadian Pacific Railway, eighty-five miles southwest of Brandon.

Recent exploring has developed indications of natural gas in the neighborhood, and extensive grain fields are in the vicinity.

The chief industries are four large elevators, flour mill, brick plant, machine shop, two lumber yards and a creamery.

The town has two hotels, three churches, a Collegiate and High School, Land Titles Office, two banks, and three beautiful parks, one of which is on the Souris River and used extensively for picnics. Population in 1911, 690; in 1918, 900.

Melville, a divisional point on the main line of the Grand Trunk Railway in Saskatchewan. It is also on the Regina-Melville branch, which is extended to connect with the Hudson Bay Railway at Pas. The town is located 279 miles northwest of Winnipeg, 188 miles northeast of Saskatoon, and 98 miles northeast of Regina. It is the centre of an important farming district and throughout the Qu'Appelle Valley nearby, shooting, boating and fishing facilities are excellent.

The chief industries are the large elevators, a flour mill, Government creamery, and two oil distributing warehouses, and the town has three hotels, seven beautiful churches, four public schools, a Lutheran College, hospital, two banks and two public parks, and a beautiful town hall, completed in 1912 at a cost of \$75,000.

The town is the seat of a judicial district, and was founded in 1907. Population in 1911 was 1,816; in 1918, it was 2,100.

Merritt, a town in British Columbia, situated in the Nicola Valley, at the junction of the Nicola and Coldwater Rivers, and served by the Kettle Valley Railway. It is the centre of a rich stock-raising and mixed farming district, and throughout the vicinity, gypsum, sand and gravel are found.

Valuable deposits of coal are found nearby and the Nicola Valley is noted for its extensive fruit orchards.

The chief industries of the town are several large collieries, copper plant, and brick yard. There are three hotels, five churches, public and high school, and two banks.

Population in 1911, 703; in 1918, 1,500.

Merritton, a town in Ontario, situated on the Welland Canal, and served by the Canadian Northern and Grand Trunk Railways, and by an electric railway to St. Catharines.

It is becoming an important manufacturing centre, and is only a short distance from the famous Niagara fruit belt.

The industries are: Bentwood, rubber, Presto-lite, three large paper mills, carbide factory, foundry, wire rope works, and a planing mill. The town has two hotels, four churches, two schools, and a bank. Population in 1918, 2,200.

Midland, a town in Simcoe County, Ontario, situated on an arm of Georgian Bay, 192 miles north of Toronto, 116 miles northeast of Peterboro, and 33 miles northwest of Orillia. It is served by the Grand Trunk Railway, and has steamer connections with Parry Sound and other ports on Georgian Bay. The town is an important manufacturing centre, having large lumber and planing mills, and sash and door factory, a shell factory, woollen mill, flour mill, engine works, blast furnace, three large elevators, and two shipbuilding yards. It has four hotels, five churches, one high and four public schools and three banks. An important Government wireless station is located here, and a large steel shipbuilding plant and copper refinery is under construction. Population in 1911, 4,663; in 1918, 7,500.

Minnedosa, a town in Manitoba, in the northwestern part of the province, situated on the Little Saskatchewan River, which is not navigable. It is served by the Canadian Pacific Railway, 134 miles west of Winnipeg and 79 miles west of Portage la Prairie, and 51 miles north of Brandon. It is the centre of the northern judicial district.

Throughout the vicinity is a rich grain growing country, and the chief industries are large grain elevators, several important lumber mills, railway shops and electric power plant. It has two good hotels.

five churches, good public schools and two banks, an armory, erected in 1912, a post office and customs house, completed the following year, and a court house. Minnedosa was founded in 1883 by Edwin Oliver Denison, and has gradually grown until now it is a very important distributing centre, with a population in 1911 of 1,483, and in 1918, 1,900.

Moncton, a city in New Brunswick, and second in size in the province. It is situated on the Petitcodiac River, which flows into the Bay of Fundy, and is navigable for vessels drawing twenty-five feet of water. The city is 185 miles northwest of Halifax and 89 miles northeast of St. John. It is served by the Canadian Government Railways, which have their general headquarters for the entire system located here, and their repair shops are the largest industrial establishment in the town, and between 2,000 and 3,000 people are employed, who receive in wages from \$2,000,000 to \$2,500,000 a year. The other industries include a large trade in lumber, agricultural implements, hardware, woollen goods, flour, biscuit, leather, hats, caps, and other articles of clothing, wire fences, aerated waters and woodenware of various kinds. Moncton is the centre of one of the large gas-producing fields of the Dominion, and is the only city in the east that burns natural gas as fuel. The most noteworthy structures of the city are, the combined city hall and market, completed in 1916, the Y.M.C.A. building, the post office, Aberdeen High School, the General Hospital, erected in 1904, and the offices of the Government railways.

The city has two first-class hotels, eight beautiful churches, four public schools, five banks, and two parks.

Population in 1911, 11,345; in 1918, 14,000.

Montreal, the largest city in Canada, is situated on the Island of Montreal, in the Province of Quebec. It is 164 miles southwest of Quebec, 950 miles from the Atlantic Ocean, and 420 miles north of New York City. The island upon which Montreal is situated, is about thirty miles long and ten miles wide at the widest point, and is formed by the confluence of the Ottawa and St. Lawrence Rivers.

Its most prominent feature is Mount Royal, whose peak is 763 feet above sea level, and from which the city takes its name. The entire island is covered with prosperous farms, towns, villas, and the great city which rises in a gentle slope from the river to the base of the mountain. In front of the city is the St. Lawrence, which is fully two miles wide at this point. The city has a river frontage of about nine miles, and runs back from it from four to seven miles.



Girls in Costume Doing Physical Drill, Montreal, Que.



Montreal, Looking North-west



Montreal Boy Scouts Lining Up for Inspection

The characteristic features of the city along the river front are the large grain elevators, extensive freight sheds, high cranes, and network of railroad tracks. The harbor has wharfage for ninety-two ocean-going vessels, and ample facilities are provided for handling cargoes in the shortest possible time.

Montreal is the chief commercial centre of the Dominion, due to the fact that it is at the head of the St. Lawrence ocean navigation, and is the natural port of exchange between the ocean and midland navigation.

Two of the great railway systems, the Grand Trunk and the Canadian Pacific, have their general headquarters located here, and the Interecolonial and Canadian Northern Railways also serve the city, as do the New York Central, Central Vermont, and several other lines from the United States.

The Victoria Jubilee bridge, constructed over the St. Lawrence, has a length of one and one-quarter miles between abutments, and contains tracks for electric cars, driveways and walks, in addition to the railway tracks.

As a manufacturing centre, Montreal takes an important place, having an output of about \$200,000,000 annually. The leading products include textiles, leather and leather goods, tobacco and tobacco products, iron and steel products, paper and printing, and the city has the largest grain mill in the British Empire, which has a capacity of 6,000 barrels every twenty-four hours. Altogether, the city has over 1,400 industrial establishments.

As a financial centre, Montreal is the most important in Canada, and ranks sixth among the cities on the American continent in its bank clearings, which amount to about \$3,750,000,000 annually.

The principal business streets of the city are Notre Dame, St. Paul, St. James, Craig, St. Catharine, McGill, Blaury, Ontario, and Wellington. St. Lawrence street forms the divisions between the east and west sections, and was formerly considered the dividing line between the French and the English parts of the city, and Sherbrooke street and the streets along the mountain-side, are noted for their fine residences.

The city is well supplied with public parks, one of the largest and most attractive being Dominion Park, located in the heart of the city, between Windsor and Cathedral streets.

This park is beautifully laid out in walks, lawns and flower beds, and is considered by some travellers to be one of the most beautiful squares in the world.

Mount Royal Park is the largest, with an area of 460 acres, and contains beautiful drives, footpaths and many shady nooks, where one may stroll amid trees, shrubbery and flowers.

Throughout the city many fine monuments are found, among which are Hibert's fine bronze statue of Maisonneuve, the founder of the city, which is located in the Place d'Armes; a monument of Lord Nelson, the hero of Trafalgar, located in Jacques Cartier square; a bronze statue of Sir John A. Macdonald, in Dominion Square, and in the same square is located a beautiful monument to the Strathcona Horse, which served in the Boer War. Many other beautiful monuments and statues are located throughout the different parks of the city.

Montreal is a city of many fine buildings, among which is the great Notre Dame Cathedral, which faces the Place d'Armes, and is said to rank second in size among the great cathedrals on the American continent. Among the others which might be mentioned are the Bank of Montreal, which is a fine example of Corinthian architecture; the St. James Cathedral; the Royal Trust Building, a modern granite structure; the Royal Bank, the Bank of British North America, the Bank of Commerce, Molson's Bank, and the Merchants' Bank, the Place Viger Hotel, and the Commercial High School Building.

The city is an important educational centre, and has two distinct school systems, the Roman Catholic and the Protestant, each having their own boards of commissioners.

The leading educational institution is McGill University, which is at the head of the Protestant school system, and the next in importance is Laval University, which is the head of the Roman Catholic school system. There are several other colleges in the city, and normal schools, theological, medical, law, and technical schools, and several valuable libraries are connected with the educational institutions, and a new public library is now being erected for the city's use.

Jacques Cartier was the first white man to visit the site of Montreal. He sailed up the river in 1535, and discovered the Indian town of Hochelaga, at the foot of the mountain. The next white visitor was Samuel Champlain, who reached this point in 1611, and at once recognized the advantages of the place for a trading post and the site of a future city.

The island in front of the present city he named St. Helen's, in honor of his wife, who was the first French woman to come to America. The city was not founded, however, until 1643, at which time Sieur de Maisonneuve, Paul de Chamedy, with Father Vimont

and about sixty followers, landed on May 18, where the court house now stands, and named the settlement Ville Marie. The settlement soon became an important post for trading with the Indians. The first plans for laying out the city were drawn up in 1762 and up to 1763, the town was an important factor in the affairs of New France.

At this date, the Treaty of 1763 was signed and all Canada came under the British rule. During the next few years the growth of the town was slow, but after the close of the Revolutionary War, it took on more life, but rapid growth did not start until after the completion of the Grand Trunk Railway in 1860 and the establishment of the Allan Steamship Line, the first transatlantic line to enter its port. From that time on the city's growth has been steady, and in 1911, it had a population of 470,480, and in 1918, with its suburbs, 715,000.

Moose Jaw, one of the most important cities of the Canadian Northwest, situated on Thumber Creek, in the Province of Saskatchewan. It is 300 miles west of Winnipeg, and 438 miles east of Calgary, 42 miles west of Regina, and 110 miles east of Swift Current. The city is served by the main line of the Canadian Pacific Railway, and by important branches of the Canadian Northern and Grand Trunk Pacific Railways. It is the centre of the greatest wheat belt in North America, and is the natural receiving and shipping point for millions of bushels every year, and has one of the three largest interior storage elevators, with a capacity of 3,500,000 bushels, owned by the Dominion Government, and also several large elevators privately owned.

The flour mills in Moose Jaw have a daily capacity of 5,000 barrels, and the other industries include slaughtering and meat packing houses, munitions, large and important railway yards and shops that employ about 2,000 people, and many wholesale houses which use the city for a distributing point for territory covering a radius of 200 to 300 miles.

The city is nicely laid out and has a number of attractive buildings, the most noteworthy being the post office, erected in 1915, costing \$300,000; the armories, costing \$150,000, and completed in 1914; the public library, and the Y.W.C.A. building. Other structures worthy of mention are the Collegiate Institute, St. Andrew's Presbyterian Church, Zion Church, the Land Titles Office, the General Hospital, Saskatchewan College, and the Hammond Block and Walter Scott Building, both of which are in the business district.

It also has several very attractive parks and a river drive which beautifies the city, and the river supplies good boating and bathing.

The city has several first-class hotels, nine public schools, and eleven chartered banks, and its electric street railway was the first constructed in the province.

The town was settled in 1883, incorporated as a city in 1903, and adopted the commission form of government in 1912.

It has had a remarkable growth, from a population of 1,538 in 1901, to 13,823 in 1911, and 17,000 in 1918.

Nanaimo, a city in British Columbia, located on the east shore of Vancouver Island, and served by the Esquimalt & Nanaimo Railway, now a branch of the Canadian Pacific Railway, and two boats ply daily from Vancouver. It is forty miles west of Vancouver and seventy-two miles north of Victoria, and is the centre of a coal mining district. The coal fields in the vicinity cover an area of 300 square miles and are the largest and richest in British Columbia, and supplies the province with more than half the coal it uses. It is these extensive coal fields that gave the city its popular name "Coal City." Lumbering and fishing are also carried on extensively, and the city's excellent harbor makes it an important shipping centre.

Among its industries, mining comes first, followed by two large saw mills, two sash and door factories, fishing and curing establishments, steam laundry and aerated waterworks, two machine shops, a foundry, and three brick plants.

The city has two good hotels, six beautiful churches, a fine high school and six public schools, a Roman Catholic convent, and three banks. The Dominion Government has a biological station on Departure Bay, which is a short distance from the city. There is also a customs house and County Court House located there.

Nanaimo was founded in 1836 as a trading post, by the Hudson Bay Company, and has grown steadily ever since, being incorporated as a city in 1874. The population in 1911 was 8,306, and in 1918, 8,500.

Napanee, the county town of the United Counties of Lennox and Addington. It is situated on the Napanee River, which is navigable to the Bay of Quinte. The town is 135 miles east of Toronto and 28 miles west of Kingston, on the Grand Trunk and Canadian Northern Railways. It is the centre of a prosperous farming district, which supplies materials for the town's creamery and cannery, and the neighborhood supplies abundance of brick and cement clays.

The town is an important manufacturing centre, containing foundry and machine shops, grist mills, cannery, brick and tile plants, planing mills, motor boat works, two saw mills, carriage factory and

creamery. There are several good hotels, five beautiful churches, good public schools, collegiate institute, armories, race track, park, and three banks.

The population in 1911 was 2,807; in 1918, 4,000.

Neepawa, a town in Manitoba, situated on White Mud River, and the centre of a rich agricultural district, in which the summer fair of the Northwest Agricultural and Art Association is held annually. The Riding Mountains in the vicinity provide excellent big game shooting.

It is a divisional point on the Canadian Northern Railway, and is also served by the Canadian Pacific, a short line running between Winnipeg and Edmonton, 134 miles west of Winnipeg, 61 miles west of Portage la Prairie, and 17 miles east of Minnedosa.

The industries include the Canadian Northern Railway shops, a large oatmeal mill, a machine shop, brick yard, creamery, and sash and door factory. The town owns the electric light plant and water-works, and has three hotels, four churches, two public schools, and a new \$40,000 hospital, erected in 1916, two banks, and three wholesale houses. Population in 1911, 2,945; in 1918, 3,100.

New Glasgow, a town in the north central part of Nova Scotia, situated on the East River, which is navigable for small steamers plying between Prince Edward Island and the mainland.

It is 104 miles northeast of Halifax and 42 miles northeast of Truro, and served by the Intercolonial Railway. The town is the centre of one of the most important coal-mining and manufacturing communities in Canada, and the neighborhood supplies an abundance of coal, limestone, iron ore, hardwood, and spruce. The most important of its many industrial establishments are the head office and main plant of the Nova Scotia Steel and Coal Company, the Eastern Car Company, which builds all types of steel and wooden freight cars and employs 3,500 people; the Maritime Bridge Company, boiler works, mining tool factory, steel and wire fencing, glass and brick, and in 1915, a large shell factory was erected.

New Glasgow has several good hotels, fine schools, many nice churches, Aberdeen Hospital, and three banks. The town was founded in 1785 and incorporated in 1875.

Population in 1911, 6,383; in 1918, 9,000.

New Liskeard, a town in Ontario, situated at the head of Lake Timmiskaming, and served by the Timmiskaming and Northern Ontario Railway, five miles north of Haileybury, and ten miles north of Cobalt. Steamers run on the lake and give connections between

New Liskeard and other lake ports. It is the centre of a well settled agricultural district, and the neighborhood supplies large quantities of pulp wood and clay. The leading industries include, large saw mills, a grist mill, foundry and brick plant. The town has four hotels, five churches, separate, public and high schools, public library, theatre, hospital and two banks. The electric light and waterworks are owned by the town.

Population in 1911, 2,108, in 1918, 4,000.

Newmarket, a town in York County, Ontario, situated on the Holland River, thirty-four miles northwest of Toronto.

The town is served by the Grand Trunk Railway, and an electric railway runs to Toronto. It is a growing commercial centre, and the neighborhood is a good farming region.

The industries include, flour mills, lumber yards, wooden ware and canned goods. There are a couple hotels, good schools, several fine churches and three banks.

Population in 1911, 2,996, in 1918, 3,400.

New Westminister, the third largest city in British Columbia. It is situated on the north bank of the Fraser River, fourteen miles southeast of Vancouver, and sixty miles directly northeast of Victoria.

The Canadian Pacific, Canadian Northern and Great Northern Railways serve the city, and the British Columbia Electric line runs from Vancouver through New Westminister to Chilliwack, and steamers of the largest size call at the port, which is the only fresh water port in Western Canada.

The Fraser River at this point is world famous for its salmon fisheries, and the city has about forty salmon canneries, making it one of the most important canning towns in the world. The city and the Fraser River banks are well dotted with large and important saw mills, which are said to be the largest in the world, and the other large industrial plants include, shingle mills, box factories, machine shops, car shops, creameries, fruit canneries, shipbuilding yards and munition factories.

The city is well laid out and has several fine buildings, which include the large public hospital, erected at a cost of \$500,000, the beautiful high school, Carnegie Public Library and the Westminister Trust Block. Other public buildings include, the government buildings, a penitentiary and provincial asylum for the insane.

New Westminister was founded in 1859, and was named by Queen Victoria in honor of the ancient city of Westminister, now a part of London, England. It was incorporated as a city in 1872, and up to

1885, at which time Vancouver was founded, it was the most important settlement on the mainland of the Province. In 1889 the city suffered a big loss from a fire which practically destroyed the business district. It has been rebuilt and now has several first-class hotels, nineteen beautiful churches, a good school system, Columbian College, Roman Catholic Cathedral, Seminary and boys school, fine public library, two hospitals, Armory, Roman Catholic Orphanage, three theatres, five banks and several beautiful public parks. The city owns the electric light and water system.

Population in 1911, 13,199, in 1918, 22,000.

Niagara Falls, a city in Welland County, Ontario, formerly known as Clifton or Suspension Bridge. It is situated on the Niagara River just below the world's famous Falls.

The city is served by the Grand Trunk, Canadian Pacific, Canadian Northern, Michigan Central, Lake Shore and Michigan Southern, Wabash and Erie Railways, and is located twenty-four miles northwest of Buffalo. The river at this point is crossed by three great bridges which connect the town with the city of the same name in New York State. The city is famous for its beautiful park, which was named in honor of Queen Victoria, and has an area of 154 acres.

It is one of the finest parks in the world, and from it, a magnificent view is obtained of the Falls, which thousands of tourists come from the world over every year to see. The park is the centre of the excellent boulevard system that extends from Lake Erie to Lake Ontario, running along the Niagara River.

The city is becoming an important manufacturing centre, containing many branch industries of large American concerns. The Falls are the means of furnishing unlimited power, and the industrial establishments produce cereal breakfast foods, graphite, cyclinders, silver ware, iron and steel, leather and leather goods, paper boxes, hosiery, hats, suspenders, automobile accessories, creamery, brick yards, foundry and machine shops, cranes and hoists.

Throughout the neighborhood, large deposits of limestone, brick clay, building sand and gravel are found.

The city is growing very rapidly, and is well supplied with good hotel service, fine schools and several beautiful churches. Population in 1911, 9,248, in 1918, 12,000.

North Battleford, a town in Saskatchewan, situated on the Saskatchewan River at its junction with Battle River.

The town is served by the Canadian Northern Railway, 573 miles northwest of Winnipeg, and 254 miles southeast of Edmonton. It is the centre of a large grain-growing section that raises chiefly wheat and oats, some of which are shipped away to distant markets.

Twenty-two miles north is a popular summer resort, Jack Fish Lake, where many summer cottages are built. The chief industries include, flour mill, sash and door factory, aerated waters, bricks, creamery and two elevators, and the town is well supplied with good hotels, a public and separate school, a beautiful \$150,000 Collegiate Institute, \$50,000 Government Building, Armory, five banks and well equipped hospital. Population in 1911, 2,105, in 1918, 3,275.

North Sydney, a town on the northeast coast of Cape Breton, Nova Scotia. It is situated on the Intercolonial Railway, fifteen miles northwest of Sidney. It is the centre of important fishing grounds, which furnish the livelihood for the greater part of its population. The coal mines in the vicinity are also of great importance, and the other industries include, granite works, planing mills, machine shops, aerated water works, stove foundry, and ship repairing yards. The large coal docks make the town an important lumbering port. There are three hotels, five churches, good schools and two banks. Population in 1911, 5,418; in 1918, 6,000.

North Vancouver, a city in British Columbia, two miles from and directly opposite the city of Vancouver, of which it is a residential and industrial suburb. It is situated on the north shore of Burrard Inlet, and served by the Pacific Great Eastern, the new railway which will open to settlement a vast district in the interior of the province.

There is also a twenty minute ferry service between Vancouver and North Vancouver, and a bridge is soon to be built at the Second Narrows, which will give electric railway service between the two cities. The city is an important shipbuilding centre, and its other industries include, large lumber mills, and sash and door factories. The city also has a large cold storage plant, and in the vicinity are valuable rock quarries. The city has several hotels, fine schools, a large central high school, which cost \$200,000 to erect, and a drill hall completed in 1915. Two beautiful parks adorn the city, Heywood and Mahon, and the 150 foot boulevard surrounding the city adds to its attractiveness.

North Vancouver was founded in 1906, and was incorporated as a city the same year. Population in 1911, 8,196, in 1918, 12,000.

Oakville, a town in Halton County, Ontario, situated on Lake Ontario, twenty-one miles west of Toronto. The town has an excellent harbor and is in the vicinity of a rich mixed farming district. It is served by the Grand Trunk Railway. The industries include, two planing mills, tannery, basket factory, boat building works, evaporator, aluminum ware, and tire and rubber factory.

The town owns the water works and electric light system, and has four hotels, five beautiful churches, a public, high and separate school, and three banks. Population in 1911, 2,972, in 1918, 3,500.

Orillia, a town in Ontario, situated at the head of Lake Couchiching, eighty-six miles north of Toronto. It is served by the Canadian Pacific and Canadian Northern and the Grand Trunk Railways, and the vicinity surrounding the town is noted for its scenic beauty, which makes it a popular summer resort. For many years Orillia was known only as a resort at the head of Lake Couchiching, but of late years, it has grown into commercial importance and is now an important industrial centre with many manufacturing establishments which include, clothing factories, saw and planing mills, furniture, carriage, automobile and last factories.

Extensive farming and fruit-growing is carried on in the vicinity, and abundant timber is found nearby. The town owns the waterworks and electric power and lighting system, and has three good hotels, seven fine churches, five schools, a collegiate institute, opera house, Y. M. C. A., Provincial Asylum for feeble minded, Carnegie library and two parks. Population in 1911, was 6,828, in 1918, 8,000.

Oshawa, a town in Ontario, situated on Lake Ontario, thirty-three miles northeast of Toronto, and served by the Grand Trunk, Canadian Pacific and Canadian Northern Railways.

Oshawa is surrounded by a rich agricultural district, in which sugar beets of good quality are extensively raised, and the town is an important manufacturing centre. Among its most important industries are large automobile factories, munition plants, malleable iron, pianos, steam and gas fitting plants, textiles, leather, woolens, toys, stoves, foundries and carriage factory. Oshawa is well supplied with good hotels, seven churches, five public schools, a high school, Y.M.C.A., Carnegie library, armory, hospital and four banks, and the town owns the waterworks system. The power for the electric lighting system comes from the Trent River which is part of the Ontario Hydro-Electric system. The town has two parks, one of which covers twenty-five acres. Population in 1911, 7,435, in 1918, 8,500; with suburbs, over 10,000.

Ottawa, the capital of Canada, situated in Ontario's most beautiful locality and surrounded by scenery that is scarcely surpassed anywhere in the Dominion. The city is built on several hills on the south bank of the Ottawa River, just below the picturesque cataract known as Chaudiere Falls, and just below the city is Rideau Falls, which was first discovered by Samuel Champlain over three centuries ago.

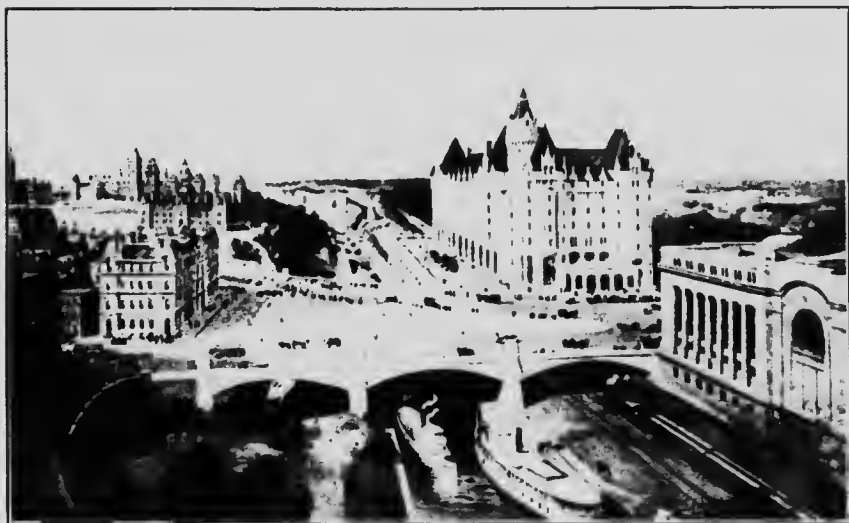
The city is 101 miles west of Montreal and 217 miles northeast of Toronto, and served by our three great trunk lines of railway; the Canadian Pacific, Grand Trunk and Canadian Northern, and a shorter line, the Ottawa and New York Railway, and the river gives steamer connections with Montreal.

Ottawa is beautifully laid out with wide avenues, splendid parks and imposing buildings. The city is divided in two parts by the Rideau Canal, which passed through its centre, the western part is known as Upper Town, in which the English predominates, and the eastern part, called Lower Town, which is practically all French. The most fashionable section of the city is known as Sandy Hill and lies east of the canal.

The most attractive feature of the city are the beautiful Parliament Buildings, which are situated on the summit of the highest hill, built overlooking the river. The buildings are of an Italian Gothic style, and built of native sandstone, and the corner stone was laid in 1860 by King Edward VII, then Prince of Wales. In February, 1915, the central building was badly damaged by fire, which made it necessary to build another building to which another story was added, and the total cost of the new structure amounted to more than \$5,000,000. Among the other prominent buildings of the city is the beautiful hotel, Chateau Laurier, built in the style of a French Chateau, and owned by the Grand Trunk Railway.

Directly opposite the hotel, is a beautiful union railway station, which was completed in 1912. The other buildings of note are the Roman Catholic Cathedral of Notre Dame, Christ Church Cathedral, Langevin Block, in which the post office department is located, the Royal Mint, Dominion Archives Building, Victoria Museum, National Art Gallery and Carnegie Library. The Governor-General's residence, Rideau Hall, is just outside the city.

The city is noted for its attractive parks, which are connected by a chain of beautiful boulevards. Major's Hill Park, just east of the canal is considered the most attractive, and Strathcona Park, situated on the Rideau Canal, is one of the newest. Parliament Hill,



Ottawa, Showing Parliament Buildings in Background



Strathcona Park, Ottawa



Rideau Hall, Ottawa, Home of Governor-General



Parliament Buildings, Ottawa

on which the Parliament Buildings are situated, is set aside as a Park, and contains many fine statues, including, that of Sir John A. Macdonald, Alexander Mackenzie, Sir George E. Cartier, and several others. Another very attractive spot is the Dominion Government's Central Experimental Farm, which covers 460 acres.

The city is an important educational centre, having excellent public schools, a collegiate institute, a normal school, several private educational institutions, and the University of Ottawa, which is a Roman Catholic institution for higher education, and offers courses in arts, law, philosophy and theology, as well as a commercial course. Its enrollment number about 700 students annually. The city is also the seat of an Anglican Bishop and a Roman Catholic Archbishop.

As an industrial centre, Ottawa ranks among the leading cities of the Dominion. It has about 200 manufacturing establishments, employing over 12,000 hands, with an annual output valued at \$30,000,000. The leading industries include, wood products of all kinds, paper mills, match factories, foundries, cement, carbide, marine gas buoys factory, the only factory of its kind in the world, iron works and foundries, mica, clothing and many others.

The first white man to visit the site of Ottawa, was Champlain, in 1613, when he with his party, ascended the river, and in 1800, a person by the name of Phileman Wright, a native of the State of Massachusetts, visited the spot and built a hut on the north bank of the river, where the city of Hull now stands, but it was not until 1827 that any settlement of any size was founded on the south side. This was named Bytown, in honor of Colonel John By, a British army officer who was overseeing the construction of the Rideau Canal.

Bytown was incorporated as a city in 1854, but later the name was changed to Ottawa in 1865, and from that time on, the city made rapid growth.

The population in 1911 was 87,062, in 1918, 100,500, and with suburbs, 140,000.

Outlook, a town in Saskatchewan, situated on the east bank of the South Saskatchewan River, 120 miles northwest of Moose Jaw. It is the divisional point on the Canadian Pacific Railway, and the centre of a rich grain and mixed farming district.

The scenery nearby is beautiful, and along the river, good boating, fishing and shooting are found. The chief industries include, five large elevators, flour mills, lumber yards, and auto repair shops, and the town has two hotels, four churches, a \$30,000 public school, a Norwegian Lutheran College opened in 1913, two banks, a newspaper,

moving picture theatre, town hall, twenty acre park and a forty acre exhibition ground, which has a race track and covered grand stand. The town also owns the electric light and water systems. Population in 1911, 685, in 1918, 1,000.

Owen Sound, the county-town of Grey County, Ontario.

It is situated on Georgian Bay, and served by the Canadian Pacific and Grand Trunk Railways, 122 miles northwest of Toronto. The town has an excellent harbor, that is deep enough for the largest vessels, and steamships lines, both passengers and freight, run to all important ports on the Great Lakes and the Saint Lawrence River. It is an important manufacturing centre, having large saw mills, that cut 30,000,000 feet of lumber annually, and the other chief industries include, five large foundries, Portland cement works, chain factory, bolts and screws, tables, tanneries, turbine water wheels, agricultural implements, oil mills, and woolen mills.

Eugenia Falls, thirty-six miles away, furnishes the Hydro-Electric power, and all the public utilities are owned and operated by the town. Owen Sound is well supplied with good hotels, beautiful churches, good high and public schools, public library, two theatres, and five banks. Throughout the vicinity, beautiful wooded scenery is found, and its fine boating, bathing and excellent fishing, make the town a favorite summer resort and is visited annually by many tourists. The most attractive features of the town are Harrison Park in the centre, and Queen's Park, situated on the river banks.

Population in 1911, 12,612, in 1918, 14,000.

Oxford, a town in Cumberland County, Nova Scotia, situated on Philip River, and served by the Intercolonial Railway. It is an important lumbering centre, and the neighborhood contains beautiful scenery.

Moose and bear hunting is found nearby, and the streams are well stocked with trout and salmon, which makes the town headquarters for many sportsmen. The industries include, large woolen mills, furniture factory, grist mill, foundry and machine shops, excelsior plant, builder's supplies and tripoli works.

There is one hotel, four churches, a school, an academy and one bank in town. Population in 1911, 1,392, in 1918, 1,500.

Paris, a town in Ontario, situated on the Grand River, thirty miles from Hamilton, eight miles from Brantford and fourteen miles from Galt. The town is served by the Grand Trunk, Lake Erie, Erie and Northern and Grand Valley Electric Railways. Paris is said to be the most beautiful town in Ontario. It is a very important commer-

cial and manufacturing centre, having the large International Harvester Company's factories, alabastine works, flour mill, woolen cloth mill, needles, and shells.

The town owns the electric lighting and water systems, and has two hotels, seven fine churches, one high and three public schools, a public library and three banks.

The neighborhood supplies abundant gypsum and brick clay, and the town's sports include tennis, golf, etc. Population in 1911, 4,098; in 1918, 5,000.

Parrsboro, a town in Nova Scotia, situated on the north shore of the Basin of Minas, thirty-two miles south of Spring Hill, to which place connections are made by the Cumberland Railway and Coal Company's line. The town is an important shipping point for coal and lumber, which are found very plentifully in the vicinity. The neighborhood supplies excellent fishing and big and small game hunting is found nearby.

The town owns the electric light and water systems, and the industries include, large shipbuilding plants, wood working factories, and larrigan factory. Parrsboro has a fine post office, four hotels, a graded school, and high school, five beautiful churches, and two banks. Population in 1911, 2,856. in 1918, 2,925.

Parry Sound, a town in Ontario, situated on Georgian Bay, at the mouth of Sequin River, 150 miles northwest of Toronto.

The town is served by the Grand Trunk, Canadian Northern and Canadian Pacific Railways, and has steamship connections with Sault Ste Marie, and all other important lake ports. Parry Sound is widely known as the Gateway to the Highlands of Ontario, and is visited every year by hundreds of tourists. It is a beautiful summer resort, with numerous islands, and good bathing, fishing and hunting are found nearby.

The neighborhood is noted for its rugged scenery and the dense forest supplies abundant pine, hemlock and hardwoods of various kinds.

The industries of the town include, large saw mills, and planing mills, tannery smelter and chemical works, and soon after the outbreak of the War of Nations in 1914, a large munition factory was erected in the town, which has employed about 3,000 people. Parry Sound owns its electric power and lighting plant, and its water works and sewerage systems, and has several good hotels, seven fine churches, high and public schools, land titles office, court house, and

registry office, and three banks. Population in 1911, 3,429, in 1918, 8,500. The large increase in population was caused by the establishment of the great munition plant.

Pembroke, the county-town of Renfrew County, Ontario, situated on Allumette Lake, which is an expansion of the Ottawa River. The town is served by the Grand Trunk and Canadian Pacific Railways, 105 miles northwest of Ottawa.

It is the centre of a large lumbering district, which supply the large saw mills of the town.

The other industries include, builders factories, machine shop, foundries, lumber tool manufacturing plant, woolen mill, tannery and two shook mills. At Petawawa, ten miles distant, the Dominion Military Camp is situated and the Algonquin National Parks start twelve miles west of the town.

Pembroke is well supplied with several good hotels, nine beautiful churches, six public schools, convent boarding school, a public library, two hospitals, and three banks, and in the nearby vicinity, good hunting and trout fishing are found, which makes the town a favorite headquarters for sportsmen.

Population in 1911, 5,626, in 1918, 8,500.

Penetanguishene, a town in Ontario, situated on an inlet of Georgian Bay, and served by the Grand Trunk Railway, 102 miles north of Toronto, thirty-six miles northwest of Orillia, and thirty-eight miles north of Barrie.

The town is visited every year by thousands of Canadian and American tourists, who travel to Georgian Bay in search of health. It has an excellent harbor and good docks which are surrounded by beautiful hills, and good bathing, boating, fishing and hunting are found in the nearby vicinity.

It is an important lumbering centre, and the industries include, large saw mills, box factories, carriage, fibre boards, planing mills, pail and tub factories, shoe packs, flour mill, brick yards tannery, gasoline engines, small boat factory and stove foundry.

Penetanguishene was one of the principal Jesuit missions in Canada in the seventeenth century, and later it became an important military post and fur trading station, but after the War of 1812, its military importance declined, and the town is now known as a commercial centre, and gateway to the 30,000 islands of Georgian Bay. The town has steamboat connections with all the important

Great Lake ports, and is well supplied with four hotels, five churches, a public, separate and high school, Carnegie library, general hospital, hospital for the insane, ten banks and two public parks.

The population in 1911, was 3,568, in 1918, 4,100.

Penticton, a town in British Columbia, situated on the southern most point of Lake Okanagan, 125 miles east of Vancouver and 261 miles west of Nelson. It is served by the southern main line of the Canadian Pacific Railway, and by a steamship line which makes connections with Okanagan Landing, seventy-six miles distance. The town is a famous centre of a rich fruit and vegetable growing district.

Although it lies in the dry belt, the irrigation system here which is owned by the town, makes the fruit growing a big success. It is a division point of the Kettle Valley Railway and has extensive railway yards and shops.

The other industries include, fruit packing and canning, several large lumber yards, saw mill, and brick yard.

Good hunting and fishing are found in the vicinity, and the town is well supplied with three hotels, five fine churches, good high and public schools, hospital and two banks.

The electric light and water systems are owned and operated by the town. Population in 1911, 1,100, in 1918, 3,000.

Perth, the county-town of Lanark County, Ontario, situated on the Tay River, fifty-two miles southwest of Ottawa, 198 miles southeast of Toronto, and 140 miles southwest of Montreal. The town is served by the Canadian Pacific Railway, and throughout the neighborhood extensive mica deposits are found. The Rideau Canal which has been extended to Perth, has helped considerably in developing the town.

The chief industries are; large foundries and machine shops, sash and door factories, felt, carpets, knitted goods, boots and shoes, medicines and aerated water works. The town is surrounded by a good farming district and excellent boating and fishing are found nearby. It has several hotels, six churches, public and separate schools, collegiate institute, a public library, and three banks. Population in 1911, 3,588, in 1918, 4,000.

Peterborough, the county-town of the county with the same name, and situated on both banks of the Atonabee River, seventy-six miles northeast of Toronto. It is served by the Canadian Pacific and Grand Trunk Railways, and the Trent Canal, which has at this point the great hydraulic lift block, which is the largest of its kind in the world. The city lies in the centre of a river and lake district,

which is very popular among sportsmen, and is one of the largest electrical development centres in Canada. It is also the centre of a rich mixed farming and dairying district, and the neighborhood supplies abundance of iron, lead, gold, silver, mica, and various kinds of valuable lumber. The city owns the electric light and power plant, water and sewerage systems, and has over forty industrial establishments, the most important of which are; cereal foods, mining machinery, lumber mills, canoe factories, pork packing, flour mills, dairy machinery, shovels and agricultural implements, steel sashes, marble products and furniture factories. The town is the headquarters for the Canadian General Electric Co., and the Quaker Oats Co., whose extensive plant was destroyed by fire in 1916, and was replaced by a \$1,500,000 building, completed in 1918. The total annual output of the city's manufactured goods is estimated at \$20,000,000. Among the educational institutions is the provincial normal school, collegiate institute, and nine public schools. The city is the seat of a Roman Catholic Bishop and has a fine cathedral, seventeen beautiful churches public library, eight banks and four public parks. Population in 1911, was 18,360, in 1918, 24,000.

Petrolia, a town in Ontario, and centre of a fine oil and agricultural district. It is situated on the Grand Trunk and Michigan Central Railways, fifteen miles southeast of Sarnia, and forty-five miles northwest from London. Great oil wells and refineries dot the vicinity, and a factory for making drilling tools for the oil wells is one of the most important of the town's industries. The other industries include, elevators, boiler works and machine shops, fruit and vegetable cannery, wagons, automobiles, brick and tile works, fire extinguishers and a creamery, which is said to be the biggest in Ontario.

The town owns and operates the Hydro-Electric system, and water works, and has three hotels, four churches, high and public schools, business college, hospital and two banks.

The most interesting features of the town are the two parks, Victoria Park and Greenwood Driving Park, each of which covers ten acres and is well laid out.

Petrolia was founded in 1867 and was incorporated in 1874. The population in 1911, was 3,513, in 1918, 4,500.

Phoenix, a city in British Columbia, thirty miles west of Rossland, and twenty miles from Grand Forks, on the Canadian Pacific and Great Northern Railways. It is an important mining centre, and low grade copper and gold are found here in large quantities.

The city has electric light, four hotels, four churches, a public school, miners union hall and a bank.

Mining is the only industry. Population in 1911 662, in 1918, 1,200.

Picton, the county-town of Prince Edward County, and beautifully situated on the Bay of Quinte. It is forty-two miles southeast of Belleville, eighty-five miles southwest of Kingston, and 141 miles east of Toronto. The town has a large harbor that accommodates the boats plying the Great Lakes, and is served by the Canadian Northern Railway. It is the centre of an important canning industry, of which the town has several and the other industries include a creamery, boat yard, machine shop, foundry, box factory, planing mill, and brick plant. It has four good hotels, seven beautiful churches, public and separate schools, collegiate institute, public library, four banks and two parks.

Population in 1911, 3,564, in 1918, 3,788.

Picton, the county-town of Picton County, Nova Scotia, situated on the north coast of the Nova Scotia peninsula, on Northumberland Strait, 116 miles northeast of Halifax, and fifty-four miles northeast of Truro. The town is served by the Intercolonial Railway, and steamers connect Picton with Charlottetown, Montreal, and ports on Cape Breton Island.

It is the centre of an important coal-mining district, and lumber, farm and orchard products are found in the vicinity.

The town is a well known seaside resort and also a shipping point for New Glasgow. The industries include, flour and feed mills, biscuits, candy, tobacco products and motor boats.

Good fishing and hunting are found nearby and the town is well supplied with three good hotels, first-class public schools, the seat of the Picton academy, founded in 1818, and from which many of Canada's most distinguished men have graduated, including, Sir John William Dawson, Rev. Daniel M. Gordon, and Rev. George Monro Grant.

Population in 1911, 3,179, in 1918, 3,300.

Pincher Creek, a town in Alberta, situated on the Crow's Nest section of the Canadian Pacific Railway. It is the centre of a rich mixed farming and coal-mining district, and good fishing and hunting are found in the neighborhood.

The town's industries include, three large elevators, and warehouses, lumber yards, creamery, machine shop and three livery stables.

There are two hotels, five churches, public and separate schools, convent and two banks. Population in 1918, 1,027.

Porcupine, a town in Ontario, and one of the greatest gold-mining camps in the world. It is situated on Porcupine Lake and served by a branch of Timiskaming and Northern Railway, 450 miles north of Toronto.

Besides valuable deposits of gold, rich veins of silver, platinum, nickel and iron are found in the vicinity, and the town is really made up of four large mining camps, Porcupine, South Porcupine, Schumacher, and Timmins, which employ about 5,000 men. Excellent fishing and hunting are found throughout the neighborhood. The General Electric Company has a branch here and there is a good public school just recently completed, two hotels, four churches, court house and jail, fire hall, two banks and electric light and power plant. The first camp was established in 1911, and during the year it was practically destroyed by a disastrous fire, but has since been all rebuilt and the population in 1918 is estimated at 6,000.

Portage La Prairie, a city in Manitoba, situated on the Assiniboine River, fifty-six miles west of Winnipeg, seventy-seven miles east of Brandon, and about fifteen miles south of Lake Manitoba. The city is served by the main lines of our three great transcontinental railways, the Canadian Pacific, the Grand Trunk Pacific, and the Canadian Northern, and is the centre of a very rich grain-growing district, in which crop failures are unknown.

The neighborhood supplies sand and clay for brick used in the city, cement blocks, and rough wood, and the city owns extensive, rich-wooded park lands. Splendid fishing and boating are found in the lakes nearby which makes the city a popular summer resort.

The industries include seven large elevators, flour and oatmeal mills, farm implement factory and machine shops, brick yards, lumber yards, steel grain bins, structural iron castings, pumps, sash and door factories, and pickle factory.

The water works which were installed in 1907, are owned by and operated by the city, which has also owned the electric lighting plant since 1911. One of the most attractive parts of the city is Island Park, which is situated in Crescent Lake, and contains thirty-five acres all nicely laid out.

Portage la Prairie is the seat of the central judicial district, and has the government buildings and court house. Other noteworthy structures are, the post office and beautiful armory buildings, the gen-

eral hospital, the Industrial Training School, the Old Folks' Home, the Home for Incurables and the Indian School, which is maintained by the Presbyterian Church.

It is in every way a typical western city and has several first-class hotels, beautiful churches, and good schools, and six banks are located here. Population in 1911, 5,892, in 1918, 5,860.

Port Arthur, a city in the Thunder Bay district, Ontario. It is situated at the head of Lake Superior, 423 miles east of Winnipeg, and 872 miles northwest of Toronto.

The city is an important railway centre and is served by the Canadian Pacific and Canadian Northern Railways.

The location of the city makes it a natural collecting and distributing point, especially for the great grain-growing Canadian Northwest, which ships through this point, over 100,000,000 bushels of grain annually. The Canadian Northern Railway has erected a grain elevator at this point that has a capacity of 10,000,000 bushels, and is said to be the largest grain elevator in the world. The Dominion Government also has a large elevator located in the city.

In addition to the elevators just mentioned, the city has seven other privately owned elevators, and the other industries include, one of the largest shipbuilding plants in Canada, that has a dry-dock 720 feet in length, large blast furnaces, foundries, saw mills, and a large pulp mill is under construction. It also has coal and ore docks, wagon works, storage plants and wood finishing factory.

The city is the centre of a rich mixed farming district which is being opened up by the Government roads, and with its rival, Fort William three miles distant, with which city it is connected by electric trolley, is a divisional point for all water traffic between the Great Lake ports and the West.

Port Arthur has a number of beautiful buildings, including, the public library, the armories, the post office, a splendid collegiate institute, which is one of the finest in Canada, and the Whalen office, recently constructed at a cost of \$350,000. The street railway, water works, electric light plant and telephone system, are all owned and operated by the city. There are several first-class hotels in the city, beautiful churches of all denominations, seven good public schools, and two separate schools, Y.M.C.A., customs house, sailors institute, four theatres and the city has two beautiful public parks, Current River Park, which is beautifully laid out and contains 350 acres, and Lyon Park, containing ninety-nine acres.

Port Arthur was founded in 1888, at which time it was known as Prince Arthur Landing, in honor of Prince Arthur, Duke of Connaught, who was later Governor-General of Canada.

The city was incorporated in 1907 at which time the name was changed to Port Arthur. It has had a rapid growth, the population in 1901 being only 3,214, and in 1911 it had grown to 11,220, and by 1918, 20,000.

Port Colborne, a town in Ontario, situated on the north shore of Lake Erie, at the mouth of the Welland Canal.

The town is served by the Grand Trunk and Canadian Northern Railways, twenty miles southwest of Niagara Falls, and twenty-four miles west of Buffalo.

It is an excellent harbor which is deep enough for the largest lake steamers, and the docking facilities are well adapted for handling all kinds of freight. The neighborhood supplies abundance of limestone and natural gas, which are used by the town. The industries of Port Colborne include, large flour and grist mills, Dominion Government's great grain elevators, planing mill, cork factory and pig iron factory, and the International Nickel Company has under construction, a \$3,500,000 nickel refinery, for which 400 acres have been secured for the buildings. The town has two hotels, good schools, and churches and two banks.

Population in 1911, was 2,250, in 1918, 2,500.

Port Hope, the county-town of Durham County, Ontario, situated on Lake Ontario, sixty-three miles east of Toronto, six miles west of Cobourg, and fifty miles west of Belleville.

The town is served by the main line of the Grand Trunk, Canadian Pacific and Canadian Northern Railways, and is the centre of a good fruit-growing district.

It has an excellent harbor and is a port of call for all lake and Saint Lawrence River steamers.

Port Hope is known as a popular summer resort and is visited by many tourists every season. It is also an important industrial centre, having large iron pipe works, flour and planing mills, tanneries, canning factory, carriage factory, foundry, brick plant and large green houses. The town has good hotels, several schools, and the Trinity College School for boys, is located here, six beautiful churches, public library, opera house, three banks, two parks and the town owns the water works and sewerage systems. Population in 1911, 5,092, 1918, 5,800.

Port Moody, a town in British Columbia, situated at the head of Burrard Islet, twelve miles east of Vancouver, and six miles northeast of New Westminster. The town is served by the main line of the Canadian Pacific Railway, and its industries include, saw mills, shingle mills, steel rolling mills, brick plant and oil refinery. There are two hotels, three churches, public and high schools, and one bank, the town also has a good water system. Population in 1911, 1,100, in 1918, 1,500.

Prescott, the county-town of Grenville County, Ontario, situated on the Saint Lawrence River, twelve miles east of Brockville. It is served by the Canadian Pacific and Grand Trunk Railways, and Ogdensburg, directly across the river in New York State, is reached by a ferry.

The industries include, a large million bushel grain elevator, emery wheel factory, planing mill, veneer factory, creamery, candy factory, brass goods factory and casket building, and the Government has marine works located here.

The town has three hotels, four churches, a public, high and separate school, public library, opera house and two banks. Population in 1911, 2,801, in 1918, 3,000.

Preston, a town in Waterloo County, Ontario, popularly known for its mineral springs, which are visited by hundreds of people every year. It is situated on the Canadian Pacific and Grand Trunk Railways, four miles north of Galt, eight miles south of Kitchener, and fifty miles west of Toronto.

Speed and Grand Rivers run through the town, but they are not navigable. The town is an important manufacturing centre, having twenty industrial establishments, one of which is the largest steam and electric passenger car works in Canada, employing about 500 hands. Other industries include, stove and range foundries, office and school furniture, shoes, metal shingles, window sash and other materials for building, cloth and dress goods, household furniture, boys sleds and express wagons, flour and woodworking machinery, hockey sticks, rolling mills, woollen mills, brushes and pianos. The first factory in Canada to make hockey sticks is located in Preston.

The town owns and operates the water works and electric light plant, and it is said to be the best paved town in Canada. The noteworthy structures include, the fine post office, completed in 1915, the public library, the Merchants Bank and the public school, and there

are several first-class hotels, five beautiful churches, three banks, and three parks. Population in 1911, 3,882, in 1918, 5,200, of which about one third are Germans or German descent.

Prince Albert, a city in Saskatchewan, popularly known as the White Coal City, and situated on the North Saskatchewan River, 247 miles north of Regina, eighty-nine miles northwest of Winnipeg. The city is served by the Canadian Northern and Grand Trunk Pacific Railways, and is the distributing centre of a rich mixed farming district, noted for its stock raising. Throughout the immediate vicinity, abundance of brick and pottery clay is found, and valuable forest of spruce and poplar extend northward from the city.

The city has a very picturesque setting and fine boating, bathing, fishing and shooting are found nearby.

The Dominion Land Office and Customs Office are located here, and it is the headquarters of the Royal North West Mounted Police for Central and Northern Saskatchewan.

Prince Albert is the most important lumber centre in Saskatchewan. Its lumber mills cut about 50,000,000 board feet a year, and large shipments of furs and fish are distributed from this point. The city is also a governmental centre, having the seat of a district court and the provincial jail and penitentiary. The industries include, a large creamery, flour mills, brick yards, cold storage plants, slaughter house, boat factory, toys, saddlery works, marble and granite works, one daily and two weekly newspapers, and the city is well supplied by several first-class hotels, five beautiful churches, a fine new Roman Catholic Cathedral, five public schools, one separate school, collegiate institute, business college, ladies college and convent, two hospitals, Government Armory and eight banks. The city is also the seat of a Roman Catholic and Anglican Bishop. It was founded in 1885, and incorporated in 1904. Population in 1911, was 6,254, in 1918, 6,450.

Prince George, a city in the Cariboo district of British Columbia. It is situated at the junction of the Nechaco and Fraser Rivers, both of which are navigable for a considerable distance, giving the city steamship connections over waterways for 1,100 miles. The town is also a divisional point on the Grand Trunk Pacific Railway, and the Pacific Great Eastern, that is now being constructed from Vancouver to the Peace River Country, will serve the town.

It is 460 miles west of Prince Rupert and 465 miles west of Edmonton, and is the centre of a rich mining and lumbering district, and in the neighborhood, some grain and root crops are raised. The

chief industries are; lumber mills, and a sash and door factory, and the town has two hotels, three churches, two public schools and two banks.

The city was laid out and incorporated in 1915, and the population in 1918 was 2,000.

Prince Rupert, a city in British Columbia, and one of the most important sea ports on the Pacific coast of North America. It is situated on the north end of Kaien Island, about 500 miles northwest of Vancouver. The city is the western terminus of the Grand Trunk Pacific Railway, and has direct steamship connections with Vancouver, Victoria, and various ports in Alaska, the United States, Japan and other foreign countries.

The surrounding vicinity contains rich agricultural districts, rich mineral deposits and large forest resources, and the bay and streams nearby are well stocked with fish. The halibut fisheries here are the greatest in British Columbia, and the salmon fisheries along the Skeena River, are second only to those on the Fraser River. Prince Rupert's excellent harbour gives it splendid facilities for shipbuilding, and at present a large \$3,000,000 dry dock plant is under construction and the Grand Trunk Pacific has a large floating dry dock, which accommodates 20,000-ton ships, completed in 1917 at a cost of \$2,500,000.

The city has the largest cold storage plant, exclusively for fish, in the world, and among its most important industries are large saw mills, lumber mills, and deep sea fishing. The city was laid out in 1908 and named in honor of the first governor of the Hudson Bay Company, and was incorporated a city in 1910; by 1911, it had a population of 4,184, and by 1918, it had over 6,000. Prince Rupert is well supplied with good hotels, seven beautiful churches, four good public schools, five banks and two daily newspapers.

Quebec, the oldest city of Canada, and the capital of the Province of Quebec. It is popularly known as "The Cradle of New France" and "The Gibraltar of America." It is situated at the confluence of the St. Lawrence and the St. Charles Rivers, 164 miles northeast of Montreal. It is an important shipping port and railway centre, being served by the Grand Trunk, the Canadian Pacific, the Intercolonial, and a number of shorter railway lines, and the largest ocean-going ships come to its wharf, where they meet river boats and exchange cargoes. The city is an important manufacturing centre, having about

175 industrial establishments, which include large tanneries, twenty-five boot and shoe factories, tobacco factories, lumber mills, wood-working plant, biscuits, and clothing.

A short distance above the city a railway bridge has been constructed across the St. Lawrence River, which contains the largest single span of any bridge in the world.

Several unsuccessful attempts were made to build this bridge, and twice it collapsed in its last stages, but finally, in 1917, it was successfully completed.

The first white man to visit the present site of Quebec was Jacques Cartier, who sailed up the St. Lawrence River in 1535 and found the small Indian town of Stadacona clustered about the foot of the bluff, which rises to a height of 333 feet.

On landing, Cartier erected a cross and took possession of the country for France. The city was not founded, however, until 1608, at which time Samuel de Champlain, began a small settlement at the foot of the cliff. The settlement soon began to expand, with the growth of the fur trade and other interests, and until Canada became a British possession in 1763, the city was the seat of government of New France and the chief centre of French influence in America.

The city is considered one of the most picturesque in North America. The older part is built along the foot of the cliff, and many of the buildings are built of cobble stones and mortar, and in some sections the roofs are so connected that the people may go from house to house on the roofs instead of in the streets, many of which are too narrow to admit a sidewalk.

The customs house and wholesale houses are located along the wharf, which faces the great piers that extend for three miles along the river and are lined with steamers of all kinds during the navigation season. On top of the bluff the Citadel was built. The present structure which was begun in 1823, is the third that has been built on the same site. Extending back from the Citadel is a rolling plateau, over a part of which the forces of Wolfe and Montcalm fought the memorable battle of 1759. A beautiful monument now marks the spot where Wolfe fell. Quebec is still a most interesting and striking example of a medieval French city and is visited by thousands of tourists.

The city has many beautiful buildings, monuments and parks. The Provincial Parliament Buildings are the most important public



Quebec, Showing Big Warships in Harbor



Winter Sports near Quebec

structure, and throughout the grounds, monuments and statues of the famous heroes are found, which include Cartier, Frontenac, Laval, Maisonneuve, Wolfe, Montcalm, and Levis.

The City Hall, Customs House, Post Office, and Court House are also beautiful structures, and several beautiful churches and cathedrals are located throughout the different parts of the city.

Laval University is located here and has a number of interesting buildings, the oldest dating back to 1666.

One of the most attractive spots in the city is Dufferin Terrace, a promenade 1,400 feet long and about 200 feet above the river. From this terrace, a most picturesque view is obtained, and just back of it is the Government Garden, which is beautifully laid out in lawns and flowers, and east of the Terrace is the picturesque Chateau Frontenac, one of the most complete modern hotels in America.

Seven miles below the city is the famous Montmorenci Falls, a beautiful cascade 250 feet high. The city's population in 1911 was 78,190; in 1918, 105,000.

Raymond, a town in Alberta, situated in the extreme southern part of the province, forty miles northeast of Cardston, and twenty-six miles south of Lethbridge. It is served by the Canadian Pacific Railway, and is the centre of a good farming and stock raising district, which is also noted for sugar beets, which supply the large refinery located in the town.

The industries include large grain elevators, flour mill and sugar refinery, and the town has two hotels, two churches, including a church of Latter Day Saints, public school, Taylor Academy, and a bank. The inhabitants of the town and vicinity are mostly Mormons. Population in 1911, was 1,465; in 1918, it was 1,206.

Redcliffe, a town in Alberta, situated on the South Saskatchewan River and served by the main line of the Canadian Pacific Railway, six miles northwest of Medicine Hat, to which place an auto-bus is run. It is the centre of rich natural gas fields, and is becoming an important manufacturing centre, with large brick plants, sash and door factories, ornamental iron, glass, shoes, gloves, cigars, clay products, rolling mill and bolt factory, munition plant, and farm implements. The water system is owned and operated by the town, and there are two hotels, three churches, a district school, fire hall and bank. The town was founded in 1910, and on June 24, 1915, was partly destroyed by a cyclone, but has since been rebuilt. Population in 1911, 220; in 1918, 2,000.

Red Deer, a city of Alberta, situated in the central part of the province, about midway between Calgary and Edmonton, and on the Red Deer River, on which some traffic is carried by scows only. The city is served by a branch of the Canadian Pacific and Canadian Northern Railways, ninety-five miles north of Calgary and ninety-nine miles south of Edmonton. It is an important distributing point for the great mixed farming region of Central Alberta, and thousands of hogs, cattle, poultry, tubs of butter, and cans of milk are shipped every year. The most important of its industries is a large lumber mill, employing about 100 men, and the other industries include large brick yards, creameries, cheese factories, tile plant, concrete blocks, iron works, mattress factory, and stone quarry, and coal, sandstone, cement rock, and good clay are found nearby.

Good fishing and hunting are also found in this vicinity.

The city took its name from the river it is situated on, and was founded in 1880, and incorporated as a city in 1913. Since 1907, it has been governed by the commission form of Government. The city has several good hotels, five beautiful churches, three public schools, one high school, convent and Presbyterian Ladies' College, erected at a cost of \$80,000; five banks, armory, several attractive parks and two opera houses. Population in 1911, 2,118; in 1918, 2,300.

Regina, the capital of Saskatchewan, and one of the chief railway and commercial centres of Western Canada. It is situated on Wascana Lake, and served by the Grand Trunk Pacific, Canadian Pacific, and Canadian Northern Railways, 357 miles west of Winnipeg.

The city is one of the most important distributing centres in Canada and has the largest trade in agricultural implements of any city in the Dominion. There are many large industrial firms located here, and the industries include large grain elevators, flour mills, foundries and machine shops, steel wire works, stockyards, \$300,000 departmental mail order house, mattress factories, and farm implement warehouses.

Regina is well laid out with broad, well-paved streets, and dotted with many beautiful residences and attractive parks and playgrounds. The Parliament Building is the most imposing structure, occupying as it does, a beautiful site of 160 acres south of Wascana Lake. The Municipal Building is also worthy of note, as is the Public Library, the Union Passenger Station, the Normal School, the Collegiate Institute and the buildings of the Anglican and Regina Colleges.

The city has several very attractive parks, which cover over 250 acres. Wascana Park has a beautiful frontage on the lake, which affords splendid bathing and boating in summer and fine skating in winter. Victoria Park is well laid out in walks, lawns and flower beds. Dominion Park is chiefly an athletic park, and Alexander Park is well fitted up for children's playgrounds. The city also has a large exposition grounds, where exhibitions are held every year and a Winter Fair building, in which winter exhibitions and sports are held. All the public utilities are owned and operated by the city and it has splendid public schools, beautiful churches, several first-class hotels, two public hospitals, and fifteen banks. The Northwest Mounted Police have their headquarters here.

The first settlement was founded in May, 1882, and was incorporated as a city in 1903. In 1911, Regina had a population of 30,213, and in 1918, 28,000.

Renfrew, a town in Ontario, situated on the Bonnechere River and Smith's Creek, and served by the Grand Trunk and Canadian Pacific Railways, fifty-five miles west of Ottawa.

It is surrounded by a good farming country, and graphite and molybdenite are found in the vicinity.

The town is an important manufacturing centre and at the outbreak of the War of Nations, several munition factories were erected. The industries include a large and well-equipped creamery, that is said to be one of the best in Canada, flour and woollen mills, separator factory, lumber mills, lath factories, sash and door factory, munition, hosiery mills, brick and tile plant, foundry, and gasoline engines.

Renfrew is well supplied with three hotels, six fine churches, public and separate schools, collegiate institute, public library, hospital, army barracks, fine opera house, erected at a cost of \$75,000, and two banks. The town owns and operates its \$200,000 power plant and \$165,000 waterworks, and the electric street lighting system. The place was founded in 1895 and was incorporated as a town the same year and in 1911 had a population of 3,634, and in 1918, 4,500, most of whom are Scotch Canadians.

Revelstoke, a city in British Columbia, situated in the southeastern part of the province, and often referred to as "the Capital of Canada's Alps." It is on the Columbia River which is navigable at this point for small steamers, and is served by the main line of the Canadian Pacific Railway, 267 miles west of Calgary and 380 miles northeast of Vancouver.

It is the centre of a rich mining section, which produces immense quantities of silver, lead, gold and copper, and throughout the vicinity lumber, pulpwood and brick clay are found. Throughout the neighborhood magnificent scenery is found and the streams and lakes are well stocked with fish, and the forests have abundance of big and small game, which makes the city famous as a tourist and sportsman centre.

Revelstoke is an important commercial centre, having a large wholesale and retail trade, especially in the mining districts nearby, and among its numerous manufacturing establishments, are large saw mills, a sash and door factory, cigar factory and railway repair shop. The city owns and operates the electric light, water and sewerage system, and is well supplied with several first-class hotels, five beautiful churches, good schools, three banks, court house completed in 1912, general hospital, which is a splendid structure, and a very attractive park that covers an area of thirty-nine acres. A fine automobile road runs from Revelstoke to Mount Revelstoke, whose summit, now reserved as a national park, is a natural flower garden of great beauty. The city was founded in 1899, and incorporated the same year, and in 1911 had a population of 3,107; in 1918, 4,000.

Rivers, a town in Manitoba, situated on the Little Saskatchewan River, and served by the Grand Trunk Pacific Railway, 142 miles west of Winnipeg. The Canadian Pacific has a station at Wheatland, three miles away. It is the centre of a rich grain-growing and mixed farming district, and large deposits of sand and gravel are found in the vicinity.

The industries include, a large grain elevator, lumber yard and an important coal supply station for the Grand Trunk Pacific Railway. The town has a good hotel, five churches, a consolidated school, a bank, and an agricultural fair grounds. Population in 1911, 950; in 1918, 1,000.

Riviere du Loup, a town in Temisconata County, Quebec, situated at the junction of the Riviere du Loup with the Saint Lawrence, and served by the Intercolonial and Temisconata Railways. The town is a popular summer resort with splendid trout fishing, and moose and deer hunting nearby. The industries include, large railway repair shops, grist mills, foundry and machine shops, chain factory, shingle mill, brick plant, butter factory, pulp mill and sash and door factory.

The town is well supplied with hotels, six churches, six public schools, and three banks. The town owns and operates the light, water and sewerage system. Population in 1911, 6,774; in 1918, 8,000.

Rockland, a town in Russell County, Ontario, situated on the Ottawa River, and served by the Canadian Northern and Grand Trunk Railways, twenty-three miles east of the city of Ottawa. The town is best known as a summer resort, but has some industrial establishments which include, lumber mills, sash and door factory, planing mill, machine shop and mica factory. Rockland has four hotels, three fine churches, a public, high and separate schools, and two banks. Population in 1911, 3,397; in 1918, 3,700.

Rossland, a town in British Columbia, situated on the Canadian Pacific and Great Northern Railways, fifty-five miles southwest of Nelson, and six miles north of the International boundary line. The town is the centre of the gold and copper mining district of West Kootenay, and the chief industries include, smelting works, planing mills, and bottling works. The town has several hotels, five churches, two schools, three banks and a newspaper. When this section was opened up the town grew rapidly and was incorporated as a city in 1897, and 1901 had a population of 6,000. After the boom was over the population declined, but the city is still prosperous and the mines are still producing.

In 1911 the population was 2,826, and in 1918, 3,500.

Rosthern, a town in Saskatchewan, situated in the central part of the province, and served by the Canadian Northern Railway, forty miles north of Saskatoon and forty-seven miles south of Prince Albert. The town is surrounded by one of the richest wheat-growing areas in the world, which was made famous by Seager Wheeler, the world's champion wheat grower, who lives four miles from the town. Rosthern has the largest grain elevators west of Winnipeg, and its other industries include, large flour mills, brick yard, two machine shops, gas plant and sash and door factory. The town has three hotels, eight churches, a public and private school, private hospital, custom house, town hall, completed in 1909 at a cost of \$30,000, two banks and a Government Experimental Farm. The town was settled in 1906, and had a population of 1,172, in 1911, and in 1918, 1,500, nearly half of which are of German birth or descent.

Saint Albert, a town in Alberta, situated on the Sturgeon River, and served by the Canadian Northern Railway, nine miles from Edmonton. The industries include, a grist mill, coal mine and brick

yard. The town is the seat of a Roman Catholic Bishop and has two large churches, a convent, a good school and two hotels. Population in 1911, 614; in 1918, 1,000.

Saint Andrews, the county town of Charlotte County, New Brunswick, situated in the southwest corner of the province on Passamaquoddy Bay, and served by the Canadian Pacific Railway, about sixty miles directly west of Saint John. The town has an excellent harbor that accomodates the largest vessels and is open the year around.

It is a popular summer resort, and fresh and deep sea fishing is carried on nearby, and large catches of sardines are made. The industries include, a large sardine works, which employs 300 hands, fish and clam factories, fish canneries and mattress and leather goods factory. It has several good hotels, beautiful churches and good schools.

Population in 1911, 987; in 1918, 2,000.

Saint Boniface, a city in Manitoba, situated on the Red River, directly east of the city of Winnipeg, with which city it is connected by six bridges, the largest of which is the new Broadway Bridge, that was erected at a cost of \$600,000.

The city is the county seat of Provencher County, and the seat of the Roman Catholic Archbishop of Manitoba.

The Canadian Northern, the Canadian Pacific, the National Transcontinental and the Great Northern Railways serve the city, and an electric line runs to Winnipeg and another to Saint Vital, at which place the new provincial agricultural college and university have recently been built.

Saint Boniface is rapidly growing as an important manufacturing centre, with abattoirs, and meat packing plants, flour mills, lumber mills, brick yards, linseed oil factory, paint and dyes, tar paper, sash and door factory, building material of all kinds, creamery, marble and glass works and four large elevators. One of the flour mills is said to be the largest in the British Empire, and the stockyards, which were recently constructed and equipped at a cost of more than \$1,000,000, are the largest and most important in Canada.

The total annual output of manufactured goods amounts to more than \$7,000,000, and about one-sixth of the total for the province.

The city has many beautiful religious and educational institutions, which include, Saint Boniface College, affiliated with the University of Manitoba, a provincial normal school, Saint Adelard's Orphanage, the convent of the Sisters of Jesus, the Juniorate of the Abate Fathers, and the Roman Catholic Cathedral, which was com-

pleted in 1908, at a cost of \$400,000. The bells used in its tower were recast from the old bells which hung in the Saint Boniface Mission for half a century. There are also three public schools, and several other beautiful churches. The population in 1911, was 7,483; and in 1918, 11,500.

Saint Catharines, a city in Ontario, and the county-town of Lincoln County. It is situated on the Welland Canal, in the northern part of the Niagara Peninsula, and served by the Grand Trunk and the Niagara, Saint Catharines and Toronto Railways, thirty-two miles southeast of Hamilton and eleven miles northwest of Buffalo. It is the centre of the great and famous Niagara fruit belt, and the mineral springs nearby have given the city considerable fame.

Saint Catharines is growing rapidly into an important manufacturing centre, having large boiler works, five large paper mills, flour mills, planing mills, canning factories, incandescant lamps, shoe factory, tannery, rubber factories, flax and silk mills and automobiles. The total annual output amounts to more than \$6,000,000. The city has three hotels, fifteen churches, ten public schools, collegiate institute, business college and Bishop Ridley College, an Anglican secondary school for boys, a beautiful public library, county buildings, city hall and armories. The city owns the gas, water and sewerage systems, but the electric light and power plant is privately owned. Population in 1911, 12,484, in 1918, 19,000, and for immediate vicinity 35,000.

Saint Hyacinthe, a city in Quebec and the county-town of Saint Hyacinthe County. It is situated on the Yamsask River, thirty-six miles east of Montreal, and served by the Grand Trunk Canadian Pacific, Intercolonial and Quebec, Montreal and Southern Railways. The city is an important manufacturing centre, having a large knit goods factory that employs 1,500 people, boot and shoe factories, agricultural implements, threshing machines, spinning wheels, plows, hosiery, gloves, tannery, grist mill and builders' factory.

Saint Hyacinthe is also noted for its educational institutions. The Saint Hyacinthe Academy was founded in 1811, and the Academie Prince for Girls and the Academie Girouard for Boys, are located here, all of which are under the Roman Catholic direction. There are several monasteries and convents, and in addition to the primary schools, managed by the Protestant school board, there is a branch of the Sacred Heart College of Athabaska, located here. The provincial dairy school established here, was the first dairy school in Canada and the second in America.

The city owns and operates its water works and electric power systems, and is well supplied with good hotels and four banks. The city was founded in 1775, and was incorporated as a city, in 1857. In 1903 a fire did over \$1,000,000 worth of damage to the city. Population in 1911, 9,797; in 1918, 12,500.

St. John, a city in New Brunswick, and the county town of Saint John County. It is situated on the Bay of Fundy at the mouth of Saint John's River. It is the largest and most important commercial centre of the province, and is the Atlantic port of the Dominion, it being open to navigation both winter and summer. The city is served by the Canadian Pacific and the Intercolonial Railways, whose terminal stations are among the important structures of the city. It is 275 miles northwest of Halifax, eighty-nine miles southwest of Moncton, and sixty-six miles southeast of Fredericton, the provincial capital.

Saint John is an important manufacturing and distributing centre, and the only city in Canada that owns its own harbor. The chief industries include, large elevators, pulp mill, twelve large saw mills, sugar refinery, just recently completed, and steel products, woodworking factories, tannery, rolling mills, foundries, cotton mills, lime kilns, corn mills, brushes and brooms, paper and wooden boxes, marble works, machine shops and munition plant, fertilizers, paints fish curing plants, boots and shoe factory, confectionery, soap and sugar factories, and there are three large shipyards for wood and steel ships under construction. The total value of all manufactures amount to about \$12,000,000 annually.

The total exports from St. John amounts to \$50,000,000 a year, making it second in importance among the Canadian Atlantic shipping ports, it being exceeded only by Montreal. The chief exports include, grain, lumber, meat and flour.

Several steamship lines operate from the city port and give direct connections with London, Liverpool, Dublin, Glasgow, Manchester, Belfast, Havre, Antwerp, Trieste, South Africa, Australia and the West Indies.

The city contains many beautiful public buildings, and several very attractive parks and public gardens, which cover about 500 acres. The noteworthy structures include, the exhibition building and the public library, a beautiful building donated by Andrew Carnegie, in 1906. The Y.M.C.A., building, the general hospital, the Wiggins



Saint John, New Brunswick



Sydney, Cape Breton, N.S.



Opening the New Trent Valley Canal at Trenton, Ont.

Institute for Orphan Boys and the Good Shepherd House for Girls, are also worthy of note, and several of the public school buildings are built in very attractive style, including, the High School.

In 1912 Saint John adopted the commission form of government and was the first city in Canada to have this system. The council consists of the mayor and four commissioners, and the charter of 1912 also provides for the recall of municipal officials, and the initiative and referendum on legislation. Champlain, De Monts and Poutrincourt, three great Frenchmen, were the first explorers to visit the site that is now the city of Saint John. This was on June 24, 1604, and was the festival day of Saint John the Baptist, and the city was named in his honor. It was not however, until 1783 when 3,000 United Empire Loyalists landed at this spot, that the city was really founded. A very disastrous fire occurred in 1877 that destroyed \$22,000,000 worth of property and made 13,000 people homeless, but it has since been all rebuilt and the city is growing steadily in size and importance. In 1911, Saint John had a population of 42,511, and in 1918, 61,380.

Saint Mary's a town in Perth County, Ontario, situated on the Thames River. It is served by the Grand Trunk and Canadian Pacific Railways, twenty-one miles north of London, and ninety-nine miles southwest of Toronto. It is the centre of a rich mixed farming, fruit growing and dairying district, and throughout the neighborhood, large supplies of stone, cement clay, limestone and lumber are found. Several large stone quarries are nearby.

The town is surrounded by beautiful scenery and the Thames River furnishes excellent boating.

The manufacturing establishments include a large \$250,000 cement works, agricultural implements, two builders' factories, creamery vats, planing mills, lime kiln, flour mill, cheese factory, hook and eye factory and cement products of all kinds. The town has several good hotels, seven beautiful churches, three public schools, separate school and collegiate, a public library, opera house, municipal buildings, three banks and a beautiful park. The town owns and operates its own waterworks and electric lighting system.

Population in 1911, 3,388; in 1918, 4,000.

Saint Stephens, a town in New Brunswick, situated in the northwest corner of the province. It is at the tide water on the Saint Croix River, eighty miles west of Saint John, and is directly opposite Calais, Maine, with which town it is connected by a bridge. The town is served by the Canadian Pacific and New Brunswick Southern

Railways, and the St. Croix River carries a large traffic in general merchandise, coal, fish and lumber, and gives steamship connections with St. Andrews, St. John and other local points.

It is a distributing centre, and the forest nearby is noted as splendid hunting grounds, and the streams are well stocked with fish. The industries include, well known confectionary and soap factories, brick plants, box factory, fertilizer plant, woodworking factory, shoe factory and two aerated water factories. The town has three hotels, six churches, good schools, custom house and three banks. Population in 1911, 2,836; in 1918, 3,600.

St. Thomas, a city in Ontario, and the county town of Elgin County. It is situated 119 miles southwest of Hamilton and eighteen miles south of London, and is one of the most important railway centres in Southern Ontario. It is served by the Grand Trunk, Pere Marquette, Canadian Pacific, Wabash and Michigan Central Railways, and is a divisional point for most of the railroads entering it.

The city is surrounded by a rich agricultural and fruit belt, and the industries include, large railways shops, brass and iron foundries, planing mills, saw mill, flour mills, brush and broom factory, shoes, handles, woodenware, confectionery factory, and knitting mill. The city owns all the public utilities and has several good hotels, ten fine churches, five public schools, one high school and collegiate institute, hospital, Old People's Home, nine banks, two daily papers, a country club and a beautiful public park, covering 150 acres. Population in 1911, 14,053; in 1918, 16,500.

Sackville, a town in New Brunswick, situated in the southeastern part of the province. It is on the Tantramar River, and served by the main line of the Intercolonial Railway, thirty-eight miles southeast of Cape Tormentine, and eighty-six miles northwest of Truro. It is in a fertile farming district, and the neighborhood supplies stone and lumber, which include, spruce and some hardwood. The industries include boot and shoe factories, stove foundries, harness shops, carriage works, woodworking factory, paper boxes, and stone quarries.

Sackville was incorporated as a town in 1903, and has three hotels, five churches, good schools and two banks. The town is the seat of the well known Mount Allison University and Ladies College. Population in 1911, 2,300; in 1918, 3,100.

Saimon Arm, a town in British Columbia, situated on the southern arm of Shuswap Lake, 316 miles east of Vancouver. It is served by the main line of the Canadian Pacific Railway, and has steamboat connections with Kamloops and other lake ports. It is the centre

of a very rich fruit growing, dairying and mixed farming district which obtained the first prize and gold medal for its fruit exhibit and second prize for its agricultural exhibit at New Westminster in 1912.

The government has a salmon and trout hatchery located here, and the industries of the town include, a large cold storage plant, lumber mills, sash and door factory, a co-operate creamery and a supply company, which handles the products of the district. The town owns the water and electric lighting systems and has three hotels, five churches, public and high school and two banks. Population in 1911, 1,500; in 1918, for city and district, 3,500.

Sandwich, the county town of Essex County, Ontario, situated on the Detroit River, opposite the city of Detroit. It is served by the Essex Terminal Railway, which connects with the Canadian Pacific, Grand Trunk, Michigan Central, Wabash and Pere Marquette Railways, and an electric railway runs to Windsor, two miles away. The town also has direct steamship connection with all important lake ports. It is the centre of a rich farming and tobacco growing district and many vineyards are in the vicinity. Natural gas is found nearby and the neighborhood supplies abundance of salt. There is an important Dominion fish hatchery located here, and the industries include, lumber yards, canning factories, chemical factory, salt mills, wine mill, brick yards and two large coaling docks. The United States Steel Corporation has under construction a \$20,000,000 steel plant which will cover 1,000 acres and will make the town the second largest steel centre in America. The town has two hotels, three churches, a public and separate school, and one bank. Assumption College, a Roman Catholic school, is also located here. Population in 1911, 3,000.

Sarnia, the county town of Lambton County, Ontario, located at the mouth of the Saint Clair River, directly opposite Port Huron. The city is served by the Grand Trunk and the Pere Marquette Railways, fifty-nine miles west of London and 169 miles southwest of Toronto. A railway tunnel has been constructed under the river that connects with Port Huron on the other side and a car ferry is also in operation.

The city has a large tonnage in Lake traffic, and has steamship connections with all the Great Lake ports.

The neighborhood surrounding Sarnia supplies petroleum and salt. Natural gas is also found in the vicinity.

The city owns the waterworks and sewerage system and its industries include, one of the largest oil refineries in the Dominion,

which employs about 1,400 people, three munition plants, salt works, lumber mills, woodworking plant, stoves, threshers, bridge works, brass goods, cigars, lubricants and wire fencing.

The city has two good hotels, twelve fine churches, a good system of public schools, and high schools, five banks, and two loan corporations. Population in 1911, 9,947; in 1918, 12,000.

Saskatoon, a city in Saskatchewan, situated in the central part of the province and on the south Saskatchewan River. The city is served by the main line of the Grand Trunk Pacific and is on the branches of the Canadian Pacific and Canadian Northern Railways, 311 miles southeast of Edmonton, 160 miles northwest of Regina, 400 miles northeast of Calgary, and 467 miles northwest of Winnipeg. Saskatoon is one of the most important cities in the Canadian West, being a railway, commercial and manufacturing centre of the first rank. It is surrounded by a very rich agricultural district, and the Province maintains an Agricultural College and Experimental Farm here. The city has over 200 wholesale houses, and has one of the great Dominion Government interior elevators with a capacity of 3,500,000 bushels. Among the industries are the large mills of the Quaker Oats Company, which have a daily capacity of 1,200 barrels of flour and 350 barrels of oats, iron working plants, brick plants, machine shops and foundries and woodworking plants.

Saskatoon owns its own electric lighting and power system, street railway, water works and sewerage systems, and is the seat of the University of Saskatchewan, a provincial normal school, completed in 1912, a collegiate institute, Presbyterian College, established in 1912 and opened to students in 1914, the Emmanuel College which was founded by Prince Albert in 1879, and removed to Saskatoon in 1909, and an Anglican Theological School. In addition to those mentioned, the city has twelve large public schools, four of which cost \$150,000 each.

Saskatoon is well supplied with several first-class hotels, seventeen beautiful churches, a fine post office, erected in 1908 at a cost of \$50,000, the Canada building which is a fine building completed in 1913 and cost over \$600,000, fifteen chartered banks and a Dominion Lands office, Land Titles office and two hospitals. There are about 439 acres in the city nicely laid out in parks, and five large bridges cross the river in the city. The town was founded in 1890, and was incorporated as a city in 1906, and four years later adopted the commission form of government. Population in 1911, 12,004; in 1918, 25,000.

Sault Ste. Marie, a city in Ontario, situated on the Saint Mary's River, which connects Lake Superior with Lake Huron. The city is served by the Canadian Pacific and the Algoma Central and Hudson Bay Railways, 237 miles east of Fort William and Port Arthur, and 440 miles northwest of Toronto. The city has a large water commerce which consists mostly of grain and iron ore passing to the east, and coal passing to the west. The new power canal completed in 1918, at a cost of \$1,000,000, facilitates the navigation around the "Sault" or rapids. It is also the most important centre of the Algoma district which supplies abundance of iron, copper, silver, gold and lumber. Good fishing and hunting are also found in the neighborhood. The city is an important manufacturing centre, the capital invested in the various manufacturing establishments amounting to about \$70,000,000. The output of a single pulp and paper mill located here, is valued at \$5,000,000 a year, and about 2,000 people are employed in the mill. The Algoma Steel Corporation also has a large plant here, which employs about 6,000 men.

The other important industries include, large railway shops, brick and tile establishments, tar and chemicals, foundry and machine shops, and lumber mills. There are several attractive public buildings in the city, among which are the post office and custom house, erected in 1905, the Algoma Central Railway station, the Y.M.C.A., building and King's Theatre. The city is well supplied with good hotels, seven beautiful churches, six public schools, one high one technical and three separate schools, a well equipped general public hospital, public library, eight banks and a public park.

The light, water and sewerage systems are owned and operated by the city. The town was founded in 1850, and incorporated as a city in 1912. Population in 1911, 10,984; in 1918, including Steelton, which municipality was annexed in 1917, 19,500.

Seaforth, a town in Huron County, Ontario, situated on the Grand Trunk Railway, 113 miles northwest of Toronto.

It is the centre of a very rich mixed farming and fruit growing district, and the neighborhood supplies salt, sand and clay for brick and tile making, and hardwood.

The industries of the town include, brick and tile plant, tannery, flax mills, apple evaporator, furniture factory, sash and door establishment, creamery and pottery works.

The town has two hotels, five churches, public and separate school, collegiate institute, public library, two banks and three parks. Population in 1918, 3,500.

Selkirk, a town in Manitoba, situated in the southern part of the province on the Red River, near its mouth. It is served by a branch of the Canadian Pacific Railway, twenty-four miles north of Winnipeg, with which city it is connected by an electric railway line. It is at the head of navigation for steamers on Lake Winnipeg, which makes it an important centre of the fishing industry on the lake.

Over 7,000,000 pounds of fish are shipped from Selkirk annually. The town is surrounded by fertile farming country which is well adapted to dairying and the growing of fruits and vegetables.

The industries include, several large cold storage plants, saw and planing mills, box factory, pulp and paper mill, iron rolling mills and a nut and bolt factory, and the government maintains a ship yard and dry dock here. Selkirk has four hotels, seven fine churches, three public schools, two banks and a newspaper. Population in 1911, 2,977, and in 1918, 3,450.

Shaunavon, a town in Saskatchewan, situated in the southern part of the province. It is a divisional point on the Canadian Pacific Railway, 175 miles east of Lethbridge, 230 miles west of Weyburn, and eighty-four miles east of Altawan. It is an important distributing centre of a rich wheat growing and ranching country, which has been opened up by the construction of the Weyburn-Lethbridge branch line of the Canadian Pacific Railway. The industries include, lumber yards, flour mill and grain elevators, and the town has two hotels, five churches, a public school, and three banks. The town was founded in 1914, and by 1918 had a population of 1,300.

Shawenegan Falls, a town in Quebec, noted for the falls nearby, in the Saint Maurice River, which are 165 feet high. The town is situated on the west bank of the river, and is served by the Canadian Pacific and Canadian Northern Railways, 116 miles northeast of Montreal, ninety-eight miles southwest of Quebec, and twenty-one miles northwest of Three Rivers. The town is noted for the aluminum and manganese manufactured here, and the other chief industries include, pulp and paper mills, saw mill, sash and door factories, cotton factory, knitting mill, electro products and carbide.

The town has several hotels, many fine churches, four schools, two banks and an opera house. Population in 1911, 4,265; in 1918, 8,581, with suburbs, 10,827.

Shediac, a town in Westmorland County, New Brunswick, situated on Shediac Bay, Northumberland Strait, and served by the Intercolonial Railway, eighteen miles northeast of Moncton. The town has steamship connections with Prince Edward Island, at Point

du Chene. There are large lobster fisheries near Shediac and lobster packing is one of the town's leading industries. Other important industries include, lumber mills, saw mills, tannery and stone quarry. The town has three hotels, four churches, two schools, and a bank, and owns its waterworks system. Population in 1911, 1,442; in 1918, 1,500.

Shelburne, the county town of Shelburne County, Nova Scotia, situated on Roseway River and Shelburne Harbor, 162 miles from Halifax, and 165 miles from Saint John. It is served by the Halifax and Shelburne Railway, and the town has a fine harbor with a \$40,000 wharf and warehouse. The lake and stream nearby are well stocked with fish and the neighborhood supplies splendid bear and moose shooting. The industries include, four shipyards, seven boat building establishments, lath and stave mill, monument works, planing mill, canning factory, carding mill, cooperage and granite quarry.

The town owns the electric lighting system and has two hotels, seven churches, county academy and one bank.

Population in 1911, 1,113; in 1918, 1,550.

Sherbrooke, a city in Quebec and county-town of Sherbrooke County, situated in the southern part of the province, 101 miles southeast of Montreal, and 122 miles south of Quebec. It lies at the junction of the Magog and St. Francis Rivers and is served by the Grand Trunk, Canadian Pacific, Boston and Maine, and Quebec Central Railways.

Sherbrooke is one of the leading manufacturing centres of the province, and abundant power is derived from the two rivers on which it is situated. The industries include, mining machinery, clothing, boots, wooden and cotton mills, jewellery factories, shells and munition plant, rubber factory, packing plant, cigar factories, silk gloves and underwear mills. The city is the centre of a rich mixed farming and timber district, and asbestos and copper mines are found nearby.

The city has a fine courthouse, erected at a cost of \$60,000, two public hospitals, a public library, several good hotels, many beautiful churches and eleven public schools.

A college is also located here and an old peoples home, four city parks and ten chartered banks. The water works, gas plant and electric light and power systems are owned and operated by the city. Population in 1911, 16,405; in 1918, 19,314.

Simcoe, the county-town of Norfolk County, situated in the southern part of the province of Ontario, forty-six miles southwest of Hamilton, and seventy-three miles southwest of Toronto.

It is served by the Grand Trunk, Wabash and Lake Erie and Northern Electric Railways, and Port Dover, seven miles south of Simcoe, is an important port of Lake Erie.

Simcoe is surrounded by one of the richest agricultural districts in Ontario, which produces fine fruit and dairy products of all kinds. The town has one of the largest canning factories in Canada, and the largest and best equipped exclusive lithographing plant in the Dominion.

The other industries include a large woollen mill, shoe factory, pickle factories, creamery, flour mill, shoe mill, tin can plant, greenhouses, and evaporator.

The town was incorporated in 1851 and has three hotels, six churches, high and public schools, a Carnegie library, erected in 1912, three banks and two newspapers. Population in 1911, 3,227; in 1918, 4,000.

Smith Falls, a town in Ontario, situated on the Rideau Canal, and served by the Canadian Pacific and Canadian Northern Railways, twenty-eight miles northwest of Brockville, forty-two miles southwest of Ottawa, 128 miles west of Montreal, and 212 miles east of Toronto. It is an important manufacturing centre and good fishing and hunting are found nearby.

The industries include, farm implements, malleable castings, stoves, ploughs, bricks, sash and door factory, grist mill and flour mill. The town has five hotels, seven fine churches, good public and separate schools, a collegiate institute, two hospitals, public library, two theatres and four banks. The town owns its own water and sewerage systems.

Population in 1911, 6,370; in 1918, 7,000.

Sorel, a city in Quebec, situated on the right bank of the Richelieu River at its junction with the Saint Lawrence. It is served by the Quebec, Montreal and Southern Railway, and the town is a port of call for steamships plying the Saint Lawrence River. It is forty-two miles northeast of Montreal and forty miles southwest of Three Rivers, and is an important shipbuilding centre. The city has a fine deep water harbor, which makes it an ideal shipyard. Its other industries include, agricultural machinery, clothing, native wines, munition plants, foundries, saw works, and sash and door factory.

The town has several hotels, three churches, and in addition to its public schools, there is a convent for girls, Saint Bernard College, erected at a cost of \$200,000. The town was incorporated as a city in 1889, and the population in 1911, was 8,420; in 1918, 8,800.

Souris, a town in Manitoba, situated on the Souris River, in the southwestern part of the province, and served by the Canadian Pacific Railway, 151 miles west of Winnipeg, and twenty-four miles southwest of Brandon. The town is the centre of a rich grain growing country, and in the vicinity, good fishing, boating and bathing are found. It is a divisional point on the Canadian Pacific and has the railway repair shop. The other industries include, a large flour mill, several grain elevators, planing mill, show case factory, foundry and machine shop and furniture factory.

The water works, electric light and acetylene gas plants are owned and operated by the town, and it has a fine \$50,000 Collegiate institute, three hotels, four churches, good public school and two banks. The town was founded in 1882, and in 1911 had a population of 1,854; in 1918, 1,845.

Souris, a town in Prince Edward Island, situated on Colville Bay, in the northeast part of the province.

It is served by the Prince Edward Island Railway, sixty miles east of Charlottetown, and is an important fishing centre. The leading industry is lobster fishing, and the cod, hake and haddock catch is growing in importance.

Small catches of mackerel are also made in the fall. The other industries include, several saw mills, planing mill, motor boat factory, and cheese box factory.

The town has three hotels, five churches, convent and public school and one bank. Population in 1911, 1,089; in 1918, 1,500.

Springhill, a town in Nova Scotia, situated in Cumberland County, in the northwest part of the province, and served by the Cumberland Railway and Coal Company's line, twenty-seven miles north of Pansboro, and five miles south of Springhill Junction, where connection is made with the Intercolonial Railway. The town is an important distributing centre of a large coal mining district, and several small mines are in the town itself. The total annual output of coal amounts to 400,000 tons. The town has two hotels, five churches, three schools, and two banks.

Population in 1911, 5,713; in 1918, 6,000.

Stellarton, a town in Pictou County, Nova Scotia, situated on the East River, and served by the Intercolonial Railway, two miles south of New Glasgow and ten miles from Pictou Landing. The town is the centre of a rich coal mining district and nearby is the thickest known seam of coal in the world, it being thirty-seven feet thick. The industries include, coal mining, Intercolonial Railway repair shops, shell factory, carriage factory, large creamery, feed mill, woodworking factories, cigar factory and bakery and it is a distributing point for farm machinery and packed meats. The town has four hotels, five churches, good schools, a bank and two parks. Population in 1911, 3,910; in 1918, 4,500.

Stettler, a town in Alberta, situated in the central part of the province, and served by the Lacombe branch of the Canadian Pacific Railway, and by two branches of the Canadian Northern, 105 miles south of Edmonton, and 154 miles north of Calgary. The town is the distributing point for a prosperous, mixed-farming district and good fishing and shooting are found in the neighbourhood. There are also several coal mines in the vicinity and good black clay and gravel are found in abundance. The town owns and operates its waterworks and electric lighting systems and among its industries are a large flour mill, having a daily capacity of 100 barrels, a cigar factory, employing about one hundred hands, several elevators, foundry and machine shop, steam laundry, and oil distributing plant. The town has two hotels, five fine churches, a beautiful \$55,000 school, hospital, town hall, agricultural fair grounds and race track and two banks.

Stettler was founded in 1901, and named for one of the early settlers. Population in 1911, 444; in 1918, 2,000.

Steveston, a town in British Columbia, situated on Vancouver Island, at the mouth of the Fraser River. It is fifteen miles from Vancouver with which city it is connected by an electric railway. It is an important fishing centre and the town has fifteen admiral's residences.

A cold storage plant, machine shop and power boat factories are also located here. Since the outbreak of the War of Nations a large aerodrome and a flying training camp has been built. The town has several hotels, three churches, a school and a bank. Population in 1918, 150.

Stonewall, a town in Manitoba, a substantial suburb of Winnipeg, which is twenty-one miles to the west, and connected by an electric railway line. The town is the centre of a rich agricultural section, and valuable deposits of limestone, lime, gravel, and sand are found in the vicinity.

The industries include grain elevators, lumber yards, planing mills, stone quarries, lime kilns and horse-drawn livery stables.

The town has two hotels, four churches, public school and collegiate institute which has an agricultural branch, and two banks. Population in 1918, 1,300.

Stratford, a city in Ontario, and the county town of Perth County. It is situated on the A. & C. Railway, twenty-eight miles west of Toronto, and eighty-one miles east of London.

It is surrounded by a fertile agricultural district and served by the Grand Trunk Railway. The city is an important industrial centre, having large repair shops of the Grand Trunk, and sixty other industrial establishments, which produce agricultural implements, pork packing plants, wire fencing, automobile factory, threshing machines, flour, shoes, woolen and cotton goods, hay forks, dairy products, rattan furniture, corrugated iron, bridge and iron works, office specialties, harness, engines, cigars, brassware, and music cabinets. The city has two hotels, fourteen beautiful churches, six public schools, a collegiate institute, Provincial Normal School, business college, five banks and two public parks. The city owns and operates electric light, water and sewerage system and is a divisional point of the Grand Trunk Railway, with six lines entering the city. Population in 1911, 12,946; in 1918, 17,000.

Strathroy, a town in Middlesex County, Ontario, situated on the Sydenham River, and served by the Grand Trunk Railway. The town is the centre of first-class agricultural and dairying country, and the neighborhood supplies abundance of hard and soft woods. The industries include flour and grain mills, cheese and butter factories, cannery, egg packing plant, coal storage, saw mills, basket factory, pianos, builders factories, furniture factory, and woolen mill. The town has two hotels, two public schools, a collegiate institute, armory, three banks and a public park. Population in 1918, 2,998.

Sturgeon Falls, a town in Ontario, situated in the Nipissing district, on Lake Nipissing, and served by the Canadian Pacific Railway. It is the centre for many sportsmen, and fish and big game are very plentiful, and the town is the starting point for French River and the west arm of Lake Nipissing tourist routes.

The waterworks and sewerage systems are owned and operated by the town, and there are three hotels, four churches, a public, separate and model school, and two banks.

The industries include, a large pulp and paper mill, saw and planing mills, flour and grist mills and soda water works. Population in 1918, 3,200.

Sudbury, a town in Ontario, situated in the northern part of the province and the commercial centre of Sudbury District. The town is served by the main line of the Canadian Pacific and Algoma Eastern Railways, and a branch of the Canadian Northern, 262 miles north of Toronto.

Sudbury is the centre of the greatest and most important nickel mining district in the world. It is estimated that fully sixty per cent. of the world's annual output of this valuable metal comes from this district.

The principal industries are devoted to the nickel mining, and in addition the town has several saw mills, sash and door factories, two brick plants, cement works, foundry and machine shops and a large \$750,000 flour mill, built in 1910, and two large smelters have recently been constructed. Sudbury is well supplied with several first-class hotels, including the Nickel Range Hotel, which was completed in 1915 at a cost of \$150,000, five fine churches, three public schools, one of which was recently built at a cost of \$40,000, three separate schools, a high school that has a Government School of Mines in connection, a Jesuit College, a beautiful post office, erected in 1915 at a cost of \$150,000, court house, registry office, two public hospitals, opera house, six banks and three newspapers. Sudbury was founded in 1884, and in 1896 took control of its electric light, power and water systems. Population in 1911, 4,150; in 1918, 7,000.

Summerland, a town in British Columbia, beautifully situated in the southern part of the province on the west shore of Okanagan Lake, ten miles north of Penticton, at which town steamer connections are made with the Kettle Valley Railway. Steamer connections are also made with Okanagan Landing, which point is served by a branch of the Canadian Pacific Railway. The town is the centre of a large fruit growing district which produces a good quality of peaches, and mixed farming and cattle raising are carried on a few miles back from the lake, the front land being too valuable for these pursuits. Valuable stands of lumber are found in the vicinity, and rich deposits of galena are in the neighborhood. The Dominion Government maintains an Experimental Farm here, and good fishing and hunting are enjoyed nearby. The town owns the electric light and water plants.

as well as the irrigation system used in this section. The industries consist of lumbering industries, fruit box and crate factory, and two fruit exchanges.

The town has one hotel, two schools, four churches, and one bank. Population in 1918, 1,800.

Summerside, the county town of Prince County, Prince Edward Island, situated on the north side of the Island, and on Northumberland Strait. The town is served by the Prince Edward Island Railway and its excellent harbor is deep enough for the large ocean-going steamers. The town has been made famous for its fox-raising farms, and it has a large export trade in lobsters and oysters, the latter coming from the famous Richmond Bay fisheries, three miles away.

The industries include rolled oats mill, flour mill, sash and door factory and beef packing plant. Good fishing, bathing and boating are found in the nearby neighborhood, and the town has two hotels, seven fine churches, two public schools, a high school, three banks and two public parks.

The town owns its water and sewerage systems.

Population in 1911, 2,678; in 1918, 3,400.

Sussex, a town in New Brunswick, situated on the Intercolonial Railway, forty-four miles northeast of St. John. It is the centre of a rich mixed farming district, which also supplies salt, lime, plaster, coal and lumber, and good fishing and hunting are found nearby. It is one of the most important of the smaller towns in New Brunswick, having an Agricultural College, a provincial dairy school, armory and provincial militia drill grounds, and the town owns its water and sewerage systems. It is also quite an important manufacturing centre, the industries including woodworking machinery works, two butter and cheese factories, refrigerator plants, paper boxes, foundry, furniture factory, tannery, blacksmith shop, cold storage, and two mineral water factories. The town is well supplied with three hotels, six churches, good public schools, and two banks. Population in 1911, 1,906; in 1918, 3,000.

Sutherland, a town in Saskatchewan, situated on the South Saskatchewan River, and served by the Canadian Pacific Railway, two miles from Saskatoon. It is the largest divisional point on the Canadian Pacific Railway between Winnipeg and Edmonton, and the railway shops located here have a monthly pay roll of \$40,000. It is

surrounded by a good agricultural district, and the University of Saskatchewan adjoins the town on the west, and the Dominion Government has a forestry farm nearby.

The town has a good hotel, three churches, good public school, town hall and a bank. Population in 1918, 1,200.

Swift Current, a city in Saskatchewan situated in the southwest corner of the province, on the Swift Current River. The city is served by the Canadian Pacific Railway, 110 miles west of Moose Jaw and 142 miles northeast of Medicine Hat. It is the centre of a very rich wheat growing district, and is a distributing point for over 3,000 square miles. It is also the seat of a judicial district and has a land titles office, customs house, Dominion lands office, and general hospital. Other buildings of note include a fine court house, completed in 1915, at a cost of \$125,000; the town hall, erected in 1913, costing \$45,000; the fire hall, erected in 1913, and three public schools. The industries include five large elevators, seven lumber yards, cement products factory, planing mill, creamery, large flour mill with an output of 400 barrels a day, steam laundry and aerated water factory. Like most of the towns in Saskatchewan, Swift Current has had a rapid growth. In 1901, it was but a village of 121 people, by 1911 it had increased to 1,852 population, and in 1914 was incorporated as a city.

The population in 1918 was 3,220.

Sydney, a city in Nova Scotia, and county town of Cape Breton County. It is situated on the northeast coast of Cape Breton Island, and is the terminus of the Sydney and Louisburg Railway, and the eastern division of the Intercolonial Railway. The city also has regular steamship connections with all the important Canadian and Atlantic ports.

Sydney is 728 miles from Montreal, 276 miles from Halifax and 2,240 miles from Liverpool, England. The city is an important commercial and mining centre, the coal fields nearby being some of the greatest in Canada. Other minerals found in the vicinity include iron, gypsum, fire clay, marble, limestone, dolomite, and silica. Beautiful lake and river scenery is found in the neighborhood and excellent fishing and shooting are found nearby. Sydney is an important manufacturing centre, the output amounting to over \$10,000,000 annually. The greatest and most important of its industries is the Dominion Iron and Steel Company, whose plant cost \$35,000,000 to erect and employs 4,000 men. The other industries include tar and roofing ma-

terials, iron castings, pressed brick, sheet metal, structural steel plant, boat factory, woodworking mills, grist mill, marble works, cigar and carding mill. The city owns its water and sewerage systems and has several first-class hotels, eighteen beautiful churches, eleven public schools, one high school and a school of science, and four banks. The population in 1911 was 17,723; in 1918, 21,000.

Sydney Mines, a town in Nova Scotia, situated on Sydney Harbor, on the northeast coast of Cape Breton Island, three miles north of North Sydney, and eighteen miles northwest of Sydney, and served by the Intercolonial Railway. The town is the centre of Nova Scotia's greatest coal-mining district. The annual output of coal from this district amounts to about one million tons, and the collieries constantly employ between 3,500 and 4,000 men. The other industries of the town include several large, open hearth, steel furnaces, foundry and machine shops, a blast furnace, and steel compression plant. The total manufactures of the town are valued at about \$3,000,000 a year. The town has one hotel, several churches, good schools, and two banks. Population in 1911, 7,470; in 1918, 9,160.

Taber, a town in Alberta, situated in the extreme southern part of the province, on the Crow's Nest Pass branch of the Canadian Pacific Railway. It is noted for its many coal mines, which employ several hundred men and have a daily output of 1,000 to 1,500 tons. The town is located thirty-two miles east of Lethbridge and eighty-four miles west of Medicine Hat, and is surrounded by a fine grain-growing country.

Valuable clay deposits are also found in the neighborhood. The chief industry of the town is mining and shipping coal, and the others worthy of note include three large elevators with a capacity of 100,000 bushels, machine shops, and two motor liveries. The town has several fine schools, one costing \$80,000 to erect, four churches, a public hospital, and three banks. Taber was founded in 1906, and incorporated the same year. Population in 1914, 1,400; in 1918, 2,500.

The Pas, a town in Saskatchewan, situated at the junction of the Saskatchewan and Pasquia Rivers, and served by the Canadian Northern Railway, and by steamship connections to local points. It is an important lumbering centre with one mill turning out 5,000,000 feet monthly and employing 500 men. It is also the outfitting point for Beaver Lake, Herb Lake, Schist Lake and Flin Flon gold fields, and the fur trade from the vicinity amounts to about \$250,000 annually.

Gold and copper deposits have recently been discovered in the nearby vicinity, and lumber is supplied in unlimited quantities from the surrounding country. The town has one hotel, three churches, good schools, a hospital and two banks, and the headquarters of a division of the Northwest Mounted Police is located here. Nearby is an Indian reserve with 500 inhabitants. The town owns its own electric light, power, and waterworks system. Population in 1915, 2,222; in 1918, 2,500.

Thetford Mines, a city in Megantic County, Quebec, situated on the Quebec Central River, sixty-seven miles from Sherbrooke and seventy-six miles from Quebec. The city is the centre of one of the largest and richest asbestos districts in the world, and its industries include saw mills, foundries, sash and door factory, cement blocks, and asbestos mines. The city has two hotels, four churches, two schools and four banks. Population in 1911, 7,261; in 1918, 7,500.

Thorold, a town in Welland County, situated on the Welland Canal, and served by the Grand Trunk and Canadian Northern Railways, and electric railway to Niagara Falls, St. Catharines and Port Dalhousie. It is four miles from St. Catharines, eight miles from Niagara Falls, and twenty miles north of Port Colborne, and surrounded by a district having stone quarries and natural cement stone. Thorold is noted for having one of the largest paper mills in the world. The other industries include pulp, board and paper mills, four pulp mills, foundry and machine shops, road binder materials, glass, smelter, woollen goods, knitting factory, and Dextime electro-chemical products. The town has three hotels, four churches, two public, one high and one separate school, a public library, fire hall, and four banks. It owns its electric light, power, water and sewerage systems. Thorold was founded in 1792, and is of historical interest as the site where the Battle of Beaver Dam was fought, in which Laura Secord played a conspicuous part. After the town was incorporated in 1875, the growth was slow until the building of the Welland Canal, at which time the population more than doubled in a very short time. The population in 1911 was 2,273, and in 1918, 5,000.

Three Rivers, a city in Quebec, and county town of St. Maurice County, situated on the north bank of the St. Lawrence River, at its confluence with the St. Maurice River, and just below the city the Becancour River empties into the St. Lawrence, making the three rivers, after which the city was named. The city is served by the Canadian Pacific and Grand Trunk Railways, ninety-five miles northeast of Montreal and eighty-seven miles east of Quebec, and is the

shipping centre for an agricultural district containing over 500,000 people. The city is an important industrial center, having many well-known manufacturing establishments, the most important of which are the pulp and paper mills, six large lumber mills, cotton mill, several iron foundries, steel foundry, boot and shoe factories, caskets, furniture, woodturning mill, concrete beams and machinery and tools of various kinds.

During the year 1917, shipbuilding became an important industry, and during that one year, two large pulp and paper companies established here, and another promising industry is that of toy-making. The power used for the manufacturing in the city is derived from the famous Shawenegan Falls, which are twenty miles to the north. The city has several first-class hotels, many beautiful churches and is the seat of a Roman Catholic cathedral, convents, college, nine public schools and seven banks.

Three Rivers is nicely laid out, and is one of the oldest settlements in Canada, being founded in 1634 by Lavolette, a lieutenant of Champlain. The population in 1911 was 13,691, and in 1918, 20,000.

Tilbury, a town in Kent County, Ontario, situated on the Canadian Pacific and Michigan Central Railway, and is the centre of a good farming district which supplies flax, tobacco, fruits and vegetables, and the neighborhood supplies timber and crude oil. Natural gas is found nearby and furnishes light and power for the town. The water and sewerage systems are owned and operated by the town, and its industries include planing mills, cannery, machine shop, foundry, handle factory, grist mill, automobile tops, and Hisco electric plant, which employs 200 hands. The town is well supplied with three hotels, four churches, a public, separate and continuation school, Carnegie library, fire hall, weekly newspaper, and a bank. Population in 1918, 2,000.

Tillsonburg, a town in Oxford County, Ontario, situated on the Grand Trunk, Canadian Pacific, Michigan Central, and Wabash Railways. The town is surrounded by a rich dairying and fruit district, and the neighborhood supplies timber and a good quality of brick clay. The industries include foundries, gasoline engines, machinery, grist mill, tannery, brick plant, hand harvest tools, condensed milk, flour mill, oatmeal mills, carriage factory, planing mills, show case factory and linen goods, and the town has three hotels, five churches, public and high schools, and three banks. Population in 1918, 3,000.

Timmins, a town in Ontario, situated in the northern part of the province, and the leading town in the Porcupine gold district. The town is served by the Temiskaming and Northern Ontario Railway, 268 miles north of North Bay.

The industries of the town include saw and planing mills, and the Hollinger, Porcupine, Crown and Vipond mines are nearby. The town has one hotel, four churches, public and separate schools, hospital, theatre, and two banks.

The population in 1918 was 5,500.

Toronto, the capital and largest city in Ontario, and the second largest in the Dominion.

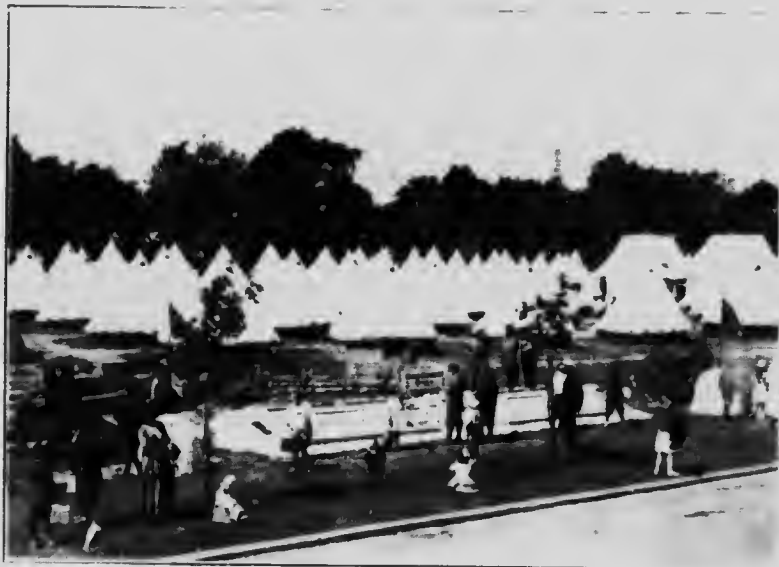
It is situated on the northern shore of Lake Ontario, and is the terminus or port of call for practically all ships plying the lake. The city is served by three of our great transcontinental railways, the Canadian Pacific, the Grand Trunk, and the Canadian Northern. The city is located thirty-seven miles east of Hamilton, 334 miles southwest of Montreal, and forty-one miles north of Niagara Falls.

Toronto is the most important commercial centre in Ontario, dealing with grain, fruit and live stock, and as a wholesale centre, it leads all the other cities in the Dominion. The important wholesale jobbing is done with dry goods and shoes, a great deal of which is imported from the United States. The city is also an important insurance centre, and its bank clearings average \$2,000,000,000 a year, which are exceeded only by those of Montreal.

As a manufacturing centre, Toronto ranks first among the cities of Canada. It has about 2,000 manufacturing establishments which have an annual output valued at about \$250,000,000, being one-eighth of Canada's total output.

Among its leading industries are the large slaughtering and packing houses, lumber products, publishing houses, carpet factories, pianos, wall paper, large shipyards, railway shops, stove foundries, iron and steel works, and automobile factories, and the large Massey-Harris plant, which manufactures agricultural and other machinery which is exported to practically every country in the world. The power used for all these plants is derived from the Niagara Falls, and the city's street lighting is obtained from the same source.

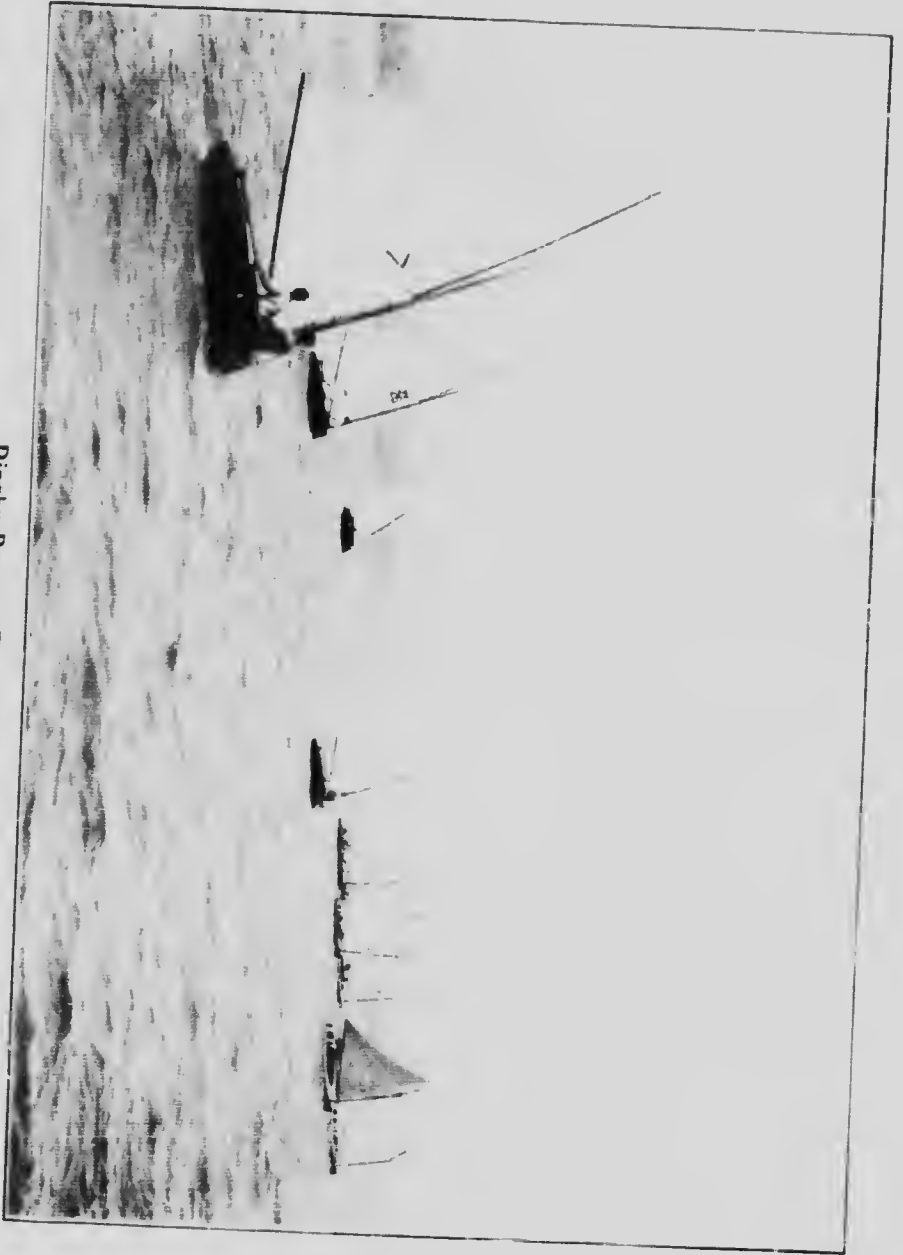
The city is also noted for its large department stores, several of which have mail order branches that do business throughout the mail



A Model Soldiers' Camp, Exhibition Grounds, Toronto



A Beauty Spot in High Park, Toronto



Dinghy Race on Toronto Bay

districts for many thousands of miles around. The Eaton department store, established here, is the largest store in the British Empire, and it employs about 1,500 men and women.

Toronto has a fine harbor, which includes the Bay of Toronto, which has many very attractive spots and lagoons extending through various points on the Island, where many hundreds of canoes, launches and yachts are sheltered. In 1911 a new Harbor Board was organized which consists of five members, three of whom are appointed by the City Council and two by the Dominion Government. This Board was organized for the purpose of improving, developing and caring for the harbor and its commerce. Plans have recently been made to expend \$23,000,000 on the water front, which includes the construction of a massive sea wall, new docks, deepening the harbor for larger vessels, developing a new industrial district just east of the harbor, formerly known as Ashbridge's Bay, and the building of a beautiful twenty-two mile boulevard and park system across the water front. The Island, opposite Toronto, and just across the Bay, has become a very popular summer resort, with many fine summer residences, beautiful park and lagoons, where all kinds of water sports are enjoyed, and at Hanlan's Point, which is located at the western end of the Island, is a very attractive amusement park and the famous ball grounds of Toronto.

The City of Toronto is very attractively laid out with many fine public parks, well shaded streets, on many of which are beautiful residences. The city is noted for its many fine churches, of which there is approximately one for every thousand inhabitants, which gives the city its popular name, "City of Churches." Among the larger and most attractive might be mentioned, St. Paul's (Anglican), erected at the greatest cost; St. James' Cathedral (Anglican), a beautiful structure; St. Michael's Cathedral (Roman Catholic); St. James' and St. Andrew's (Presbyterian); the Eaton Memorial (Methodist), with its beautiful surroundings; the Metropolitan (Methodist), noted for its great organ; Jarvis Street Baptist, and the Bond Street Congregational.

Toronto is the most important educational centre of the Dominion, and is the seat of the University of Toronto, which has an enrollment of 4,000 students. The beautiful buildings of the University are among the city's most conspicuous structures. In addition to the University of Toronto, several others are located here, including Victoria University, McMaster University, Trinity College, the oldest

secondary school in the Dominion. The city's public schools are also noted for their high standards as well as for their beautiful buildings. The Technical School, recently completed at a cost of \$2,000,000, is one of the finest equipped on the continent, and the city's public library, with its fourteen branches throughout the city, is the largest in Canada. There are also a great many private schools in the city.

Toronto is the home of the Ontario Society of Artists and of the Canadian Art Club, and maintains the Mendelssohn Choir and the Symphony Orchestra, both of which are known far and wide. Among the most important of the city's buildings is the City Hall, which took eight years to build, and cost about \$2,500,000. Its tower is 300 feet high and its clock is twenty feet in diameter and is said to be the largest in North America. The next in importance is the beautiful Parliament Building in Queen's Park. The Royal Bank Building, at the corner of Yonge and King Streets, is the highest building in the British Empire, and the new Union Station, which is now being constructed at a cost of \$5,000,000, the large and well-equipped General Hospital, and the Arena are other noteworthy structures. The Exhibition Park, located here, is the home of the Canadian National Exhibition, which exhibits annually in September, and has an attendance of about one million, many of whom come from every province in the Dominion, as well as from the United States and Europe. The city has several parks and boulevards, including High Park in the west end of the city, which covers 335 acres; Humber Boulevard, a beautiful drive along the Humber River, and Riverdale Park, which is famous for its Zoological Garden.

The city is governed by a Board of Control, which consists of five members, including the Mayor and a board of Aldermen. The city schools are under the supervision of a Board of Education, elected by the votes of the citizens, and the city police are under the direction of a Board of Police Commissioners, which consists of the Mayor, County Judge, and Police Magistrate.

Toronto was founded in 1794 by Governor Simcoe, who chose the site for the capital of Upper Canada, and named the new settlement York, and by 1834 it had grown to a population of 9,000, at which time it was incorporated as a city and the name was changed to Toronto. In 1837 the city suffered a severe loss during the Rebellion, and in 1849 and 1904, it was partly destroyed by fire, but has since been all rebuilt.

The population in 1911 was 376,538, and in 1918, 480,000.



Girl Guides Outing in Toronto



Winter Scene on Grenadier Pond, Toronto



Physical Drill. Club Swinging in Toronto Schools

Trail, a town in British Columbia, situated in the extreme southern part of the province, forty-six miles southwest of Nelson and thirteen miles east of Rossland.

The town is on the Columbia River and served by the Canadian Pacific Railway. It is the centre of a very rich mining district, and its chief industry is a large smelter which employs over 1,400 men, in treating silver, lead, copper, and other ores.

The other industries include a saw mill, lumber yard, cigar factory and newspaper plant. The town has several hotels, many fine churches, good schools, and two banks, and an opera house is under construction. Population in 1911, 1,460; in 1918, 4,000.

Transcona, a town in Manitoba, situated on the main line of the National Transcontinental and Canadian Pacific Railways and on a branch of the Canadian Northern, six miles east of Winnipeg. The chief industry of the town is the large Transcontinental Railway shops, which employ about 1,500 hands. The other industries include a large shell factory erected after the outbreak of the War of Nations, and employs about 600 hands; planing mill, tar and chemical factory, cartridges and paving block plant, and the town owns and operates its own waterworks. The surrounding vicinity is good dairying country, and the sports of the town include several football teams, baseball, hockey and gun clubs. Transcona was founded in 1910 and was incorporated two years later, and now has three hotels, six churches, three public schools, theatre, and covered rink, two banks, and three public parks. Population in 1911, 1,500; in 1918, 3,357.

Trenton, a town in Hastings County, Ontario, situated at the mouth of the Trent River, near the west of the Bay of Quinte, 101 miles east of Toronto and 107 miles west of Brockville. The town is the southern terminus of the Trent Canal, and is the centre of an important iron mining district, and limestone and marble quarries are nearby.

Many varieties of lumber and excellent fishing are also found in the neighborhood. Trenton is becoming a very important manufacturing centre and since the outbreak of the War of Nations several large munition plants have been erected here, and the population has more than doubled in the past four years. Besides the factories engaged in war materials, Trenton has large canneries, clothing factories, button works, paper mill, acid and chemical works, iron concentrator, cooperage, foundry, account registers, silverware, sash and door factories, and brick plant.

The town has several hotels, six fine churches, four public schools, separate and high school, Y.M.C.A., three banks, and three public parks, and a Carnegie library is soon to be erected. The population of Trenton in 1911, according to the Dominion census, was 3,988, and by 1918, it had increased to about 10,000.

Truro, the county town of Colchester County, Nova Scotia, situated in the central part of the province, on the Salmon River, two miles east of the head of Cobequid Bay, which is an arm of the Bay of Fundy. The town is an important railway centre, being served by the Intercolonial and Canadian Pacific Railways, which have branches spreading out in four directions from the town. Truro is sixty-one miles northwest of Halifax and is the centre of a fine agricultural district, and the neighborhood supplies abundant iron, coal and lumber. The splendid railway facilities make the town an ideal spot for manufacturing establishments, and at this time several large plants are located here, including large knitting mills, which have an output valued at \$1,000,000 annually, foundries, woodworking plants, several shell factories, mattresses, hat and caps establishments, which have an annual output valued at about \$500,000, feed mill and condensed milk plant.

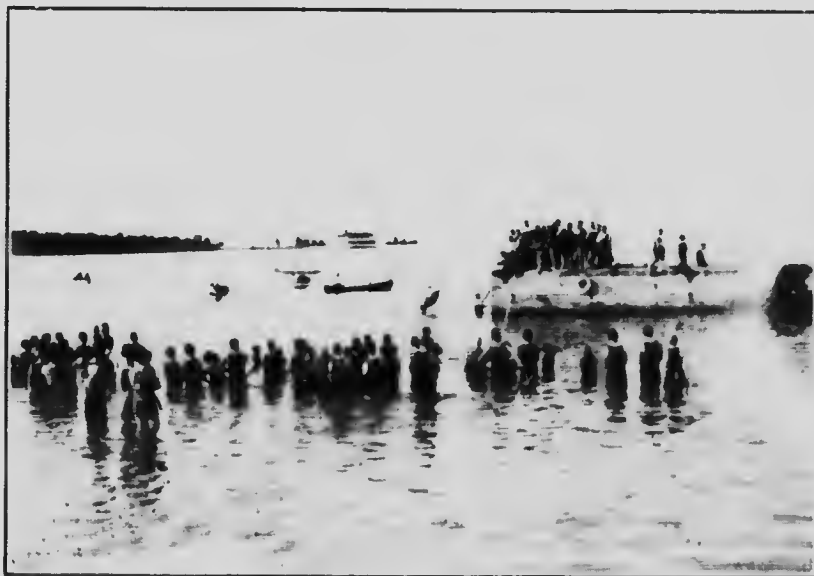
The town owns and operates its water, sewerage and street lighting systems, and is the seat of the Colchester County Academy, the Provincial Normal and the Provincial College of Agriculture.

The Canadian Government Railway depot, completed in 1914, was built at a cost of \$200,000, and is one of the most conspicuous features of the town. The other attractive public buildings include the Dominion Building, erected in 1884, costing \$75,000, and the Town Hall, built in 1913, at a cost of \$55,000. The town has also a beautiful public park, Victoria Park, which is attractively laid out and covers one thousand acres. Truro is well supplied with six hotels, nine beautiful churches, eight fine schools and three chartered banks. The town was founded in 1761 and in 1911 had a population of 6,107, and by 1918, it had increased to about 7,100.

Uxbridge, a town in Ontario County, Ontario, situated on the Grand Trunk Railway, forty miles northeast of Toronto. The town is famous for its artesian wells, and its industries include flour and oatmeal mills, chopping mill, planing mill, furniture factory and foundry. Uxbridge has three hotels, six churches, high and public schools, two banks and a public library. Population in 1918, 1,638.



Canadian Northern Railway Depot at Vancouver



Water Sports at Vancouver



Photo by courtesy of Dom Dept. of Parks

Park Warden's Cabin, Rocky Mountain Park, Alta.



Mountain Sheep of the Rockies

Valleyfield, a city in Quebec, and county town of Beauharnois County. It is situated forty miles southwest of Montreal, on the Grand Trunk and St. Lawrence and Adirondack Railways, and is the western terminus of the Beauharnois Canal, which gives steamer connections with Montreal, Quebec, Toronto, and other important lake ports.

The city is surrounded by a neighborhood that supplies abundant lumber, iron ore and limestone, and its industries include a large flour and cotton mills, foundry, machine shop, builders' factories, gasoline motors, sash and door factories, glazed paper factory, clothing and cigars.

The city is the seat of a Roman Catholic bishop, and a beautiful cathedral is located here. There are also several good public schools, a college, convent, several hotels, and three chartered banks. Population in 1911, 9,499; in 1918, 10,000.

Vancouver, the largest and most important city in British Columbia, and the fourth city in size in Canada, it being exceeded in size only by Montreal, Toronto and Winnipeg.

The city is situated on the north shore of Burrard Inlet, which is an arm of the Strait of Georgia, and has one of the finest natural harbors in the world. It is the western terminus of five railway lines, the Canadian Pacific, the Northern Pacific, Canadian Northern, Great Northern and Pacific Eastern. It is also the western terminus of the British Columbia Electric Railway, which extends up the Fraser River to Chilliwach and New Westminster, a distance of 112 miles. Many steamship lines also have their eastern terminus here, and their boats give regular service to all important points on the Pacific coast, including Alaska and the United States, and across the ocean to China, Japan, India, New Zealand, Australia, and the island groups in the Pacific. There is a daily ferry service to Victoria, and three times a week to Prince Rupert. The city has a very large foreign trade, amounting to \$50,000,000 a year, and is also an important wholesale and manufacturing centre. The leading industries include, large wooden and steel ship yards, large fish canneries, lumber and shingle mills, structural steel plant, furniture factory, sugar refinery, large salmon, halibut and herring fisheries, and various kinds of lumber and machinery products.

Vancouver has many fine buildings, and attractive spots. Among the fine structures are: the Canadian Bank of Commerce, the Bank of Montreal and the Merchants Bank, all of which are fine office buildings, and the general hospital, the custom house, court house and the

public library, are among the public buildings, and among the public parks, Stanley Park comes first, covering 900 acres, much of which is covered with virgin forest, and English Park is attractively laid out and lies just on the outskirts of the city.

Among the educational institutions of the city is the University of British Columbia, which was opened in 1915, and is the leading University of the province. The city is also well supplied with many good public schools, several beautiful churches and many first-class hotels.

The city was first laid out by Canadian Pacific Railway officials in 1885 and named in honor of George Vancouver, who discovered the Gulf of Georgia and first circumnavigated Vancouver Island. The following year in 1886, it was incorporated with a population of about 600, and during the same year it was practically destroyed by fire, but it was rapidly rebuilt and grew steadily from the beginning until to-day when it is one of the most substantial cities of the Dominion, and is still increasing in its commercial and industrial importance. In 1901 Vancouver had a population of but 27,010, by 1911, it had grown to 100,400, and by 1918, with its suburbs, it had 160,000 people, 10,000 of whom are Orientals.

Vegreville, a town in Alberta, situated in the Vermillion Valley, seventy-three miles east of Edmonton, and served by the main line of the Canadian Northern Railway.

The town is the centre of a rich grain-growing country, and the neighborhood supplies marble and granite rock, and brick clay.

The industries include: several large grain elevators, brick and terra cotta works, flour mills, creamery, marble and granite works, four stock yards, sash and door factory, and several farm implement warehouses. The town has two hotels, five churches, a public, separate and high school, two hospitals, custom house, theatre, newspaper, agricultural grounds with exhibition hall, two banks and several fine parks. Population in 1911 was 1,029; in 1918, 2,000.

Verdun, a city in Quebec, and residential suburb of Montreal. It is situated on the Saint Lawrence River and a ferry gives connections between the city and Montreal.

The Canadian Pacific and the Grand Trunk Railways touch at SaintPaul, a suburban town one mile away.

The city is becoming an important industrial centre, having several large manufacturing establishments, which include: a large munition factory, established right after the outbreak of the War of Nations, and the town owns and operates its waterworks and electric lighting system.



Photo by courtesy of Victoria Board of Trade

Residential Section of Victoria, B.C.



Photo by courtesy of Victoria Board of Trade

Big Shipbuilding Yards at Victoria, B.C.



Photo by courtesy of Victoria Board of Trade

Dominion Observatory, Victoria, B.C.

The town was founded in 1875 and was named after the historic Verdun of France. It was incorporated as a city in 1912, and the population in 1911 was 11,629, and in 1918, 23,000.

Vermilion, is a town in Alberta, situated on the Vermilion River. It is a divisional point on the main line of the Canadian Northern Railway, which railway has a large roundhouse and repair shops located here. The town is the centre of a good mixed farming, grain-growing and stock-raising district, and the industries include: three large grain elevators, flour mills, creamery and several farm-implement agencies. Vermilion has a demonstration farm and school of agriculture, Government Immigration and Land Offices, three hotels, five churches, and a \$40,000 public school. Population in 1911, 625; in 1918, 1,200.

Vernon, a city in British Columbia, situated in the Yale district in the southern part of the province, at the north end of the famous Okanagan Valley. The city is served by Canadian Pacific Railway, 109 miles north of Penticton, five miles southeast of Okanagan Landing, and forty-six miles south of Sicamus. The city is the central supply point and the largest town in the Okanagan district, and the central fruit selling agency for the valley is established here.

Coldstream's large ranch nearby contains about 13,000 acres of valuable fruit land, and is served by a large irrigation system. The city owns and operates its water and lighting systems, and has a fine provincial court house erected in 1914 at a cost of \$175,000, and the industries include: a saw mill, sash and door factory, cigar factory, cannery, cider press, brick yard and newspaper. Vernon was incorporated as a city in 1892, and has several good hotels, one high and two public schools, seven fine churches, custom house, drill hall, library and public reading room and three banks.

Population in 1911, 2,671; in 1918, 3,500.

Victoria, the Capital City of British Columbia, and the second city in size in the province. It is situated at the southeast end of Vancouver Island on a small but excellent harbor which is separated from the mainland by the Strait of Juan De Fuca. Victoria has a most delightful climate and flowers bloom out doors throughout the whole year, and the city itself is considered one of the most attractive in Canada. The city is the terminus of two railways, the Esquimalt and Nanaimo, now controlled by the Canadian Pacific, and the Victoria and Sydney, and steamer connections are made with Vancouver, eighty-four miles to the northeast, where connections are made with the Canadian Pacific, and the Canadian Northern main

lines. The neighborhood surrounding is noted for its deep sea fishing, timber, coal, iron, and copper, and about 150 manufacturing establishments are located in the city, which include large shipbuilding plants, fish canneries, lumber, carriages, boats, furniture, biscuits, soaps, paints, brass, cement, tile works and a large dry dock. The annual output of the city's manufactured products amount to about \$5,000,000.

Among the most conspicuous features in the city is the parliament building, which overlooks James Bay. It was erected at a cost of \$1,000,000 and completed in 1898.

Other attractive buildings are: the magnificent Empress Hotel, owned by the Canadian Pacific Railway, the Government House, the Jubilee Hospital, City Hall, Customs House and Post Office. The city also has several beautiful public parks, the most important of which is Beacon Hill Park, which is attractively laid out, and faces the Strait of Juan De Fuca, and from it the beautiful snow-clad heights of the Olympian Range can easily be seen.

Victoria was founded in 1846 and is the oldest settlement in British Columbia, and remained a trading post for the Hudson's Bay Company until 1858, at which time the discovery of gold on the mainland made it prominent, and from this time on, the town grew steadily and rapidly, being incorporated as a city in 1862, and the capital of the province in 1868.

Victoria is well supplied with many first-class hotels, beautiful churches of all denominations, a university, several boarding schools, high schools and a good system of public schools. The population of the city in 1911, was 31,660, and by 1918 it had grown to about 61,000.

Victoriaville, a town in Quebec, situated in Arthabaska County and served by the Grand Trunk Railway, and an auto-bus runs hourly between the town and Arthabaska, the county-town, two and a half miles to the southeast. The town is located thirty-seven miles southeast of Three Rivers, sixty-six miles southwest of Quebec, and 108 miles northeast of Montreal, and is becoming an important manufacturing centre.

The industries include: furniture factories, foundry and machine shop, fertilizer distributors, maple syrup, evaporators, cheese factory, saw mill, two builders factories, cement works, spring and mattress factory, soda water and perfumes and mica and rattan chair works. The power supplied the factories comes from the Shawenegaa Falls, which also furnishes the electric power for lighting purposes.



Photo by courtesy of Victoria Board of Trade.
James Bay Embankment, Victoria, B.C.



Photo by courtesy of Dom. Dept. of Parks

Chateau at Lake House, Rocky Mountain Park



Photo by courtesy of Dom. Dept. of Parks

Upper Hot Springs, Banff, Alta.

The town has several good hotels, a Roman Catholic College, convent and academy for boys, and three banks.

Population in 1911 was 3,028, and in 1918, 5,000.

Virden, a town in Manitoba, situated in the southwest corner of the province, and served by the main line of the Canadian Pacific Railway, forty-seven miles west of Brandon. Virden is also the terminus of a branch of the Canadian Northern Railway, and is the centre of a rich farming country, which ships considerable grain. The industries include: five large grain elevators, having a total capacity of 200,000 bushels, two machine shops, pump factory, a creamery, brick plant, cement works, printing plant and newspaper, and the town's acetylene gas works. Virden has one hotel, four churches, collegiate institute, good public school, hospital, fire hall and three banks. Population in 1911, 1,500; in 1918, about 2,000.

Wainwright, a town in Alberta, and divisional point on the Grand Trunk Pacific Railway, 130 miles southeast of Edmonton, and 202 miles west of Saskatoon. The town is noted for its fine park which contains a herd of 1,000 buffalo, and is the centre of a great mixed farming and grain-growing district, and fine shooting for prairie chicken, ducks and geese is found nearby. The town is also an important distributing centre and its industries include: two large elevators, machine shops, lumber yards, wholesale oil distributing plant, several farm implement agencies, four auto garages and three liveryies. Wainwright has two good hotels, four churches, two public schools, hospital, opera house, large town hall, Dominion Lands sub-agency office, two banks and exhibition grounds containing a race track. Population in 1911, 788; in 1918, 1,100.

Walkerton, a town in Bruce County, Ontario, situated on the Grand Trunk and Canadian Pacific Railways, 120 miles west of Toronto.

The town's industries include: furniture factories, foundry and machine shop, flour and roller mill, bobbins, sash and door factory, and egg and butter factory. The town is well supplied with four hotels, six beautiful churches, a public, separate and high school, business college, Carnegie library and two banks. Population in 1918, 3,000.

Walkerville, a town in Essex County, Ontario, situated on the Detroit River, adjoining the City of Windsor, and directly across the river from Detroit, Michigan.



It is the terminus of the Pere Marquette Railway, and is also served by the Grand Trunk and Wabash and Michigan Central Railways. Connections are made with Windsor, Sandwich, Tecumseh and Amherstburg by electric railway and a ferry runs to Detroit. The town is bordering on a rich fruit, grain, vegetable and tobacco growing district, and like Windsor, is an important manufacturing centre. The industries include: steel and automobile works, chemical works, varnish and paints, engines and valves, bridge works, roofing, polishes, wire fences, furnaces, steam fire engines, and fire appliances, fly paper, tobacco, clothing, cooperage, drugs, marine engines, concrete reinforcement, dye and finishing works, printing and book-binding.

The town has three hotels, five churches, a public, separate and high school, public library and four banks. Population in 1911, 3,302; in 1918, 5,349.

Wallaceburg, a town in Kent County, Ontario, situated on the Sydenham River, which is navigable for the largest lake boats as far up as Wallaceburg. The town lies sixty miles east of Windsor, eighteen miles northwest of Chatham, and thirty-one miles south of Sarnia, and is the centre of Ontario's beet-sugar industry. It is served by the Erie and Pere Marquette Railways, and steamships run daily to Detroit and other lake ports. The industries which are supplied with electric power from the Niagara Falls, include: a large beet-sugar refinery that has an annual output valued at \$8,000,000, a large glass factory which employs from 600 to 800 people, a brass and iron foundry, flax mill, planing mills, machine shops and ship-yards. The town has five hotels, seven fine churches, four public schools, and three banks. Wallaceburg also has an abundant supply of natural gas, which is supplied to the manufacturers at a very low rate. Population in 1911, 3,438; in 1918, 5,000.

Waterloo, a town in Ontario, situated on the Canadian Pacific and Grand Trunk Railways, three miles northwest of Kitchener. It is the centre of a fine farming district, and the head office for two large life insurance companies, that do business in all parts of the Dominion. Waterloo is known as an important manufacturing centre, and its industries include: furniture, boots and shoes, trunks, bags, bricks and tiles, threshing machines, office desks, mattress factory, flour mill, cigars, boxes, planing mill, sash and door factory, barrels, upholstered goods and a tannery.

The town has three hotels, six churches, two public and one separate school, and three banks. Population in 1911, 4,359; in 1918, 5,090.

Watrous, a town in Saskatchewan, situated in the south central part of the province, and is a divisional point on the main line of the Grand Trunk Pacific Railway, fifty-nine miles east of Saskatoon, 385 miles northwest of Winnipeg and 408 miles southeast of Edmonton.

It is surrounded by a good grain-growing country, and Maiton Lake, three miles distant is well known to tourists and is a famous health resort. The water works and sewerage system were completed in 1915 and are owned and operated by the town, and the industries include: several grain elevators, a machine shop, dump rock company and privately owned electric light company. The town has two hotels, five churches, a \$35,000 school and two banks. Population in 1911, 781; in 1918, 1,500.

Welland, the county-town of Welland County, Ontario, situated on the Welland Canal and served by the Grand Trunk, Canadian Pacific, Michigan Central and Wabash Railways.

It lies seventeen miles southwest of Niagara Falls, seven miles north of Port Colborne, the southern end of the Welland Canal, and twenty-two miles from Buffalo.

The town has two government docks and a turning Basin, and steamship connections give daily freight service both ways between the East and Canadian Northwest. Welland is the heart of the great Niagara peninsula and is an important manufacturing and railroad centre, and distributing point for the district. The power used by the town comes from the Niagara Falls and a large supply of natural gas is in the vicinity, which makes the town an ideal location for manufacturing establishments.

The finest fruit district in Canada, famous for its peaches, lies near the town. Its industries include: agricultural implements, iron and steel plants, cordage and cotton goods, furniture factory, cannery, carbide, stoves, marble and concrete stone, rubber tires, boiler works, foundry and planing mills. Welland has three hotels, eleven churches, five public and one high school, business college, court house, registry office, Industrial Home, hospital and agricultural park, and the town owns and operates the water and sewerage system. Since work started on the new Welland Canal, the town has grown rapidly. In 1911 its population was 5,318, and by 1918, it was 9,500, and with suburbs, 11,500.

Westville, a town in Pictou County, Nova Scotia, situated on the Intercolonial Railway five miles west of New Glasgow, and ten miles south of Pictou. It is the centre of valuable coal fields, and good fine clay and lumber are found nearby, and throughout the neighborhood, good fishing and hunting are found. The leading industries include: coal mining, brick yards, terra cotta brick, woodworking plants and saw mills. The town was founded in 1866, and incorporated in 1894, and has two hotels, five churches, three public schools and a bank. Population in 1911, 4,417; in 1918, 4,500.

Westaskiwin, a city in the Strathcona district, Alberta, situated on a branch of the Canadian Pacific Railway, forty miles south of Edmonton, and 150 miles north of Calgary. It is the centre of a fine farming district, and large deposits of coal, clay and marl are found in the neighborhood. The chief industries of the town are: several large grain elevators, brick works, cement and clay works, grist mills, mattress and tent factories, flour mill, two creameries, cheese factory, and the electric light and power plant and water works and sewerage systems. The town has two newspapers, a good hotel, twelve beautiful churches, two public schools, a separate and high school, hospital, court house and three banks. Population in 1911, 2,411; in 1918, 2,048.

Weyburn, a city in Saskatchewan, situated in the southern part of the province on the Souris River, and served by the Canadian Pacific and Grand Trunk Pacific Railways, ninety-one miles southeast of Moose Jaw, fifty-three miles northwest of Eastcan and about 500 miles east of Lethbridge, 125 miles south of Regina, and 315 miles west of Winnipeg. It is a judicial centre, with a resident judge, and the centre of a rich farming district. The industries of the town include: six large grain elevators, a large flour mill, soap works, iron foundry, sash and door and glass factory, brick and tile factory and twenty wholesale distributing agencies. The town has a Dominion Lands Office, three hotels, four public schools, collegiate institute, built in 1912, at a cost of \$85,000, six churches, two public hospitals, and six banks.

The city owns and operates all its public utilities, as well as a number of beautiful parks, namely; Reservoir Park, covering 160 acres, City Park, with forty acres, and Exhibition Park covering twenty acres, and the city has a large departmental store, erected in 1911, at a cost of \$150,000.

Weyburn was founded in 1901, and was incorporated in 1912, at which time it adopted the commission form of government. Population in 1911, 2,210; in 1918, 3,200.

Whitby, the county-town of Ontario County, Ontario, situated on Lake Ontario and has an excellent harbor, and is a port of call for many steamers plying the lake. It is served by the Canadian Pacific and Grand Trunk Railways, thirty miles northeast of Toronto, and forty miles west of Port Hope. To the north of the town is good farming country and its industries include: two elevators, tannery, factories for making horse blankets, whips, saddlery and harness, planing mill, hardware plant and saw mill. Ontario Ladies College is located here, and the Provincial Asylum is in the course of construction, and the Dominion Government has a soldier's convalescent hospital here. The town also has two hotels, good public and high schools, five churches and two banks. Population in 1911, 2,248; in 1918, 2,940.

Warton, a town in Bruce County, Ontario, situated on Georgian Bay, 140 miles northwest of Toronto. It is served by the Grand Trunk Railway and has steamship connections with important lake ports. It is the centre of an important lumbering district and its industries include: large saw mills, planing mills, furniture factories, caskets, bed frames, flour mill and butter factory. The town owns its water and sewerage system, and has three hotels, five churches, good public and high schools, and two banks.

Population in 1918, 2,300.

Wilkie, a town in Saskatchewan, and divisional point on the Canadian Pacific Railway. It is situated in the central western part of the province, and is 100 miles west of Saskatoon, 269 miles northwest of Winnipeg. It is the centre of a rich grain-growing and mixed farming district, and is an important shipping point for wheat.

The industries include: several large elevators, with a capacity of 250,000 bushels, lumber yards, machine shops, creamery and flour mill. The North West Mounted Police have a barracks here, and the town is well supplied with two good hotels, three churches, a good public and high school, hospital, two banks, Dominion Lands Office, and an Exhibition grounds. Wilkie was founded in 1908 and incorporated as a town in 1910.

Population in 1911, 537; in 1918, 1,300.

Windsor, the county-town of Hants County, Nova Scotia, situated at the confluence of the Saint Croix and Avon Rivers, in the central part of the province. It is served by the Dominion Atlantic

Railway, forty-five miles northwest of Halifax, and fifteen miles southeast of Grand Pre, the heart of the land of Longfellow's "Evangeline."

It also has steamship connections with Saint John, and is one of Nova Scotia's leading ports, that exports lumber.

Large deposits of hard and soft gypsum are found nearby, and large apple orchards and good farming districts surround the town. Gold, manganese and antimony are also found in the neighborhood. The industries include: saw mills, furniture and chair factories, foundry, plaster mills, an apple evaporating factory, a glue and fertilizer factory, sash and door factory, cooperage, underwear mill and lake and deep sea fisheries.

Windsor is well known as the seat of King's College, which was founded in 1790, and is the second oldest college in Canada. The town has two hotels, a good public school, five churches and a hospital, and the town owns and operates its water and sewerage systems. Population in 1911, 3,452; in 1918, 3,500.

Windsor, a city in Ontario, situated in Essex County, on the Detroit River, opposite the city of Detroit.

It is served by the Canadian Pacific, Grand Trunk, Michigan Central, Pere Marquette and the Wabash Railways, and passenger and freight steamship lines give connections to all important lake ports. Windsor is one of Canada's largest manufacturing centres and its custom receipts are fifth in amount among the Canadian cities. Among the many manufacturing establishments are branches of some of the best well known firms in the United States, such as: Ford, Maxwell and Hupp Motor Car Companies, Postum Cereal Co., Horlick's Malted Milk Co., Burroughes Adding Machine Co., and the Remington Arms and Cartridge Co., and the plant of the Canadian Salt Company located here is one of the largest of its kind in Canada. The other important industries include: paint and varnish works, machine shops, brushes, paper boxes, cement bricks, foundry, manufacturing chemists, pearl button works, electrical machinery, spring beds, stove foundry, spark plugs, wire fences, tobacco, cigars and brass goods. Abundance of natural gas is found in the vicinity for manufacturing purposes, and limestone and salt are found in the neighborhood. Several new industrial plants are being erected at present, and the United States Steel Corporation have completed arrangements to expend \$9,000,000 in enlarging their plant, and a new Collegiate Institute is now under construction. Windsor has three hotels, fourteen

fine churches, seven good public schools, and four separate schools, and nine chartered banks. The town was settled in 1812 and named for Windsor Castle, in England. Population in 1911 was 17,829; in 1918, 27,500.

Wingham, a town in Huron County, Ontario, situated on the Maitland River, seventy-two miles northwest of Toronto.

It is served by the Canadian Pacific and Grand Trunk Railways, and is the centre of a good farming country.

Its industries include: salt works, planing mill, flour mill, saw mill, furniture factory, tannery, brick yard, carriages, stoves and furnaces and panel door factory. The town has two hotels, six churches, a public and high school, two business colleges, library hospital, town hall and public park. Population in 1918, 3,000.

Winnipeg, the capital city of Manitoba, and the county-town of Selkirk County. It is situated at the confluence of the Red and Assiboine Rivers, and served by all the great transcontinental railway lines, the Canadian Pacific, Canadian Northern and the Grand Trunk Pacific Railways. The city is a divisional point for all the railways entering it, and it is the largest grain market in the world.

From a small trading post of a few people in 1870, it has grown in a short time to be the largest city in the Canadian West, and the third largest city in Canada, and one of the Great Cities of America.

Winnipeg is an important railway centre, and the railway shops are among its chief industries. Through its railway facilities, it is a great receiving and distributing port, through which grain and other products of the West are shipped to the East, and coal and manufactured goods pass for the West. The wholesale trade of the city amounts to about \$200,000,000 annually, and its bank clearings average a billion dollars a year.

Winnipeg has become a great manufacturing centre, having over 500 manufacturing establishments, with an annual output of about \$100,000,000, which include: large slaughtering and packing houses, structural steel and boiler plants, traction engines and other agricultural implements, clothing, breakfast foods, soap, tents, boxes, cement works, butter factory, carriage works, cigars, confectionery, flour mills, cabinets, caskets and wooden fixtures. It also does a large trade in many products of the immediate vicinity, such as wool, flax, hides, glass sands and brick clays, as well as spruce timber, gypsum, peat, salt and manganese.

The city is nicely laid out and Main Street, the chief business street of the city, is the widest in Canada, and practically all the residential streets are boulevards, and there are many very beautiful public parks throughout the city, the most important being Assinboine River Park, and Elm Park.

Among the city's attractive buildings are the Parliament Buildings, Government House, the University of Manitoba, the Law Courts, Wesley College, Manitoba College, the Post Office, Free Press building, the Y.M.C.A., building and several bank and office buildings.

Winnipeg is noted for its many beautiful churches and well kept schools, and the city is well supplied with many first-class hotels, a well equipped general hospital, a deaf and dumb institute and several homes for children and needy women.

The first settlement was founded here in 1733, and several years later in 1811, the Earl of Selkirk began to establish settlers along the Red River Valley. In 1821 the two great trading companies of the West, the Hudson Bay Company and the Northwest Company, combined and a new fort was built, named Fort Gary, which was the scene of Riel's first rebellion.

During the first decade, the settlement grew slowly, but after 1874, at which time the city was incorporated, it took on new life and grew rapidly. In 1911 it had a population of 136,035, and by 1918, it had increased to about 165,000.

Wolfville, a town in Kings County, Nova Scotia, situated near the mouth of Cornwallis River, which flows into Minas Basin. It is served by the Dominion Atlantic Railway, and steamship connections are made between Parrsboro, Kingsport and Saint John. The town is surrounded by a good farming country, which has beautiful scenery, and the industries include: farming, a corn mill, sash and door factory, garage and creamery. Wolfville is the seat of Acadia University, Horton Academy and the Acadia Seminary, and is well supplied with two good hotels, five churches, opera house, two banks, and a custom house. Population in 1911, 1,458; in 1918, about 1,500.

Wolseley, a town in Saskatchewan, situated on the Moose Jaw branch of the Canadian Pacific Railway, sixty-two miles east of Regina. It is also a divisional point of the Wolseley and Reston branch of the Canadian Pacific. It is the centre of an important grain-growing district that ships through this point over 400,000 bushels of grain annually, and the Canadian Pacific Railway have a nursery nearby that covers 115 acres, and has 750,000 trees. The town has one hotel,

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Broadway, Winnipeg



Soldiers Enjoying Winter

six churches, convent, collegiate institute, good public school, Government Detention Home for Boys, seven large elevators and two banks. Population in 1911, 961; in 1918, 1,200.

Woodstock, the county-town of Carleton County, New Brunswick, situated on the right bank of the Saint John River, at its confluence with the Meduxnekeag and served by the Canadian Pacific and the Saint John and Quebec Railways. It is twelve miles east of the International boundary line, and sixty-three miles northwest of Fredericton, the capital of the province. It is the centre of a rich farming district, and large supply of hemlock timber is found in the neighborhood. Some cedar and spruce are also found, and copper and iron are found nearby.

The streams furnish excellent fishing, and the forest, good hunting, and the industries of the town include: a large tannery, lumber mills, foundries, grist mill, creamery, pork factory, barrel factory, carding mill, planing mill, carriage and woodworking factories. The town has two hotels, six fine churches, public schools, agricultural college, school of Domestic Science, Fisher Memorial school, public library, three banks, armory, and public park, and the city owns and operates its water works and sewerage system. Population in 1911, 3,856; in 1918, 4,600.

Woodstock, a city in Ontario, and county-town of Oxford County. It is beautifully situated at the confluence of the Thames River and Cedar Creek, about midway between Windsor and Niagara Falls. It is served by the main line of the Canadian Pacific and Grand Trunk Railways, twenty-nine miles east of London, twenty-seven miles west of Brantford and fifty-one miles east of Hamilton.

The city also has electric railway connections with Ingersoll, ten miles away, and is the centre of a prosperous agricultural district that supplies cattle, hogs, cheese, butter, wool, bricks and grain.

Woodstock is a flourishing manufacturing community, its chief industries being: wagon and sleigh factories, piano and organ factories, furniture and textiles, harness, agricultural implements, automobiles, munitions, wire fencing, stoves and furnaces, cereals and soap factories.

The city is beautifully laid out and is famous for its avenues of trees, and the city's attractiveness and healthfulness make it a popular summer resort. The town was founded in 1850, and incorporated as a city in 1901, and is now well supplied with several good hotels,

twelve beautiful churches, a good system of public schools, a collegiate institute, commercial college, Woodstock College, a public library, Y.M.C.A., and five banks. Population in 1911 was 9,320; in 1918, 11,000.

Yarmouth, the county-town of Yarmouth County, Nova Scotia, situated at the extreme southwest part of the province. It is one of the most important seaports of the Maritime Provinces, and has regular steamship connections with Halifax, Saint John and Boston. It is served by the Dominion Atlantic and the Halifax and Southern Railways, 125 miles southwest of Halifax. Yarmouth is the second largest exporter of lumber in Nova Scotia, and has a large trade in fresh fish, boned fish, canned lobster, liniment and other fish products. The country surrounding the town is noted for its strawberry growing and fine farming, and the splendid roads in this vicinity make it an important automobile centre. Deep sea fishing, trout, and salmon fishing are carried on quite extensively and moose and other wild game are plentiful. The industries include: large shipbuilding plants, woodworking factory, several foundries and machine shops, and a large cotton mill which manufactures duck and sailcloth.

Yarmouth was founded in 1761, and is now a beautiful town with many lovely homes, several good hotels, fine churches and schools, and three banks. Population in 1911, was 6,600, and in 1918, 7,200.

Yorkton, a town in Saskatchewan, situated in the southeastern part of the province, and served by the Canadian Pacific, Grand Trunk Pacific and the Canadian Northern Railways.

It is 154 miles northeast of Regina, 201 miles east of Saskatoon, and 278 miles northwest of Winnipeg. It is the centre of an important grain-growing district, and a shipping point through which thousands of bushels of wheat are shipped every year. It is also a judicial centre and the headquarters for a division of the North West Mounted Police. A Dominion Lands and Land-titles Office are located here. Its industries include: several large grain elevators, a flour mill, lumber yards, brick yards, machine shops, planing mills, marble works and several farm implement agencies. The town owns and operates the electric light and power plant, water works, and sewerage systems, and has two hotels, nine churches, three public schools, a \$75,000 collegiate institute and five banks. Population in 1911, was 2,309, and in 1918, 3,144.

OUTLINE STUDY FOR CITIES AND TOWNS

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| <p>I. Map:</p> <p>II. Description:</p> <p>(a) Location—</p> <p>(1) In township.</p> <p>(2) In county.</p> <p>(3) In province.</p> <p>(4) Distance from other places.</p> <p>(b) Area and population.</p> <p>III. Transportation:</p> <p>(a) Railways and canals.</p> <p>(b) Navigable waters.</p> <p>IV. Industries:</p> <p>(a) Manufactured products</p> <p>(1) Industrial establishments.</p> <p>(2) Persons employed.</p> <p>(3) Annual pay roll.</p> <p>(4) Articles manufactured.</p> <p>(5) Annual production.</p> <p>(6) Markets for product.</p> <p>(b) Number of banks.</p> | <p>V. Government:</p> <p>(a) Form of Government.</p> <p>(b) Chief executive.</p> <p>(c) Other elective offices.</p> <p>(d) Appointive officers.</p> <p>VI. Education:</p> <p>(a) Board of Education</p> <p>(b) Number public schools</p> <p>(c) Private institutions.</p> <p>VII. Public Utilities.</p> <p>(a) Lighting system.</p> <p>(b) Water supply.</p> <p>(c) Street railways.</p> <p>VIII. History:</p> <p>(a) When founded.</p> <p>(b) Year incorporated.</p> <p>(c) Notable events.</p> |
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PRACTICAL QUESTIONS ON CITIES AND TOWNS

What town in Canada was founded in 1604 and is the oldest settlement in North America north of Florida?

In what town was the first Roman Catholic Church established in Canada?

What made the town of Banff world-famous?

Name the town in Saskatchewan that was the first settlement in the Northwest Territories, and from 1876 to 1883 was its capital?

What is the southernmost town of Canada?

Why is Louisburg, N.S., of such great historical interest that it attracts hundreds of tourists every year?

Near what city in Canada are the largest gas fields in the world?

What city in Canada has the largest grain mills in the British Empire? What are their daily output?

Who was the first French woman to come to America? Where did she locate? What Island was named in her honour?

What city in Canada has the largest salmon canneries in the world?

What park located in Canada is considered the finest in the world and is visited by thousands of tourists every year?

What city in Canada has the only marine gas buoy factory in the world?

Who selected the City of Ottawa to be the capital of Canada?

In what year did the first Parliament meet in Ottawa? In what year did the Parliament Buildings at Ottawa burn?

What town is considered the most beautiful in Ontario?

What city in Canada has the largest hydraulic lock in the world?

Name the town that has the largest creamery in Ontario?

What town in Canada is ranked as the greatest gold-mining camp in the world?

In what city of Canada is the largest grain elevator in the world?

What city has the largest shipbuilding plant in Canada? How large is its dry-dock?

What city in British Columbia is considered the most important Pacific sea port in North America?

In what city of Canada is the largest cold storage plant in the world, used exclusively for fish?

What bridge in Canada has the largest span of any bridge in the world? Near what city is it located?

In what city of Canada are the houses so built that their inhabitants may go from house to house on the roofs instead of in the streets, like other cities?

What Canadian has the great honour of being the world's champion wheat grower? Near what town in Saskatchewan does he live?

In what city are the largest and most important stock yards in Canada?

At what place was the first dairy school established in Canada which was the second school of its kind in America?

What was the first city in Canada to adopt the commission form of government?

HISTORY OF CANADA

Canadian history began away back in 1497, at which time John Cabot first touched the mainland of the continent. It was while he was in search of a northwest passage to India. The exact point at which he made his landing is not known, but it is now an established fact that he touched the shores at some point between the ice points of Labrador and the wild country of what is now known as Nova Scotia. A memorial now stands at Halifax to mark the importance of his great discovery.

Shortly after, Cabot's son, Sebastian, sailed along the Canadian shores from Nova Scotia to the region of Hudson Straits. Although Cabot's and his son's voyages did not open up a new route to India, it did open the way for fishermen, fur traders and adventurers to America.

In 1534, King Francis I. of France, equipped a brave seaman by the name of Jacques Cartier, with two ships, and on April 20th, 1534, he sailed from Saint Malo, France, for the New World that had already been visited by Cabot. He sailed due west, which brought him to Newfoundland, and entering the Gulf of St. Lawrence, he coasted along the shores of Labrador, thence along the shores of the future Prince Edward Island to the mainland of New Brunswick. After exploring these shores, where he found the fields full of wild fruits, the rivers crowded with fine salmon and other fish, the forests themselves rich in valuable timber, and the Indians, although few in number, friendly to him and his men, he started out for further ventures, that brought him to the entrance of Miramichi Bay. Sailing on further, he reached the Gaspé shore, where he landed and planted a cross thirty feet in height, which bore a shield with the arms of France, and solemnly took possession of the country in the

name of the King. Then as proof of his discoveries, he made the blunder of kidnapping two young Indians and started on his homeward journey.

On his return home the wonderful stories of his adventure stirred the imagination of the King and every support was given him for a second voyage. On May 19, 1535, he again sailed from Saint Malo. This time he had three small ships. He was also accompanied by several passengers of high birth and great wealth. On his second voyage, Cartier took practically the same course as he did on his first one, coming in sight of Anticosti Island on August 10th. He continued to sail westward through the bay and up the great river until he came to where the Saguenay empties into the St. Lawrence. Here he was met by countless savages, who crowded the river banks. Cartier, through curiosity and the spirit of adventure, sailed on until he reached a large verdant island, so covered with wild grapes and luxurious vegetation that he named it Basshus. It is now known as the Island of Orleans. Here he was visited by hundreds of Indians who lived in the vicinity, including their chief, Donnacona. Cartier learned from the chief that the real heart of their civilization and grandeur was at Hochelaga, many days' journey up the river.

With fifty of his men, Cartier sailed up the river until they reached Hochelago (now Montreal), a village of some 3,000 Indians, who welcomed the white visitors and made them feel at home as well as they could. After the party had been formally received at the public square, Cartier and his men were guided to the top of the mountain, from which they had a magnificent view of the woods, plains and river for many miles. Before leaving this beautiful mountain top, he named it Mount Royal, and it is still known by this name.

It was now in October and the weather was growing cold, so the party returned to meet the rest of the party at Stadacona. By the middle of November, winter had set in. The party had never experienced a temperature much lower

than the freezing point, and here they were to face a six months' winter with deep snow and a temperature ranging from zero to twenty or thirty below. Their clothing was thin, and the lack of proper preparation brought on untold hardships, and to add to their misfortunes, several of the party fell victims to scurvy, which caused the death of twenty-five of them. Had it not been for the kindness of the Indians to prescribe a healing decoction, the whole party would have probably died.

As soon as the river opened up in the spring, Cartier made ready two ships, and after inducing Donnaconna and nine of his chiefs to go aboard, sailed off with them on his homeward journey. Cartier took the Indians to prove to the French folks at home the richness of the new land and of the possibilities of gold in the fascinating country lying beyond the regions visited. On July 16th, 1536, Cartier with his small remaining party, reached the harbor of Saint Malo and found that Francis I. was again involved in war with Charles V. of Spain.

For the next few years no attention was given to Canada, which was the name given to the country by the Indians who inhabited it. But in 1541 the war had practically ceased and Cartier, to be accompanied by Sieur de Roberval, a wealthy nobleman of Picardy, was commissioned by the King to return to Canada. By some mishap, Roberval did not arrive on time, so on May 23rd, Cartier with his crew started on his trip with the understanding that Roberval was to follow with more ships and supplies as soon as possible. Very little is known of this trip as far as Cartier is concerned, except that another severe winter was experienced near Quebec, and that in the early spring he made ready his ships and started for home. Upon arriving at Newfoundland he stopped at Saint John's, and there found Roberval. The latter tried to induce Cartier to return to Canada with him, but Cartier having lost heart in the adventure and longing for the sight of France once more, silently

slipped out of Saint John's one night, headed for Saint Malo, leaving Roberval to continue the exploration of the new country.

Roberval continued his voyage to Canada and soon dropped anchor near Quebec, where he and 200 new colonists of both men and women started to build a settlement. As the winter advanced, Cartier's experiences were repeated, there was famine and sickness, and from scurvy and other diseases one-third of the party died. The following year what was left of the colony embarked and sailed for France where, several years later, Roberval met his death at the hands of an assassin in the streets of Paris.

No record is found of further attempts to explore Canada until fifty years later. The failure of the colony and the severe winters were more than the hardiest explorers could endure, and, too, France was involved in civil war, so it was not until the seventeenth century that France again turned her attention to settling and developing this new country which she claimed.

During this time England and Spain had been sending out many explorers, and in 1583, Sir Humphrey Gilbert led a well-equipped expedition to the shores of Newfoundland, which Island he took possession of in the name of Queen Elizabeth, while hundreds of fishermen from France, Portugal, Spain, and England, filled the harbor.

Although France had not sent out any expeditions or colonists to the New World for several years, her fishermen continued to visit the rich fishing grounds on the Grand Banks, and there, finally, began to trade with the Indians, and in this way learned of the rich furs that the latter were ready to exchange for knives, hatchets, liquor, and trinkets. Thus the foundation of the great fur trade was established.

The next important step in the history of Canada, or New France, as it was then called, is the career of Samuel Champlain, a Biscayan, who was really the first heroic character in the story of New France. With Pontgrave, a famous

fur-trader, Champlain made ready two vessels and sailed for New France in 1603. Following the old pathway, he sailed up the St. Lawrence and found that many changes had been made since Cartier had visited these regions. Practically nothing was accomplished by him on this expedition, except that a cargo of furs was obtained from the Indians. On the return to France they found that their best friend, Aymar de Chastes had died.

For a year Champlain remained in France. Then another nobleman, by the name of Pierre du Gast, the Sieur de Monts, who had accompanied Champlain in his recent exploration, became interested in the work. He not liking the severe climate of the St. Lawrence, and having been endowed with power and titles to much of the country, chose a more southern section. De Monts was given a further large grant of land called Acadia, and a monopoly of the fur trade, providing he established a colony there.

The following year (1604) four ships were made ready for the new colonists. These consisted of convicts and rogues of all descriptions, as well as some fine gentlemen. With these, Champlain, De Monts and Pontreincourt started out on their colonizing venture to Acadia. After a few days sailing, land was sighted off the coast of what is now known as Nova Scotia. After inspecting several bays, the party sailed around the Bay of Fundy on the northern coast of which they located the mouth of a large river. Champlain named it St. John. Then crossing Passamaquoddy Bay, another river was found. This they named St. Croix. A large island at its mouth was also given the same name, and it was upon this island that Champlain decided to establish the colony. After landing, the party erected barracks, storehouses, residences, etc., and prepared for nearing winter. Regardless of their preparations, however, the same old story was repeated, the weather was severe, sickness came on and scurvy broke out, and from the lack of proper medicine and care, by the time spring came only forty-four out

of the seventy-nine were alive. Poutrincourt had returned to France for more provisions and help, which brought relief to the remaining party. After the experience of the severe winter on St. Croix Island, the party decided that a new home must be found. After De Monts investigated the section around Port Royal, he decided that this would be a better location and the little settlement moved across the bay, at which time De Monts returned to France.

The following winter the colony was more comfortable and the Indians had become more friendly, but when the following spring came and no news had come from France, Champlain made arrangements to start back. Just as he was making ready, Pontrincourt arrived with a large ship containing supplies and also a friend of De Monts, Marc Lecarbot, and another party of settlers for Acadia. During the next year great headway was being made and everything was going along well with the new colony, but on the following spring a ship sailed in from St. Malo with the news that De Monts was overthrown, his patents annulled and his support gone, therefore the colony would have to break up and its members return at once to France.

After returning to France, Champlain succeeded in having the grants restored to De Monts, but the plan of his operations was to shift toward the St. Lawrence. So in the early spring of 1608 the ships were again made ready, and under the patronage of Sieur de Monts and accompanied by Pontgrave, Champlain sailed for the Saint Lawrence. On July 3rd, 1608, he cast anchor at the spot where Stadacona once stood, and on the deserted spot, Champlain laid the foundations of a city, which he named "Quebec," taken from the Indian word meaning "the narrows." A few homes were built in that section now known as the Lower Town, and a little later a plot was discovered in which the ring-leader, Antoine Natel, conspired to murder Champlain, but by severe punishments the trouble was suppressed and this little settlement proved to be the first permanent settlement

in New France. Until his death in 1635, Champlain did all in his power to make the colony a success. He encouraged exploration of the interior, he discovered Lake Champlain, where he met hostile Iroquois Indians and had to give battle, and later on he discovered Lake Ontario, Lake Huron, Lake Nipissing and the great Ottawa River, and lesser streams.

During these later years the Jesuit priests and French trappers and hunters had pressed up the river exploring new regions in the interior, and in 1627 when Richelieu took control of New France, a society was organized to be known as the Company of New France, which was given a monopoly of the fur trade throughout the French possessions. In return, the company was to have increased the colony to at least four thousand persons. Every settler must be a Frenchman and a Catholic. Although the company did not fulfill its contract in respect to increasing the colony, it kept the full control of New France until 1663 at which time Louis XIV. dissolved the company and made New France a royal colony. A new company was then chartered and called the Company of the West, which was given the monopoly of the trade, but as this company also proved a failure, its charter was cancelled in 1674.

In the meantime other French settlements were being established along the Saint Lawrence Valley and Acadia, and the English obtained the lands south of those boundaries. As there had been no treaties or other formal understanding, trouble was sure to come between the two countries. This trouble came the following year, and while the two countries were at war with each other, Admiral Kirke sailed up the St. Lawrence and captured Quebec, in 1628, but by the Treaty of St. Germain-en-Laye in 1632, New France and Acadia was given back to France.

From the death of Champlain in 1635, New France made no progress for a score of years. The fur trade was carried on as usual, but the colony did not expand as the settlers were not forthcoming as was agreed, but during this time

a spiritual force grew in strength and importance, as the Jesuit mission at Quebec continued to send out workers among the Indians. Their names have made the early history of Canada far more splendid than that of any other country of America. Nothing but honour surrounds the great work of the Jesuit in the early days of Canadian history. Armed with only the crucifix, they tramped the lonely forests, and amid the dirty huts, prayed with the ignorant and helpless victims of contagious disease, and preached to the tribes wherever they found them. In this way they carried on their ardent work of converting the savages. But while doing their good work among the savages, the Jesuits made no attempts whatever to secure colonists, and during the period from 1630 to 1665, when Canada was controlled by the Jesuits, it was the very time that the English colonies thrived, developed and expanded in every direction.

In 1641, a small company of men and women started from France with Sieur de Maisonneuve at the head. It was their plan to establish a settlement at Montreal. Getting as far as Quebec just as the winter was setting in the governor succeeded in persuading them to winter there. The following spring they pushed on up the river, and on May 18th, 1642, landed with the usual religious exercises, and founded the colony which was the beginning of the present city of Montreal.

During all this time the colonists had a great deal to contend with. At times their supplies would run low, and although the Huron Indians were friendly, the other tribes, especially the Iroquois, were frequently on the war path and made things anything but pleasant at times.

Up to 1651, the Jesuits practically controlled the spiritual affairs of the colony. At that time, Monseigneur de Laval was appointed the Bishop of New France, and from that time until his death, in 1708, the devoted Prelate gave his whole energies, wealth and life to the establishment of

his church. The colony now began to prosper. In 1665, two thousand more colonists arrived with horses and sheep, and in the same year three very able officials were sent over, Sieur de Coursello, the new governor; Jean Baptiste Talow, the treasurer, and Marquais de Tracy, a general. It was not long before de Tracy made an attack on the Iroquois Indians, who were now on the warpath almost continuously, making it unsafe for travel in the interior. His first attack failed and this made him determined to put an end to the Indian troubles, as he had really been sent for that purpose. So, after getting thoroughly prepared, he attacked them again, this time defeating them and compelling them to sue for peace. For the next twenty years the colonists were free from Indian attacks.

Colonists continued to come and everything went well. In 1672, Courcelle was recalled and Frontenac succeeded him and proved to be the greatest governor since Champlain. He kept the Iroquois in check, and ruled with a firm hand, but in his efforts to regulate the fur trade, trouble developed between him and the superintendent and other officials, which resulted in the recall of both Frontenac and Duchesneau, in 1682.

During Frontenac's term as governor, he did much in opening up the West. He aided Marquette and Joliet, La Salle and Tonty, and encouraged them to go into the unexplored regions of the west, which led to the discovery of the great Mississippi River, which gave France a claim to all that great interior valley. Trading posts were then established at Mackinac, Niagara, and other important points.

In the meantime, the Hudson Bay Company was becoming established in the northern part of the country and taking away a great deal of trade with the Indians in this vast section, and in this way soon became the bitter rivals of the French traders.

As time went on the Iroquois Indians again became warlike, and Frontenac's successors were not able to keep them

under control as he had done, and for several years they put an end to the French fur trade.

It was now plainly seen that the present officials could not control the situation, so there was nothing for the King to do but reinstate Frontenac as governor in spite of his being now in his seventies.

At this period other troubles were developing. France and England were on the verge of war. France wanted to keep New France and was planning on a great American Empire, while England was planning to conquer it. There had been war between the two countries before, but the real struggle began in 1689, and for the next three-quarters of a century it continued, with only short periods of peace, only to renew it with greater energy.

The French wanted to hold the English on the Atlantic coast, and even to drive them out of North America, if possible. Frontenac began his attacks on the New England colonies, and the success of some of the raids encouraged the French, but it enraged the English, who in turn sailed up the St. Lawrence with a small fleet to capture Quebec and Montreal. In this attack the English were defeated, and later on the Church of Notre Dame des Victories was built by the French in honour of this event. This church with its memorial windows still stands on the spot where the attack took place.

That ended the war between the New England colonies and the French in New France, but it did not by any means end the war between Frenchmen and Englishmen, as English warships kept a close watch in the Gulf of St. Lawrence, so that practically no supplies could be brought in from France, and no furs could leave Canada for France.

Although the English made no direct raids on the French at this time, the French colonists were in constant fear of the Iroquois Indians, who were always seeking their scalps. Later on a force of English were gotten together under Major Peter Schuyler, and accompanied by several Iroquois

Indians, a raid was planned on the French. A most desperate battle took place, which was largely a hand-to-hand encounter which resulted in great slaughter to both parties. In Frontenac's report of this battle to the King, he declared the fighting was the hottest and most stubborn ever known in Canada.

Raids of all sorts continued, and a great war was raging in Europe between France and England, but the signing of the Treaty of Ryswick, in 1697, brought all hostilities to an end. The following year, on November 28th, 1698, Frontenac died, but he will always be remembered as one of the most conspicuous figures of early Canadian history.

The peace of Ryswick did not have a very long endurance. In five years it was broken, and during the next few years, three wars were fought. In 1702 the Spanish Succession, called at the time, Queen Anne's War, which involved England, Austria and Holland against France and Spain. This was principally a war in Europe, but soon had its effect in the New World, where in 1704, a large party of French-Canadians and about two hundred savages from Quebec, made plans to attack the New England colonies, their point of attack being Deerfield, which was easily taken from the surprised inhabitants, who were either slaughtered or made prisoners. Another large raid was planned by the French in 1708. This attack was to be made on Haverhill, situated on the Mirrimac. Many of the English taken in this raid were massacred.

During these years the English living in the New England colonies made several attacks on the French, one being in 1704, at which time a party of 700 English, including Indians, under the command of Major Benjamin Church, sailed from Boston. His first attack was made on Acadia, where his forces met with good success. He then proceeded to Port Royal and demanded its surrender, but the demand was

refused, so Church returned to Boston. Although the expedition did not prove to be a big success, it did pave the way for others that were to follow.

In 1707, another desperate attempt was made by the English to take Port Royal. A thousand men were raised and Colonel John Marsh, of Newberry, was given command. This expedition also proved a failure, owing to the fact that the force consisted of a lot of raw, undisciplined men, who were very badly led. It was now clear to the English that they would have to put forth greater effort if they were to gain their object, so in 1709 they became determined to capture Canada at all costs. Arrangements were made at once to recruit 1,500 provincial troops, and to these 400 British mariners were added. All arrangements were made ready for the attack. On September 18th, 1710, the squadron of twenty-four transports and five men of war left Nantasket under the command of Colonel Nicholson, an able English officer. In six days they sailed into the harbor of Port Royal, and after a few days' bombardment, Port Royal was taken on October 1st, 1710, and ever since that day it has been under British control.

This victory, after so many unsuccessful attempts, encouraged the people of New England to greater efforts and inspired in them a greater determination than ever to destroy the French power on this continent. England also had the same feeling and stood ready to give every assistance necessary. Another attack was made ready on Quebec.

Nicholson was sent from London to prepare for the expedition, and after a conference with the governors, the campaign against Quebec was arranged to take place in June, 1711. Great excitement was running high in New York and Boston. Volunteers were mustered into service, and conscription was adopted in Massachusetts, which resulted in securing a large force from this small province. When the expedition was ready it consisted of 1,500 provincial troops, 5,500 British regulars and 500 mariners. Nine warships and

60 transports were employed, and the entire force numbered about 12,000 men, which was by far the largest expedition that ever had been organized in any part of North America.

When everything had been made ready, Samuel Vetch, who had been appointed Governor of Port Royal after its capture, was commissioned and given command of the provincial troops, Admiral Sir Havenden Walker, commander of the ships, and Nicholson himself took 2,300 men and advanced overland by way of the lakes and Richelieu River.

The expedition sailed on July 30th, 1711, and through a big blunder of Admiral Walker, the ships became separated and all but the flagship were grounded near the shore at a point in the river where it was seven miles wide. It was three days before the full particulars could be learned, then the facts showed that the warships were safe, but the eight transports, one storeship, and a sloop, were missing, and nearly one thousand lives had been lost. There was yet, however, nearly 11,000 men left to proceed with, but it seems that Walker was glad to use the accident as an excuse to back out, and in spite of Vetch's indignant protest, Walker ordered a retreat to the harbor. The news of the disaster and retreat was at once sent to Boston and New York, and as quickly as possible to Nicholson, who was advancing overland. On receiving the news, Nicholson was white with rage, and cried in his anger, "Roguary! Treachery!" as it was a severe blow to him after he had laboured and planned for the movement and its success. In the meantime, Walker's shattered forces separated, the New Englanders going home and the British to England. Walker was then removed and sent to South Carolina and later to Barbados, where he died.

In the following year, in 1712, the Treaty of Utrecht was signed, which put a stop to all open contest with the French, for a time at least.

This treaty was very favorable to the French. In it the Iroquois Indians were acknowledged to be British subjects, and Hudson Bay, Newfoundland, and Acadia were to belong

to England, but as the boundary lines of Acadia were not clearly defined, it left the way open for petty conflicts.

Cape Breton was to remain French territory, and as soon as the treaty was signed they began extensive plans to build up French power in it. Louisbourg was selected as Cape Breton's fort, and France gave it large grants as well as sending several companies of soldiers, and a strong fort was built. Everything prospered in the settlement, but farmers were needed to till the soil, and as the French farmers were not willing to leave France, a scheme was worked out to lure away the French settlers of Acadia. This plan would enrich Cape Breton, but would injure Acadia, which had now become English property. At first the English took no notice of the French plans, and for the time being it seemed that the King of England had almost forgotten Acadia.

Poor Vetch, who had been appointed Governor of Acadia, had received no money or supplies for some time from England, and in fact the first official word he had received after his appointment, was four years later, when he learned that he had been recalled and Nicholson appointed in his place.

When Nicholson arrived, he found things in a very unsatisfactory shape, owing to the French luring so many of the settlers from Acadia. He at once put a stop to it, and for the next twenty years, although England neglected Acadia, the settlers were multiplying and acquiring land and property.

Affairs in general were very unsatisfactory about Annapolis, and the boundary question came up from time to time, but with the exception of a few petty raids, nothing of a serious nature occurred until 1744, at which time England and France were again at war with each other. When this news reached Louisbourg, the French made plans to advance on Annapolis. Their attack failed, however, and it proved a

disastrous experience for them, as to retaliate this attack, the New Englanders organized and laid plans at once to capture Louisbourg.

Everything was made ready in the English camp for the attack, and on the morning of March 24th, 1745, with some hundred vessels carrying 150 guns and 4,300 men, the expedition left Nantasket.

There was a little delay owing to the harbour being blocked with ice, and in the meantime, Commodore Peter Warren, who had a few vessels at Antiqua, West Indies, joined the expedition. On the clearance of the ice, the fleet sailed out of Canseau Harbour and in a few days Louisbourg came into view. They at once saw they had a big task ahead of them, as the great fortress at Louisbourg was undoubtedly not only the strongest fortified place in America, but one of the strongest in the world. Shirley, who was in command, had but thirty-four cannon and mortars, and 4,500 untrained men, to match the 560 regular troops of the fort and 1,300 militia. To take the fort seemed an absolute impossibility, but the personnel element with the French was weak. Ill feeling existed among the regulars, and a mutiny had almost broken out during the winter. Duquesnel, the leader of the fruitless attack on Annapolis, had died, and Duchambon had succeeded him, and as a leader he was very much disliked. The English started the attack promptly as had been planned, and Duchambon, the French leader, blundered right from the start, and after a fierce battle that lasted several days, the English forces besieged the fort, and Duchambon was forced to give up in despair. On June 17th, 1745, the articles were signed that made Louisbourg the property of England for the first time. Although it had cost the New Englanders much blood and sacrifice, they had won an amazing victory by the capture of the strongest fortified position in the New World, but a few years later, when the

Treaty of Aix-la-Chapelle was signed, England gave back to France all of Cape Breton, including Louisbourg, in exchange for Madras in the East Indies.

This treaty still left Acadia under English control, and from that time on England seemed to take a greater interest in it. The place grew and prospered, and better posts were needed to guard the settlement, as Annapolis did not prove satisfactory. Halifax was then founded, and being well fortified, was made the real capital of the peninsula, and by 1752, its population had grown to 4,000 people.

With the construction of Halifax and the coming of Edward Cornwallis, who was the newly appointed Governor and Commander-in-Chief of Acadia, a new and terrible era begins in Canadian history. Cornwallis began at once to secure the renewal of the oath of allegiance by the Acadians, which they refused to give. Why they did not do so is a difficult answer to give. In addition to the word "fidelity," the oath contained the word "allegiance," which the Acadians thought meant something more. This made the Governor of Halifax, then Lawrence, think that the refusal of the Acadians to take the oath was from disloyalty, although they had never shown any disloyalty in any other way. It is clearly known that they felt no warmth for Great Britain, and that their religion drew them toward France, but that force was not strong enough to make them commit overt acts of disloyalty to the English Crown. But Lawrence had fooled himself into believing that these poor peasants were going to take up arms against the English and aid the French invaders. The decision that Lawrence decided on was not a pleasant one. He sent out orders to "round up" all the Acadians for deportation. The Acadians were thunderstruck and couldn't believe it could be possible, but nevertheless the order was carried into effect in every part of the peninsula, and all their lands, cattle, and live stock were forfeited to the Crown, leaving them only what money they had and their little household effects.

All told, about 6,000 of the poor Acadians were "rounded up," put on ships and sent out of the country. The exiles were distributed along the coast from Massachusetts to Georgia, where the inhabitants did not receive them any too friendly, and before they were located among the people, over one-third of them had died. A small group was sent to the Louisiana district, and these seemed to be happily placed and grew into a prosperous colony.

This act on the part of Lawrence was one of the biggest blunders ever made in Canadian history. He received his orders from no one, but acted on his own authority. He could not handle his people, and not able to handle his problem, he resorted to the brutality of "rounding up" these unsuspecting people into stockades, and drove them out of the country.

The outbreak of the "Seven Years War" on May 18, 1756, again brought war between England and France, and one of the first plans made by the English in America, was to conquer Quebec. The failures of the previous expeditions did not discourage them. All the New England colonies united and were eager to conquer New France. They knew that conquering Quebec was a different thing than taking Louisbourg or Port Royal.

On the day that Great Britain declared war on France, the French expedition to America was already in the Saint Lawrence making for Quebec with Louis Joseph Marquis de Montcalm as their leader. He was chosen to this command for no other general wanted the place as more honour and glory could be won in the European campaigns. Montcalm already bore two wounds as evidence of his valor, and he had many times been gazetted for brave acts.

At this time Montcalm was forty-five years of age and held the rank of Major-General in the Army. His home was at Candiac where he lived with his wife and ten children, and was considered one of the elegant and refined gentlemen soldiers of France.

On Montcalm's arrival at Quebec he had under his command about 12,000 men not including the Indians. After taking over full command he ordered an attack on Oswego. This attack proved an easy victory for the French. When England learned of the capture of Oswego by the French, the whole English nation was enraged and arrangements were made at once to send to America 19,000 well-trained men to aid in the campaign that was to begin against Quebec. In the meantime Montcalm advanced on Fort William Henry, and after an attack that lasted several days, the fort was captured. No other engagement worthy of note took place that autumn.

In 1757 plans were made by the Earl of London, who was now in command of the British forces in America, to attack Louisbourg and then Quebec. By June 20th, all arrangements had been completed and London assembled his troops at New York and set sail for Halifax where he was to meet soldiers that were to be sent over from England. On August 4th, the attack on Louisbourg was to begin, but on that day news came that a French fleet had arrived at Louisbourg. This information took the courage out of London, who at once recalled his 12,000 men and sailed back to New York.

This move on the part of London was not satisfactorily received in England, so at once William Pitt started to work out a plan to conquer New France. After selecting several capable men he began to carry his plans into effect. Three campaigns were to be carried out in 1758. One was against Louisbourg, one against Ticonderoga, and the other against Fort Duquesne. Abercrombie was appointed to succeed London, and his duty was to capture Ticonderoga. Forbes was to command the forces to recover Fort Duquesne, and Amherst was placed in full charge of the expedition against Louisbourg. Lord Howe, a very capable young officer, was

to assist Abercrombie, and James Wolfe, who was to become the supreme hero and sacrifice of the war, was assigned to Amherst.

The first attack was to be made on Louisbourg, 12,000 men were made ready, and a naval force of twenty-three ships and seventeen frigates were to assist. All preparations were hurried forward, and on February 19, 1758, the expedition sailed from England. The sea was heavy and many severe storms were encountered which made the journey slow and tedious, and it was not until May 10th, that the fleet reached Halifax. A month later the entire force set sail for Louisbourg.

Chevalier de Drucour was now governor of Louisbourg, and under him there were 4,000 men, chiefly French regulars. In the harbour lay several battleships and frigates, carrying 550 guns and manned by 3,000 sailors.

Amherst and his men arrived off the town on June 20th. Several points were to be covered. While two forces were making a landing a short distance from the town, Wolfe with his detachment approached Kennington, a distance of four miles away. At this point, 1,200 French troops were stationed, and a terrific fire was opened upon Wolfe and his forces. At once Wolfe ordered his men to retreat, but they were determined, and finally made the landing. Many of the men were driven back, but on making the landing, the French troops were driven into flight with a loss of over 100 killed or taken prisoners.

In the meantime, Amherst had fortified himself on the hillock overlooking the town about half a mile away.

Although the shot and shell from the fort were falling in every direction, the English forces, led by Wolfe, advanced forward, and on July 16th, rushed up and fortified a hill only 300 yards from the fortress walls. Meanwhile, the French ships in the harbour had been either sunk or captur-

ed, with the exception of one, the "Arethuse" which managed to steal away and carry the news to France that the surrender of Louisbourg was certain.

Wolfe was now but a short distance from the fort itself. A terrific fire from both sides continued, but it was easily seen that the condition of the fortress and the city itself was becoming untenable. The walls had become badly damaged, and fires occurred from the merciless shots of the English. The loss of the garrison from death, wounds, and disease was running frightfully high, and as all hope of help from Quebec or France was now given up, there was nothing to do but for Drucour to surrender. On July 27th, the capitulation was complete, and Louisbourg with a large amount of ammunition, stores, cannon, and other ordnance passed into the hands of the English.

Abercrombie in the meantime was following out his plans to reach Canada by the way of Lake Champlain and Lake George. His forces consisted of some 15,000 men, 6,300 being regulars and 9,000 being provincials. They were all called together at Fort Edwards about the middle of June, and the first week in July they set sail on Lake George for their attack. General Lord Howe, who Wolfe often referred to as "the best officer in the British army" was really the leader and was well liked by all his men. After sailing up the lake a landing was made near its northern end. To learn of the English approach, Montcalm sent out 300 scouts along the river under Langy. After landing Abercrombie sent an advance force along Trout Brook under Howe. After advancing only a short distance they encountered Langy and his 300 scouts. Battle was put up at once by both sides, and in this engagement several English fell, among them the best loved officer in the army, Lord Howe. Langy and his little force, however, were captured and the advance force returned to the place of landing.

The following morning after Howe's death, Abercrombie again ordered the advance. By this time the French had

strongly fortified their positions so when the attack began on July 8th, the French troops were completely hidden behind their earthworks which they had thrown up. With only their rifle barrels pointing through the loopholes of this embankment, the English could not see any one to shoot at, while the French were pouring volley after volley into them from behind their embankments. Not being able to stand this hidden attack, the English were forced to retreat.

Through advice given him by his chief engineer named Clark, who had no previous military experience, Abercombie was led to believe that the place could be easily taken by assault without the aid of cannon. Therefore the cannon were left at the landing place. The men advanced over and over again only to be driven back, whereas had the cannon been brought into action the rude earthworks thrown up by Montcalm could have been battered to pieces in short order. Why Abercombie did not order the cannon brought after he saw the results of the assault, is not known. The result was, therefore, after he had lost in killed, wounded, and missing, 1,944 men, including officers, that he was forced to order a general retreat, and the English forces disappeared. The next morning the remaining men fled to Fort Edward, leaving Montcalm and his men to rejoice over their victory.

The third movement was directed against Fort Duquesne. This was the last planned for the year, and was commanded by General John Forbes, a Scotman. He was to have 1,200 regulars, and 4,350 provincials. After all the preparations had been made, the starting point was decided to be Bedford, Pa., ninety miles from the Fort. After advancing as far as Loyalhammon, about fifty miles from the Fort, Major Grant of Montgomery's Highlanders asked to lead a party to check some French-Indian allies who were causing some trouble. In the forepart of September he

received this permission, and with 750 picked men he set out for Grant's Hill which overlooked the Fort, and was only one-half mile away.

Not being able to locate the camp of Indians near the Fort as he had expected, and anxious to make a name for himself, he opened fire on the fort which led to him being overwhelmingly beaten, Grant himself being taken prisoner. Out of his 750 men, 273 were killed, wounded or captured. This of course was a very bad military blunder on the part of Grant, but Forbes was determined, and by this time his whole army was assembled, including Washington, who had just arrived with his Virginians.

Winter was almost at hand, and the cold rains had been falling, making the roads pits of mud and water, which discouraged some of the men who were ready to desert. This made it necessary for the officers to hold a council during which time they all advised Forbes to abandon the campaign until the following Spring. But Forbes was persistent and would not take their advice. After waiting a few days before the advance, some prisoners were brought in who declared the Fort was practically defenseless. With this information in hand, he decided to go forward at once.

De Ligneris, who was in command of the Fort, did not think the English would attack that Winter, now that it was near December, and as the food supplies were getting low at the Fort, he discharged most of his force, leaving only a winter garrison of 300 men. The dismissed men had hardly left when De Ligneris learned of the approach of Forbes, so there was nothing to do but abandon the post, blow up the fortifications, and throw the guns into the river. This enabled Forbes to take the Fort without the firing of a shot.

Fall of New France. Wolfe had now been promoted on his merits, to colonel, and on his return to England, Pitt offered him the Quebec command, which he promptly

accepted. Later when he started on his Saint Lawrence campaign in 1759, he was raised to the rank of Major-General.

In making ready for the renewed attack on Quebec, he was to have 12,000 men under his command, and Monckton, Townsend and Murray, were appointed his brigadiers. The following February he sailed with 8,500 of the 12,000 men. On arriving at Louisbourg the men were to be trained, and by the following June everything had been made ready for the attack, and at once Wolfe with his men started out for Quebec.

Montcalm had already heard of Wolfe's start and made every effort to make Quebec impregnable. He had 17,000 troops all told. 4,000 of these were French regulars and seamen. The Chevalier de Ramesay was commandant of the city and had 2,000 men under his command, while the remainder of the forces were stretched along the coast from Saint Charles River to the mouth of the Montmerency. Montcalm had his headquarters at Beauport, which was about the centre of the line. On the left Levis commanded, on the right, Dumas, and Senezergues the centre. The Lower Town had no defences, as the people there were to be on the watch for any landing parties.

Everything had now been made ready for the advance of Wolfe, whose great fleet and little army were making their way up the river. The fleet consisted of thirty-nine men-of-war, ten auxiliaries, seventy-six transports, and 152 small craft. The fleet was under the command of Saunders, who also had 18,000 men, who were to co-operate with Wolfe and his men in capturing the city.

Everything went well, and on June 26th, the fleet anchored at the lower end of the Island of Orleans. Three days later, after Wolfe had studied the country and his maps, he made a landing at Beaumont and at once started to fortify Point Levy, after which the guns were placed in position. Fire was then opened on the Lower Town, which

caused its inhabitants to become frightened and hysterically stampeded for the city above. Wolfe's guns did much damage to Lower Town in a very short time, many buildings were smashed or burned, and the Cathedral was set on fire and destroyed.

Wolfe's next move was to advance to the Falls of Montmorency. On July 9th, he landed just below the falls on the beach for the purpose of going up the Montmorency River, where an attack was to be made on the French from the rear. After ascending the river for some distance in search of the upper ford, which was located early that afternoon, Wolfe ordered the advance, and Murray and Townshend were ordered at the same time to cross the fords near the falls. It was not long before they found that the French were thoroughly prepared and well entrenched above, and had of course, the exact range of the redoubt. A terrible fire was poured on the British when they reached this point, and after a great loss of life Wolfe was compelled to order a retreat.

During the month practically nothing of any importance occurred. On August 20th, Wolfe was taken ill, and was laid up in the hospital for ten days. During the time he was in the hospital, Wolfe made up his mind to make another attempt. This resulted in three plans of campaign being laid out. The first was to cross the Montmorency some distance above the falls and attack the French from the rear. The second was to cross below the falls at night and give battle near Beauport village. While the third was a general attack on Beauport from the river in the early hours of the morning.

When these plans were brought to the attention of Monckton and the other brigadiers, they objected to them for good reasons. In return they suggested to Wolfe that a landing twenty miles above the city itself would be more practicable, and this plan Wolfe promptly accepted. The

landing was to be some point between Cape Rouge and Pointe aux Trembles. With this end in view, practically all of Wolfe's men were made ready, placed on the ships, and taken up the river.

Great care was taken so that no information of the plan or movements of the troops would reach Montcalm. Several days were taken before the transports had reached the point of landing. Heavy rains made it necessary to change their plans somewhat, but finally the "Southerland" anchored opposite Cape Rouge.

At midnight all the men were placed in boats, and by two o'clock the following morning the whole force was drifting down the river with the tide. Wolfe had told no one of the point of landing and the route he had decided upon, as the success of the expedition depended absolutely upon his silence, for had the enemy the slightest suspicion of his place of landing, Wolfe's whole army would have been badly defeated.

Saunders was instructed to keep some of his men-of-war near Beauport, and to lower boats filled with marines and sailors, as if a landing was to be made at Beauport. This led Montcalm to believe that an attack was to be made at that point.

Meanwhile Wolfe and his men were drifting silently down the river. Wolfe and Captain DeLaune, with twenty-four picked men were in the first boat, and by four o'clock that morning they had reached Anse-au-Foulon, the favorable landing point Wolfe had selected. This was only two miles from Quebec, and about one-fourth way to Cape Rouge, which his brigadiers thought was the very nearest point a landing could possibly be made.

While drifting down the river with the tide in those early hours of the morning, Wolfe recited to his companions Gray's "Elegy" and is said to have dwelt with emphasis on the prophetic line, "The paths of glory lead but to the

grave," and concluding, he remarked, "Gentlemen, I would rather have written those lines than take Quebec to-morrow."

The landing was safely made. Wolfe was the first one to leap ashore. Captain DeLaune followed with his twenty-four picked men, who were called the "forlorn hope." They started at once up the immortal path with Wolfe leading the storming party. In many places the path was so steep the men had to crawl on their hands and knees, but when morning broke, on the 13th, of September, 1759, Wolfe and his whole army of 5,000 men stood upon the Plains of Abraham ready to give battle to the French. Montcalm knew at once the extreme crisis was at hand, and getting together as many of his men as possible, about 5,000 in number, and very hopeful of victory, ordered them to attack at once.

As the French advanced they began to fire, but Wolfe's orders to his men, were, that no one should fire until the enemy was within forty paces. The French came on in full view of the British, their firing was irregular and their line lost its compactness, but on they advanced. The discipline of the British could not be better, and when the French crossed the forty paces, the word "Fire" came from Wolfe's lips. Volley after volley from the British guns tore great holes in the French lines. During the next few minutes fierce fighting was kept up, but finally the French right gave way, and the rest followed. At this moment Wolfe lost no time in ordering a general charge, he himself leading the Grenadiers. Wolfe had already been wounded in the wrist and the groin, and now just as the general charge began and the enemy was sure of defeat, a bullet pierced Wolfe's chest. As he fell some one near by shouted: "They run, they run." "Who run?" asked Wolfe. "The enemy, sir, they give up everywhere," was the reply. On receiving this good news, Wolfe giving one more command, turned on his side and sighing said, "Now God be praised, I die in peace," he then breathed his last.

In the meantime Montcalm was making heroic attempts to rally his forces. He had already been wounded, but in his last attempt he was shot through the stomach, and when the surgeon told him a few minutes later, that he could live but a few hours, he answered, "So much the better, I shall not live to see the surrender of Quebec."

The battle on the Plains lasted only seven minutes, but it was a bloody and decisive contest. The British had nine officers and forty-nine men killed, and fifty-five officers and 542 men wounded, while the French losses were much heavier, although the exact figures were never known.

French rule in Canada was now practically at an end. The capture of Quebec was a great loss to France, and although a few engagements took place later, the French power was broken, and the signing of the Treaty of Paris, on February 10th, 1763, France surrendered all her possessions in America, except Louisiana, to England.

Canada Under British Rule. Canada was now British. The change was made without much disturbance. A few of the Ottawa Indians rose against their new rulers, but as to the French, they seemed glad to return to their peaceful occupations. Some of the higher officials, merchants and seigniors, about 400 in all, returned to France. The rest soon reconciled themselves to British Rule, and during the next three years Canada was under military rule and everything went well.

In 1763, King George III. reorganized the government by proclamation and Prince Edward Island and Cape Breton were added to Nova Scotia, Anticosti was given to Newfoundland, and the main colony was organized as a separate province and given the name of Quebec. At this time there were about 60,000 French and only 500 English in Canada. General James Murray was formally appointed Governor of Canada, and although there was some unrest among many of the people, the governor tried to keep the majority of the population satisfied, but he himself had very little respect for

many of the Englishmen in Quebec. Things gradually began to change and matters did not run along so smoothly discontentment developed among certain elements which soon made necessary the Quebec Act of 1774. This act was one of the most important measures passed for North America, as it was practically the Constitution of Canada. It fixed the boundaries as well as laid down the rule for the administration of Justice, and the observances of religion. The English Criminal Law which had been obtained in the province, and had proven satisfactory, was continued, but the French civil law which had been superseded by the English common law, was restored, and an important provision of the act was a guarantee to the Roman Catholics the free exercise of their religion. The act met with some very bitter opposition among the English because of the great concessions it made to the French, and naturally was very favourably received by the French people, which was clearly proven both in 1775, and 1812, when the French-Canadians refused the opportunities to rebel against England. Instead they volunteered to help England fight her battles.

Trouble was now in sight in the Southern Colonies, as every one knew they were on the verge of some sort of an insurrection. The American colonists were doing all in their power to create discontentment among the people of Quebec, and to foment a rebellion in the province. In September 1774, the American colonists urged the people of Quebec to join them in demanding a just form of government. This appeal, however, did not make a very great impression upon the inhabitants of Quebec, owing to the relief and justice given them by the Quebec Act which had just been passed.

Revolutionary War in America. This unrest among the American Colonists led to the outbreak of the Revolutionary War. The settlers in the New England Colonies felt they had greivances against the British Government in respect to unjust taxation, but the chief source of trouble was sentimental and geographical. The spirit of revolution was

in the air, and after the outbreak of the war, they again tried hard to get the co-operation of the French in Quebec. When their efforts failed, they made vigorous attacks on the loyal colony.

This war as it turned out was not of vital importance to Canada, other than the great gain brought to the country by some 40,000 colonists who remained loyal to the King and the United Empire. When the war was over these colonists abandoned their homes in the New England Colonies and crossed the border to take up their homes in the loyal colony. Many moved to Nova Scotia, some to Eastern Quebec, but most of them settled in the unoccupied lands in New Brunswick, and what is now known as Southern Ontario, and to this day their descendants are the most important single element in these provinces.

Canada's Struggle for Responsible Government. As time went on and the number of English-speaking settlers increased, and by the inflow of the United Empire Loyalists from the New England colonies at the close of the Revolutionary War, it was clear that the Quebec Act would not provide a satisfactory form of government. This continued growth made it necessary to form a new Act, so in 1791, the Constitutional Act was passed. This Act divided the territory into what was known as Upper Canada, which had a population of about 20,000, consisting mostly of United Empire Loyalists, and Lower Canada, which had over 100,000, most of whom were French speaking people. For the next twenty years these two sections remained separated, each having its own governor, executive council, legislative council and assembly, whose members were elected by the people, but the government was of such form that it gave the governor and officials appointed by him, absolute control, which led to the struggle that lasted for fifty years, ending in complete responsible government. During this time, Nova Scotia and New Brunswick were having a similar struggle.

When the new Constitutional Act of 1791 went into effect, Sir Alfred Clarke was appointed Lieutenant-Governor of Lower Canada, and John Graves Simcoe was appointed Lieutenant-Governor of Upper Canada. The first Parliament was called by Simcoe to assemble at Newark (now Niagara), on September 17th, 1792. This being the first popular Legislative Assembly ever held in Canada, it was a notable event. This Assembly consisted mostly of Loyalists, and John Macdonnell, of Glengarry, was the first Speaker of the House.

The first assembly did little other than to outline the rules for carrying on the public business and dividing the province into four districts. Trial by jury was also established, and the French Laws of Old Canada were repealed. The following April the first newspaper appeared, entitled "American Oracle," which was the official paper of the Government of Upper Canada.

Two months after the Upper Canada Parliament assembled, Clarke opened the Parliament in Lower Canada, December 17, 1792. J. A. Panet of Quebec was appointed the first Speaker of the House, and the first question that came before the House was, "In what language was the business to be conducted?" as sixteen members of the House were English and the rest French. It was finally decided that either language could be used and the clerk must translate it, and the records were to be kept in both English and French. Although the first Parliament sat for five months very little actual legislation was enacted.

Considerable unrest was growing among the people in both Canada's which finally led to the resignation of Lord Dorchester, who was the first Governor-General of Canada. He left Canada for England July 9, 1796, after giving his service to the country for forty years, and to this day there can be no doubt of the high rank he holds among the rulers of Canada. He was with Wolfe at the conquest of Quebec, and from that time on almost continuously he had intimate

relations with the country's affairs. He was now getting along in years, and the unrest that was developing throughout the country made it necessary that he resign. Although he returned to England in July, 1796, he retained his office of Governor-General until April 27, 1797, at which time he was succeeded by Lieutenant-General Robert Prescott.

Prescott's administrations did not last long as a dispute over certain land grants brought on a general quarrel between him and the council. This led to his recall in 1799, although he was allowed to retain the title of Governor-General until 1805, at which time Robert Shores Milnes was appointed in his place.

On taking office Milnes compiled an exhaustive report for the King on conditions in Canada at the beginning of the eighteenth century. This report gives the population of Lower Canada, 160,000, and of Upper Canada, 50,000, and Nova Scotia and New Brunswick, 60,000. This showed that the population of Lower Canada had grown in the forty years since the conquest, from 60,000 to 160,000. This was a very satisfactory showing as practically all of this increase was by natural birth rate, as no immigration had come into the province whatever, except a few English at the close of the Revolutionary War.

Up to 1759, while Lower Canada was under French rule, the population amounted to only 70,000, a very small rate for the one hundred and fifty years it covered. This shows very clearly how much more beneficent English rule was to the inhabitants than the French rule.

Very little is said about Milnes as an administrator, as in August 1805, he was forced to return to England on account of bad health. The government was turned over to Thomas Dunn who was a man of good common sense and administered affairs very satisfactorily.

Upper Canada continued to prosper. The population had increased over 10,000 in six years, but after Simcoe's resignation in 1796 there were very few events of much

importance. In 1806 the first copy of the newspaper "Le Canadian" appeared, which was printed entirely in French and assumed to speak for the entire French Canadian population. It soon had a wide circulation and won great influence. There is no question but what it was a virulent and aggressive sheet, and never lost an opportunity to attack the English administration. Whatever was British it opposed, and by its constant attacks it created great discontent among its many readers.

✓ **War of 1812.** At this period the relations between Great Britain and the United States were beginning to be strained which finally led to the proclamation of war, on June 19, 1812.

Canada was wholly unprepared for war, and England had her hands full with Napoleon. Canada had practically no army, very few fortifications, and no money. The belief in the United States was, that the French-Canadians were disloyal and would assist the American cause. In this they were wrong, as at once the bitter political strife in Canada was temporarily pushed aside and both the French and English rallied in the defense of their country. There were two things that had to be done at once. One was to get an army and the other to get money. In this matter the Parliaments of both Upper and Lower Canada acted with alacrity and decision.

Sir Isaac Brock had taken over the Government of Upper Canada on the retirement of Governor Gore. Brock was well fitted for war compared with the other commanders, as he had an idea that war was coming. In June he had learned that General Hull was at Detroit preparing to invade Canada. On July 12th, Hull began his advance with 2,000 men. Brock instantly took command to oppose the invasion. Several attempts were made to cross the river near Amherstburg, but each attempt was resisted by the Canadians. Several engagements occurred, in which the Indians rendered great service to the Canadians. On Aug-

ust 15th, the Indians under Tecumseh, the great Shawnee Chief, joined Brock and at once they advanced to Sandwich. On reaching this point Brock sent a message to Hull demanding the immediate surrender of Detroit. Hull refused Brock then opened fire on Detroit from his battery at Sandwich. This made very little impression on the fort, so the following day he crossed the river with 700 men and 600 Indians. Their landing was unopposed, as it seems that a shot from the battery that morning had entered the fort and killed four officers, throwing Hull, who was an old man over sixty, into a state of desperation, and against the violent protest of his officers, he sent a boat with a white flag on it across the river to Sandwich. Brock promptly received the surrender, and not only the City of Detroit, but the entire territory of Michigan, 2,500 troops, thirty-three cannon, and a large amount of stores and ammunition.

This was the easiest conquest ever known in warfare. There was absolutely no excuse for Hull's surrender. He was later placed on trial and found guilty and sentenced to death, but owing to his old age, President Madison remitted his sentence.

Brock was now placed in full command of all the British operations on the Niagara Frontier and was very anxious to know where the next American attack would be made.

The Americans had made plans for attacking Canada at three points, namely; by way of Detroit, the Niagara frontier, and the old Lake Champlain route. Major-General Dearborne took active command of the Lake Champlain expedition. General van Rensselaar of the Niagara frontier, and General William Henry Harrison of the troops in the region of Detroit. The first attack was planned on the Niagara frontier, and 8,000 American troops were placed along the river. The attack was planned to begin on October 13th. In the still hours of the night in the midst of a drizzling rain,

command was given to advance. When the advancing party reached the Canadian shores they met with great opposition which caused the loss of many of their men.

Brock learning of this advance on the part of the Americans, hastened to the spot, and after a desperate fight to regain a gun the Americans had captured, Brock was killed. In spite of this great loss the British put up a desperate fight which resulted in driving the Americans back across the river.

There now stands on Queenston Heights, where this important battle took place, a beautiful monument which was erected in memory of the brave General who lost his life in this engagement.

Several other attempts were made by the Americans to invade Canada during that winter, but none proved successful.

On the death of General Brock, Sir Roger Sheaffe was appointed Lieutenant-Governor and given command at York. It was learned that the Americans were planning to attack at this point. On the morning of April 26th, 1813, the attack began and Sheaffe with only a few troops that could be gotten together, attempted to oppose the American advance. A stiff and courageous fight was put up by Sheaffe and his men, but as the Americans had received reinforcements, the overwhelming odds were too great for Sheaffe, who, after arranging for the capitulation of the town, retreated to Kingston.

In June the general command was taken from Sheaffe and given to de Rottenberg. During the next few months no very severe fighting was experienced. The following summer an incident occurred in which Laura Secord played an important part, and won fame for herself through her loyalty and bravery.

An American officer by the name of Boerlster had been instructed to advance on a British Post near Twelve-Mile Creek. This information became known to the family of

David Secord, who was a wounded British Militia officer, and as Secord himself was unable to carry the news to the British of the approaching attack, his wife Laura undertook the deed. She was a woman of thirty-eight and the mother of five children. The distance to cover was about twenty-five miles. The conditions for travel were very bad, it being a disagreeable day, and the fields were full of mud from the recent heavy rains, but on she went. The trip took her all day and well into the night. Coming on to an Indian camp they led her to where Lieutenant Fritz Gibbons was stationed, to whom she delivered the news of the American attack.

It was not long before Boerlster and his men appeared, but on being attacked by a large force of Indians, his force was thrown into confusion, a number being killed and himself being twice wounded, which made it necessary for him to surrender to Fitz Gibbons who had only about seventy-five men beside the Indians. The surrendering army having twenty-five officers, 519 non-commissioned officers and men, two cannon, and two ammunition cars.

This great victory is attributed directly to Laura Secord's delivering the information of the approaching enemy, in time to give Fitz Gibbons the chance to make preparations to defend the attack.

Proctor had been left in charge of the British fort at Detroit, and early in the year (1813) an American expedition under Harrison started an attack at this point. Several engagements were met with and finally the Americans were badly defeated after a short contest on January 21st, that lasted only an hour.

This defeat made Harrison more determined than ever to capture Detroit at all cost. He at once organized his forces and built a very substantial fort on the Maumee River.

In the meantime it was absolutely necessary that the British have command of Lake Erie in order to keep up communications between Detroit and the base of supplies.

In co-operation with Harrison, Commodore Oliver Hazard Perry of the United States Navy at Presquille, had been fitting out a large flotilla to cut off the supply of Proctor's provisions by way of the lake. By the first of September Perry had succeeded in equipping his fleet and cruised up to Amherstburg where he held the whole British force in blockage.

Proctor's supplies were getting low, and it was clear that Barclay, who had charge of the British fleet, would have to attack Perry in an effort to clean the Lake of the American fleet. Arrangements for the attack were made and on September 6th, Barclay set sail from Amherstburg with four ships and a crew of 345 men. On the following morning Perry sailed from Put-in-Bay with his fleet of nine ships carrying a crew of 650 men. The engagement lasted most of the day and was witnessed by a large number of people from the shore. The American fleet with its long range guns, and overwhelming number of ships and men, was in every detail superior to the British.

As this engagement ended in a complete American victory, the fate of Proctor's army at Detroit was assured, as his supplies were now absolutely cut off. There was nothing left for him to do but to retreat to Burlington Heights, on Lake Ontario.

Harrison with his 5,000 men took possession of Detroit at once, and on the morning of October 2nd, he left Detroit with 4,000 troops in pursuit of Proctor overtaking him near the village of Moraviantown. Proctor attempted to prepare for the attack, but with no fortifications, and without any discipline of his troops, was forced to surrender. Among those killed in this short engagement, was Tecumseh, the great Shawnee Chieftain.

During the remaining months of 1813, engagements took place at Stoney Creek, Chateauquay and Chrystler's Farm, all of which ended disastrous to the American forces.

With the opening of the 1814 campaign we come to one of the most desperate engagements of the entire war, "The Battle of Lundy's Lane." In this battle, Brown was in charge of the American forces, and Drummond in command of the British. The attack started on July 25th, shortly after five o'clock in the afternoon, and continued until mid-night. Some of the most severe fighting was taking place in the pitch dark when nothing could be seen but the flash of musket fire. At times everything was in confusion. The British were constantly getting mixed up with the Americans by mistake. Brown's forces captured the hill where the British were stationed, but it proved a costly venture. His troops were practically exhausted and scarcely an officer had escaped being killed or wounded. Drummond was soon able to get his forces in shape to retake the hill. Three times they advanced, and each time were driven back by the Americans. The desperate fighting continued. It was now midnight. Brown had been wounded and his army was thoroughly exhausted, this forced him to retire giving the British control of the Hill. The battle was considered a draw, and the casualties were heavy on both sides.

During the following months several minor engagements were fought along the Niagara Frontier, and England kept sending to Canada large reinforcements during the Fall of 1814, making ready for a strong attack on Sackett's Harbour in the Spring, but the signing of the Treaty of Ghent, on December 24, 1814, brought all hostilities to an end.

Rebellion of 1837. The War of 1812 had no great effect on the political issues in the provinces. Canada seemed to be in the grip of a great reform movement that had started throughout the world. This led up to the rebellion on the part of the radical party. The French with their great num-

critical majority started to make certain demands of the British Government. At first these demands were moderate and sincere, but as time went on demands were for larger power which was unreasonable and unjustifiable, but they were encouraged on by Papineau and other radicals, until they demanded a separate government and an independent colony.

The Gosford commission went to Canada from England to adjust matters. The commission arrived at Quebec on August 23, 1835, and it was at once seen that Gosford was not the man for the place. The assembling of Parliament was called on October 27th, at which time Gosford gave a most conciliatory speech, and made larger concessions than any governor had ever done before. But it all fell on deaf ears. Papineau and his followers were bound to revolt. Meetings were being held in all parts of the colony to excite the people to insurrection.

This was clear evidence to the British Government that a rebellion was rising and at once gave authority to the Government at Quebec to take necessary means to secure order throughout the colony. When Papineau and his followers learned of this order they became furious, paraded the streets and shouted defiance to Great Britain. It was very plain that trouble was in the air, and the clash came on November 6th, at Montreal, where a French organization attacked a small party of Englishmen. This caused the British to make up their minds at once to resort to drastic measures which put an end to the insurrection almost before it got started. Out of half a million French residents of Lower Canada, only about 3,000 joined the rebellion which proved a most miserable failure.

In the meantime difficulties were arising in Upper Canada. It was plain to the authorities that dissatisfaction was developing. Although the people of Upper Canada were of British descent, the feeling of independence was growing among certain classes, as after the War of 1812, the British

Government enacted regulations that proved unwelcome to the people of the province. As time went on, their grievances accumulated and finally, on December 4, 1837, a few radicals led by William Lyon Mackenzie, revolted. At the first fire from the loyalists, Mackenzie's men deserted him, and he himself took to the woods making his way to Buffalo, where he found protection among some of his friendly sympathizers.

Two rebellions in one year in Canada made it clear to the British Government the critical state of affairs existing here. It was at once decided that some radical change must be made in the form of Government. Therefore, the Earl of Durham, who was a statesman of the highest rank, was appointed Governor-General of British North America, to investigate the conditions of Canada. On receipt of his famous report, issued in 1839, Upper and Lower Canada were united by Act of the British Parliament.

It was soon learned that the operation of the Act of Union, was not going to be satisfactory to the reformers. The officials appointed by the Crown still maintained control, and the rapid growth of Upper Canada soon caused a demand for representation by the people which the first three governors, Sydenham, Bagot and Metcalfe, refused to recognize. In 1848, Lord Elgin approved the act of responsible government, and since that time Canada has been practically governed by her own people.

Confederation. The first hint of Confederation was in 1859, at which time the Governor-General, then Sir Edmond Head, made known in his speech, that the Imperial Government was considering the consolidation of all the British Provinces of North America. Things went on as they were however, for several years. It became evident that some other way than the present one would have to be devised. The difficulty came in the fact that all the affairs of the local government of each Province were conducted by the Parliament, and not by a local legislature.

By 1864 a crisis was at hand. Everybody could plainly see that no progress could be made by a government that was constantly shifting as had been the case since the Act of Union had been in force.

The two most bitter political enemies in Canada, at this time, were John A. Macdonald and George Brown, and as it was now absolutely necessary that the movement of Confederation be pushed to the utmost, it was necessary that some arrangement be made so that these two political opponents could be gotten together in the same cabinet.

By certain concessions Macdonald was able to get Brown to accept the position of President of the Council, and the coalition cabinet was effected on June 30, 1864. The compromise cabinet headed by Macdonald began pressing forward at once the movement for Confederation. In the meantime the Maritime Provinces were working to get a union among themselves. This finally led to calling a conference at Charlottetown, September 1, 1864. Learning of this conference, the Canadian Government asked to be allowed to send delegates. On acceptance of the invitation, six delegates were appointed, namely; John A. Macdonald, Brown, Macdougall, Galt, McGee and Cartier. When the conference was called, the delegations sent by the Canadian Government proposed the Confederation of all the Provinces, instead of merely a Maritime Union.

This was the first real step toward Confederation. Although nothing could be done at that time, the Governor-General became interested and took the lead by inviting the representatives of all the British Provinces to attend a secret conference at Quebec, October 10, 1864. Thirty-three men from the different Provinces attended this Conference. Sir E.P. Tache was appointed Chairman and the session got under way. After deliberating the points in question, until the 28th, the famous Seventy-Two Resolutions proposed by John A. Macdonald, to the effect that Federal Union of these Provinces was desirable, was passed.

Nothing further was done until January 19th, 1865, at which time Parliament met and the Governor-General referred to the proposition for Confederation. Debate on the address was at once started, and was long and wearisome, but when the vote was finally taken on the twelfth paragraph of the Resolutions, which referred to the desirability of the union, seventy were for the union and seventeen against it. When the final vote was taken on the address as a whole, on January 23rd, the vote stood practically the same, which settled the question as far as Canada was concerned.

The following spring the proposition was submitted to the people of New Brunswick who voted against the union, the project being defeated by a large majority. This, however, did not discourage the Canadians who continued their preparations by sending a delegation to England to confer upon the subject. The delegates appointed for this mission were, John A. Macdonald, Brown, Galt, and Cartier. The delegation received the assurance from the Imperial Ministry that the proposition met with their approval, and that they would use their influence to secure the assent of the Maritime Provinces to join the Union.

Fenian Raids. The following year the notorious Fenian Raids occurred in Canada. The Fenians were mostly Irishmen who wished to make as much trouble as possible for England on the American continent. The first raid was made on St. Patrick's Day, March 17th, 1866, but amounted to practically nothing. The most important of these raids occurred on June 1st, 1866, when a body of 1,200 men, under command of General O'Neil, crossed into Canada from Buffalo and a spirited engagement occurred the following day, when Colonel Peacock, with 1,800 troops, attacked them, driving O'Neil and his troops back across the border, where the Fenians quickly dispersed. Many of them were captured and arrested by the American authorities. This put a stop to all Fenian troubles.

In the meantime the Imperial Government had become deeply interested in the scheme for Confederation, and had brought such pressure to bear upon the Maritime Provinces that a popular vote was taken which showed that people there were now overwhelmingly in favor of the Union. The Legislatures of both New Brunswick and Nova Scotia passed the resolution by a large majority in favor of Confederation.

Prince Edward Island was the only province that now held out.

Now that the Maritime Provinces were in favor of the project, delegates were again appointed to go to England. The Canadian delegates were, Macdonald, Cartier, Galt, Macdougall, Howland and Langevin, and the Maritime delegates consisted of Tupper, Archibald, Tilley, and Mitchell.

The Confederation Committee was organized at Westminster Palace Hotel, London, England, on December 4th, 1866, and John A. Macdonald was elected chairman. The conferences proceeded with remarkable rapidity and harmony, and the bill was finally introduced into the House of Lords on February 7th, 1867. On the 26th, it had its third reading and sent down to the House of Commons, where it was passed on the 8th of March. On the 28th of March, it received the royal assent and became law, at which time the Queen issued a proclamation appointing July 1st, 1867, as the date on which the Dominion of Canada was to come into existence.

Lord Monck was sworn in as the first Governor-General of the Dominion, and John A. Macdonald as the first Premier, at which time he received the honour of Knight Commander of the Bath.

The British North America Act, as it was named, provided for the division of Canada into two provinces, Quebec and Ontario, and other parts of British North America were to be added to the new Dominion. The first Dominion Parliament passed a resolution calling for the annexation of Rupert's Land, as well as the district now known as the

Northwest Territories, which was under the control of the Hudson Bay Company. After some delay, and under pressure from the British Government, the company turned the Northwest Territories over to the new Dominion. In return for this territory the company received \$1,500,000 and some other land concessions as well as the privileges of retaining its post and trading rights.

Northwest Rebellion. When the Northwest question was being settled, the Metis, or half-breeds as they were called, who were living in the Red River Valley, were not consulted, and when the formal transfer was made to the British Government on November 19th, 1869, the news reached the Métis and they were deeply aroused, thinking the new Government would place restrictions upon them, and would perhaps drive them from their homes.

Hon. William Macdougall was appointed Lieutenant-Governor of Rupert's Land, and the news that he was on his way to Fort Garry (now Winnipeg) started an uprising of the Metis. The half-breeds were led by Louis Riel, who was a brilliant man and eloquent speaker. He at once organized a "Provincial Government" and refused to let McDougall enter Rupert's Land.

Eastern Canada did not take much notice of the uprising until Riel had seized Fort Garry, imprisoned some of the English inhabitants who opposed him, and started to direct matters in his own way. The crisis came when Riel arrested a young Scotch settler, named Thomas Scott, whom he courtmartialled and condemned to death, and on March 4th, 1870, was shot, for denouncing Riel and his cause.

As soon as the news of this act reached Ottawa, the Government was decided to use military force to check the revolters. An expedition was made ready under the command of Colonel Wolseley, and was sent at once to the trouble zone. In the meantime, Archbishop Tache arrived back at Fort Garry and by lavishing promises of pardon upon all the rebels, they laid down their arms and Riel fled into

exile. By the time that Colonel Wolseley's expedition got there, after the long journey through the unbroken forest along the north shores of Lake Superior, the revolt was over and the Province of Manitoba had been taken into the Confederation.

The attention of the Government was now turned to British Columbia, which finally on June 20, 1871, was induced to enter the Dominion; this was with the understanding that a number of conditions were granted to the province, the most important of which was that a transcontinental railway be built through to the coast.

Prince Edward Island still declined the Union. Several inducements were offered the province, but it was not until the Prince Edward Island Government started to construct a railway across the Island and the London banks would not accept the bonds, issued by the Government to carry on the work, as the Island was not a part of the Dominion, that the Union was considered.

This want of finance did what no other influence could do, and on July 1st, 1873, Prince Edward Island joined the Confederation. The Dominion of Canada now included all of British North America except Newfoundland, which still remains a separate colony.

For the next quarter of a century the Dominion remained unchanged. At the end of this time a strong demand was being brought to bear on the Government for better conditions in the Northwest Territories. This great section was growing rapidly in population and the present form of government was unsuited to the new conditions. This finally led to Parliament creating two new provinces, in 1905, namely, Alberta and Saskatchewan.

A further change was made in the provincial boundaries of Manitoba, Ontario, and Quebec, in 1912, at which time the greater part of the old district of Keewatin was divided between Manitoba and Ontario, and all of Ungava was added to Quebec.

National Problems. After Sir John A. Macdonald had called to his ministry such able men as Sir A. T. Galt, Sir George Cartier, Sir Alexander Campbell, and Willam McDougall, steps were taken at once to form a new government. A civil service department was established, postal rates were unified and the post office placed under the control of a single department, the tariff was systematized and a militia established. In 1871, a national banking system was established. A little later several long-standing disputes between Canada and the United States were settled. The St. Lawrence and Great Lakes were opened up to both countries, the fisheries question was settled, and the Treaty of Washington was drawn up, which disposed of many troublesome problems.

The Canadian Pacific Scandal, in 1872, was the cause of the downfall of the Conservative party. After the whole matter had been exposed, the public feeling became very intense, although it was quite clear that neither Macdonald nor any other members of the Ministry had profited personally from any of the transactions, the Macdonald Ministry resigned, November 4th, 1873. The Governor-General, Earl of Dufferin, then called on Alexander Mackenzie, who was the leader of the Liberal party, to form a new Ministry.

Mackenzie Administration. After forming his Ministry, which received a large majority at the general elections, Mackenzie announced that the railway could not be built as was planned. He thought it would be best for the Government to undertake the task of constructing it as fast as the finances would permit. This did not meet with the approval of British Columbia, which made a request that not only the railway be completed by 1890 as was agreed, but that a wagon road and a telegraph line be built at once.

Many important laws were enacted during Mackenzie's term of office, which included the establishment of the Dominion Supreme Court, the adoption of the Australian ballot, and the establishment of the Royal Northwest Mounted

Police, which has done much in maintaining law and order throughout the West, and helped considerably in the development of this great section of the Dominion.

During the Liberal Administration, Canada was experiencing a general business depression which had been caused by the Conservative Government's policy. The United States were also suffering from a similar depression, and with practically an open tariff, they tried to dump on the Canadian markets the goods they could not sell at home.

This gave the Opposition another chance, and they began to call for a protective tariff, and "Canada for the Canadians." This became Sir John A. Macdonald's "National Policy" used in the general election of 1878, and was the means of returning him to power again at that time.

Macdonald's Second Administration. Macdonald's "National Policy" was put into effect in 1880, and proved most successful, and he at once took up the task of completing the Canadian Pacific Railway, which had not made much headway during the Liberal Administration. A syndicate was formed, headed by Lord Mount Stephen (then George Stephens), and Lord Strathcona (then Donald Smith), and the construction of the road was handed over to them, at which time it was pushed with vigor. The last spike was driven on November 7th, 1885, five years earlier than the date fixed in the contract for its completion, and the first train ran over the road on June 13th, 1886.

The Conservatives were in power for thirteen years, and Macdonald was at the helm from 1878 until his death, in 1891. During this time much progress had been made, but Macdonald's successors did not meet with much success, and the country lost confidence in the Conservative party, which led to their defeat at the general elections of 1896, at which time the Liberals were returned to power, with Sir Wilfrid Laurier at the head.

Rebellion of 1885. After the Rebellion of 1870, the half-breeds and Indians were pushed aside by the incoming rush of immigration into Manitoba, and they roamed far off into the Saskatchewan country. They did very little farming, and their greatest source of sustenance was the bison, which roamed the plains in large numbers. With the opening up of this new country, to settlers, by the construction of the Canadian Pacific Railway, the bison were being killed off very rapidly. This made the half-breeds think that their means of livelihood was being destroyed, and the fact that the Government had not given them patents, or title deeds, to the lands they occupied, made them think that the construction of the railway would mean that they would be forced to move again. This thought aroused the anger of the half-breeds and Indians, and they began to hold meetings, and making plans to get redress for their grievances. They learned that Louis Riel was living in Montana, and sent for him to come over at once and help them. This he quickly consented to.

The following spring of 1885, Riel organized a Provincial Government and elected himself president, and Gabriel Dumont, the leading half-breed, as his chief lieutenant. Their plans were carefully laid, and an attack ordered on the Government post at Duck Lake, which was quickly seized by the revolvers. This aroused all of Canada, and volunteers came from all sections of the country to put down the rebellion; 4,000 men were recruited from Ontario and Quebec, and General Middleton was given command. The troops were despatched over the new Canadian Pacific Railway, and on arriving at the zone of trouble, an advance was ordered at once. On April 24th, the rebels were encountered at Fish Creek. In this engagement Middleton was unable to defeat the half-breeds, but the following day the rebels withdrew to Batoche. Middleton followed after them as quickly as possible, and after receiving reinforcements, made

ready to attack Dumont's defence at that point, on May 12th. After a short engagement the rebels were defeated and fled in all directions, which practically ended the second Riel Rebellion. Dumont succeeded in escaping, but Riel was captured. The Canadian Government gave Riel a regular civil trial, in which he was found guilty and condemned to be executed. Strong efforts were made by the French-Canadian Catholics of Quebec to secure a commutation of Riel's sentence, but all appeals were flatly refused, and the execution took place in September, 1885.

Sir Wilfrid Laurier's Administration. On the defeat of the Conservatives at the general election of 1896, the Liberals again came into power, and Sir Wilfrid Laurier became the new Premier, and was the first French-Canadian to hold this distinguished office. During his administration, from 1896 to 1911, Canada showed a remarkable economic development. Much of the credit for the growth of the Prairie Provinces belongs to Laurier's ministry. Among the notable events of his administration include the establishment of the penny postage throughout the Empire, the Pacific cable was laid from Canada to Australia, and preferential tariffs were granted to British goods coming into the Dominion. He was instrumental in having Canadian troops replace the British in the garrison at Halifax in 1905, and the Esquimalt Naval Station in British Columbia, was placed under Dominion control. At the outbreak of the Boer War in South Africa, three Canadian contingents of troops were made ready to assist the Mother Country. The first troops left for South Africa on October 30th, 1899, and consisted of 1,019 men, under the command of Lieutenant-Colonel Otter. In this war the Canadian troops conducted themselves well, and many won great distinction. The total cost of this war to Canada was about \$2,000,000, which was cheerfully borne by the country.

By 1900 the resentment over the Manitoba School Act seemed at an end, and the general prosperity of the Dom-

inion gave the Liberals an easy victory at the general election. In 1903, Sir Wilfrid Laurier provided for the construction of the transcontinental railway running from Moncton, New Brunswick, through Quebec, to Winnipeg, and on to the Pacific Coast, with a terminus at Prince Rupert. This scheme was opposed by the Conservatives, under the leadership of Robert Borden, but the measure was carried in October, and the financial arrangements were made to carry on the work. One of the most important events in the year 1903, was the settlement of the Alaska boundary dispute, which had been a source of contention between Canada and the United States for many years. The same year several questions relating to the joint use of the Great Lakes and other boundary waters arose which led to the appointment of a commission to arbitrate these disputes. In 1908, an agreement was reached between the two countries and an accurate system of marking the international boundary was established.

Another matter of great importance was the fishery question, which was being arbitrated at the Hague Tribunal, in which Canada was upheld on all the most important points.

During Laurier's Administration an agreement was reached with Japan to restrict immigration from Japan to Canada, and in 1907, an important commercial treaty was negotiated with France.

The tariff question between Canada and the United States had been very unsatisfactory for many years. Many attempts had been made to readjust them without much success. Therefore, the Laurier Government drew up a new reciprocity compact in the attempt to adjust this matter, and it was through this reciprocity agreement that the Liberals were defeated in the general election on September 21st, 1911.

Borden Administration. On the defeat of the Laurier Government, Earl Grey, then Governor-General of Canada, called on Sir Robert Borden to form a new Government.

This was completed on October 10th, 1911, and the new Parliament opened on November 15th. No sooner had the new Ministry been formed than a change took place in the Governor-Generalship. Earl Grey's term expired and the Duke of Connaught was appointed to take his place. On October 13th, the new Governor-General took the oath of office.

One of the most important events of 1911, was the taking of a general decennial census of Canada. This census showed that Canada had grown in population to 7,204,838, an increase of 34 per cent. in ten years. The manufacturing had made great advances also, the growth in six years (1905-1911) showed an increase of 61 per cent., and the capital invested increased over half a billion dollars during this time. During 1911 the immigration into Canada was also heavy, large numbers coming from Great Britain and the United States. The same year the new Ministry greatly extended the boundaries of Ontario, Quebec and Manitoba.

An attempt to change the naval policy was also an important move by the new Government. This led to a conference in London, England, in June, 1912. The Borden policy was to turn over to England \$35,000,000, which the British Admiralty was to use in building three large dreadnaughts. When the bill was presented to the Dominion Parliament, both sides agreed as to the necessity for a naval contribution, but disagreed as to how it was to be accomplished. Although the bill passed in the House of Commons, it was defeated in the Senate.

On the outbreak of the war with Germany, in August, 1914, all political issues were laid aside and every effort was made to assist England to the utmost to push the war to a victorious end. Steps were taken to organize thousands of Canadian soldiers for overseas, and money was raised for the purpose of purchasing ammunition and supplies which the soldiers would need. In addition to the men and money, the

Canadian Government arranged to ship to England food supplies of all kinds, which showed clearly the great loyalty of the Dominion to the Mother Country.

On New Year's Day, 1916, Sir Robert Borden pledged Canada to raise and equip 500,000 soldiers for overseas service to keep the Canadian forces in France up to full strength. Up to this time, about 400,000 men had volunteered their services, but as the year advanced it was readily seen that the 500,000 men pledged by Borden could not be raised by the volunteer system, therefore some other method would have to be adopted.

The Government took the matter under consideration, and soon announced that a Military Service Act would have to be introduced, as the men would have to be gotten if Canada was to keep her armies in the field up to full strength. This bill was opposed by the Opposition, as they thought it should be submitted to the people to vote on before becoming law, but as it was necessary that the men be gotten at once, there would be no time to call a general vote on the question. The feeling among certain members became quite intense, so it was decided by the Conservative Government that a general election would be called, a Union party formed, and the Military Service Act be used as their platform.

The date of the election was set for December 17th, 1917, and the Union Government was elected with Borden at the head. The new Government at once put the Military Service Act into effect, and from that time on all the men needed were drafted for the purpose. By the end of November, 1918, at which time Germany asked for an armistice, which led up to the peace treaty, Canada had over 500,000 men under arms. After the formation of the Union Government, every assistance possible was given the Mother Country, in the way of men, money and materials of all kinds, which helped the Allies' cause, and to bring the war to a successful end.

CANADA'S PART IN WORLD WAR

For years Germany had been a political aggressor, and several times risked war to increase German prestige. But the crisis did not come until 1914, at which time the whole world was convinced by the action of Germany during the negotiations Austria had with Serbia, that the Teutonic Powers were bent on having war.

The evidence showed clearly by all the reports, that the British, French, and Russian Governments had struggled earnestly to avoid war, as it was an understood fact among all the powers, that war between Austria and Serbia, would mean a general war among all the European nations.

When war with Germany seemed a certainty, the whole of Canada saw its duty clearly. Canada was a part of the British Empire, therefore, war with Great Britain placed the whole Empire in danger. It was therefore the duty of every loyal citizen to act at once, which led to the following message being sent from the Canadian Government to the British Government, on August 2nd, 1914: "If unhappily war should ensue, the Canadian people will be united in a common resolve to put forth every effort and to make every sacrifice necessary to ensure the integrity and maintain the honour of our Empire." It was through Canada's conviction that Great Britain was fighting for a great cause, that made Canada determined to do her full duty in the world crisis, and the heroic part she did take, was taken voluntarily.

The spirit and loyalty of the whole Dominion was clearly shown through the noble expression of the two leaders when the Canadian Parliament met in special war session shortly after the outbreak of the war, on August 4th, 1914. At this session, Sir Wilfrid Laurier, speaking first, said: "We are British subjects, and to-day we are face to face with consequences which are involved in that proud fact. Long we have enjoyed the benefits of our British citizenship; to-day it is our duty and our privilege to accept its responsi-



**Soldiers Lined Up for Parade in Montreal on "Ypres Day" Anniversary.
Veterans and Disabled Soldiers are seen in the Foreground**



Canadian Official

Canadian Ammunition Station Back of the Lines in France



Duke of Devonshire Inspecting Soldiers at Montreal

bilities; yes, and its sacrifices. It is our duty, more pressing on us than all other duty, at once on this first day of debate in the Canadian Parliament, to let Great Britain know, to let the friends and foes of Great Britain know, that there is in Canada but one mind and one heart, and that all Canadians stand behind the Mother Country, conscious and proud that she did not engage in war from any selfish motive, for any purpose of aggrandizement, but that she engaged in war to maintain untarnished the honor of her name, to fulfil her obligations to her Allies, to maintain her treaty obligations, and to save civilization from the unbridled lust of conquest and power."

Sir Robert Borden, Premier of Canada, then followed in a noble peroration to Sir Wilfrid's address. "It is not fitting that I should prolong this debate. In the awful dawn of the greatest war the world has ever known, in the hour when peril confronts us such as this Empire has not faced for a hundred years every vain or unnecessary word is an aid and hindrance. As to our own duty all are agreed, east and west, and we stand shoulder to shoulder with Britain and all other British possessions in this quarrel. And that duty we shall not fail to fulfil as the honour of Canada demands. Not for love of battle, not for lust of conquest, not for greed of possessions, but for the cause of honour, to maintain solemn pledges, to uphold the principle of liberty, to withstand aggressions that would convert the world into an armed camp; yes, in the very name of peace that we sought at any cost to save that of dishonour, we have entered into this war; and while gravely conscious of the tremendous issues involved, and all the sacrifices that they may entail, we do not shrink from them, but with firm hearts we abide the event."

The Duke of Connaught, Governor-General, spoke of the wonderful spirit and loyalty that animated throughout the Dominion, and Parliament responded by appropriating \$50,000,000 for war expenditures, and the Canadian Government at once turned over to the British Government the two

cruisers, Niobe and Rainbow, and purchased two modern submarines, that were being made in the United States for Chili, to use for defence purposes on the western coast.

Expeditionary Force. A general system of the militia was utilized at once, for the creation of an expeditionary force for overseas. Recruiting centres were established at various points, and men eager to fight for the just cause, swarmed about the enlistment offices. It was planned to send 22,000 men in the first expeditionary force, and Valcartier was selected as the point at which the troops were to assemble. But before they were ready to sail 30,000 of the most select men of Canada were assembled at the camp.

In less than seven weeks, or by the end of September, this large force of men was completely equipped and ready to sail for England.

On October 3rd, 1914, Canada's first contingent of 33,000 officers and men, the largest army that ever crossed the Atlantic at one time, sailed from the Bay of Gaspé with seven escorts sent by the British Government to convoy the ships across. On October 8th, 1914, the contingent reached Plymouth, England, safely, and before the end of the year many of the Canadian soldiers were on the fighting line in France.

There was no let-up in the recruiting. Volunteers came from all parts of the Dominion, and the Government decided to establish three large military camps in which the armies could be properly trained. Valcartier was to be in the east, Camp Borden in the centre, and Camp Hughes in the west. In the work of organization, the most conspicuous figure was Colonel (now Major-General Sir Sam) Hughes, who was the Minister of Militia. Much credit is due him for the rapidity and efficiency with which Canada responded to arms.

On New Year's Day, 1916, Sir Robert Borden pledged Canada to raise 500,000 men for the purpose of keeping the Canadian armies in France up to full strength. By the fol-

lowing September, 361,000 had voluntarily offered their services for the cause of freedom. By June 30th, 1917, 424,000 had enlisted, and on February 28th, 1918, the number had grown to 472,000, and by November, 1918, when the Germans asked for an armistice which finally led up to the signing of peace, Canada had over 500,000 men under arms, a record that was most remarkable when considering the total population of Canada, including men, women and children, was only a little over 7,000,000 all told.

In addition to the number of men for the army, many others were attracted to the British Navy service, and the Royal Flying Corps, now known as the Royal Air Force, also appealed very strongly to many of the young men throughout the Dominion.

Early in 1917, it was clearly evident that the voluntary system of recruiting would no longer supply the necessary men needed to keep the four Canadian Divisions in France up to their full strength. Some other method would have to be adopted. This led to the Military Service Act being drafted, and later introduced into Parliament.

This act specified that the necessary drafts would be obtained by conscription. The very thought of conscription was repugnant to most Canadians, but yet it was clear that without it, the divisions in the field could not be kept up to full strength. The Act was strongly opposed by the Opposition, who felt that the people should have a chance to vote on it before making it law. But as the men were needed at once, the Government could not wait, but finally decided to form a Union party and call a general election on December 17th, 1918, and use the Military Service Act as their chief platform. The Union Government, with Sir Robert Borden, was elected, and the Act was passed, and over 40,000 additional men were called to the colours during the first three months of 1918, and by the forepart of November, when

Germany asked for an armistice, which finally led up to the signing of the peace treaty, Canada had over 500,000 men under arms.

Contributions in Money. Not only did Canada contribute more than half a million of her best sons, but also contributed generously of her wealth. During the years previous to the war when money was needed by the Dominion, Great Britain was called on for the loan, but after the war broke out, Great Britain needed all her own money, so it became necessary for Canada to finance herself.

Arrangements were therefore made to raise the necessary money by "war loans," and to each of these loans the response of the people throughout the Dominion was very generous. The money raised by these loans was to be used in the raising, equipping, and transporting the Canadian troops, as well as providing for their pay and sustenance. The first loan was called in November, 1915. This was for \$100,000,000. In September, 1916, another \$100,000,000 was raised. The following March, \$150,000,000 more was raised. The first great "Victory Loan" opened in December of 1917, in which the loyal and patriotic Canadian people contributed over \$400,000,000. The second "Victory Loan" was opened on October 28th, 1918, and called for \$300,000,000, but was over-subscribed by several million dollars. Every dollar of this money was used for war purposes, and it was with great pride that the Canadian people came forward with such noble response to each loan.

On April 2nd, 1918, Sir Robert Borden, in a speech in the House of Commons, gave some interesting figures in reference to Canada's war expenditure, as follows: "During the past four years, the Department of Militia and Defence has expended the following amounts: In 1914-15, \$53,176,000; in 1915-16, \$160,433,000; in 1916-17, \$298,291,000; in 1917-18, \$279,636,000. In the same time, the Department of Justice spent for war purposes: 1914-15, \$254,000; in 1915-16, \$1,287,000; in 1916-17, \$1,248,000; in 1917-18, \$1,673,000.

The Department of Naval Service spent in 1914-15, \$3,096,000; in 1915-16, \$3,274,000; in 1916-17, \$3,806,000; in 1917-18, \$10,026,000. In the three years, 1916, 1917, 1918, the Military Hospitals Commission spent \$10,681,000. The grand total of all these expenditures amount to considerable over \$800,000,000." So it is readily seen that Canada has contributed very generously of her wealth, as well as her man power to help the Allies' cause.

Patriotic Fund. One of Canada's most gratifying features in her war activity, is the large sums that have been raised by voluntary subscription. All money given to the general war loans, were merely loaned to the Government, on which a high rate of interest was paid, but the Patriotic Fund was different inasmuch as the immense sums raised for this fund, which amounted to about \$100,000,000, was given freely through the loyal patriotic spirit of the people throughout the Dominion. This fund was started and maintained throughout the war to assist the dependants of Canadian soldiers.

Other large sums were also given to the Red Cross and Belgian Relief Funds, in addition to the Patriotic Fund.

Women's Part in the War. The women also took a very active part in the war. Their assistance was invaluable in many lines of endeavour. When the need came for extra help in the ammunition factories, they volunteered their services. When the call came for nurses to attend the wounded soldiers in France, the response from the Canadian women was spontaneous, and the women at home devoted their time in preparing many comforts and necessities for the gallant soldiers that were overseas. Many of the women who volunteered for overseas services were accepted and used in different departments of the services, and many times they carried on their valuable services under the fire of the big guns of the enemy. Everyone was in the war to bring it to a victorious end, and it can be truthfully said that the women of Canada did their part well.

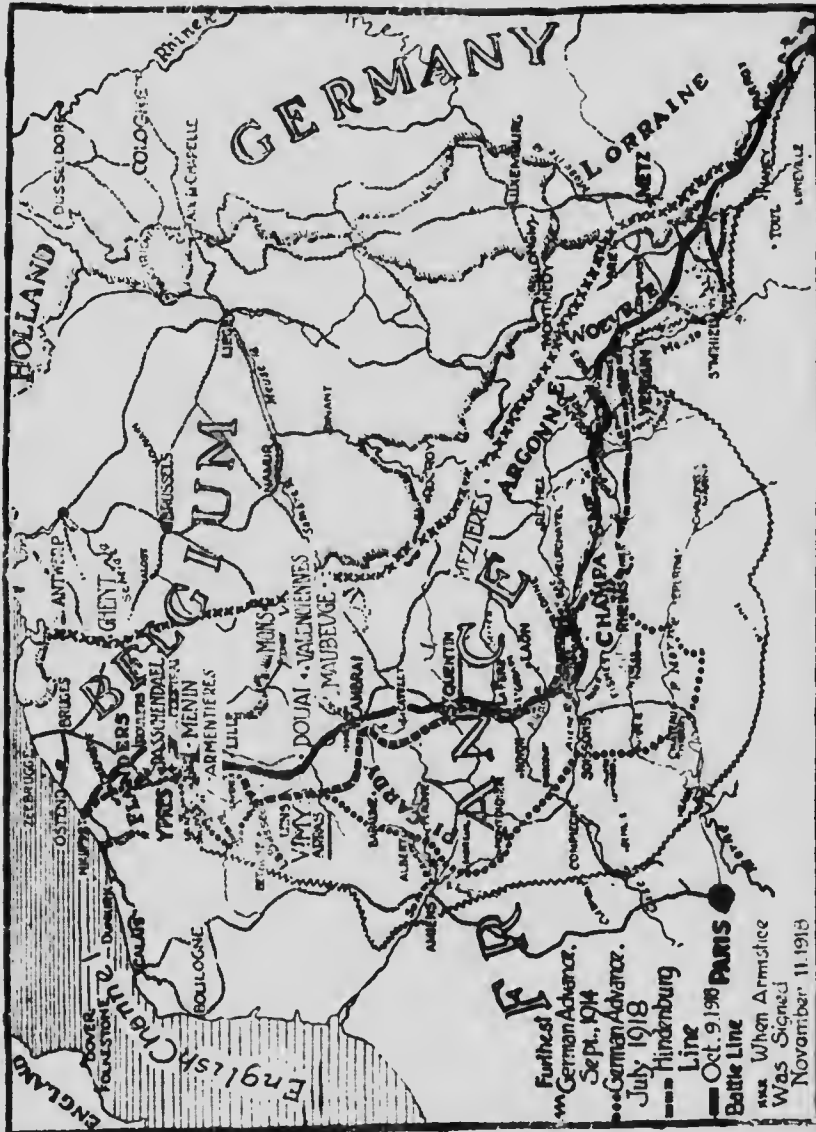
Casualties. More than 60,000 Canadian soldiers laid down their lives in the War of Nations, over 35,000 of whom were killed in action, including 1,842 officers and 33,824 in other ranks.

The total casualties as officially reported on January 1st, 1919, are as follows:

	Officers	Other ranks	Total
Killed in action	1,842	33,824	35,666..
Died of wounds	614	11,806	12,420
Died of disease	220	5,185	5,405
Wounded	7,130	148,669	155,799
Prisoners of war			3,575
Presumed dead	148	4,529	4,671
Missing	41	384	425
Deaths in Canada ...			2,221
	9,989	204,297	220,182

Two thousand five hundred and eight prisoners have been repatriated, escaped, or died, while prisoners of war.





Battlefield of the War of Nations (Western Front)

NOTABLE ENGAGEMENTS FOUGHT BY CANADIAN TROOPS DURING WORLD WAR (1914-1918)

Battle of St. Julien. It was in this engagement that the First Canadian Division won their great honors. The trenches were strung along a front of about three miles, and six miles out from Ypres to the northeast. To the north were French colonial troops, and to the east and south were British troops, but most of the British artillery had been removed to Neuve Chapelle. The Canadian trenches were rather weakly constructed, shallow and wet, and everything seemed rather quiet, although the German forces were only a short distance away.

On April 22, 1915, about six o'clock in the evening, the observers noticed a strange green vapour moving over the French trenches, and the Turcos and Zouaves were beginning to leave their trenches in a panic-stricken terror. The horses broke from their loads and a general confusion was caused all along the road. It was soon learned that the Germans were using a form of gas that stopped up the throats, filled the lungs and blinded all that were in reach of the deadly vapor. This form of brutal warfare was wholly unexpected and resulted in a four-mile breach in the Allied lines on the left of the Canadian Division. The Germans at once started to rush the gap, capturing four British guns which had been loaned to the French.

In the meantime the Canadians took up a line bending back at right angles and running south to the woods. Shortly after midnight, 2,000 Canadians rushed across the five hundred yards of open space and attacked over 7,000 German troops, whose rifles and machine guns took a heavy toll from the advancing Canadians. The brave Canadian troops rushed on and soon had the wood cleared of the enemy, driving them

back more than a quarter of a mile. The British guns were retaken and the Canadians fought their way to the shelter trench and annihilated its defenders.

The French troops, sick from the deadly gas, and confronted by superior numbers, completely out-gunned and without food, were thrown across the canal and were being hard pressed, but they still hung on.

All day Friday the Germans carried on a fierce bombardment of the whole salient, which ended by another gas attack against the Third Brigade. This opened gaps between St. Julien and the wood to the west. A new line was at once formed that ran through St. Julien and extended to the rear of the wood. On the following morning (Saturday) the Germans made their second gas attack on the Canadian troops. The men had no protection, and the much-tired Third Brigade was forced to retreat again behind St. Julien. This retirement on the part of the Third Brigade made it necessary for the Second Brigade, under General Arthur W. Currie, to fall back.

It was while General Currie was conforming his new line that the Germans launched their fiercest attacks, but General Currie held his line and succeeded in holding the Germans in check until reinforcements were brought up in the afternoon. The Third Brigade, tired and weakened by the deadly effects of the gas attacks, were then withdrawn, and the British reinforcements took up the task.

The following morning (Sunday) the Second Brigade retired into reserve, but on Monday the enemy kept up their desperate attacks, and General Currie was asked if he could give any assistance. He replied at once, "My men are very tired, but they say they are ready," and "over the top" they went in broad daylight, and after fulfilling their task, left the trenches that night for a well-earned rest.

On the following Thursday, when the whole Canadian Division was being withdrawn from the Ypres salient, Sir

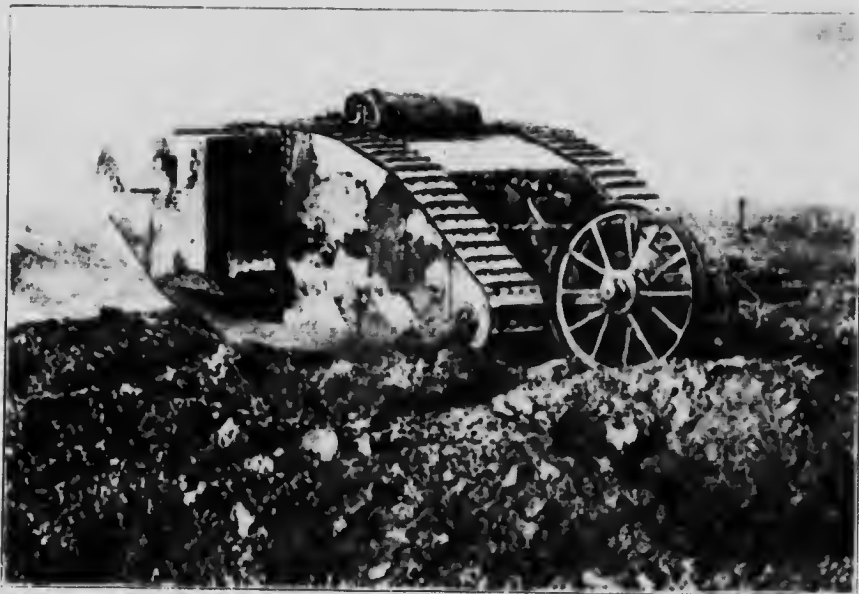
John French reported: "The gallant work of the Canadians at Langemarck and St. Julien saved the situation."

Battle of Somme. The real object of this battle on the part of the British forces, was the capture of Bapaume. The battle began sharply at 7.30 a.m., on July 1st, 1916, and lasted six long months, during which time the Allies had hoped to press the German lines so hard that their whole system would collapse, but unfortunately they did not succeed. However, the enemy was so hard pressed on a wide front, and in resisting the Allies endless shell fire, it cost the Germans the loss of many thousands of men and a large quantity of supplies.

It was near the second close of this battle before the Canadian forces came into action. By this time (September) the German second-line trenches were in the Allies' hands, as well as the ridge from Thiepval to Combles. The Germans made a strong stand at Thiepval, knowing that if the Allied forces broke through at this point and captured Courcellette and the heights to the northeast, their object would be greatly simplified.

The third and most successful phase of the battle was now to be planned. The offensive was set for the 15th of September. The Canadian troops were withdrawn from the Ypres salient, and transferred to Albert. On their left was the strongly fortified Mouquet Farm, and on the right were connected up by the British forces, who were opposite Martinquich.

In the coming offensive a new experiment was to be used, an experiment that the troops themselves knew nothing of until a few hours before the battle, although months had been devoted to perfecting this new and valuable "weapon of war." It was the now famous "Tank." Twenty-five of these tanks were to play a very important part in this attack. The morning was bright and clear, and suddenly the British artillery burst a fire of all size shells into the Ger-



Canadian Official.

"The Tank," First Used in Co-operation with Canadian Troops in Battle of Somme



Canadian Official.

Canadian Troops Shelling the German Lines on Hill 70, with Eighteen Pound Guns During the Battle of Lens



Canadian Official.
**Canadian Soldiers Going "Over the Top" in the Battle of Festubert, While
German Shells are Bursting Overhead**



Canadian Official.
**A Few of the Thousands of German Prisoners Captured by Canadian Troops
During Battle of Vimy Ridge**

man lines, and at 6 a.m. sharp, the advance started. When the Germans saw the tanks coming they became demoralized.

By the aid of the tanks and the artillery fire, the infantry pushed on, leaping over the battered German trenches and through the shell-torn ground, soon reaching the crest of the last ridge.

The Canadians were not yet satisfied with their gains, so with the help of the tanks they forged ahead while the Germans poured stream after stream of bullets against the advancing tanks. The tanks, however, were soon able to quiet the German machine gun fire, and the ruins of the famous sugar refinery were in the hands of the brave Canadian troops, which were composed of men from all parts of the Dominion.

Battle of Festubert. The Battle of Festubert was for the purpose of securing possession of Auber's Ridge. This was part of a big scheme of Sir John French, commander of the British forces, to co-operate with General Joffre, commander of the French forces, in capturing the city of Lens.

The Canadian troops had not taken part in any engagements since the Battle of St. Julien. During this time they had been resting in billets, and in the meantime reinforcements had joined them from reserve troops in England.

The First Canadian Division received orders on May 19, 1915, to report to the firing-line. After this long rest the Canadians were in good shape and ready to take their part at any point. The enemy was in a strongly fortified orchard near Festubert. The following morning, on the 20th, orders were received to attack the orchard that night. In the early part of the evening, thirty Scotch-Canadian soldiers, through their usual resourcefulness, succeeded in placing two machine guns in a deserted house close to the German lines. The Canadian guns started a heavy bombardment of the orchard early in the afternoon and continued right up to the minute of the attack, which was set at 7.45 p.m. sharp. At this time the big guns ceased their firing, and the Scots

with their machine guns in the deserted house opened up their deadly fire. At the same time the men in the trenches went "over the top" for the attack.

The advance was made over ground that was raked by the German machine gun fire, shrapnel and rifle bullets, but the gallant Canadian lads rushed on. On arriving at the edge of the orchard they were confronted by a deep ditch filled with water, and protected on the other side by a thick barbed-wire hedge. Approaching the ditch the men plunged in up to their necks and over the other side drenching with water, but on they went for the gaps which the patrols had located for them. During all this time the Germans kept up their intense machine gun firing. On approaching the German trenches, and although the Canadian were outnumbered two to one, they quickly routed the Germans and the orchard position with the enemy trenches were captured and consolidated by brave Canadian troops.

Not satisfied with their victory in capturing the orchard, the 10th Battalion, under Major Guthrie, pushed on to take another German position at Bexhill, which was located only a short distance from the orchard. Bexhill had not been reached by the bombardment that covered the orchard, and the German lines were still intact at this point, and their machine gun fire was so insistent, the attack failed. On May 21st, the attack was renewed, and after some very severe losses, four hundred yards of the enemy trenches were captured.

The main point was still to be taken. On the 23rd, orders were given to capture it. Major Edgar with 500 men, and 100 men from the 7th Battalion, was given the task. On May 24th, at 2.30 a.m., these men stole out in the light of the moon, and under machine gun and rifle fire from the enemy, constructed twelve bridges across a wide ditch that lay in the way. This difficult task was accomplished in fifteen minutes and at 2.45 a.m. the attack started. After some very severe fighting the Germans were routed and 200 yards

of their trenches were captured. The Germans then started a fierce bombardment during which time the Second Brigade lost fifty-five officers and 980 men, but the Brigade still kept their captured trenches.

The attack proved a big success, and Sir Julian Byng, then commander of the Canadians in France, decided to follow up with another attack, bringing into action the French-Canadians who had been held in reserve. Orders were given to take the village of Courcelette and a line of trenches running between Monquet Farm and the northwestern part of the village.

The advance started promptly on time, and although the Germans put up a most desperate resistance, the determined Canadian troops gained their objective in a very short time, and they now had to their credit, the sugar refinery, Monquet Farm and Courcelette, after pushing the Germans back to a depth of 2,000 yards on a wide front, and taking over 1,200 prisoners. All this was done within twelve hours of time, while the Canadian losses were practically nothing.

For the next week two German reserve divisions pressed a vigorous counter-attack to regain their lost positions that the Canadians had taken, but it was of no avail, as the brave Canadian lads held the ground which they had so gallantly fought for, and on September 26th. they were relieved for a well earned rest.

The Canadian troops were under continuous fire for ten days and eleven nights during the Battle of Festubert. At the end of this time they were redrawn to another part of the line.

Although the objective, "Auber's Ridge" had not been taken, it was no fault of the Canadians, as they had done everything that could be done under the overwhelming odds that were against them.

In Sir John French's report of this battle, he says: "In the Battle of Festubert, the enemy was driven from a position which was strongly entrenched and fortified, and ground

was won on a front of four miles to an average depth of 600 yards." Another despatch from Sir John French to Sir Robert Borden, on Empire Day, says: "It is fitting that on Empire Day I should once more tell you of the continued gallant achievements of your Canadian soldiers. They remain in the forefront of the fight, and I feel assured that their heroism and sacrifices, which are contributing so splendidly to the attainment of our immediate ends, will bind together Canada and the British Empire with those indissoluble bonds which are forged on the fields of battle."

Battle of Vimy Ridge. Vimy, the sacred spot where hundreds of our brave Canadian lads gave up their lives in the great struggle for freedom. The spot where a monument, surmounted by a large cross, now stands as a memorial to the gallant Canadian artillerymen who shed their life blood at this spot.

The attack had been arranged to take place at 5.30 a.m. Sir Julian Byng was in command of the Canadian forces. The Ridge lay just north of the city of Arras, and is about midway between Arras and Lens. It consists of a strip of land gently rising, and about six miles long and two miles wide at its widest point. The German soldiers had been ordered to hold it, regardless at what cost, as it was of extreme strategic importance, overlooking, as it did, the great plain of Cambrai and the valuable coal fields of Lens.

It was on Easter Monday, April 9, 1917, that the offensive began, and the attack covered a distance of about forty-five miles, extending from Lens on the north to St. Quentin on the south. The objective set for the Canadian troops was Vimy Ridge, and they were to have the honor of opening the battle. The Canadian artillery in co-operation with the British, had been bombarding the German positions for several days. Promptly at the set hour (5.50 a.m.), the bombardment ceased, and in the gray dawn of daybreak the brave Canadian soldiers went "over the top" of their trenches



Canadian Official

**General Currie Unveiling Monument at Vimy Ridge, Erected in Memory of
Canadian Soldiers Who Lost Their Lives at This Place**



First Overseas Contingent on Parade in Toronto in 1914. Parliament Building in Background



Canadian Official

King George Reviewing Canadian Soldiers in France

for the attack, cheering and laughing and joking with each other as they plodded through the heavy mud and slime that lay before them.

They followed closely the barrage fire that cleared the way for them, and on they swept in a pelting rain, soon coming to the enemy's trenches which the artillery had torn to pieces. The barbed-wire entanglements had also been levelled by the intense fire from the big guns, and were rolled up in great heaps, which enabled the Canadian troops to push on.

By three o'clock that afternoon, the ridge had been captured with the exception of one strongly fortified height, known as Hill 145. Very severe fighting took place at this point, but by sun-down this hill was also captured and the complete ridge was in the hands of the brave and gallant Canadian lads. After consolidating their position, the following Thursday they cleaned up the outlying heights and woods in which the Germans had been directing several counter-attacks.

The enemy was finally driven completely out of this district, being forced to retreat to the low-lying plains near the mining villages on the outskirts of Lens, where they remained until the great Allied offensive of 1918.

The intense fighting at Vimy Ridge was carried on for seven days. The ground the Canadian troops had to advance over was in a terrible condition, the artillery shells had torn large holes into the earth which had filled with water, and between the shell holes, the earth was so soft the troops sank to their knees, and in several cases men sank so deep in this mud that they had to be pulled out, but on they went to victory.

The week's operations netted the Canadians 4,000 German prisoners and a large number of machine guns and cannon, with great quantities of supplies. Although the Cana-

dian casualty list was heavy, it was not as great as had been expected it would be in taking this very important point.

Battle of Lens. In the Battle of Lens the Canadians engaged in some of the most intense fighting that was experienced during the whole war. To capture Lens, Hill 70 had to be taken, so this was given as the Canadians' objective. It was only a slightly elevated, rolling stretch of ground, but its capture would give the Canadians full command of all the surrounding country as well as the city itself, which lay just below. This made it a very important object, and the Germans had it strongly fortified.

On the evening of August 14, 1917, the British artillery started a heavy bombardment of the German positions at this point. The firing kept up all night with increased intensity. Early in the morning several drums of burning oil were thrown over into the enemy's trenches just before the attack was to start.

The heavy guns ceased their fire promptly at 4.25 a.m., and under a barrage fire, the Canadian troops leaped "over the top" of their trenches and began their advance. In a very short time the troops mounted Hill 70, and to their great surprise, they found very little resistance, so on they swept until they came to the outskirts of the city of Lens.

Here the real struggle began. The artillery had done good work the night before, as it had cleared the way of all barbed-wire entanglements, but it left the ground in very bad condition. This made the advance over this spot somewhat slow, but in the face of the heavy German machine-gun fire, the brave Canadian lads continued to push forward, and in less than one hour and a half they had penetrated the German lines to a depth of 1,500 yards.

On the 16th, another attack drove the enemy back 700 yards further. This gave the Canadians full possession of the whole position. The Germans considered this a heavy

loss, and at once began heavy counter-attacks, using many of their very best soldiers, including the Prussian Guards. Wave after wave of massed troops were sent against the Canadians, and very intense fighting was experienced, but each time the Canadians drove them back with their artillery, machine guns, and many times the points of their bayonets, which inflicted heavy loss among the German troops. After several unsuccessful attempts, the Germans were forced to give up, and the gallant Canadian troops held all the ground they had taken.

On August 23rd, another attack was planned on the south side of the city where a large colliery dump was located. This was called Green Crassier. After an intense bombardment of the German positions, the advance started, and on encountering the enemy a hard struggle was experienced in which much bayonet fighting occurred. But finally the Germans were forced to give way and retreat to the other side of the city.

This great victory on the part of the brave Canadian troops opened up the south side to the heart of the city.

Battle of Passchendaele. This ridge stands east and southeast of Ypres, and for three years the Germans maintained their lines just west of the ridge. The British planned an attack on this front, on September 20, 1917, and the formidable "Bellevue Spur," a part of the ridge, was set apart as the Canadian objective.

It was not until the 25th of October that the Canadian troops were to make ready their attack. On the night before the attack, the British artillery kept up a steady bombardment although a heavy rain was coming down most of the time. At 5.45 a.m. sharp the big guns ceased and the brave Canadian lads received the order to go "over the top" for the attack. It was just at the break of daylight, and the rain was still coming down in torrents, but on they went, covered by an intense barrage fire, and through the tough,

gluey mud and over the great shell holes made by the big guns during their bombardment. Finally the base of the ridge was reached, and fighting every inch of the way, the Canadian troops moved up the slope until they came to what was left of the German trench line. Barbed wire was strung everywhere among the debris. Nothing was left of the place but tumbled ruins battered to bits by the heavy shell fire from the big British guns, but on the gallant Canadian lads rushed, storming each position as they came to it until their objective was reached and Bellevue Spur was safely in their hands.

Again the Canadian troops proved to the world the stuff they were made of. The bigger the job, the better they liked it. The important positions that the German High Command said must be held at all costs, were now in the hands of the Canadian lads. The Germans made two desperate counter-attacks that afternoon, but failed to reach the Canadian lines. Their first attack was crushed by the heavy artillery fire, and the second stopped by the Canadian rifle-fire.

Although their objective had been gained, the ambitious, never-satisfied Canadian troops pushed on sweeping everything before them. The highest part of the ridge was still in the Germans' hands, as was also the ruined village, which must be taken from them.

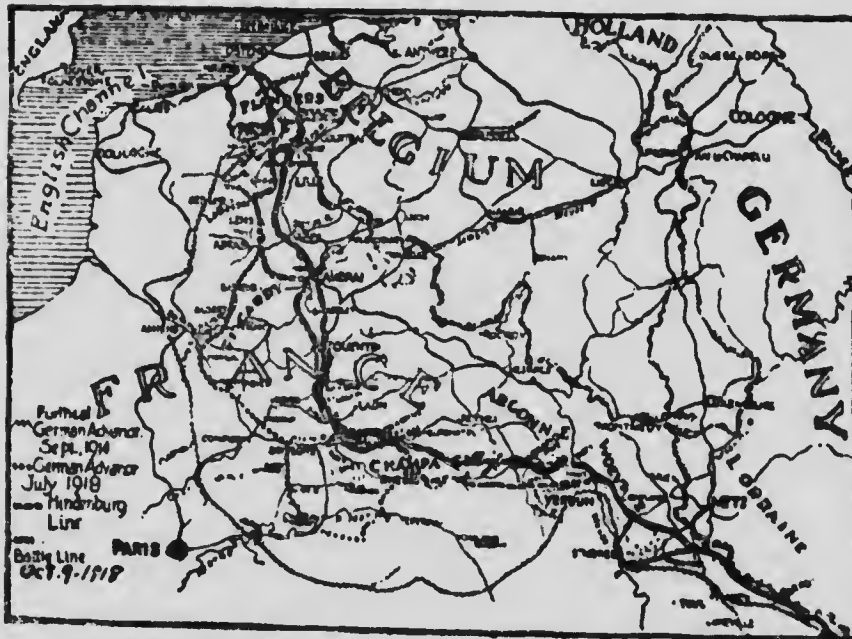
For the time being the advancing troops let up, and all day Saturday and Sunday there were heavy artillery duels. Early the next morning the Canadians started another attack, and against one of the heaviest machine gun and rifle-fire the Germans had ever put up, they pushed forward and by eight o'clock that night their objective was won, which gave them control of the complete ridge.

Another great task the Canadians now had, was to hold what they had captured. The position was a very important one and no fewer than five desperate counter-attacks were

made by the enemy to retake the position, but the brave and gallant Canadian lads proved too much for them; they had fought hard for what they had gotten against overwhelming odds, and the Canadian guns now had command over the whole plain beyond.

Battle of Cambrai. The Battle of Cambrai was the last real objective the Canadian troops were given to take. After this battle the fighting was general all along the line, and the Canadian troops co-operated with the other Allied troops in driving the enemy out of France and Belgium, and causing their surrender on November 11th, 1918, which brought all hostilities to an end.

Prior to August 1, 1918, only one Canadian Division had done any recent fighting. The other three Divisions had a long rest from the trenches during which time they received a vast amount of valuable training for open warfare, which was expected to play an important part in the next big Allied offensive.



Battle-line, Oct. 9th, 1918, when Germans asked for Armistice.

The Canadian troops were now in splendid shape and received orders to make ready for the long march to the trenches, which had to be done at night. This march was to take them to Amiens, where they were to take up their positions along the British lines. The troops marched from sunset to sunrise, and during the day they were hidden in the forest so the enemy could not detect the movement of the great transports, big guns, heavy armoured cars, ammunition lorries and men. This was the greatest movement of troops the Canadians had been in since the Battle of Somme in 1916.

It was long before the gallant Canadian lads took their positions in front of Amiens, and were prepared to do their part in the coming offensive. The purpose of this drive was to break through the famous Hindenburg line.

Very severe fighting took place during August and September, and by the early part of October the enemy had been pushed back as far as St. Quentin.

The Battle of Cambrai really began on September 27, 1918, and every inch of the way from Arras to Cambrai, the Canadian troops pushed forward only after the most desperate fighting and many days they were compelled to keep up the attack through torrents of rain and bitter cold weather.

For variety of fighting experienced in this battle, it had never been equalled in the history of the Canadian army. There was hand to hand fighting, severe bayonet battles, day battles and midnight battles, open warfare and trench warfare, tank battles, machine gun battles, and in fact every kind of modern warfare known was brought into play. Many of these attacks were made over rivers, one over the Canal du Nord, another at Escant Canal, then there would be heavy fighting in the open country, then in the swamps, then in villages.

This kind of fighting was carried on for weeks by the brave and determined Canadian soldiers. The losses among the Canadian officers and men were heavy, but this was



Canadian Official

Canadian Troops Pushing Through the German Lines During the Second Battle of Cambrai



Canadian Official

Wounded Canadian Soldiers Being Removed to the Rear During the Battle of St. Julien



Jean Ouellet

Canadian Troops Advancing During Second Battle of Mons



Calvin H. ...

A Canadian Bulldog in France

offset by the thousands and thousands of German prisoners that were taken, as well as the immense supplies of materials taken and ground captured.

Many counter-attacks were made by the enemy, but they all proved of no avail. All the brave Canadian lads had captured they held, and kept taking more with each new day, until October 9th, they entered Cambrai from the north and soon had the whole town in their possession.

The Hindenburg line at its strongest point had been broken in this battle, which was one of the most clear-cut victories in all military history. For the Germans it was a defeat which terminated all hope, not merely of winning the war, but of imposing a deadlock, which they had hoped to do when they found they could not get a military victory.

This was clearly the turning point in the war. It was while this fierce battle was raging that the German Government made overtures for an armistice which would bring about peace for their defeated troops.

The Germans knew they were now done for. They were badly defeated. Their retreat was general on the whole front of over 300 miles. To save their own country there was nothing for them to do but ask for an armistice.

The request for an armistice was carefully considered by the Allies, and finally led up to the terms on which the Allies would accept Germany's surrender. During the negotiations of the terms, the Emperor of Germany abdicated his throne, on November 8th, and the German Government lost no time in signing the armistice on November 11, 1918, which brought all fighting to an end.

After the heroic deeds of the gallant Canadian troops in this great and very important Battle of Cambrai, the Canadian Government sent a message of congratulations to the brave Canadian officers and men, and in reply, General Sir Arthur Currie, commander of the Canadian forces in France, said: "Please accept my sincere thanks for your kind message which is much appreciated by all ranks. After four



years of gallant and most successful fighting, and during which hardships and privations had to be endured, we are at last in sight of final and complete victory, and the attainment of a peace which will insure for the future, the safety of the civilized world against despotism."

Battle of Mons. After the Canadian troops had taken Cambrai, they continued their advance, driving the Germans back further and further. Although the Germans had asked for the armistice, they still put up a fierce fight and gave up ground only when they were forced to by the Allies' heavy artillery fire, machine gun fire, rifle fire, and the point of their bayonets.

After the defeat at Cambrai, the Germans retreated toward Mons and the brave Canadian lads were right after them every inch of the way. The previous artillery fire caused large shell holes to cross, and the enemy took every opportunity to use their machine guns on the advancing Canadian troops, but at every turn the Germans were outdone and finally compelled to retreat to the outskirts of Mons, the city in which the British forces first faced the German troops in 1914.

In the early dawn of November 11th, the order was given the brave Canadian troops to advance on and take Mons. The Third Division, under General Horne, was given the task, and after some very severe fighting the Germans were forced to give way, and General Horne and his men rushed in and took the city at five o'clock that morning, just six hours before the armistice was signed, which ended the fighting all along the lines.

On entering Mons, the Canadian troops were cheered and embraced by the townspeople who had suffered untold miseries in the hands of the cruel Germans, who had been stationed there during the past four years.

Therefore, the closing achievement of the terrible war fell to the brave and gallant Canadian troops who from the

first day in the field had covered themselves with honour and glory, and won the highest respect for their heroic bravery in the great cause of freedom for which they were fighting.

Canada's Message of Appreciation to Her Gallant Troops. On the conclusion of the Battle of Mons, and the signing of the armistice by the defeated Germans, Sir Thomas White, acting Prime Minister of Canada, sent the following message, on behalf of the people of Canada, to General Sir Arthur Currie, Commander of the Canadian Forces in France:

"Upon the conclusion of the armistice, which closes the war and stays the victorious advance of the gallant forces under your distinguished and most capable command, I desire, on behalf of the people of Canada, to convey to you and to them, a most earnest expression of the deep and abiding sense of national appreciation and gratitude cherished by all your fellow-citizens for the heroic conduct and glorious achievements which have brought so much honour and credit to Canada, and played so decisive a part in saving the Empire and preserving civilization itself. The courage, endurance, heroism and fortitude of the Canadian forces at the front have spread their fame throughout the world, and will for all time be the priceless heritage and tradition of the Canadian people. Canada can never repay the debt which we owe for the sacrifices and suffering in her defence. Your leadership has been characterized by great courage, sound judgment, fine initiative, and able strategy, inspiring confidence both in the field and at home, and I desire to express to you personally the admiration of your fellow-citizens of Canada for the brilliant results which have been achieved."

Message from Mons. Shortly after the Canadian troops captured Mons, the citizens sent to the Canadian people the following message showing their appreciation toward our troops:

"Mons was delivered from German tyranny by the gallant Third Canadian Division, on Monday, the 11th of November, at 5 o'clock in the morning. The Council of the borough and the whole population of the town avail themselves of this opportunity to assure the Government of the Dominion of their deepest admiration for the heroism of the Canadian people who, in co-operation with our Allies, have secured the liberation of the city, the independence of Belgium and the triumph of rightfulness."

"The College of the Burgomaster and Echevins."

"(Signed),



OUTLINE STUDY ON HISTORY

I. Discovery:

- (a) John Cabot.
- (b) Sebastian Cabot.
- (c) Jacques Cartier.
- (d) Samuel Champlain.

II. Exploration:

- (a) Founding of Acadia.
- (b) Settlement of Quebec.
- (c) Founding of Montreal.

III. Early British Rule:

- (a) Organization and control.
- (b) Opening of West.
- (c) War of 1812.

IV. Struggle for Responsible Government:

- (a) The Issues.
- (b) Prominent Leader.
- (c) Rebellion and its effects.

V. Confederation:

- (a) Leaders of movement.
- (b) Conferences held.
- (c) British North America Act.

VI. Growth and Expansion:

- (a) Internal development.
- (b) Northwest Rebellion.
- (c) Laurier Administration.
- (d) Borden Administration.
- (e) Canada's part in War of Nations.

PRACTICAL QUESTIONS ON HISTORY

In what year does Canadian history begin?

Who was the first white man to touch the shores of Canada?

How many years later did Cartier come? Where did he plant a cross and claim the country in the name of the King of France?

In what year was Hochelaga (now Montreal) discovered?

What serious mistake did Cartier make when returning home on his second voyage?

Who was the first to start a settlement at Quebec? What happened to the colonists?

When did Champlain first arrive in New France?

Who founded the colony in Acadia?

In what way are the Jesuit priests connected with Canadian history?

At what time was Frontenac appointed Governor of the new colony? What caused his recall? When was he re-appointed?

What explorers carried their work far into the interior which finally gave France all the great section in the Mississippi Valley?

At what time did the Hudson Bay Company establish in the northern part of the country? How were they received by the French traders?

In what year did the struggle for New France begin?

At what date was Port Royal taken by the British?

What effect did the signing of the Treaty of Utrecht have in Canada? When were the hostilities renewed?

When was Halifax founded?

What great and serious mistake did Edward Cornwallis make when he was appointed Governor of Halifax?

When was Quebec captured by the British?

What were Wolfe's plans for the capture of Quebec?

By what treaty did all of Canada come under British rule?

What concessions were made to the French?

When did the struggle for responsible Government begin in Canada?

What effect did the Revolutionary War have in Canada?

In what way was Canada divided by the Constitutional Act of 1791?

What part did Canada take in the War of 1812?

What great General lost his life in the Battle of Queens-
ton Heights?

What great act of bravery did Laura Secord do just
before the Battle of Twelve-mile Creek?

What famous treaty was signed in December, 1814,
that brought all hostilities to an end?

Who was the leader of the Radicals in the Rebellion
of 1837?

What part did William Mackenzie take in this uprising?

When was Confederation first spoken of? By whom?

What important part did Sir John A. Macdonald take
in the movement? Who were the other leaders?

Where was the first conference held? Were the Mari-
time Provinces in favor of the Union?

When was the proclamation issued that gave Canada
Confederation? What was the act called?

In what year did the Fenian Raids occur in Canada?

What trouble brought on the Northwest Rebellion of
1869? Who was the leader of the half-breeds?

Upon what conditions did British Columbia enter the
Union of the Provinces?

When did Prince Edward Island come into the Union?

In what year were the two provinces of Alberta and
Saskatchewan formed?

What change was made in the provincial boundaries of
Ontario, Manitoba and Quebec, in 1912?

Name the members of Sir John A. Macdonald's first
Ministry.

What important events occurred during Macdonald's
first Administration? What caused him to resign in 1873?

What was his "National Policy" which returned him
to power in 1878?

What wonderful expansion was carried on during his
second term of Office?

• What important laws were passed during Mackenzie's Administration?

When the Conservatives were defeated in 1896, who was called on to form a new Ministry?

What was the cause of the second Rebellion in the Northwest? What was done with the leader of the revolters when he was captured?

During Laurier's Administration, what progress was made throughout the Dominion? How long was he in power? What was the cause of his defeat in 1911?

When did Sir Robert Borden take office as Prime Minister of Canada? Who was the Governor-General at the time?

When was the Duke of Devonshire appointed Governor-General of Canada?

What important questions were being taken up when the War of Nations broke out in 1914?

What important question was at stake in the election of 1916?

What were the first duties of the new Union Government?

What part does the Royal Northwest Mounted Police take in Canadian history? What are their main duties?

What part did Canada take in the War of Nations that broke out in 1914? What message did the Canadian Government send to the British Government on August 2, 1914?

How long did it take to get the First Contingent ready for overseas?

On New Year's Day, 1916, how many men did Sir Robert Borden pledge Canada to raise for overseas service?

How many men did Canada have under arms in 1918 when Germany asked for an armistice?

How much money did Canada contribute during the four years of the war? How was most of this money raised?

Who was given command of the First Canadian Division sent to France?

What part did the Canadian soldiers take in the Battle of St. Julien? On what date was this battle fought?

When was the Battle of Festubert fought? What objective were the Canadian troops given to take in this engagement? Describe the battle that took place.

Who was given full command of all the Canadian forces in France in June, 1916?

When did the Battle of Somme start? How many months did it last? What object was set in this battle for the Canadian troops to take?

What new instrument of war was brought into action during this battle? How did it affect the Germans? Did the Canadians gain their objective in this battle?

What great battle began on Easter Monday, April 9, 1917?

What is said of the Canadian soldiers when they went "over the top" in this battle? How many prisoners did they capture during the week of fighting?

What is said of the intensity of the fighting during this engagement?

Where is Passchendaele Ridge located? When did the battle at this place take place? What formidable point was given the Canadian soldiers to take in this battle?

What great battle began on August 1, 1918? What Canadian Divisions took part in this engagement? What overtures did the Germans make while this battle was raging?

At the end of this victorious battle, what message did Lieut.-General Sir Arthur Currie, Commander of the Canadian forces in France, send to the Canadian people at home in answer to congratulations sent him and his men?

What city did the Canadian troops capture just a few hours before the Germans signed the armistice?

ROYAL NORTHWEST MOUNTED POLICE

The history of Canada would not be complete if the great work of the Royal Northwest Mounted Police was left untold.

When the Dominion Government purchased the territorial rights from the Hudson Bay Company, in 1869, arrangements had to be made for governing this great stretch of new country. The Northwest Rebellion and other disturbances showed the need very clearly, and it was Sir John A. Macdonald who first outlined the plan which resulted in our present system of control.

In 1873, the first organization was formed. This consisted of 150 mounted policemen being sent from Toronto. On arriving in the West they made their headquarters at Lower Fort Garry (now Winnipeg). It was understood that every man assigned to this organization, must be of sound constitution, an able rider, of good character, and not under eighteen nor over forty years of age, and must be able to read and write. The whole organization was to be thoroughly trained in military discipline.

From the very first this great organization attracted a high class of men, and to this day that standard has been maintained.

The people in general know very little of the wonderful work these gallant and faithful men have done, and are still doing. It was these men who broke up the illegal trade in whiskey throughout the Northwest, and did away with the horse thieves, by capturing and giving them long terms in prison. They won the confidence and good will of the Indians right from the very first, and they really made possible the great development and opening up of that vast stretch of country.

To-day their work is of a different nature. The early scenes of the West have disappeared, and their work is now directed in helping travellers who visit these sections, and



Photo by courtesy of Dom. Dept. of Parks.

Royal Northwest Mounted Police



Eskimos Arrested by Northwest Mounted Police for Killing Two Priests in the North Country

they help to care for the sick, carry the mails to the distant camps, and act as customs officials along the border. And in assisting the new settlers who come into this country their services are invaluable.

Their most important duty, however, is to enforce law and order. In tracking down criminals, their records have never been beaten. Their motto is "Get the man," and get him they do. Many times it takes them hundreds of miles in the frozen north country, but they bring back their man, as was proven in 1917, when they went after two eskimos who had killed two priests. After a trip of over one thousand miles, and months of all sorts of hardships in the north country of snow and ice, they captured the murderers and brought them back to trial.

The illustration on the opposite page shows these two eskimo murderers and their carriers, who brought them out of the far north country to face trial for their crime.

There is no question of a doubt but what this organization of Mounted Police has done much to make this great part of Canada what it is to-day, and through their ever-faithful services, they have earned the highest respect and admiration of all good citizens throughout this country.

The present organization is made up of 620 men, which include fifty officers and 576 non-commissioned officers and constables. The distance which they cover is distributed over Alberta, Saskatchewan, Manitoba, Yukon, and the Northwest Territories. This area takes in more than 2,500,000 square miles.

In 1918, several of the force volunteered their services for overseas during the war with Germany, and in this special service to their country they held up their past good records by covering themselves with honour and glory on the fighting line.



INDIANS OF CANADA

The Indians, or "Redskins," as they are often called, are the real natives of America. When Canada was first discovered, these Redskins were found here, living in small villages, each tribe by itself, and their homes were peculiar to the tribe. In the lake regions their dwellings were made of split slabs of bark, and circular in shape, while those of the plains were built of buffalo and other animal skins stretched across poles.

Characteristics. The full blooded Indian has a broad face and high cheek-bones, wide nose, full and tight-set lips. Their eyes are usually prominent, but have a dull and sleepy appearance, and their hair is long, black and very straight. In size, they vary according to tribe, but in general they are tall in stature and have rather large hands and feet.

Language. It has been found that over two hundred different languages were spoken by the various tribes of Indians. Each tribe seemed to have a language and dialect all their own. Many times in communicating between friendly neighbors a highly-developed sign language was used.

Food. The cultivation of corn was carried on quite extensively, and was the chief article of food for some tribes, while others, living along the sea coast and the Great Lakes, lived practically on fish, and those living on the Great Plains of the West, hunted the buffalo and other animals, on which they lived.

The women as a rule did practically all the manual labor both in the field and at home; while the men, who were not hunting or fishing, spent their time making arrowheads out of stone, and other implements they used in warfare.

Transportation. The Indian mode of travel was of the crudest type. Horses were unknown to the Indians until the white man came from Europe. They had never used a wheel of any kind up to that time. Their main highways of travel were the rivers and streams, on which they would use canoes made of birch-bark, and in many cases just hollowed logs were used as their principal conveyance.



Photo by Smithsonian Dept. of Parks
Stoney Indian Camp, Cascade Mountains in Background



Photo by courtesy of Dom. Dept. of Parks.

Indian Art Work



Souix Indians in Full Dress



An Indian Chief

Dress. The main clothing for both the men and women in most tribes, were long leggings, made of deerskin, and shirts. When warmth was needed, large blankets or robes were used. These were also worn for dignity when the occasion required. Many beautiful patterns were worked into these robes and blankets by the women who were very skilful in practical weaving. The Indians are very fond of personal adornment, and on special occasions they painted both their faces and bodies. The wearing of large ear-rings, necklaces of shells, and lip and nose jewelry was the custom of some tribes. Both the men and women took great pride in their long, straight, black hair.

Religion. The principal gods of the Indians, were the sun, moon and stars, all of which they worshipped, thinking they contained great spirits. The wind was the breath of the gods, and the rain and snow was sent upon them by these great spirits. Many tribes would chose some animal or plant as the chief spirit for their tribe. On the great plains, the buffalo held this rank. The priest and medicine-man were the same person, and he had to do all the curing of the sick by certain charms and ceremony, and in many cases, each Indian would carry his own personal charm which was supposed to protect him from injury, and cure him if taken ill.

War. The Indians were usually courageous, and fought their battles with bows and arrows, knives, hatchets, and spears made of stone. They were cruel, fought savagely, and usually scalped their dead, and cruel torture was often practised among practically all the different tribes. When the battle was over, the victorious warriors would hold a great feast, during which time wierd dancing was carried on.

Burial. The Indians always paid great respect to their dead. The methods of burial varied somewhat with the different tribes, but they all took great care to see that their bodies were properly protected, and in many cases were placed on platforms built high among the trees, instead of being buried in the ground.

Modern Indian Laws. By the British North America Act, the Dominion Government was given full control of all the Indian affair. throughout Canada. Since coming under the Dominion's supervision, the interest of the Indians is carefully taken care of, and well guarded according to the

laws of the Act. As soon as the Indians can meet certain qualifications they are enfranchised. Large reserves have been set aside for the Indians throughout the different provinces, in which good schools have been established. These schools are doing good work in educating the Indians in up-to-date methods of living. No Indian is permitted to leave his reserve without the consent of the agent in charge, and white people are prohibited from settling on these reserves.

At present Canada's Indian population is 98,774 on reserves, and about 50,000 off the reserves, making a total of 148,774. There are 157 Indian reserves in Canada covering 4,930,608 acres.



LEADING CANADIAN INDUSTRIES

MINING

The wonderful mineral wealth of Canada can hardly be estimated as her great mining resources have only just recently begun to be developed.

The first settlers coming into the country were forced to become agriculturists in order to secure food. But as the population increased, exploring expeditions were planned, and the great hidden treasures of the Dominion were discovered. To-day, with the improved transportation facilities, the mining industry has been developed into the second most important industry of our great Dominion, it now being next in order to agriculture.

Up to 1886, the total value of mineral production in Canada amounted to only \$10,250,000. Since then more activity has been carried on in the mining fields which brought the total up to over \$1,000,000,000 by 1918, \$267,700,000 of which represents our gold output.

Canada now ranks first in the world's production of asbestos and nickel, third in the production of chromite, fourth in silver, seventh in copper, eighth in gold, and tenth in coal.

Gold. Placer gold was first discovered in Canada between 1855 and 1857, at which time traces of this valuable metal were found along the Fraser, Thompson and Columbia Rivers, in British Columbia. In 1858, the great rush was made for the gold fields in this district, and two years later rich placer deposits were found in the Cariboo district, along the Williams and Lightning creeks. From 1858 to 1907, the production of placer gold in British Columbia amounted to about \$70,000,000. The annual production of this valuable mineral now amounts to about \$6,000,000 for the province.

In 1878, the Yukon district was opened and very rich deposits of placer gold were found on the Klondike River and its tributaries, in 1896. This discovery brought on what was probably one of the most unparalleled rush of gold hunters ever known. People came from all parts of the world to this

district to share in this valuable find. By 1900, the yearly production from this rich field had reached a value of \$22,275,000. The total value of gold produced in the Klondike district up to 1918 amounts to over \$270,000,000.

Rich as the placer gold deposits have been in British Columbia, they are now much surpassed by the newly discovered Porcupine gold fields of Northern Ontario. The opening of this district in 1911, made it one of the greatest gold mining camps in the world, and it increased Ontario's annual gold output from \$42,625 in 1911, to over \$10,000,000 in 1918. Ontario is now the leading province in Canada in gold production.

Gold is also mined on a limited scale in Nova Scotia, which province has an annual output of about 5,000 ounces.

Silver. The northern part of Ontario is the silver centre of Canada. The phenomenal development of this valuable metal in the district near Cobalt placed Canada in the high ranks among the silver camps of the world. As early as 1846, veins carrying this valuable metal were found along the shores of Lake Superior, in the district of Port Arthur. At that time no attention was given to the silver, as copper was the metal being sought. In 1866, greater attention was given to prospecting for silver in the Port Arthur district, and from that time until 1903 much activity was centered in these mines. In 1903, silver was discovered in the Cobalt district, and the following year over 200,000 ounces of the valuable metal was mined. Within three years the annual production had increased to 6,000,000 ounces, and now it is known as one of the world's great silver camps.

British Columbia contributes an important addition to the annual output of the Dominion, and a certain amount is produced from the copper-sulphur ores found in Quebec.

Nickel. In the production of nickel, Canada leads the world. The rich mines are centered around the famous Sudbury district in Ontario. In 1856 valuable deposits of nickel were noticed in this district, but it was not until 1883, when the Canadian Pacific Railway was being constructed through this section of Ontario, that the deposits attracted attention which led to exploring the district for this valuable metal. By 1886, the true value of the ore had been made known, and the Murray mine was one of the first to be successfully oper-



Photo by courtesy of Dom. Dept. of Mines.
Placer Mining at Gold Creek, Yukon



Photo by courtesy of Nelson Board of Trade.

Pack Horses Used in the Kootenay Mining District, B.C.



An Early Winter Scene in the Mining District of Northern Ontario



The Famous Schumacher Mine



Porcupine Goldfields, Showing the Large Hollinger Mine in Background



Photo by courtesy of British Columbia Dept. of Lands.

A Large Wood-stave Pipe, Four Miles Long, Used for Conducting Water to the Big Mines in Northern British Columbia

ated. To-day the output of the Sudbury mines and those of New Caledonia are the main source of the world's nickel supply.

Asbestos. The asbestos deposits of Canada are found in the Province of Quebec, and are the most valuable in the world. The mining of this valuable mineral began in 1876. By 1878, the annual production amounted to about fifty tons, and since then the production has steadily increased. In 1908 the annual output amounted to over 65,000 tons, and by 1918 these mines were producing over 80 per cent. of the world's supply of asbestos. The total annual production now amounts to over 120,000 tons, valued at about \$4,000,000.

Coal. Large deposits of coal are found in Eastern and Western Canada, where mining operations are extensively carried on. The most important mines are situated in Nova Scotia, British Columbia, and Alberta. Over 11,000 men are employed in the coal fields of Nova Scotia, and the annual production of coal for the province amounts to over 7,000,000 tons, all of which is of the bituminous variety. British Columbia's annual production of this valuable fuel is about 2,100,000 tons, most of which is bituminous, and Alberta has about 300 collieries in operation that produces some 4,500,000 tons, of which about 150,000 tons are anthracite and the rest bituminous and lignite.

Some deposits of coal are also found in the other provinces, but mining operations are not carried on very extensively.

Other Minerals. Many other varieties of minerals are found in the different parts of Canada, but are not as extensively mined as those just mentioned. These include iron, which is found in practically each of the provinces; copper, which is mined quite extensively in British Columbia; zinc, lead and graphite, all of which are widely distributed, and the industries are not fully developed yet, but in time no doubt will be valued highly in total output.

The total annual value of Canada's mineral production has steadily increased during the past thirty years until now it amounts to over \$175,000,000 annually.

LUMBERING

Lumbering ranks high among the Canadian industries, it being third in order, and next to mining in importance.

It is estimated that Canada has between five and six hundred million acres of forest, and fifty per cent. of this acreage is covered with timber of usable size. These vast forests are distributed among the provinces, as follows:

British Columbia	100,000,000	acres
Quebec	100,000,000	"
Ontario	70,000,000	"
Manitoba, Saskatchewan, Alberta	11,000,000	"
New Brunswick	9,000,000	"
Nova Scotia	5,000,000	"

To maintain the future supply of lumber, and at the same time help to conserve our water supply in many sections of Canada, and for the protection of our wild animals and birds, the Dominion Government has set aside 152,833,955 acres of these forest lands, as permanent forest reserves. Among the provinces, Quebec has the largest reserve, there being 70,997,513 acres set aside for this purpose. Ontario is next in order with 14,430,720 acres, and the four Western provinces have about 30,000,000 acres.

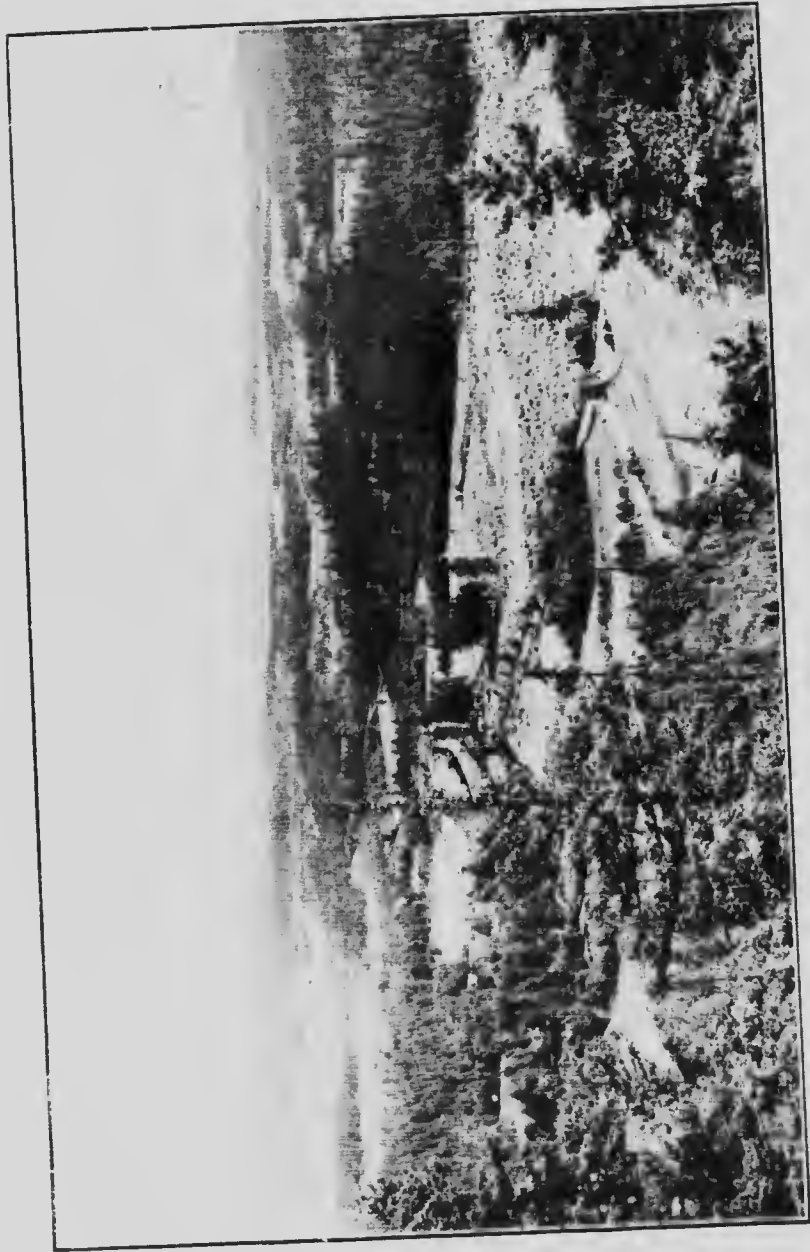
In Alberta along the eastern slope of the Rocky Mountains, there is a reserve of 11,656,320 acres, and this is proving of immense value in preserving the source of many rivers which flow through the great Western plain.

The annual production of our forest products amounts to about 3,500,000 M. feet, board measure, and valued at \$178,000,000.

Logging. Lumbering is one of the most picturesque and interesting of all our industries. The men who work in the great forests are called "lumberjacks," and are a very hardy class of men, as they are compelled to carry on a great deal of their work in the worst kind of weather. In many parts of Canada the trees are cut only in winter, during which time they can haul the logs out of the forest over the snow to the rivers and streams, which are used to float the logs down to the great saw mills, where they are cut up into lumber of all descriptions, and then sent to our home markets, as well as to markets in many foreign countries.



Photo by courtesy of British Columbia Dept. of Lands
Lumbering Scene in British Columbia Fifty Years Ago when Bull-teams Were Used



A Beautiful Stretch of Country Near Victoria, B.C.



Photo by courtesy of B. C. Dept. of Lands.

A British Columbia Sawmill, Showing Ship in Background Loading Lumber for Foreign Ports



Thousands of Logs Being Floated Down the River to the Sawmills



One of Canada's Large Sawmills

Where the timber is being cut in forests a great distance from the rivers and streams, railways are built right in the forests to bring the logs out for transportation to the mills. In many sections, steam sawmills are erected right in the forest and the logs cut into various forms of lumber, and shipped direct to the lumber yards in the cities and towns, and there used for commercial purposes.

Trees Used for Lumber. There are many species of trees found in our great forests, both of the softwood and hardwood varieties, but the softwoods are the most plentiful. Following is given several of the trees that are used most extensively in Canada for the production of lumber.

Spruce. Among the many different lumber trees found in the Canadian forests, the spruce tree is the most important. It is gradually taking the place of pine for lumber as well as being one of the chief sources of supply for the manufacture of wood-pulp, for which Canada is famous. Spruce is also used for cooperage, mine-props, railway cross-ties, posts and rails. This valuable lumber tree is found most plentifully in Quebec, although a certain amount is found in all the provinces. The total annual production of spruce lumber amounts to about 1,500,000 M. feet, board measure, valued at \$20,000,000.

Pine. White pine comes next in importance. It was for many years the leading commercial tree of the Canadian forest. The pine lumber is noted for its lightness, straightness of grain, and softness of wood, which makes it a favorite among the woodworkers. It is now used most extensively for sash doors and inside finishing for houses. The most important kinds of pine timber are found in Ontario, Quebec, and the Maritime Provinces. In the West a species of pine is found in British Columbia, but this tree is of smaller type and is not used to any extent for commercial purposes.

The annual cut of pine in Canada averages about 849,190 M. feet, and valued at \$14,000,000.

Douglas Fir. Canada has always been noted for its great Douglas Fir trees. This tree makes a very good grade of lumber, and is growing in importance very rapidly. It is particularly strong, and it being larger in dimensions than any other of the Canadian trees, it is an ideal lumber for

constructional purposes. It is also becoming very popular for decorative purposes owing to its very attractive grain. The Douglas Fir is found in British Columbia and Alberta. The largest trees and those producing the finest lumber are found in the Puget Sound district of British Columbia.

The annual cut of Douglas Fir is about 575,000 M. feet, valued at \$8,000,000.

Balsam Fir. Balsam Fir trees are found quite extensively in all the provinces except British Columbia, and are growing very rapidly in importance. It now forms a large part of the supply of pulp-making material, and is also increasingly used for lumber purposes. The wood is light, soft, and even-grained, but it hasn't much strength, which limits its use to a certain extent.

The annual production of Balsam Fir amounts to about 250,000 M. feet, valued at \$2,600,000.

Hemlock. Hemlock is found in both Eastern and Western Canada, although it is found most plentifully in Ontario. The species found in British Columbia are far more valuable for commercial purposes than those of Eastern Canada, as it is easier worked and gives a smoother surface. Hemlock is a stiff, hard wood, but it is very brittle, cross-grained and splintery, which makes it desirable only for rough building construction, and for boxes, crates, ties, and poles. It is also used to some extent for pulp-making, but it is not as suitable for this purpose as some of the other species. The hemlock bark is used quite extensively for making a tanning extract.

The annual production of hemlock amounts to about 235,000 M. feet, and valued at \$2,500,000.

Other Trees. The other trees used quite extensively for commercial purposes, include, the cedar, birch, tamarack, maple, basswood, elm, poplar (or cottonwood), ash beech, oak, and a small amount of chestnut, cypress, butternut, cherry, hickory and walnut.

Canada has about 2,600 sawmills in operation, which turn out an annual production of lumber valued at \$58,300,000; lath, valued at \$1,700,000, and shingle, valued at \$5,950,000.

In addition to the sawmills, Canada has eighty-one mills that grind the logs into pulp-wood for paper making pur-

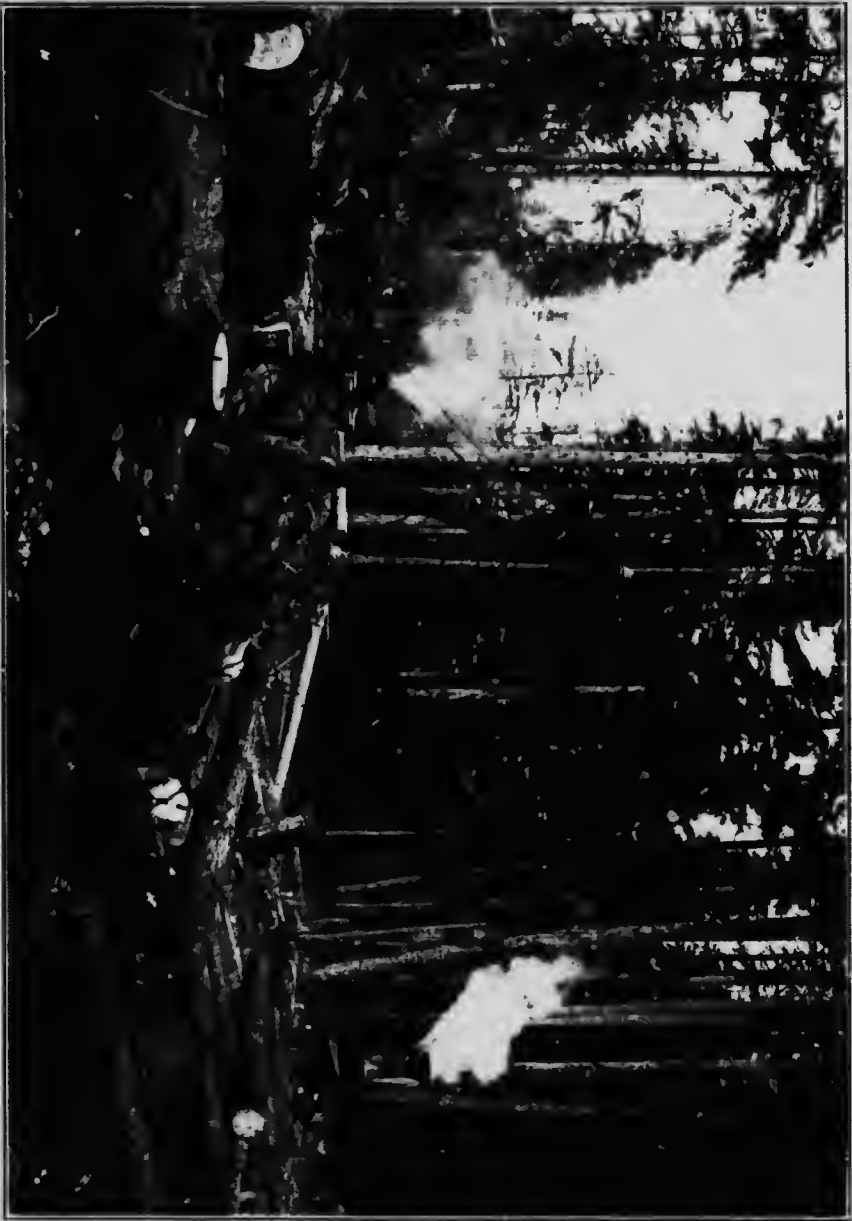
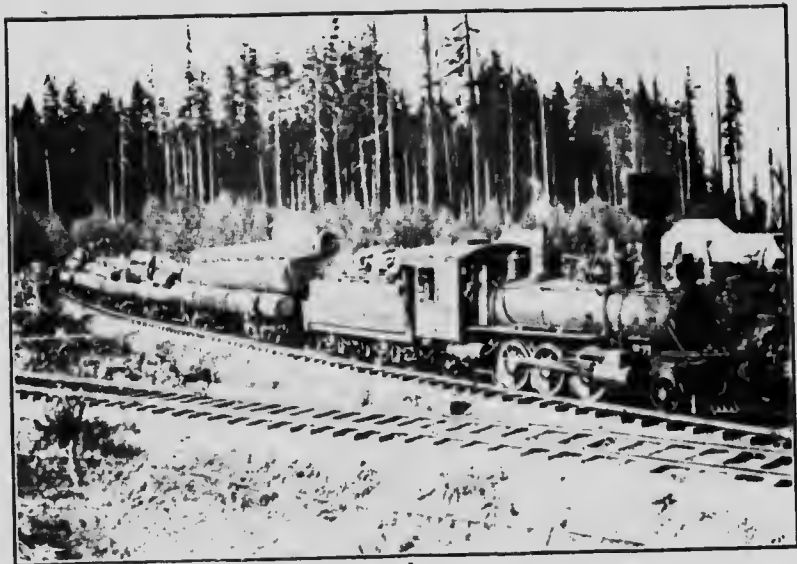


Photo by courtesy of B. C. Dept. of Lands.

Lumbering Scene in British Columbia



Hauling Logs from Our Great Forest



A Large Pulp and Paper Mill at Iroquois Falls, Ont.

poses. The pulp and paper industry of Canada has grown very rapidly during the past few years, and the total capital now invested in this industry amounts to \$186,374 905, and the number of people it employs is 20,685, who receive in salary and wages the large sum of \$20,344,000 annually.

Another branch of the lumbering industry, is that of producing poles for the various telephone and telegraph companies, electric light and power companies, and steam and electric railway companies.

Although the purchase of poles is on the decrease, there is still purchased in Canada over 200,000 poles annually. These poles are cut from fourteen different kinds of wood, the most important being the cedar, tamarack and douglas fir.

The production of cross-ties for the various steam and electric railway companies, is also an important branch of the lumbering industry. The annual output of these cross-ties amount to about 7,500,000, most of which are cut from the pine, cedar, and hemlock, and valued at \$3,300,000.



SHIPBUILDING

Shipbuilding in Canada can be traced back to the early history of the country, and it is said that Jean Baptiste Talon, the French Intendant, was the first man who saw the necessity of building ships here. He wanted to carry lumber, fish and other products to the West Indies, and from there to convey sugar and other merchandise to France, and return from the latter country with goods necessary for the life and well-being of the struggling colonists who had settled on the banks of the Saint Lawrence River.

Talon could not get the vessels needed from France, therefore, he was compelled to either build his own ships or give up his thoughts regarding the West Indian trade.

So it was in Quebec two hundred and fifty years ago the first ship was built in Canada, and for many years thereafter, much activity was centred in this industry. By the dawn of the eighteenth century, the product of the Canadian shipyards, was the pride of the ocean.

The ships built in those years of course were constructed of wooden bottoms, and with the passing of the wooden bottoms, and with the introduction of steel, the trade with the Canadian yards practically died out, and very little activity was carried on in the shipbuilding industry throughout the Dominion for the next few years.

It was not until the outbreak of the War of Nations in 1914, that new life was given this very important industry, one that Canada was so well fitted to carry on. It was readily seen that to bring the war to a successful end, the Allies would need every ship they could possibly get to carry supplies, food, and men necessary to keep their forces in the field up to full strength. Therefore, Canada was called on to do her part in constructing ships for this purpose.

In less than a year a revival in the shipbuilding industry was experienced such as would ordinarily have been deemed impossible. By 1918 the privately-owned yards had doubled, and now there are over two hundred firms building ships



A Scene in the Big Shipbuilding Yards at Vancouver



Wooden Ship Under Construction, Toronto



Launching the "War Mohawk", Montreal

throughout the Dominion. Nova Scotia has 120 yards, Ontario, twenty-four, Quebec, twenty-two, British Columbia, twenty-eight, and New Brunswick, ten, as well as several others distributed throughout the other provinces.

The type of vessels now built in Canadian yards, range from wooden schooners of from 200 to 1000 tons, to large steel steamers of 8,800 tons.

In 1918 contracts were placed in Canada for 112 vessels, with a tonnage of about 450,000, and it is an assured fact that with the present revival of the industry, that shipbuilding will now be a permanent enterprise for the Dominion and is sure to rank high among its leading industries in the very near future.



FISHERIES

From the time Canada was first discovered the fishing industry has steadily grown until now it can be truthfully said that Canada has the most extensive fisheries in the world. The waters in and around our coasts contain an abundance of salmon, cod, herring, haddock, sardines, hake, whitefish, mackerel, halibut, trout and numerous other varieties, as well as enormous quantities of lobsters.

The long stretch of coast lines on both, the Atlantic and the Pacific, extending over a distance of 12,000 miles, with its many bays and indentations, makes it an ideal place for the breeding of many different species that are found here. In addition to these great fishing grounds, our numerous lakes, covering no less than 220,000 square miles of fresh water, are also abundantly stocked with many species of the finest food fishes.

Deep-sea fishing is extensively carried on both on the Atlantic and Pacific coasts. Deep-sea fish include such species as: cod, haddock, hake, pollock and halibut. This kind of fishing is carried on by means of vessels varying from 40 to 100 tons, employing a crew from twelve to twenty men. The best deep-sea fishing grounds are found from thirty to ninety miles off shore. The "trawling style" of fishing is employed and the hook and line are used with the best results. The bait consists chiefly of herring, squid and capalm.

Smaller boats with crews of four to seven men are used in the coastal fishing. Different methods are employed to capture the fish in these waters. Gill-nets are most commonly used, but hook and line are also extensively used by the fishermen. Where the fishing is done from the shore, trap-nets are operated as well as haul seines and weirs.

The inshore fish include such species as: cod, hake, haddock, pollock, halibut, herring, mackerel, shad, smelt, flounders and sardines, all of which are of commercial value.

The great lobster fisheries of Canada are found along the Eastern shores. Large quantities of oysters are also found in these waters.

Among the provinces, British Columbia comes first in the fishing industry, Nova Scotia second, and New Bruns-



Photo by courtesy of Dom. Dept. of Fisheries.

Drying Cod Fish in Nova Scotia



Salmon Fishing at Mouth of Fraser River, B.C.



Photo by courtesy of Dom. Dept. of Fisheries.

Bringing in a Valuable Catch

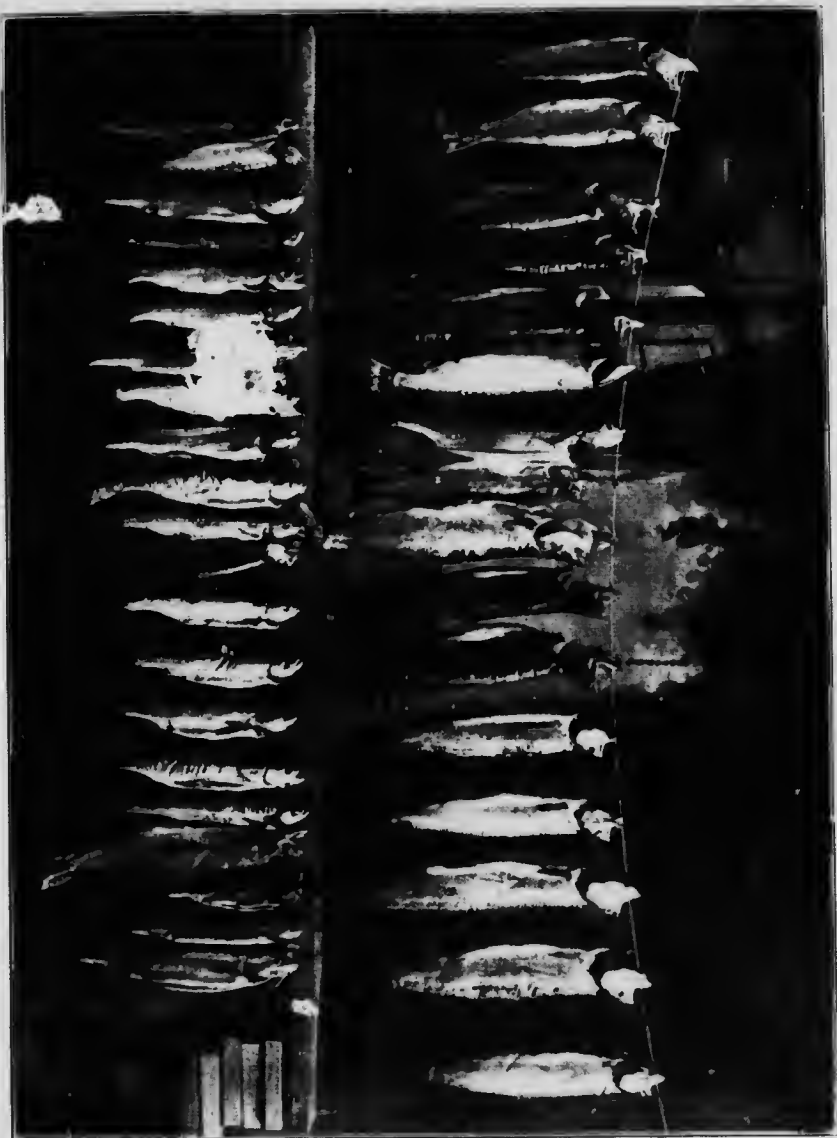


Photo by courtesy of Nelson Board of Trade.

A Day's Catch in Kootenay Lake, Near Nelson, B.C.

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Largest Halibut Ever Caught in Canadian Waters. Weight 675 lbs.



Harpooning a Whale off the Pacific Coast

wick third, then comes Quebec, Ontario, Manitoba, Prince Edward Island, Saskatchewan, Alberta and Yukon, each in the order named.

The motor-boat is now being employed quite extensively in our fishing industry. It is much speedier than the old sail-boats, and others used, thus getting to the fishing grounds and back again much quicker enabling their operations to cover a greater area in the same length of time. In 1918, over 30,000 motor-boats were being used for this purpose, and about 75,000 men were engaged in the industry throughout the fisheries of the Dominion.

Salmon fishing ranks first, the annual catch being valued at \$10,882,431. The extensive salmon fishing grounds are found on the Pacific coast where large well equipped steamers and vessels are employed in the industry. Like the Atlantic deep-sea fishing, salmon is caught by the "trawling method," the hook and line being used.

Next to salmon, the lobster catch is in order, the annual value being \$5,508,054, all of which come from off the Atlantic coast.

Herring is next in order, with an annual catch valued at \$3,050,421, most of which come from the Pacific coast fisheries.

In the following table the relative value of the average yearly catch of the different species is shown.

	Cwt.	Value.
Salmon	1,239,000	\$10,882,000
Lobster	480,000	5,508,000
Cod	2,026,000	5,450,000
Herring	1,750,000	3,050,000
Halibut	142,800	2,260,000
Haddock	582,000	1,780,000
Sardines	315,500	1,450,000
Whitefish	165,000	1,135,000
Mackerel	160,000	925,000
Smelts	65,000	870,000
Hake	385,000	845,000
Trout	88,000	740,000
Pike	73,000	404,000
Pollock	140,000	300,000
Oysters	19,000	147,000

In connection with the fisheries, Canada has 692 canneries in operation which employ an additional 24,000 men. 601 of these are lobster canneries located on the Atlantic coast, 77 are salmon canneries situated on the Pacific coast, and the remaining fourteen are used in canning the other fish, such as: sardines, herring, haddock, mackerel and clams, the latter of which the annual output is valued at \$150,000.

These canneries are all inspected at certain intervals by government inspectors who have supervision over the general sanitary conditions of the canneries, and the condition of the fish used for canning purposes.



MAPLE SUGAR INDUSTRY

Anyone who has visited the great forests of Eastern Canada in the Autumn and has seen them in full dress with their red and golden leaves, will know and understand why Canada is called "the country of the Maple Tree."

There is nothing more interesting to the children, and the grown-ups for that matter, than a trip to the "sugar bush" in the early Spring. As soon as the sun pops out from behind the clouds in the early Spring that causes the days to be warm and the nights to be cool, the sugar harvest is on, and great excitement prevails throughout the "bush" for the next six weeks.

Sugar making from the maple trees has been carried on in Canada since 1685. At this time Dr. Michel Sarrazin came to Canada from France, and it was to him that the honor of creating this industry, was given. He was a distinguished scientist, and on finding the great maple trees here, he began at once to study this curious product of the maple tree, analyzing and boiling it, and later sending some of its sugar back to France.

It was not, however, until 1812 that any interest was taken in developing the industry. Since then it has increased continuously until now many large "sugar bushes" are in operation, and thousands of pounds of sugar are made every year for the home markets as well as those abroad.

Tapping. As shown in the illustration, the tree is tapped by boring a small hole in the trunk, on the south side of the tree. This hole is made from an inch to an inch and a half deep. In this is placed an iron or wooden spile, containing a hook which is used to attach the bucket to catch the sap running out of the tree.

A cold northwest wind, with frosty nights and sunny days in alternation, such as we usually have in March, tends

to start the flow of sap which is more abundant during the day than the night. A thawing night will increase the flow, but on the approach of a storm or during a southwest wind the flow practically ceases.

During the season which lasts usually about six weeks, the average tree will produce about twenty gallons of sap.

Sugaring Off. The sap is collected from the buckets and carried to the evaporators in the sugar house which has been built especially for this purpose. The evaporating apparatus is constructed so that the sap flows in one end and when boiled down to a certain point, the syrup flows out the other.

It takes from four to five gallons of sap to make one pound of sugar.





Tapping a Maple Sugar Tree



Collecting the Maple Sap from the Bush



Bringing Maple Sap to the Evaporator



Evaporator Used in Boiling Down Maple Sap to Syrup and Sugar



Drinking Maple Sap Fresh from the Tree



A Maple Sugar Party at Woodlands, Que.

OUTLINE STUDY FOR INDUSTRIES

- | | |
|---|---|
| <p>I. History:
 (a) First Established.
 (b) Early Development.
 (c) Present Expansion.</p> <p>II. Kinds:
 (a) Mining.
 (b) Lumbering.
 (c) Fisheries, etc.</p> <p>III. Production:
 (a) Province.
 (b) Dominion.
 (c) Rank in World Supply</p> | <p>IV. Com. Importance:
 (a) Domestic.
 (b) Foreign.</p> <p>V. By-Products:</p> <p>VI. Transportation:
 (a) Rail.
 (c) Water.</p> <p>VII. Markets:
 (a) Home.
 (b) Foreign.</p> |
|---|---|

PRACTICAL QUESTIONS ON INDUSTRIES

- How does mining rank among the industries of Canada ?
- Name the most important mineral mined.
- When was gold first discovered in British Columbia ?
- Where are Canada's greatest gold-fields located ?
- In the production of what two minerals, does Canada lead the world ?
- In what parts of Canada is coal found ?
- What is the total annual value of Canada's mineral production ?
- What province ranks first in the fishing industry ?
- Name the specie that ranks first in the annual catch.
- In what part of Canada are the great lobster fisheries ?
- How many gallons of sap does it take to make one pound of sugar ?
- How does lumbering rank among the industries of Canada ?
- Among the different species of trees found in Canada which is the most important for commercial purposes ?

KINDERGARTEN AND STORY-TELLING

The kindergarten is really a place in which children who are under school age, learn to play the proper games as well as laying the foundation of their future school work.

The kindergarten was first devised by a man named Froebel, in 1837. Froebel believed that some trained person was needed to help teach the children between the ages of three and six years. The kindergarten has proven itself to be of great value in developing child's play instincts, and he learns to enjoy the companionship of many children of his own age.

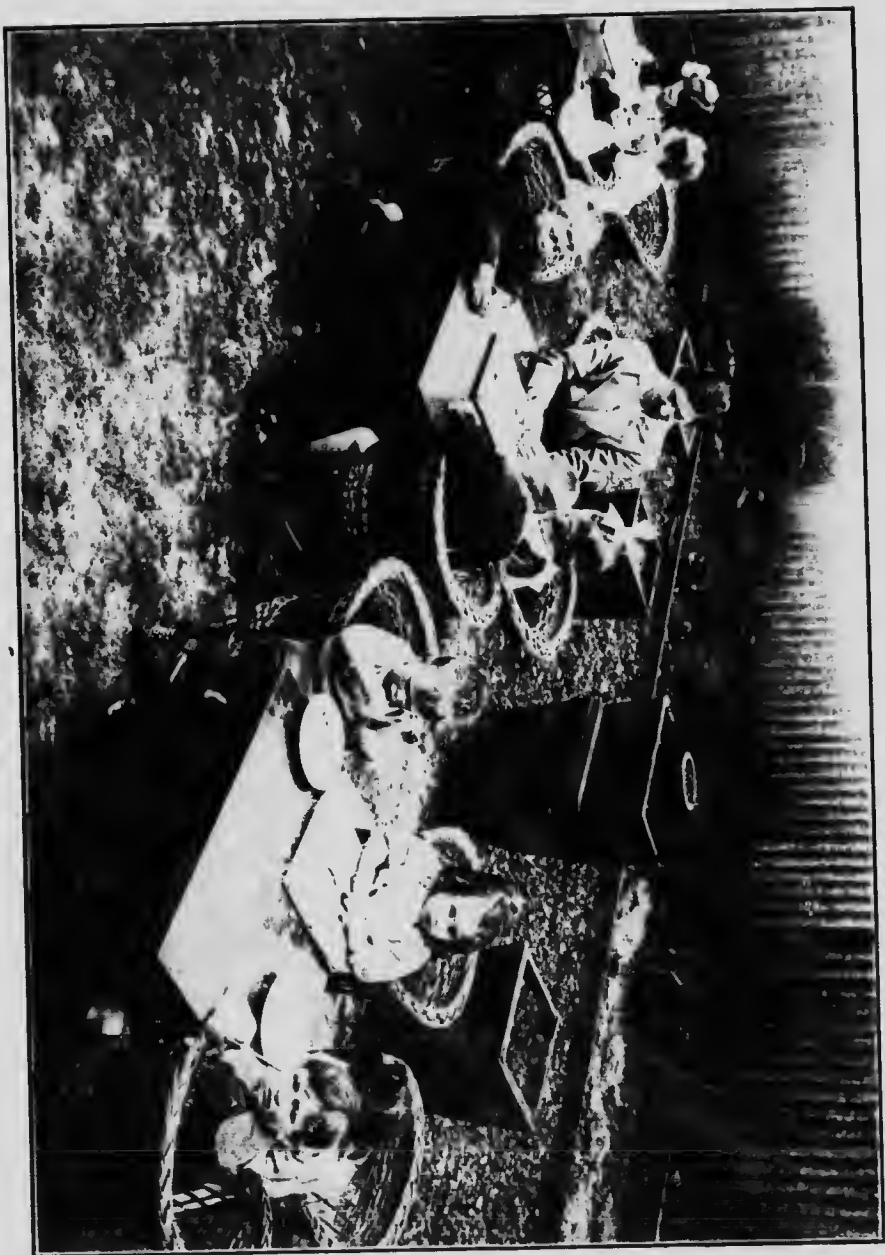
All children love the kindergarten, and are always very eager to attend all the sessions. Low tables and small chairs are used which can be easily moved wherever necessary.

The many cupboards with their stores of material of different kinds, the pictures on the walls, pictures of some of the familiar birds, flowers, animals, children at play, and copies from some of the world's greatest artists, the piano in the corner, the sand table, the pots of flowers in the windows, all become very dear to the little tots who always look forward to being among these surroundings with the greatest delight. Fruit and vegetables are frequently used as models for their lessons in modeling and coloring.

The program for the kindergarten is as follows:

The first exercise is one of song, story-telling or conversation, and the little tots are taught to bring their little chairs themselves and place them in a circle around the teacher. Children are trained to tell their experiences and one of the most interesting periods of the day is the one when they sit and talk. Next, they choose the songs they like to sing.

Next follows a period of play and the favorite kindergarten game is merry-go-round, when the children form themselves in two circles and dance around and around keeping time to the music which the teacher plays upon the piano.



Open Air Kindergarten



Cutting and pasting is about the first lesson the child learns. Making doll furniture and weaving strips of color paper teaches the little tots to work deftly and accurately.

One of the greatest needs is that of association with others of his own age, where he can be an individual among equals. The best in a small child can often be drawn out only by comparison, one child with another, and desire to be among the best at any game or lesson is his greatest ambition.

Selfishness, which is hard to avoid in the house, has no place in the kindergarten, for when a child transgresses once he will be neglected by his play mates until he plays fair.

Children are growing so rapidly between the ages of three and six that it is most impossible for them to keep still for a moment and that is why so many games used in the kindergarten are of running, skipping, and dancing variety, and not only do they provide the right kind of exercise but they train the children to interpret music and in many of the games they are taught to do what the piano tells them to do.

Other games are the ones that teach them to do as father does, or mother does, as the farmer does when he sows his seed, as the blacksmith does when he shoes a horse, all of which teaches the children a little of the efforts which must be expended in any position in life.

Games which demand strength, quickness of thought and skill are as necessary as the others, and the children would miss such games as: Drop the Handkerchief, Dodge the Ball, etc., after once learning the great joy received from them, all of these have their purpose in the training of the child's senses.

The children now would enjoy the coloured wooden beads, which come in two sizes, one inch and two inches in diameter. A box of these with shoe strings to string them will be a source of great amusement in the home kindergarten, and from them the child first learns the different shapes and soon begins to classify the things around him according to shape. Then too, they will naturally begin to count by stringing first two red beads, then two blue ones, etc.

Next will come a box of pegs, an inch and a half long, of different colors with a board to fit the pegs in. Also blocks of wood of uniform size and shapes painted different colors, or combinations of colors on each side, from which many pretty designs are made.

These games, which are really play, are invaluable in teaching a child accuracy and independence.

A small blunt pair of scissors is a necessity and plenty of paper of different colors. From these many patterns and designs may be made by first drawing them, coloring and cutting them out.

Paste helps a great deal in the advanced kindergarten lessons, cutting out furniture for the doll's house, covering it with wall paper, for upholstering, and pasting or glueing them into shape is one of the most interesting parts of the kindergarten work.

Weaving pretty colored papers and darning with a blunt needle using pretty colored yarn are also a part of the work the little tots just enjoy.

Stencil cards are very inexpensive, some are made to stitch the out-line with colored thread, others are to be drawn with a pencil, and still others are for painting. A box of water-colors follows the crayons for coloring.

Modeling with Plasticene is advanced kindergarten work and mothers must have a little knowledge of the work to teach it. The "What and How" instruction book will help with modeling and card-board cutting.

The sand table is one of the most important of the kindergarten equipment, but it is rather difficult to provide in the house.

Children must always be made to put away in a cupboard or box provided for the purpose each article as they finish using it. This teaches the little tots to be orderly and in the present day way of living where rooms are often small and few, it is very necessary that the children be taught to be orderly.

Play is a big part of the kindergarten, sometimes noisy, rumping play, and at other times quiet play. The children should be allowed to use their own ideas as far as this seems feasible, but when they have grown tired a suggestion from

Mother introducing a new idea will start things afresh and keep the little ones busy and interested for a much longer period.

A child always does better at work or play when he has companionship and this companionship should always be provided some how.

Music, too, has its place in the kindergarten. Children should learn to march to music which is muscle developing exercises, and teaches them to keep time with the music.

The Nursery Rhymes should be taught where it is possible to a simple little air on the piano. Simple little songs taught and sung as a part of the day's program is another part of the work in laying the foundation of the child's future work.

Now we reach the one great department of the kindergarten, Storytelling. For the youngest child stories should be told. Stories with some practical ideas should be selected according to the age of the child, an idea which the little mind will ponder and think about. The stories of how animals live, what they do, etc. Stories of little children good and bad with a lesson contained in it clearly defined. Nursery Rhymes of course come first and should be told over and over.

The following department of Storytelling will be found very useful to the very young as well as the more matured child. In each of these stories will be found a great moral. These have all been carefully selected for this express purpose, and many of them can be read over and over, and each time they are read the child will grasp a new and valuable idea.



STORY TELLING

TRICKY MR. FOX

Way down near the swamp kind old Mr. Pokey Heron lived all by himself. He was dearly loved by all the wild wood folks, even by Rusty Fox, who was very proud of being a friend of Mr. Herons. But at the same time Rusty Fox was planning to play a big joke on poor old Pokey Heron.

One bright morning Rusty started out on a stroll and stopped on his way around to invite Pokey to have dinner with him that night, in his new home under the big stone in Farmer Johnson's sunny west meadow.

Pokey was very pleased to receive the invitation, and all dressed in his new suit of clothes, he arrived at the front door of Rusty's home right on time, and was cordially invited to enter. In a little while dinner was ready and all the folks were seated at the table but to Mr. Heron's great surprise the tricky fox had nothing to eat but soup, and this he put in such a shallow dish Mr. Heron could not eat it at all. Rusty, however, enjoyed his meal very much and kept saying, "Isn't this fine soup? Do have some more," but poor Mr. Heron could only say, "No thank you, I have had plenty."

Before leaving for home the heron invited the fox to come and have dinner the next day with him. By the next day the fox had forgotten all about the big joke he had played on his friend, but the heron had not forgotten it and was determined to teach the fox a good lesson.

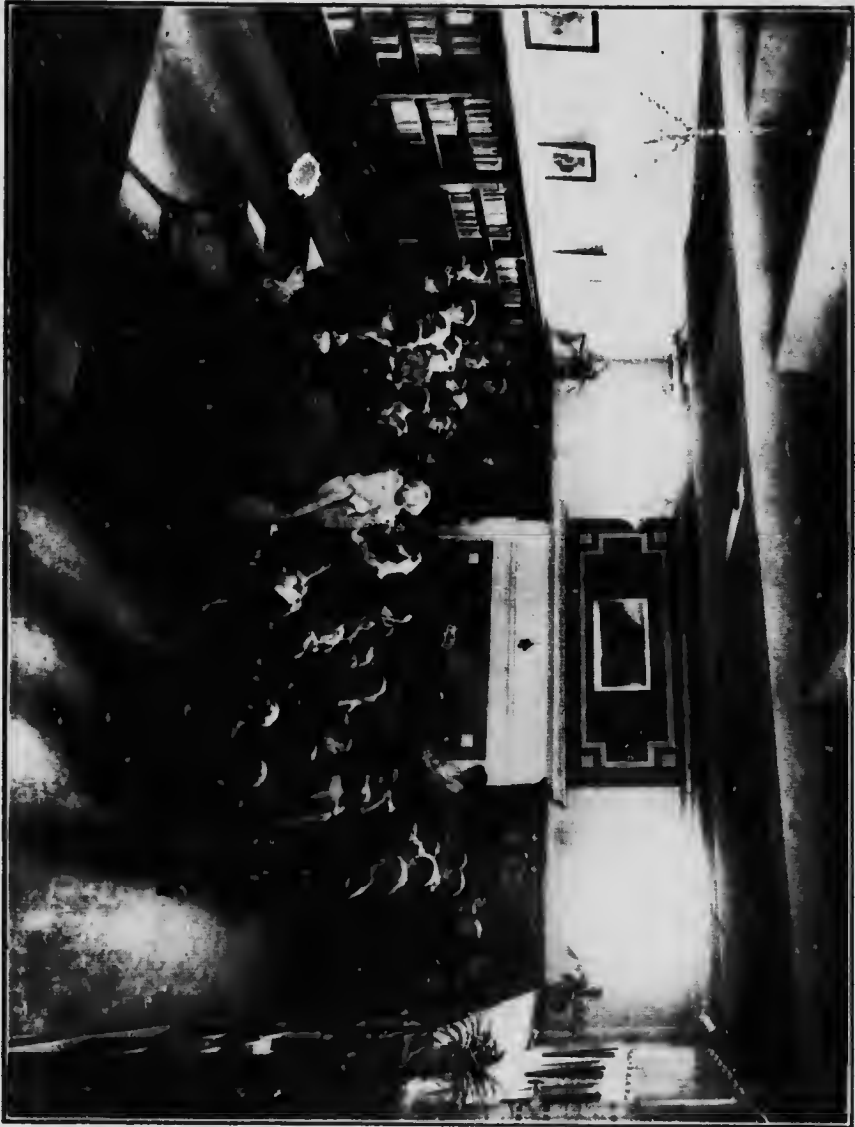
The next day the fox arrived at the heron's home right on time and was invited into the dining-room where he found the table all set and at his place was a nice jar of chicken soup, just what every fox likes.

Poor Rusty Fox was very hungry and the chicken soup smelled very good to him, so he at once tried to reach the soup which was in a jar with a very long neck, but try as he would he could not get a single taste, and oh how hungry he was, but the long neck on the jar kept him from getting the soup, but Mr. Heron said nothing, but just enjoyed his own dinner very much.

It was soon time to go home, and while Mr. Fox was walking along the road all alone, he was doing a lot of thinking, and finally decided that a joke was not so nice after all, and said to himself that he would never play another joke on anyone again.

A WISE LITTLE HEN

Once upon a time a little red hen lived all by herself in a tiny house close by a large wood. Far away on the other side of the of the wood, lived a young fox and his old grandmother. For many days the young fox had watched the little red hen and had patiently waited for a chance to catch her, for as you know, foxes are very fond of chicken pot pie.



Story-telling Hour



The little Red Hen was very wise and was always careful to close and lock her door every time she went in and out of her house. But one day she happened to forget to lock her door when she went out to get her dinner, and when she returned home she found sly Mr. Fox hiding in her kitchen behind the door.

Poor little Red Hen. In a twinkling Mr. Fox had her tied up in a bag and swinging it over his shoulder, he started for home as fast as he could go. The hen made a bigger load than the fox had counted on, and before going very far he began to grow tired carrying his heavy load. Pretty soon he had to sit down to rest and fell fast asleep. The little hen was not asleep though, and now she saw her chance to escape. Taking her scissors from her pocket, she quickly and quietly cut a hole in the bag and stepped out upon the ground. She then put a big stone in the bag and sewed up the hole, and then started for home as fast as she could go.

When Mr. Fox awoke he got up and went happily on his way thinking what a fine dinner he would have as soon as he got home. But my, what a disappointed fox, and what a cross granny there was when they found that it was only a big stone and not the little Red Hen that he had been carrying in the bag through those long woods that made him so tired, and to this day he does not know how the little Red Hen came to out-wit a clever fox like himself.

A GREEDY WOLF

Many, many years ago, an old mother pig died leaving her three sons to go out into the world and find a fortune for themselves.

They all started together, and the first little pig found a straw stack in the meadow and took enough straw to make a house for himself. A little further along there was a big wood pile and from this the second little pig took enough wood to build a house for himself. The third little pig went on and on but could find nothing strong enough to build his house with. But he kept going, and finally came to a big brick yard where he found enough brick to make himself a house.

In back of the little pig's old home there lived an old gray wolf, his home was in the big forest and ever since the mother pig had died this old gray wolf had been looking for the little pigs. One bright day he started out in another direction to see if he could find them, and sure enough he came to the straw house that the first little pig had built for himself. On going up to the door, the old wolf called out, "Little pig; little pig; let me in," and the little pig said, not by the hair of my chiny chin, chin," then the wolf getting angry said, "then I'll huff and I'll puff and I'll blow your house in." So he huffed, and he puffed and he blew the house in, and ate the poor little pig all up.

Not being satisfied with eating up this little pig, the hungry old gray wolf went further and soon found the wooden house that the second little pig had built for himself. Going up to this little pig's door, the old wolf again said, "Little pig; little pig; let me in."

and the little pig replied, "not by the hair on my chiny, chin, chin," and the wolf said, "then I'll huff and I'll puff, and I'll blow your house in." So he huffed and he puffed and he blew the house in, and ate this little pig all up.

Yet he wasn't satisfied, and going a little further he came to where the third little pig had built for himself a nice little brick house. Going up to the door quickly he said, "Little pig; little pig; let me in," and the little pig said, "Not by the hair on my chiny, chin, chin," and the old wolf getting angry again said, "Then I'll huff, and I'll puff, and I'll blow your home in." So he huffed and he puffed, and he huffed and he puffed, but he couldn't blow this little pig's house in, as it was so nicely made of brick.

Then the wolf tried to coax the little pig to come outside, but the little pig was too wise and only laughed at him. Finally the greedy old wolf got tired of waiting and climbed up on the roof and went down the chimney, but the little pig was all ready for this, having a roaring hot fire in the fire-place, and a big kettle of boiling water hung over the hot fire. The wolf soon dropped from the chimney right into the boiling kettle of water and the little pig jumped up quickly and put the cover on the kettle. When the old wolf was well cooked, this wise little pig ate him all up.

A SELFISH OLD WOMAN

Once upon a time a hungry old beggar came to a tiny white cottage where a little old woman was baking cakes in the ashes on the hearth. The beggar, being very hungry, asked the little old woman for a cake, but she thought they were too good to give away and would make a smaller one for him. So she took a small piece of dough and rolled it flat and put it in the oven but when it was baked it looked as large as the others. She then took a smaller piece of dough, but when this was done, it too was too large to give away. So again she took a tiny little scrap of dough and rolled and baked it, and even that she could not part with, so she told the beggar that her cakes were too large to give away.

This made the poor hungry old beggar very angry, and he put this selfish old woman into the chimney, and out of the top flew a woodpecker with red cap, black feathers and white breast. Now this little bird keeps pecking all day, and all the time, trying to find food.

DANNEY WOODCHUCK

Fat Danney Woodchuck was almost ready to go to bed for the whole long winter. Lying lazily in the sun, outside one of the doors to his house, he was feeling pretty happy.

Over the top of the hill, popped an angry old dusty fox, angry because he could find nothing to eat, and he was very, very hungry. As a rule foxes do not think it worth while to bother with wood-

chucks, but Danney was such a fat slick little fellow, and Dusty was such a hungry, mad old fox that he just thought he would make a dinner of Danney.

So lying down on the ground and scarcely drawing a breath, the sly old fox waited until Danney was sound 'asleep, then crawled nearer and nearer, until he almost reached Danney's door. Just then he stepped on a dry leaf which crackled and woke up Danney, who hardly waiting to open his eyes, jumped straight into the door of his house.

This made the hungry old fox angrier than ever, and instead of going away, he just thought he would get that nice fat woodchuck anyway, so he started to dig Danney out. As soon as Danney saw what the old fox was doing, he began to dig himself, and you know Danney is a great digger when he wants to be. Dusty never worked so hard in his life, the harder he would dig, the faster Danney would dig sending the dirt out the hole into Dusty's eyes and ears and mouth. At last after being half blinded with dirt, and so tired he could scarcely move, and hungrier than ever, poor old Dusty Fox crept away toward home while fat, happy Danny Woodchuck, chuckled to himself as he watched the fox from his back door.

THE HUNGRY LITTLE CHICKADEE

Whatever shall we do sighed poor little Chickadee. I'm so hungry and everything is all covered with snow and ice. Indeed everything was covered with ice for all day yesterday and all last night it had rained and frozen until every little seed and berry was coated with thick, hard ice.

"It is no use for us to try to get anything to eat, as our bills are not strong enough to break the ice, and we will surely starve," said the little Chickadees. "Poor little birds. Follow me," sang out a cheery voice from a post nearby, "follow me, I'll show you where there is something to eat."

This was Tommy Tit talking, and the Chickadees thought it was useless to follow him, but as it would do no harm they decided to follow him, and spreading their chilled little wings they flew after him across the big park and up close to a little house which stood at the very end of a long lane. It was too close to the house to suit the Chickadees, but just outside the window was a dish, filled with nice crumbs, little pieces of fat and some cracked corn. My what a feast for a lot of hungry little birds. Somebody had been very thoughtful to set this dish out here where the hungry little birds could get their dinner on that cold day. After the little Chickadees had eaten all they could hold and they were feeling warm and happy, they looked around to see who it was that had been so kind to them, and just inside the window curtains were two big bright eyes, and the happy little face of Bobby, for Bobby had already learned that the surest way of being happy was to make some one else happy, even it were only a couple half frozen hungry little Chickadees.

THE DISCONTENTED FLOWER

"Please Pretty Robin," cried a tiny voice from the road side, to a robin who was flying happily about in the warm Spring sunshine. "Oh! please little Robin, will you help me?" The robin heard the tiny voice and flew quickly to the ground to see what the trouble was all about, and what do you think, he found but a little yellow buttercup who was sobbing and crying as though her heart were broken. "Why what is the matter, what are you crying about?" asked the little robin.

"I want a frill to wear around my neck like the daisies have" said the little yellow buttercup, and no one will give me one. My dress is just plain, dull yellow, and Oh, how I do love white."

"You foolish little flower," laughed the little robin. "What would you, a Buttercup, do with a Daisy's collar? Don't you know that Daisies and Buttercups cannot dress alike, anymore than Pansies and Violets could? You should be content to know that God wished for a Buttercup right here where you are growing, so you must be satisfied the same as all the rest of us have to."

LITTLE GRAYFURS

All the little Mouse cousins were going to have a picnic, Blackie, Brownie, Snowwhite, and Ring Tail, they all were going to be there. Grandmother Grayfur was also going with them, to see that no harm came to them.

So with their lunches all neatly packed in baskets they went down across the corn stubbles, to the meadow beside the brook. My what happy children they all were.

They soon found a nice shady place and Grandmother Grayfur told them to run on and play about for awhile and she would sit down and knit until it was time to have lunch.

Blackie and Brownie were the two eldest of the cousins, and, of course they started off together, and soon were quite a distance from the rest of the mice. All at once Blackie started to run toward some thing white which was resting on some hay nearby. "It's a hen's egg; it's a hen's egg;" cried Blackie; "my, what a feast we will have." "Will we eat it now?" asked Brownie. "I think well better," cried Blackie, "as we could never carry it all the way back." Just then the little mice saw some one coming along the path and it was none other than Mr. Fox.

"Quick, let's run," said Brownie. "And leave this nice egg!" said Blackie. "no indeed. I will lie on my back and hold the egg in my stomach with my feet and you catch hold of my tail and run along."

It was not long before Blackie had the egg in his stomach, and Brownie taking him by the tail, away they ran through the rough and stoney field. Poor little Blackie was getting very bruised and by the time they got back to where Grandmother Gray-

fur and the other cousins were very pretty, but when the egg was ready, Grandmother Gray began to crack the biggest shell as he had worked so hard to bring the egg all that distance.

By the time lunch was over it was just about sundown, so the happy little mice left for home, and as they had enjoyed themselves so much they planned another picnic for the following Saturday, when there would be no school.

A BAD QUARREL

Mother Goat had just come home from town and she was bringing little Nanny of goat she had seen on her way. "Of course," said Mr. Goat, "it was quite late when I had finished my shopping by the time I reached the river it was bright moonlight. I stopped on to a fallen tree, which served as a footbridge. I heard some one say very crossly, 'Get out of my way.' 'You are out of my way,' came the answer. And what do you think I do? I stand in the middle of the bridge just where the river was the narrowest. Two goats, and neither would back up to let the other pass. The bridge was not wide enough for two to pass. I stood growing angrier every minute until at last the other goat

tried to butte and they pushed each other for some time but neither could push the other out of the way. Finally, after fighting each other in his way, until they were almost tired out, their horns caught together, and while they were trying to get loose they slipped and both fell into the deep river below.

I don't want to see what happened next. Mother Goat, as I hurried home, but I think that tumble into the cold water cooled their temper and it will be a long time before those two goats will fight like that again, from the experience they had."

"You see little daughter," said Mother Goat, "there is never any gain in fighting."

A PANSY'S MESSAGE

"I think," said the beautiful red Rose who had climbed to the top of the high fence, and could see all over the flower garden, "I think there is no flower as lovely as me." The white Rose, leaning against her trellis nodded her head, saying, "I think so, too. We are beautiful, and we are so fragrant that every one must love us best of all."

Just then two ladies came into the garden. They were gathering flowers to take to a poor sick little boy, who had fallen from a tree and might never be able to walk again.

"Let us gather some roses," said one lady, "they are so fragrant." "I am sure the sick little boy will love them." This of course made the roses feel good. But just then the older lady answered, "yes, the roses are fragrant, but oh, let us send him pansies, the dear hearts ease, they carry thoughts and a message of courage and hope. They may not be so beautiful, but they are far more lovely."

After gathering a few of the lovely pansies, the ladies passed on, and the roses drooped their heads in shame.

A BAD MISTAKE

One Saturday in the early Fall, James and his little sister Sue, went to the woods to look for nuts. After looking around for some time, they were disappointed not to find any, but just then they saw a big hollow tree a short distance from them, and on going over to look at this funny old tree, they spied a lot of nuts that had been nicely stored in the hole of the tree. James and little Sue soon filled their basket with the nuts and started for home, feeling very happy thinking of all the nuts they had found in that old tree.

On arriving home, they ran into the house and told their mother how they found all these nice nuts in the hollow trunk of that old tree. Mother looked very surprised, but the children did not know what she was thinking about, so after James and little Sue finished telling their story, mother told them how they must have taken the winter's food supply of a family of squirrels. She then explained to them how hard the little squirrels work to gather all these nuts and how nicely they pack them in the hollows of trees so when the cold days come in the winter and the ground is all covered with snow, they can go to their store of nuts which they have carefully put away for just such a day.

Little Sue felt very bad to think that she had stolen the nuts from the little squirrels, and could not eat any lunch, but James did not seem to care. After a little while little Sue was so upset that she could not settle down to play as she knew that there was a long, cold winter coming, and the poor little squirrels would have nothing to eat. Finally she decided to take the basket of nuts back where she found them, so calling Rover to go with her she started back through the long woods and soon found the old hollow tree where she quickly put the nuts back in the same place where they came from, and, oh, how happy she felt on her way home, thinking that now the little squirrels would have lots to eat all winter.

When Sue got home her mother told her how proud she was of her kind-hearted little girl.

THE TALE OF THE MAN IN THE MOON

School was over and the children had gone over to the pond to skate, and Aunt Agnes had gone with them so they would be sure to come home in time for tea. They were all in high spirits for it was not very often that they were allowed to go as far as White Bear Pond to skate.

My what a fine time they had, and promptly at half-past five they had taken their skates off, and were on their way home. Ernest and Robert were walking ahead and stopped to ask Aunt Agnes where the moon came from for they had just seen it peeping up over the edge of the hill.

Aunt Agnes spent all the time on the walk home telling them about the moon.

The moon you know is much like the earth, but smaller, and it travels around the earth every twenty-four hours. That is the reason we see it nearly every clear night.

Is the moon yellow, or is it on fire? asked Ernest.

It is neither, answered Aunt Agnes. It is gray, light in some places and darker in others. The reason it looks so yellow, is that the rays of the sun shine directly on the moon and are reflected to the earth.

Oh, yes. I understand now said Ernest, but just then Robert broke in on the conversation. Can you tell us Aunt Agnes how the man got into the moon, just look how plain you can see him now.

Well, I will tell you, boys, the story how there happens to be a man in the moon.

Once upon a time many, many years ago there lived a wood-cutter who worked all day Sunday. He would take his axe on Sunday the same as any other day and go to the forest and cut down trees, cut them up in small pieces and carry them home. One Sunday, on his way home he met a man who told him that he should not work on Sunday, that it is the Lord's Day, and it was wrong to work on that day. Sunday or Monday, it is the same to me said the wood-cutter, and walked on, but just before he reached home he was snatched up to the moon, and there you can see him with his stick in his hand.

"I"

When Mary was a little girl she used to live in a tent on the shore of Lake Ontario every summer. If you have never lived in a tent you can't imagine what fun it is, and if you have never learned to swim in the water, then you have missed a great deal.

There were about fifteen children camping near Mary's tent, and my, what a big time they had every summer, playing their games and learning to swim in the water near by.

The game they liked best to play, was one called "I". Everyone would get in a big circle and join hands, then some one would start saying the alphabet by saying "A", then around the circle they would go, "B", "C", "D", "E", "F", "G", "H", "I". The one who was unlucky enough to be "I" had to duck under the water, and if he did not go all the way under, well— you should see the rest of the circle chase him and duck him under again and again. But if he ducked right, then as soon as his head bobbed up the person next to him would start with "A" and then some one else would have to duck.

Suddenly some one would cry "everybody under." It was surely great sport. Of course, everyone would get to laughing so hard that they'd get their mouths full of water, and, my, what spluttering and coughing.

Next summer, if you get a chance, just try this game, and see just what great sport Mary and her little friends had.

HOW FLOWERS AND FRUIT GROW

It was early spring and the children were playing under the trees in the old Orchard. All at once they stopped playing and began to look at the beautiful blossoms which spread their fragrance everywhere.

They heard the constant buzz and hum all about them overhead, and raced home to find out what made all the noise.

Mother was busy at her sewing, but when the children came running in, she dropped it in her lap and looked at the eager little faces. Then they began asking questions about what they saw and heard in the old Orchard. "You know children," said mother, "that noise you heard overhead was the humming of the insects. There are thousands of them, honey-bees, and humble-bees, wasps and moths, and flies, and their wings are what make the noise.

I know you will wonder what the bees were doing there. You see, they feed on the nectar of the flowers, and gather its pollen, the pollen is that yellow powder you will find on the tip of your nose if you stick your nose too deep into the flower when you are smelling of it. The nectar they store up for honey and the pollen is used to make wax for their combs or to feed the young bees.

All the little insects are busy now for the season. Flowers is short and they can loose no time.

But, without knowing it, every insect is helping the growth of the fruits and flowers and thereby helping us, for without their help there would be no fruit. When an insect enters a flower for its food it carries on its little hairy legs pollen from some other flower where it had been before. This pollen is rubbed off and remains there as the insect moves on and carries more pollen on his legs to the next flower. This mixing of the pollen sets the fruit, which at once begins to grow in the flower.

My, but how interested the children were in this lesson on the insects and flowers, and at once went back to the Old Orchard with a new interest and spent hours just watching the busy little insects carrying pollen from one flower to the other.

THE THANKSGIVING TURKEY

Once upon a time a family of turkeys lived in the barn yard. There was a father turkey, a mother turkey, and three sons.

Now these three young turkeys were very proud of themselves and were very greedy over the corn which farmer Green had scattered in the barn-yard for all the fowl.

One day in the fall, when the turkeys, which had by this time grown into fine, big, fat turkeys, had eaten far more than their own share of the corn and had crowded old Mrs. Speckled Hen way out where she couldn't get any corn at all, Mrs. Speckle Hen grew very angry and said, "Never mind, you will not bother me after Thanksgiving Day."

This bothered the young turkeys very much, as they didn't know what Mrs. Speckle Hen meant, so when it came time for them to go to bed on their roost that night, one of the young turkeys asked his father, Mr. Gobbler, what the old hen meant.

Mr. Gobbler told them how, just before Thanksgiving Day each year, Farmer Green killed all the big, fat, young turkeys and took them to the city to sell, as nearly everyone liked to have turkey for their Thanksgiving dinner.

The poor young turkeys felt very badly, for they knew it was only two days before Thanksgiving. Then they wanted to know why Farmer Green didn't kill old Mrs. Speckle Hen or Mrs. Guinea Hen. Why, Mr. Gobbler Turkey said, Mrs. Speckle Hen is too old, and Mrs. Guinea Hen is hiding her nest and sitting on the eggs, where Farmer Green can't find her.

Oh, said the young turkeys both at the same time, let us follow Mrs. Guinea Hen in the morning and stay until after Thanksgiving, and if Farmer Green cannot find her, why he won't be able to find us either.

So the next morning all the turkey family were at breakfast on time, and when Mrs. Guinea Hen started off, the three young turkeys followed her. On they went, through the corn stubble, and over the knoll and soon they came to the big woods where the wise Mrs. Guinea Hen had her nest, so they decided to stay here for nearly a week, as by that time Thanksgiving would be over.

Farmer Green was very much worried about the young turkeys, thinking that they had got lost or some old Fox had come along and caught them, but one day they came back and Farmer Green was surprised to see them, and he was so pleased he told his wife that he believed those turkeys knew all about Thanksgiving Day and just ran away to hide on purpose.

LIVING IN BELMONT SQUARE

In the garret of the old house in Belmont Square lived the big Nibbler family. There was grandfather mouse, who never tired of telling his little grandchildren and great grandchildren about the terrible trap which cook sometimes placed in the pantry with a very tempting piece of cheese on it. Never go inside, he would say, no matter how hungry you may be, never go inside; if you do, you will never come out alive.

And then there were the fathers and the mothers, and the aunts and the uncles, and all the little cousins.

They all had fine times in their cosy garret home, and many good feeds they had in the cook's pantry, but the old gray cat was growing more and more watchful all the time and the little mice were nearly starving to death, so, something had to be done, as it was never safe outside their own little mouse-holes in the garret floor any more.

So the old and the wise members of the mouse family gathered to discuss what should be done. Each one gave his idea and they

were talked over and over and finally given up as not being feasible. Then Mother Ringtail spoke up and said she thought it would be a splendid idea to tie a bell to the old cat's tail. Every one thought that would be fine, and the more they talked about it, why the better it seemed and at last it was agreed upon as being the very best thing they could do.

Now, said Grandfather Mouse, we must decide upon the one who is to do the job. Not one mouse volunteered, and the longer they talked about it the less chance there seemed to be of getting anyone to do it. At last, after talking all night long, the meeting broke up with the decision to meet again the next night, at which time they would try to find some other way of fixing the old cat.

THE GREAT NORTHWEST

When Jack was fourteen years old he went on his first hunting trip with his father. Away up north they went until Jack wondered if they would not soon reach the North Pole.

They had for a guide an old Indian who had always lived in the woods. He was very interesting to Jack as he stole silently along watching every tree and stone they passed. Not a thing did his sharp little eyes miss.

At last they came to a very familiar trail which was not wide enough for two persons to walk abreast. Jack wondered much about this trail because it crossed huge boulders and passed under trees so low that one would have to get down on all fours to crawl under the lower boughs. After a while they came out into an open space and again there was a curious thing for Jack to wonder about.

On all the trees the bark had been chewed off to a height of about six feet. It was now time to make ready for the night, but it was not until they had struck camp and had their supper that the Indian guide told Jack about the things he had seen during the day that were puzzling him so much.

Years ago, he said, when this part of Canada was a wilderness, there were a large number of bears roaming through the forest. They were black bears, he hastened to explain, when he saw Jack glance quickly, the kind which will never attack man unless in self defence, and which rarely eat flesh of any kind, but live on berries, wild fruit and honey. The bears made that narrow trail, and a bear will follow a track so closely that he will put his foot directly in the track before him.

No doubt you are now wondering what happened to those trees we passed a short time ago, said the guide. Well, the bears did this also. When they were chewing off all this bark they were choosing a leader, and the bear who could reach the highest was the one elected, so they each marked the tree as high as they could reach by standing on their hind feet.

Jack was very much interested to learn all this, but he was not sure that he liked camping in a bear country. After a day or two, though, he grew accustomed to it and was ready to stay all summer.

THE HURRIED TRIP SOUTH

All the birds were invited to the party and they all came promptly on time. It was a beautiful day in the fall and the old orchard had plenty of grubs and insects for them all to have a real nice tea.

They were all fitting hither and thither visiting with one another and planning on a long trip south by and by. Way over in the corner the robin and the sparrow were having quite a talk. Why do you go south, said the sparrow, it is such a long trip and you will have to come right back again in the spring anyway. I will show you how to fix your nest so that it will be comfortable and we will have a real nice time right here all winter. The little robin was thinking the matter over carefully, when just then a stranger who had been flying long and hard, stopped in the old orchard. He was faint from his long flight and not until he had been fed and given a drink could he tell them how Mother Nature had sent him way down from the Northland to tell the birds to start South right away, not even to wait until to-morrow, for the cold North wind had followed the little messenger bird all that day on his trip. Jack Frost had left his Polar home and would reach the old orchard during the night. My, such hurrying and scurrying you never saw. All the little birds were getting ready to leave at once.

Mr. Robin had been seriously thinking of spending the winter in the north, but when he saw the little messenger bird shivering after his long race with North Wind, he made up his mind quickly enough, and when the other birds were ready to start, Mr. Robin was among the first to go. They all said good-bye to the Old Orchard until Springtime, and away they went.

It was well that they had or they would have suffered a great deal during the night, because the little Messenger Bird from the North had told the truth; by morning, Jack Frost covered everything in sight, his white robe was seen on the trees, in the fields, on the fences, and, in fact, everywhere, but all the little birds were on their way South.

BETTER WORK EARLY THAN LATE

Once upon a time a family of squirrels lived in the hollow of an old tree. They all were happy little fellows, but they were a little too fond of play and many days they spent their whole time playing tag in the woods or running races with each other up and down the tree trunks. My, but they had fine times.

It was not long before the nights began to grow colder and after a while the snow began to fall, spreading a white blanket all over the ground. Then the little squirrels began to think of all the nuts that were hidden under the snow, and what would they ever do through the long, long winter. They began to realize that they should have done a little more work and not so much play. They had only a very small supply of nuts stored away, and of these they had to eat very sparingly, and then began to hunt the country for miles around in search of some other kind of food that they might have for the winter.

One night as they all sat together talking very seriously about their food supply, they noticed Robber the Weasel stealing by. The next night they saw him again. On the third night they were all ready to follow him. It was a long, long way the Weasel went, and finally led right straight into a farmer's chicken yard. Of course the squirrels were not at all interested in chickens, but they thought they would look around a little before starting for home. They scurried around until they saw a well-filled corn crib out by the barn and they lost no more time looking further, but just got to work filling their little chops as full as possible with the farmer's good corn and carrying it to their home in the hollow tree. They were so happy to find all this food, they worked hard all through the night, making many trips from the farmer's corn crib to their home in the tree, each time with their little chops just bulging out with all the corn they could carry. When daylight came these little squirrels were all tired out, and laying down, they went to sleep at once and slept nearly all day, but the next night, and the next, and the next, in fact, every night for the next two weeks, they carried all the corn they could to their storehouse in the old tree. During this time it was cold and the snow was blowing, but they had to keep working just the same, as when they should have been working and gathering nuts, which they like much better, they were playing.

After they had been carrying away the corn for about two weeks the farmer began to wonder who was stealing his corn, so he nailed his corn crib up more securely, but of course the little squirrels did not care now for that, as by this time they had their storehouse well filled with the corn, and some nuts and some wheat which they had gotten that would keep them well supplied with food until spring, but I rather think that these little squirrels will not play quite so much another year, don't you?

THE TWO LITTLE WOODEN SHOES

Hans and Gretchen lived far across the ocean in Holland. They lived in a clean little red brick house on a farm, for their father was a farmer, and he raised much grain on his farm. This grain was ground into flour at the little mill near by that was operated by a big windmill, as you know windmills are used a great deal in Holland for pumping water, and many other purposes.

The little brick house they lived in was always very, very clean. The floors and the steps had been scrubbed until they were very white. The children, too, were always neat and clean with their little wooden shoes all scrubbed until they fairly shone.

One day, when Hans and Gretchen were out playing on the dyke, which was built all around the land to keep the ocean from flooding the country, they heard a very funny noise and looking high up into the sky they saw an aeroplane. It was the first time they had ever seen one and they did not know what it was. My, how they did run, scared to death, and in their great hurry to get home, Gretchen lost one of her little wooden shoes. She felt very bad, because one

shoe was of no use to her, so her mother bought her a new pair of shoes. Then Gretchen took the other little shoe and planted tulips in it and kept it in her window.

The other little wooden shoe that she lost was found by a man from Canada, who was traveling in Holland, and he thought it looked so funny he would send it across the ocean to his little niece, Alice, who lived in Ottawa. He told little Alice in his letter all about the beautiful tulips which grew in Holland and Alice thought it would be nice to plant tulips in her little wooden shoe and keep it in the window.

The two little wooden shoes are now a long way apart, but it is strange to think that there are beautiful tulips growing in each of them.

WEE HARE

Not very long ago there lived a wise Wee Hare who knew how to run very fast when danger was near. He knew how to hide when a dog was near, and when he saw the dark spot in the sky, made by Mr. Hawk, how fast he would run home to his mother.

But Wee Hare did not like to run and jump and play in the sun. I do not want to run and jump and play in the sun, he said, I want to run far, far into the wood and find the red bush that I have seen away off in the dark. It is good for me to eat, I know.

Just then his mother spoke up. It is a fire, she said. A man made that fire and it is not good for you. Fire will burn and hurt you, so you must keep away from it. You can find lots of nice food that will be good for you right near home.

This made little Wee Hare angry; he didn't know his mother was telling him what was best for him. I do not want to eat the food that I can see here, he said. I want to do as I like. I want some of that red food from that red bush, I know it must be good.

Hush! said Father Hare, very sternly. You are not good. When you are good and the moon is high in the sky, and it is as bright as day, I will take you far out in the wood and you may run and jump and eat the food that is best for you.

I do not want to go out in the wood and run and jump and play when the moon is high in the sky, said Wee Hare. I want to do as I like. I want to eat the red buds from the red bush I saw away over in the distance. Now, that will do, said his mother, just shut your eyes and put down your ears and take your nap, it is now time, and you are altogether too young to go away from home alone. Just as Wee Hare was going to speak, his mother, who knew best, again said, now, hush, do not say one word, close your eyes and take your nap, the red bush you thought you saw is the red fire. A man is there and he has a big dog that would hurt you, and if you went too far into the wood the wind may blow too hard and snow may come and bury you. Now put down your ears and shut your eyes and take your nap.

NATURE STUDY

Every boy and girl should be encouraged to find education in the world of nature. They should know the wild life about them. They should take an interest in the soils, the brooks, and the animals of field and wood. They should learn to love the restfulness of rains, the music of the winds and the magic of the snows. It will give them a broader sympathy with humanity and change their attitude toward life and work.

The field included in Nature Study is so broad that we find it impractical to do more than furnish the facts, leaving it to the originality of parent and teacher to introduce them in a way that will obtain the desired result.

This study of the out-of-doors may be divided into four general topics;

- | | |
|-------------|----------------------|
| 1. Animals. | 3. Insects. |
| 2. Birds. | 4. Plants and Trees. |

ANIMALS

The study of many of the animals will have to be conducted through pictures and reading, but whenever the animals are available it is much more interesting to gather the knowledge first-hand. Many of the boys are in the habit of trapping, and such animals as squirrels, muskrats, skunks, etc., can be quite easily obtained. Teachers who have the opportunity to visit the Zoo can come in touch with most of the wild animals, but they should endeavor to help the children to gain some conception of their existence in the wild state as opposed to their present captivity.

In the case of each of the animals on the list, attention should be drawn to their economic value, or to the harm that they do.

Bat. The bat is a wing-handed, flying animal. It is almost blind in the light of day, but has very keen sight at night. The bats of Canada are much smaller than those of the warm regions. It is mouse-like in color, and many of them have a curious growth on the nose, resembling a horse-shoe.



Baby Foxes



A Family of Polar Bears



A Fox Caught in a Trap



A Lynx Caught in a Trap

This strange creature remains in hiding during the day, but at night comes out in search of food, mostly insects.

As winter approaches, bats seek shelter in some deserted building, cavern or similiar retreat, where they cling together in large clusters, hanging head downward, and sleep until Spring recalls them to life.

Many people look on the bat as a weird, harmful animal while actually it is a very useful worker, eating many of the enemies of gardens and orchards.

Bear. To the dwellers of North America, probably the best known of all the larger wild animals is the bear. They are shaggy beasts, much like huge dogs. Their loose skin and long hair make them appear even more bulky than they really are. They appear very awkward, but can really move very rapidly and most of them can climb trees with ease and agility.

Though classed as flesh-eating animals, the bears can eat almost anything. They prefer meat, but will substitute fruits, nuts, herbs and roots. They are especially fond of honey. The bear is a solitary animal and is usually found alone. The family has its cave in some rock crevice, or in a hollow tree. There they spend the Winter, half asleep and needing very little food. In the Spring the young are born, usually two, and the mother takes great care of them until they are large cubs. Bears are as a rule, good natured, but if their young are attacked, there are few more dangerous beasts to meet.

In Canada we find the large polar or ice bear, known for its creamy-white color; the savage grizzly bear of the Rockies; and the smaller black bear which is the most common and well-known.

Beaver. Beavers belong to the same family as muskrats. They measure about three feet from the nose to the tip of the tail, and weigh thirty-five pounds or more. The tail is thick and somewhat oval shaped, half of its length being flat. It is covered with horny scales. The beaver uses his tail as a rudder, and an oar, when in the water, and also as a means of signalling. The presence of danger is announced by a loud slap of the tail on the water. The eyes of the beaver are small, its nose blunt, and its ears short. The hind feet are large and webbed while the fore-

feet are small. The hair of the beaver is very valuable, being soft, thick and silky. Beavers are generally brown in color, but some are black and others white. It is a gnawing creature, and has two large sharp cutting teeth in each jaw.

Beavers are well-known for their quiet, industrious lives. They are of a peaceful disposition, and therefore have become exterminated in those countries where laws for their protection have not been enforced, but in Canada, there are still an abundance of them to be found.

The beavers are sociable creatures, and usually live in colonies. Their homes are built either in the water, or at the water's edge, and are substantial, cleverly-made structures of branches of trees plastered with mud, grasses and other materials. The entrance to these homes is always through the water, and to insure the safety of this, the beavers usually build a dam across the stream. Logs, stones, twigs and earth are cunningly fashioned into this dam. Some authorities claim that the beaver is such an intelligent creature that he always fells his tree to fall toward the water.

Beavers live on twigs, bark of trees and roots of water plants. They carefully store a winter's supply of food in an air-tight upper-chamber of their homes.

Two or four young are born in April or May. These stay with their parents for two years, but usually venture forth the third year.

Caribou. The Indian name by which the Canadian reindeer is known, is a member of the deer family, smaller and less courageous than the moose but with thin, large, hairy hoofs are better able to run over the snow without sinking, and in this way are able to outdistance their pursuers. They have large antlers with one branch reaching over their forehead in front. They have short, thick bodies, and are very valuable to the natives of the Artic Regions.

Chipmunk. The chipmunks are a species of squirrel. They are ten inches in length and reddish or yellowish brown in color, with fine black and two whitish stripes down their backs. They are fond of nuts but will eat roots, corn and other grains, and the larvae of certain insects. From one nest occupied by four chipmunks, there was once taken a

quart of beaked hazelnuts, a peck of corn, some Indian corn, two quarts of buckwheat, and a very small quantity of grass seed. All this they had industriously gathered and carried to their storehouse, in the large pouches of their cheeks. The chipmunk stays on the ground most of the time, some of them, more venturesome than the rest, go after seeds in the trees.

Their homes are long, crooked tunnels in a bank, with entrances in a thicket. The burrows are one and one half or two inches in diameter and have a net work of branches. The nests are deep in the ground, and there are usually four or five young that leave the nest in June and are full grown by August.

Elk. A game animal, strong and fleet, which was at one time found all over the northern parts of Canada, but has now been driven by the hunters to the Rocky Mountains, and is in danger of becoming extinct. It measures about five feet in height, and the male elk has antlers between four and five feet long. Elk do not roam at night as many of the deer family do, but get their food in the early morning and afternoon. Female elks breed when about two years old and bear one fawn each spring.

Field Mice. The field mice or meadow moles are six and one-half inches in length and have thick, compact bodies, short legs and very short ears. In colour, they are dark brown above, sprinkled with black, the under parts gray, often washed with buff. They are abundant in fields and meadows, and feed mainly on grains and on roots of grasses. They do some damage to grain when it is in shocks, but seldom occur in sufficient numbers to do serious harm. They sometimes injure trees, in winter, by gnawing the bark.

Field mice remain on the ground. They dig simple burrows, barely a foot in length, with a nest of grass at the end, or they may have galleries under a board or a woodpile. They are very prolific, having four to eight young at a time, and raising several litters a season. In the spring they nest just below the surface of the ground; later a nest is often found in a little depression on the surface. In winter they live in nests above ground, having runways leading out

under the snow. They have many natural enemies, as marsh and rough-legged hawks, all the smaller hawks and owls, weasels and skunks.

Fox. The common fox of this country is the red fox. The predominant colour of this common species is reddish; feet and ears being blackish; tip of tail white. The ears are about three inches long. Three distinct colour varieties of the red fox are found. The cross-fox is like the red, but with a dark cross on the back of the neck. The silver fox is entirely silver-gray. The black fox is blackish, with very fine fur, and is considered the most valuable for its fur.

In character, the fox is bold to the point of recklessness, and very wild. He is very quick in learning to avoid danger and seems to scheme to outwit his enemy. He apparently loves hunting, and thoroughly enjoys the excitement of the chase. In sport, he depends largely on his sense of hearing, which is very keen. Reynard's weakness for poultry is a source of much trouble to farmers.

The footprints of a fox show four toe-pads of equal size, with distinct marks of the claws in front of them. Unlike the dog, the toe seldom drags, the feet are set in a straight line, and the tail occasionally brushes the snow.

Foxes live in dens, which are usually abandoned wood-chuck burrows in a sandy hillside, enlarged to suit the occupants.

The bark of the fox is thin, querulous and husky, with an occasional long, wild screech included, the latter being heard in the spring when there are young to be protected.

The skin of all foxes is used for commercial purposes, and most of them are very valuable, according to the fineness of their fur.

Hare. In Canada there is only one common species of rabbit, and that is the gray rabbit, or cottontail, as he is commonly known. This is more properly known as the Wood Hare. The cottontail is usually found in the thick undergrowth of woods, in hay and grain fields, and near piles of brush.

The two most noticeable features in the general appearance of a hare, are its long ears and its long hind legs. These two characteristics are closely connected: the long ears are always on the move to catch any sound of danger, and as



Buffalo on Ranch Near Wainwright, Alta.



A Happy Catch. Cotton-tails Found in Northern Ontario

An Elk in His Feeding Grounds



Bringing Home a Deer



soon as this is heard and its direction is determined, then the long hind legs are used to help the little creature to go in the other direction in mighty leaps. The upper lip of the hare is split, and the nose and lips, of the young especially, seem always a-quiver.

Hares feed on vegetable matter, particularly cabbage, grain, and the bark of trees. They roam and feed mostly at night and often much havoc is wrought in gardens by these nightly foragers.

Lynx. The lynx belongs to the cat family. They are somewhat larger than the ordinary wild-cat. Their fur is light brown or gray, and very long and silky. It is sometimes spotted. The fur covers the entire body, even the cheeks and tips of ears. The lynx is found in forests and rocky places. They prowl at night, killing many sheep and chickens, but also mice, rats and ferrets. Lynxes are gradually being exterminated because of the demand for their beautiful fur.

They make their homes and sleep in caves or hollow trees, and like to climb trees where they can stretch themselves out on the limbs.

Martin. An animal about two feet long which is found in large numbers in the densely wooded regions of the Hudson Bay district. Its fur is very valuable and from November to March is a beautiful, rich, brown colour.

The martin lives on rabbits, squirrels, rats, mice, partridges, and nuts of all kinds. Its flesh has a very strong flavour, which makes it distasteful to most flesh-eating animals.

Mink. The mink is a small active member of the weasel family, and very valuable for its fur. The mink is as much at home in the water as he is on land, being web-footed as he is. He is about two feet in length and varies in colour from tan to dark brown. The mink is found quite numerous along the streams in the various parts of Canada.

Moose. The moose is the largest and most powerful member of the deer family. Its height is about six feet and the antlers of the male moose are very peculiar, being broad and flat, with nine or ten short projections extending from the main part of the antlers.

The moose has a loose, flabby muzzle, which helps it in eating grass, twigs, leaves, etc.

The hind legs of this animal are shorter than the fore legs, thus giving it an awkward gait. He is a swift, powerful runner, and can break through heavy undergrowth at full speed.

The moose is still found quite plentifully in many parts of Canada.

Muskrat. The muskrat is two feet long, its colour a rich dark brown above, grayish below, with the sides and belly tinged with rust colour. The body is thickset, the legs short, the tail scaly, nearly naked, and flattened laterally. The fur is thick with woolly underfur, and the skins supply a very good quality of fur which is made into coats, neck-pieces, muffs, etc.

Musk rats are excellent swimmers and divers. They build elaborate homes of two kinds, huts and burrows. The huts are used in winter, the burrows at all times. The entrance to the burrows is below water level and from this the path leads upward to the den, and very often near the surface. Several galleries may lead away from this chamber and there may be several passages leading to it. It is by the caving in of these burrows that damage is done to fields, dams and levees. The muskrat hut is started in the water where a small haylock or vegetation and mud is piled up. The top is well out of the water and contains an air chamber, from which one or more pathways lead downward. This dome is built largely of plant stems and roots that the animal eats in winter.

The muskrat is very active in winter, swimming around and coming to the edge where there is air space, to breathe. Throughout the year they live mainly on marsh grasses and aquatic plants, but occasionally they eat fish and water mussels also.

Although these animals are so diligently hunted and trapped, the number is maintained because they are so prolific. Five to nine young are born at a time, and they are said to raise three litters a season, the young maturing very rapidly.

Otter. The otter is a small fur-bearing animal about four and a half feet long, with a long, thick body and a long tail. Its head is flat with a large nose, and small ears and eyes. Its legs are short and chunky, and it is web-footed,

which makes it a great swimmer. The more common land otters live in burrows in the banks of rivers and dive into the water and swim after their food, which is usually fish. In the spring two or three baby otters are born.

The sea otters, which are found on the northern shores of the Pacific Coast, are very much like a seal. They live on crabs, clams, mussels, etc. These otters are often trained to help the natives in fishing.

Porcupine. The porcupine is a clumsy, slow animal with very little intelligence. It is about thirty-three inches long, and lives in a den which it makes in a hole in the tree tops, in rough wooded sections. Its body and tail are completely covered with quills, which are its only means of defence. Its food consists chiefly of leaves and the bark of trees.

The porcupine is still found quite plentifully in Canada.

Raccoon. A raccoon is an animal which from its nose to the tip of the tail measures about one yard, is grayish-black in colour, and has a sharp nose, flat soled feet, and a long tail marked with five black rings. It lives in the tree tops, and makes his den in the hollow of the trunk, and is found only in the deep wooded lands on the banks of a stream or marsh. His habits are very similar to those of the bear. He lives on frogs, fish, birds, chickens, and eggs.

In Southern Ontario the raccoon is becoming very scarce, although a few years ago they were found very plentifully in this section. In other parts of Canada, however, he is still found in large numbers.

The fur obtained from this little animal is now being used quite extensively in making coats, muffs and neck-pieces.

He is usually very cunning in his habits, and often calls upon the hen's nest, and is often found in the corn-field, where he makes a good dinner of the growing ears, but he repays all the damage he does by catching all the mice in his vicinity.

The raccoon rarely leaves home in the day time, but spends the nights of summer and fall in feasting. Late in the fall he retires with his mate, and sleeps the winter through. In the early spring time the young are born and remain with the parents sometimes a whole year. The cry of the raccoon resembles that of the screech owl very closely.

Shrew. The shrew is a small, insect-eating animal about five inches in length, which closely resembles a mouse. They are found in woods, fields, and gardens, while some species are found in marshes and small streams. They have long, slender snouts, small eyes and ears, and their bodies are covered with short, dark hair. Their food consists chiefly of insects and worms. They are often prey of the larger woodland animals, such as the weasels, foxes, minks, etc., but they have such a strong odor that many of the larger animals leave them alone.

Skunk. The skunk is about two feet long. His typical marking is his covering of long, black hair, with a white patch on the back of the neck, from which two stripes extend down the back and along the sides of the very large and bushy tail. Some animals have much less white than others.

The skunk prefers to live in clearings and pastures near houses, under one of the farm buildings, or in some dry hole not far distant. He travels mostly at night and so is seen only at dawn, or in early evening. He catches large quantities of mice and insects, thus doing the farmer much more service than the loss that results from stealing a few eggs and chickens. He also delights in catching and feeding on salamanders, frogs, and the eggs of birds that nest on or near the ground.

The characteristic most closely associated with this little animal is beyond doubt his "odoriferous gun." This comes from a fluid secreted by large glands just under the tail, with ducts ending in papillae that can be protruded and directed as the owner desires. The skunk is very conservative in the use of this weapon, using it only in defence. With provocation, the spray can be thrown ten feet. At night it is slightly luminous.

The skunk is fat, lazy, and slow in his movements. These characteristics are certainly shown in their tracks. In general, the track consists of a double line of footprints, about the size of those of the domestic cat and about half as far apart. Skunks hibernate only in the severest months of the winter. The young are born about the end of April, four to six, and often as many as ten, in a litter. They are about the size of a mouse, naked, and with eyes and ears

closed when born. They stay with their parents through the first winter, even though full grown.

The flesh of the skunk is said to be white and of delicate flavour.

Squirrel. The red squirrel is the most common squirrel in Canada. The well-known little "chatterboxes" are found in all our woods and in the trees of many of our cities. Their size is small, being about twelve inches in length; their back is red, varying in shade and the under parts are white or gray. They have very bushy tails. They are the possessors of many queer characteristics—inquisitive, insolent and mischief-loving, but industrious, intelligent, clever and persevering, with an irresistible sense of humour.

Their food is varied, consisting of nuts, acorns, buds and roots, some species of toad-stools and other fungi, fruits and berries, beetles, birds' eggs, and even young birds. They are very fond of scraps of meat and fish. They are expert climbers and good swimmers, and travel rapidly by bounds.

These squirrels do not hibernate, but retire to their nest for the worst storms only. They may usually be located in a hollow limb, a hollow in the ground, or a hollow log. The fur of this squirrel is of no value.

The little flying-squirrels, only nine inches long, are quite unlike other squirrels. They have what none of the others have, namely, a broad furry membrane connecting their front and hind legs. They have very bright eyes, drab backs somewhat shaded with russet, and are dainty little creatures. They live on seeds, buds, and some kinds of insects.

Their nests are in hollow trees, frequently in deserted woodpecker holes.

By means of this membrane between its feet, it is able to sail slantingly from the top of one tree to the foot of another some distance away, but it cannot fly from tree-top to tree-top except for a very short distance.

Wolf. The wolf belongs to the dog family and is a rapacious, flesh-eating animal. Its head is broader than a dog and it has a pointed muzzle. In the northern countries, the coat of the wolf is very heavy and lighter in colour than those of the wolves found in warmer climates. The large white wolf is commonly found in the Arctic regions.

During the spring and summer wolves live alone or in pairs. They make their homes in hollow trees or cliffs in the rocks. In the winter, however, they travel in packs and attack large game. If very hungry, they have been known to attack travellers and to enter villages and carry off children.

The wolf is more shy and fierce than the dog, but lacks the latter's courage. They can be tamed and have been taught to hunt. In some sections of Canada, wolves are raised in captivity for their pelts, which are very valuable for different purposes.

Wolverine. The wolverine belongs to the weasel family, but is completely different in appearance. It is much larger and heavier than the weasel and is said to be the most powerful animal for its size in existence. It is flesh-eating and has an enormous appetite. It is an enemy of beavers, and consumes quantities of young foxes. The fur of the wolverine is black or dark brown, and is of some value commercially. In Europe this animal is called the Glutton.

Woodchuck. The woodchuck, or groundhog, as he is often called, is an animal of a reddish brown colour, which varied with his surroundings, and he measures from nose to the tip of his tail about twenty-two inches. He has large eyes, long yellow teeth, clumsy body, and a very awkward gait.

He lives in a burrow in the ground and builds his burrow with two and sometimes three entrances, each being some distance apart. He has two or three passages of his main burrow; one he uses for refuse, while one is bedded with grass and used for a living room, and the other is used for the main passage.

He rarely leaves his home in the daytime, but visits the clover patches and vegetable gardens at night, where he gets his food on which he lives.

The young, which usually number three or four, are born in May and are well able to take care of themselves by fall.

The woodchuck retires with his mate when the cold weather comes on and sleeps through until spring. He is also noted for his large quivering whistle.

OUTLINE STUDY FOR ANIMALS

I. Description:

- (a) Size
- (b) Colour
- (c) Shape

II. Value:

- (a) Commercial
- (b) Fur
- (c) Insect destroyer

III. Classification:

- (a) Flesh-eating
- (b) Herb-eating.

IV. Characteristics:

- (a) Mode of living
- (b) Home building
- (c) Care of young
- (d) Methods of defence

PRACTICAL QUESTIONS ON ANIMALS

In what part of Canada is the grizzly bear found?

How does the beaver announce the presence of danger?
 What is said of the beaver's disposition? Where do they
 establish their homes? Of what material are they made?
 How long do the young stay with their parents before ven-
 turing forth for themselves?

By what name is the Canadian reindeer known?

At what time of day do elk go after food?

Upon what does the fox largely depend for his defence?
 What specie of fox is considered the most valuable for their
 fur?

How is the moose classed among the wild animals of
 Canada? What gives them their awkward gait?

Where does the musk make its home?

How large an animal is the marten?

What animal builds elaborate homes, which cause much
 damage to the fields in which they are built?

Upon what kind of food do otters live?

What is the porcupine's only means of defence?

What animal carries an "odoriferous gun"? How is it
 used in the animal's defence?

In what part of Canada are wolves still to be found?

BIRDS

The number of bird families in Canada is so great that it would be impractical to take up any but the most common and familiar. From the very extensive list these have been selected as meeting that demand.

Bluebird. The bluebird is so well known that it hardly needs a description. In size it is between the sparrow and the robin. The male is much more brilliant than the female, being bright blue above and reddish brown below, except on the belly, which is white.

We begin to look for the bluebird soon after the robin makes his appearance in the spring. He builds a well-formed nest of rootlets and grasses in the hollow limb of a tree, and three to five pale blue eggs are laid in it. Both birds take turn setting on the eggs, which hatch in less than two weeks. The young remain in the nest about two weeks longer; and for sometime after they have left the nest they are fed in the trees by their parents.

Blue-Jay. The blue-jay is a little larger than the robin, and is dressed in a very beautiful blue coat, with markings of black and white. A crest of feathers sloping up from the bill is worn on its head.

The jays are all saucy little fellows, who seem possessed with a love of teasing. They often destroy and eat the eggs of other birds. They show a marked ability for mincing and can be taught to pronounce certain words. They build their nests high above the ground and raise their families of from four to six in March or early April.

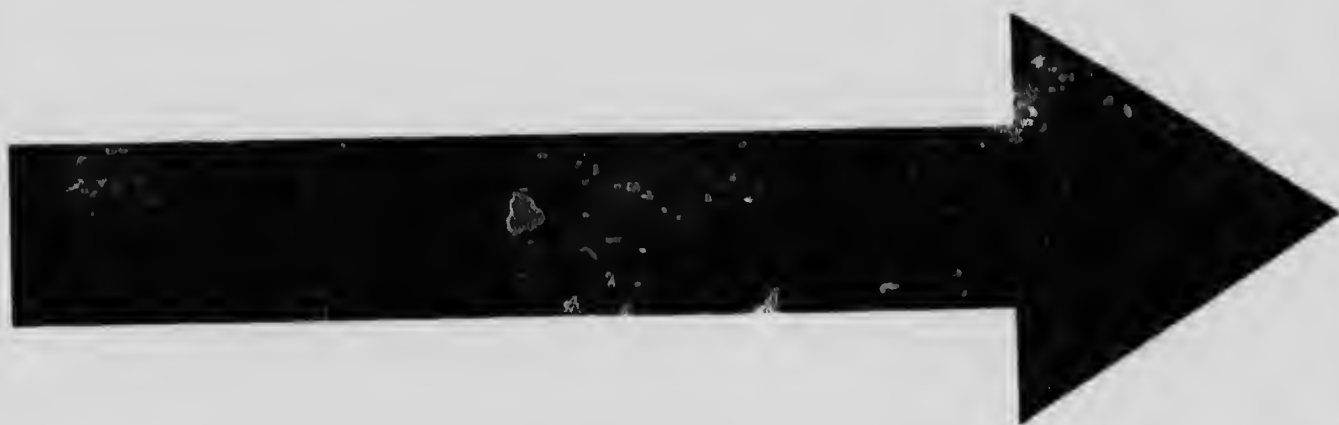
The Canada Jay, or "Whiskey Jack" as he is often called, is a familiar object in the neighborhood of our lumber camps. He is very like his cousin, the blue jay in characteristics, but lacks the bright colouring of the latter.

Bobolink. The bobolink is related to the blackbird and oriole, and is about seven inches long. It is one of the most interesting of our wild birds, with its gay, happy song, in which the sounds bob-o-link can be heard distinctly.

In the spring the male is very handsome in his black and white suit. In the fall the male and female have the same plumage—yellowish-brown above and paler beneath, and a light strip on the crown.



Goldfinch





Meadowlark

Bobolinks build their nests on the ground, hidden in the tall grass, and the eggs, from four to six in number, are dull white with irregular markings.

Great quantities of crickets, grasshoppers, beetles and spiders are consumed by the bobolinks, as are dandelion and grass seeds.

Chickadee. One of the birds that help to make the winter cheerful is the delightful little chickadee. He is gray above; the top of the head, the nape, and the throat are black; the rest of the under parts and the sides of the head are grayish white. The chickadee's beak is short and pointed, making a sharp pick exactly fitted for getting the insect eggs and cocoons hidden away among the leaf-buds.

His nest is built in a hole excavated in a decaying stump or post, the pair of birds working together. The eggs, five to eight in number, are white, speckled sparingly with reddish brown. The nest is usually made in May.

Cowbird. The cowbird belongs to the family of black-birds, but has few of the redeeming qualities of his sociable cousin. He may be recognized by his brown head. The female lacks this, but is distinguished by a dirty, grayish-black coat. The cowbird builds no nest, but lays its eggs in the nest of smaller birds. As the eggs of the cowbird hatch out sooner than the others, the latter are soon crowded out of the nest. This habit of making no nest has earned for the cowbird the name "lazy bird."

Crow. The clever, fearless Canadian crow is typical of the large family of crows. It is commonly seen throughout most of Canada. It measures from eighteen to nineteen inches in length, and is glassy black in colour. It has a strong bill and feet adapted for walking.

The rough nest of the crow is built along hedges or high in tree tops. In them from four to seven bluish-green or nearly white eggs are deposited.

The crow has gained a bad reputation from his fondness for corn, poultry and eggs, but on the other hand he renders great service to the farmers by feeding on many kinds of insect pests that really do more damage than he does.

Cuckoo. The two commonest of the cuckoo family found in Eastern Canada are the black-billed and the yellow-billed cuckoos. They are slender birds, about twelve inches

long, with long rounded tails and long, sharp, arched bills. Their toes are adapted for clinging, having two toes pointing forward and backward. The chief difference in the two species is in the colour of bill, as their names indicate. Their feathers are a beautiful olive-brown.

The nest built by the cuckoo is an untidy affair, usually near running water. In the nest are laid from two to five pale green-blue eggs. The cuckoo eats great quantities of insects and hairy caterpillars.

Eagle. The bald eagle is commonly found around the Great Lakes. When fully mature it is just a little larger than the domestic hen. Its head, neck and tail are snowy white, and the rest of the plumage a brownish black.

Eagles frequent lakes and rivers mostly, for fish is their favourite food, but when fish is scarce, they will eat dead animals in the fields, or they will rob the fish hawks of their booty.

Eagles nest very early in the spring, selecting a lofty tree in a lonely woods or swamp. The nest is placed near the top of the tree, and in it two or three dull white eggs without marks of any kind are laid. It requires three weeks for the eggs, which are nearly three inches long, to hatch, and about four months for the young to acquire their brown feathers and to be able to fly.

Finches. The most common of this family is the goldfinch, or wild canary, as he is sometimes called. This bird is smaller than a sparrow, and has a sweet warbling song. The male bird is black on top of the head, wing and tail; the rest of the body being a bright yellow. The female is an olive-gray, the wings and tail being darker.

Sometimes we find a goldfinch in the winter, but in our cold climate they are better known as a spring and summer bird. Goldfinches are great weed seed destroyers, and may be found along the borders of woods, or even in the fields where the dead weeds protrude their seed-laden tops above the snow. Dandelions, burdocks, chickweed and thistles are their favourite weeds.

Goldfinches wait until July or August to build their nests. They are built into soft cuplike structures and are

placed toward the tips of a branch rather high up in fruit or shade trees. The plain, bluish white eggs number three to six.

Gulls. The ocean is the home of the gulls, but they are often found on the interior waters also. In Canada we have over twenty species of gulls. The most widely distributed is the American herring gull, which breeds throughout the whole Dominion. Hundreds of these gulls follow in the wake of lake vessels in search of food. The gull is entitled to every protection for the good they do. Their plumage is pearl-blue, brown or black, varying with the seasons and the age.

Hawk. The hawk is generally thought of as the enemy of the farmer, but scientific investigations have shown that some kinds are positively useful in keeping down the number of insects and animals which are injurious to crops. Among these is classified the large, dark, rough-legged hawk of Canada, the United States and Alaska.

Hawks vary in size from ten to twenty inches in the male, and from twelve to twenty-four inches in the female. The mother bird is larger and stronger than the male, for on her falls most of the care of the young. They live mostly on insects, snakes and small animals, and never lose an opportunity to make a dinner of fowl when they get one.

Hawks remain mated for life, and build their rough nest high in trees, and from two to six eggs are laid, according to species. The young are hatched in about four weeks' time.

Hermit and Wood Thrushes. These birds are very valuable to man, because of the quantities of insects devoured by them. They belong to the highest order of songsters. The wood thrush is a large bird, with bright cinnamon upper parts and spotted breast and sides. Its nest is built on the horizontal branch of a bush or tree, and consists of leaves and twigs closely woven together, and having an inner wall of mud. The eggs are three to five in number and of a green-blue colour.

The robin, bluebird and nightingale all belong to the thrush family.

Horned Lark. The horned larks are about seven and one-half inches long. Their plumage is dull brown above,

and we can easily distinguish them by the black patch found on the breast and the small hornlike tufts of dark feathers above and behind the eyes.

The horned lark is very useful to farmers, as its food consists largely of weed seeds, grasshoppers, cutworms, and other insect pests.

During the breeding season, which occurs while the birds are with us, the male scars high and pours forth melodious songs.

Hummingbird. The hummingbird is found only on the American continent and has received its name from the whirring sound made by their wings when they fly. The one of this family found in Canada is the ruby-throated hummingbird. This dainty little bird is less than four inches long, and is clothed in a brilliant coat of bright metallic green, with a breast that appears red or orange in different lights.

It builds a tiny nest of shreds of bark, soft grass and bits of plant down or cat-tail fluff, and covers it to blend with the background so harmoniously that the casual observer would never find it.

The long, slender bill of the hummingbird is adapted for sucking the sweet nectar from the flowers of the honeysuckle and clematis. They also seize insects within the flowers, and the long-forked tongue is an efficient implement in this work.

Junco. The junco spends his summer in the far north, but with the coming of cold weather he starts southward, where he can find plenty of food. The whole upper parts and back of the junco are slaty black, the belly and outer tail feathers are white. He has a heavy conical bill, which he uses for crushing the seeds that form almost his entire diet. The junco travels at night, for during the day his enemies, the hawks, are hunting him.

We find his nest in the north built low beneath a tangle of brush.

Kingfisher. Our North American species, the belted kingfisher, is from twelve to thirteen inches long, and derives its name from its brilliant colours and its habit of living on fish. The colour above is deep blue, the under parts are white. A broad strip of blue crosses the breast. Their distinguishing characteristics are their heads, long, pointed

bills, short tails and legs. The outer and middle toes are united with a strong membrane, which enables them to swim if they have to.

The Kingfisher builds his nest in the straight walls of sand along the water edge. A tunnel from four to five feet long is dug, and at the farther enlarged end a nest is neatly made for the six or eight white eggs that are laid into it.

Anglers often depend upon these birds to know where the fish are the most plentiful.

Knight. The Golden Crowned Knight, for such a dainty little creature, is a hardy fellow, and often spends the entire winter with us. Seen at a distance he appears an olive green, but on closer examination we find his breast gray in colour, and his short tail dusky, edged with olive green like his back. His distinguishing feature, however, is his bright golden crest.

This tiny bird builds a rather large and hanging nest of moss, grass and feathers near the end of branches. In this is laid from six to nine white eggs with brown dots. The full grown bird is only about four inches in length.

Nuthatch. The general colour of the nuthatch is bluish gray above, with white breast and reddish beneath the tail. The top of the head and the neck are glossy black, the sides of the head are white, as is the breast. The bill is blackish and so are the legs and feet. The wing feathers are dark brown and edged with pale gray.

The bill of the nuthatch is long and slender, being as long as, or longer, than the bird's head. He finds his food on the trunk and branches of the trees, and his life is one long journey up and down the bark. He is especially fond of the insects he finds on the bark, although acorns and nuts form part of his diet.

The nuthatch is one of our most common permanent residents.

Meadowlark. The Meadowlark is larger than the robin, but with a shorter tail. He is brown, streaked with black above and bright yellow beneath. His distinctive feature is a black crescent on the breast.

The meadowlark appears in early spring, and is of great use to farmers, as they feed almost entirely on crickets, grasshoppers, beetles, white grubs and other destructive insects.

Meadowlarks build their nest right on the ground, where it is so inconspicuous that one may step right on it without seeing the little speckled eggs, or the grayish, helpless young. Many of these nests are destroyed by early mowing of the grasses and grains in which they make them.

Oriole. The Baltimore Oriole is common in Canada. It receives its name from its brilliant colours, which were the colours of Lord Baltimore. The male bird is a little larger and more brilliantly coloured than the female. He has a glossy black head and upper parts, white-tipped wings and bright orange under parts.

The oriole is remarkably skilful at nest building. Its nest is formed like a long, slender purse and woven on to the limb of a tree. The materials used are grass, strips of bark, strings, hair and vegetables.

Phoebe. The Phoebe is about the size of a sparrow. In colour the general tone is brown, grayish beneath, the head being darker. He possesses no striking characteristics, but may be identified in the field by the habit of bobbing the tail when perched.

The Phoebe is one of the first insect-eating birds to arrive in the Spring, so if there is a little warm weather in the middle of March to encourage him, he may begin then to build his mossy nest or to remodel his old one.

Phoebes lay pure white eggs, occasionally specked with black, and usually raise two broods of young in a season.

Pine Grosbeak. The Pine Grosbeak is a Canadian species of the well-known Grosbeaked family. The plumage of this bird is rose-red, mixed with slaty gray, and it is one of the prettiest of the species. The name Grosbeak was derived from the old French word gros, meaning thick or strong. The beaks of these birds are so thick that they can open even the stones of cherries.

The Rose-breasted Grosbeak, which is seen throughout Southern Canada, is a beautiful bird, with a sweet, joyous little song. It feeds on destructive potato beetles as well as on flies, wasps and grubs.

Red-winged Blackbird. This is the most familiar of the family of blackbirds. The male birds are from seven to ten inches long, and the yellow, scarlet-tipped shoulder forms a striking contrast with the jet black of the rest of his body. The female has blackish-brown upper parts and dusty-white under parts, streaked with brown.

The favourite spot for the nest of the blackbird is a low bush near a pond, or the moist grass of the marshes. The nest is built of grass, leaves and mud, and in it are laid the eggs, pale blue in colour, and from three to five in number.

The blackbird is a very sociable fellow and has been described as a chatterer. They feed upon worms, insects, fruit and

The robin is the true harbinger of spring. Occasionally he passes a winter in our chilly northland, if he can find a sheltered spot with berries of cedar or grapes, but usually he leaves us in October for the southland. Unlike many bright coloured birds, the males and females are frequently alike in colour, with their brownish-back and black and orange breast. The birds join in building the nest, which is placed in a crotch on a horizontal limb, or on some projecting ledge about our dwellings. Three to five blue eggs are laid, which both birds take turns incubating. After the young are able to care for themselves, the parent birds usually start a second brood.

Screech Owl. There are nine different kinds of owls in Canada, but the screech owl is the only one that is at all common, and that you are likely to find near the house. They are about the size of a pigeon, with big, round eyes and conspicuous ear tufts. The screech owls do not always migrate in the fall as do most birds, but often pass the entire winter near the place of their birth. In the daytime we can generally find them in some thick evergreen or oftener in a hole in a tree. About dusk we hear his long, low, querulous whistle.

About the first of April they select suitable places for their nests in old woodpecker holes or in hollow limbs. There they lay their white eggs on the chips in the bottom of the hole, without much pretence at a nest, except for a few feathers.

This most interesting little bird deserves our protection as his food consists largely of mice.

Snowflake. The Snowflake is a snowbird of Southern Canada, appearing with the first snows of October or November, and disappearing with the thaws of March or April.

The Snowbird is a small bird with large head and shoulders. At a distance they seem all white, but on closer observation we find that the wings, except for a large white patch, and the middle of their tails, are black. Their backs, too, if it were not for a suffusion of brown and gray, would be black, and their heads and breast are somewhat rusty tinged. The snowflake is found in open, weedy fields, often near the house, but preferably in the more open country.

Sparrows. All of the sparrows are small, plain-appearing birds with a cone-shaped bill adapted to the shelling and eating of seeds. Most species are migratory, those nesting in Canada, wintering in the Gulf States. Among the most common are the Vesper Sparrow which is distinguished by its white outer tail feathers; the Tree Sparrow, with its reddish brown cap and two white wing-bars; the well loved Song Sparrow, which has a large spot in the middle of the breast and the beautiful White-throated Sparrow, whose distinctive features are the black and white stripes on the head, the white throat-patch and the yellow spot beneath the eye.

The English Sparrow was introduced into this country about fifty years ago and has proven itself a great nuisance. It prefers the cultivated grains to the seeds of wild plants and in addition is so quarrelsome that it has driven away many of our native beneficial birds.

Swallow. The family of swallows include the Purple Martin, and the Cliff, Barn, Bank, and Tree Swallow. The barn, tree and cliff swallows and the purple martin are blue; the bank swallow brown.

The swallows are small, graceful birds, with long powerful wings, small weak feet fitted only for perching, and a large mouth adapted for capturing insects, upon which they feed. One of their favourite insects is mosquitoes, of which they devour large numbers.

Their eggs are usually four to five in number, the colour being pure white or white spotted with brown.

Tanager. The scarlet tanager is the best known of this family of birds. It nests as far north as New Brunswick. These birds are usually found in the woods, where they feed on insects, fruit and flowers. The male has scarlet plumage, with black wings and tail, while the female is pale yellow below and olive green above. The scarlet tanager has a loud cheery note.

The nest is placed near the end of a horizontal limb and in it are laid three or four pale bluish-white eggs with reddish-brown markings.

Wild Duck. A hundred and twenty-five different kinds of ducks are known to the world and about one-third of them are seen in Canada. They are all alike in having the soft flat bill and the webbed feet, but they are very different in size and colour. Some are white; others are black; and many kinds have various shades of red, blue, and green in their plumage. To learn all the different ducks is a very difficult task, because most of them are wary and will not permit a close approach.

Most of the ducks that visit us in the spring and fall build their nests in the marshes of our far North Country. A few ducks build their nests high up in holes in trees, but most kinds make theirs on the ground near marshes by pulling the downy feathers from their breast. When they leave their nest, they always cover the eggs with feathers to make them less conspicuous.

The families are usually large, some ducks laying as many as twenty eggs. As soon as they are large enough they join other families until sometimes, by the time they reach their winter homes in the South, enormous flocks are formed.

Wild Geese. The robin and the bluebird are already calling in the orchard, and the song sparrow is singing by the wayside when the wild geese come honking from the South. They are as likely as not to announce their arrival through a flurry of snow or a dense fog, for they seem to prefer dark days on which to migrate.

In size the wild goose, or Canada goose, as it is often called, is larger than a duck and smaller than a swan. The general colour is grayish brown, the under parts lighter, and the head and neck black.

Their nesting range extends as far north in the country as trees are abundant. The nest, built of sticks and grasses, is placed on the ground, often on an island. The eggs, four to seven in number, are whitish, and are not very different from those of the domestic goose.

Woodpecker. There are five common species of Woodpecker in Canada, the Downy, Hairy, Flicker, Red-headed and the Red-Bellied.

The toes of the woodpecker are strangely arranged, two forward and two backward and the tail feathers are stiffened so that it is of use in climbing the trunks of trees. The woodpecker has an acute sense of hearing which enables it to detect a grub in the wood of the tree. The beak is especially adapted for boring, being wedge-shaped at the tip. With it a small hole may be drilled directly to the burrow of the grub. Some species have a coating of sticky substance on the tongue for the gathering of small insects. They feed also on fruits, berries and nuts.

The woodpecker usually builds its nest in a hole in a partly decayed tree. It makes a fresh excavation each year. It lays its eggs on a bed of fine chips at the bottom of the nest.

Wren. Wrens are small, active birds with slender beaks, rounded wings and erect tails. They live near the ground and are coloured brown or grayish, barred and mottled with black. They destroy large quantities of insects, and so perform a very useful work. They have marvellous powers of song.

The house wren is a bold little bird and is also very sociable, nesting in holes in trees about the buildings. Its eggs are five to nine in number, white in colour, profusely dotted with salmon.



OUTLINE STUDY FOR BIRDS

I. General Description

- (a) Size and shape
- (b) Colour
- (c) Feathers
- (d) Senses

II. Nests

- (a) Shape
- (b) Material
- (c) Position

III. Eggs.

- (a) Colour
- (b) Shape
- (c) Size

IV. Characteristics

- (a) Food
- (b) Song
- (c) Care of young
- (d) Migration

PRACTICAL QUESTIONS ON BIRDS

Where does the bluebird usually build its nest?

What bird is known as the "Whiskey Jack"? Where are they found?

How large is the bobolink?

Why is the chickadee's beak short and pointed?

Why has the cowbird been named "Lazy Bird"?

Describe the song of the goldfinch. Where are their nests found?

How many species of gulls are there? What specie is most common in Canada?

In what way does the humming bird conceal its nest?

Why is not the junco seen during the day?

In what way is the oriole remarkably skilful?

Where does the meadowlark make its nest? How do many get destroyed?

In what species of birds is the female larger than the male?

Why does the screech owl especially deserve our protection?

In what month does the snowflake appear? Where are they usually found?

FLOWERS

To distinguish the different parts of a flower, they each have a name, just as the different parts of the human body are named.

The calyx is the outer part of the flower, and its separate parts are called the sepals.

The corolla is the coloured part of the flower and its separate parts are petals.

The little yellow balls to be found in the centre of most flowers are called the stamens.

The tender bud is protected by the calyx. Insects are attracted by the bright colours of the corolla, and the stamens bear the fertilizing powder which is called pollen, and which must be carried from one flower to the other by the wind or insects to cause the production of seeds in the plant.

Nearly every child loves flowers, but sometimes they know very little about any of them except a few of the ones under cultivation, whereas the most beautiful of all flowers are the wild flowers, and there is nothing more interesting than to go to the woods just after the snow is gone in the spring to find the early ones just beginning to stick their little blossoms up to the warming sun.

It would be most impossible to treat all the wild flowers in the space allotted to this department, so just the most common and most important ones are taken up.

Black-eyed-Susan. The black-eyed-Susan, or cone flower, as it is often called, is a pretty sunshine flower of bright yellow, and grows very plentifully along sunny hedges and highways throughout Canada.

One flower grows on a tough, hairy stem. The leaves grow alternately along the stems. The flower is perennial.

Buttercup. Buttercups or crone-foot, as they are sometimes called, grow on stems about one and a half feet high. It is a very bright yellow, and the five smooth petals are shaped like a cup, hence its name.

The sap contained in the stem is very bitter, and neither cows nor horses will eat it; therefore, it is undesired by the farmers.



An Ideal Flower Garden

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The buttercup is found in practically all parts of Canada, and grows more readily on the low lands in heavy soils.

Canada Thistle. This is commonly known as a very troublesome weed and grows very plentifully in practically all sections of Canada. It has a pretty purple flower, and within the little tubes of this flower is found a sweet nectar which attracts all insects. The pollen has a sticky quality which makes it an easy matter for the insects to carry it away.

The plant is slender and has many branches, and is protected by sharp, prickly leaves, which are sword-shaped and grow very closely together on the stem. The thistle gives the farmer great trouble. It spreads so rapidly and will cover a whole field in a very short time.

Clematis. The wild clematis, or virgin bower, as it is often called, is a beautiful climbing plant, and is found spreading its vines over fences, and often in swamps.

Its flower is star-shaped and either purple or white. It grows in clusters and when under cultivation the vine is a great favourite.

When the flowers have gone the vines are covered with silky tufts of seed clusters which are quite as beautiful as the flowers themselves.

Clover. There are many species of clover, but the one most beautiful and the most fragrant, is the white sweet clover. This plant grows in tufts, in meadows, fields, and along the roadsides in many places throughout Canada.

The clover is composed of three rounded leaves and the blossom grows on the end of the stem. The blossoms are very fragrant and well filled with nectar, which attracts many insects, and the white clover is especially a favourite with the honey bees.

Clover of all species is being extensively cultivated by our farmers and used as fodder for cattle and horses.

Daisy. The daisy is a member of the chrysanthemum family, which grows and spreads very rapidly throughout our fields, many times choking and killing out the grass around it.

It is a very pretty flower, although without fragrance, and grows with its frill of white petals around a yellow or brown centre. Under cultivation it has been made to grow in many beautiful colours, either single or double petals. Burbank has experimented a great deal with the daisy and has now developed from it the beautiful Shasta Daisy, which is being extensively cultivated commercially.

Dog Tooth Violet. The dog tooth violet is not a violet at all, but a member of the lily family. It has six petals of a pale yellowish colour.

The dog tooth violet droops its head in such a way that only flying insects can reach the flower, from which it carries the pollen.

Goldenrod. The goldenrod is common to us all, and in most of the fields of Canada it can be seen in the early autumn growing on its tall, slender stem. The flower is formed of thick clusters of small flowers and may be of a deep gold, a bright yellow, or a pure white colour.

Although the goldenrod is seen in many of our fields, its most favourite spot, and the place it grows most plentifully, is in moist woodlands or in the swamps.

Hepatica. The hepatica blossoms very early and its colour varies from a bluish-white to purple, and it often has a very fragrant perfume. It grows on a long, hairy stem and has from six to twelve leaves. Just under the flower, on the stem, are the green leaves.

The marsh marigold is a member of the hepatica family and is a pretty yellow flower with large green leaves.

Jack-in-the-Pulpit. Jack-in-the-Pulpit, which is sometimes called the Indian turnip, is a tiny, yellowish-green flower, which is enveloped by a large curling leaf, which is the sounding-board of the pulpit, and this leaf is usually striped with brown and purple.

The flowers are followed by clusters of smooth red berries, which the Indians used to cook and eat. The juice of these berries has quite a value as a medicine.

Jack-in-the-pulpit requires a rich, moist soil, and plenty of shade.

Lady Slipper. The ladyslipper is a member of the orchid family, which is sometimes called moccasin flower.

The large lip of the Corolla is shaped very much like a slipper. The most common ones are of a pink or yellow colour, and are found in damp, woody places.

The lady slipper is wonderfully constructed and grows by cross fertilization by insects.

Lily-of-the-Valley. The Lily-of-the-Valley is a garden flower, but there is also a wild flower known by the same name. It has a bell-shaped flower of pure white, and grows in clusters around the stem. This flower requires a moist, rich soil, and is consequently found in deep woods.

Milkweed. The common milkweed grows on stout stems and is found along the Canadian roadways and in the sunny meadows. It grows about four feet high and has large, hairy leaves. The flowers are of a purple colour and grow near the top of the stalk. The pollen from these flowers is carried away on the legs of insects, who are tempted by the bright-coloured flowers.

In autumn a rough pod takes the place of the flower and when the pod bursts open the seeds on the little silky tufts escape, and are carried away by the wind.

Trailing Arbutus. The trailing arbutus is one of the most beautiful and most fragrant of all the early spring flowers. It is the real May flower of Canada. It is a creeping plant with shining ever-green leaves, and the little dainty pink or white fragrant flower can be seen poking its little head up to the sun just as soon as the snow has left the ground.

The arbutus is found in moist, rich soil, which is usually found in the wooded lowlands.

Violet. The violet is one of the most beautiful of all the wild flowers, as well as the cultivated ones. There are many colored varieties, white, yellow, blue, and purple. The blue and purple ones, however, are the general favourites.

This beautiful little flower grows on the mossy banks and in the shady spots in the wood. It has large heart-shaped, glossy leaves, and each little, five-petaled blossom grows on a stem by itself.

OUTLINE STUDY FOR FLOWERS

I. History:

II. Description:

- (a) Height.
- (b) Leaves.
- (c) Blossoms.
- (d) Colour.

III. Location:

- (a) Meadow.
- (b) Wood.
- (c) Swamp.

IV. Uses:

- (a) Medicinal.
- (b) Ornamental.

PRACTICAL QUESTIONS ON FLOWERS

How are the different parts of a flower distinguished?

What is meant by the "pollen"?

Name one of the earliest spring wild flowers found in Canada.

What is the black-eyed-Susan often called?

What shaped flower is the clematis?

How does the seed of the Canada thistle spread so rapidly?

How does the violet rank among our wild flowers?

At what time of the year does the hepatica bloom?

How did the jack-in-the-pulpit receive its name? What use did the Indians make of this flower?

Where is the milkweed usually found?

Why do not cows and horses like buttercups in their feed?

What species of clover is the greatest favourite with the honey-bee?

Where is the trailing arbutus usually found?



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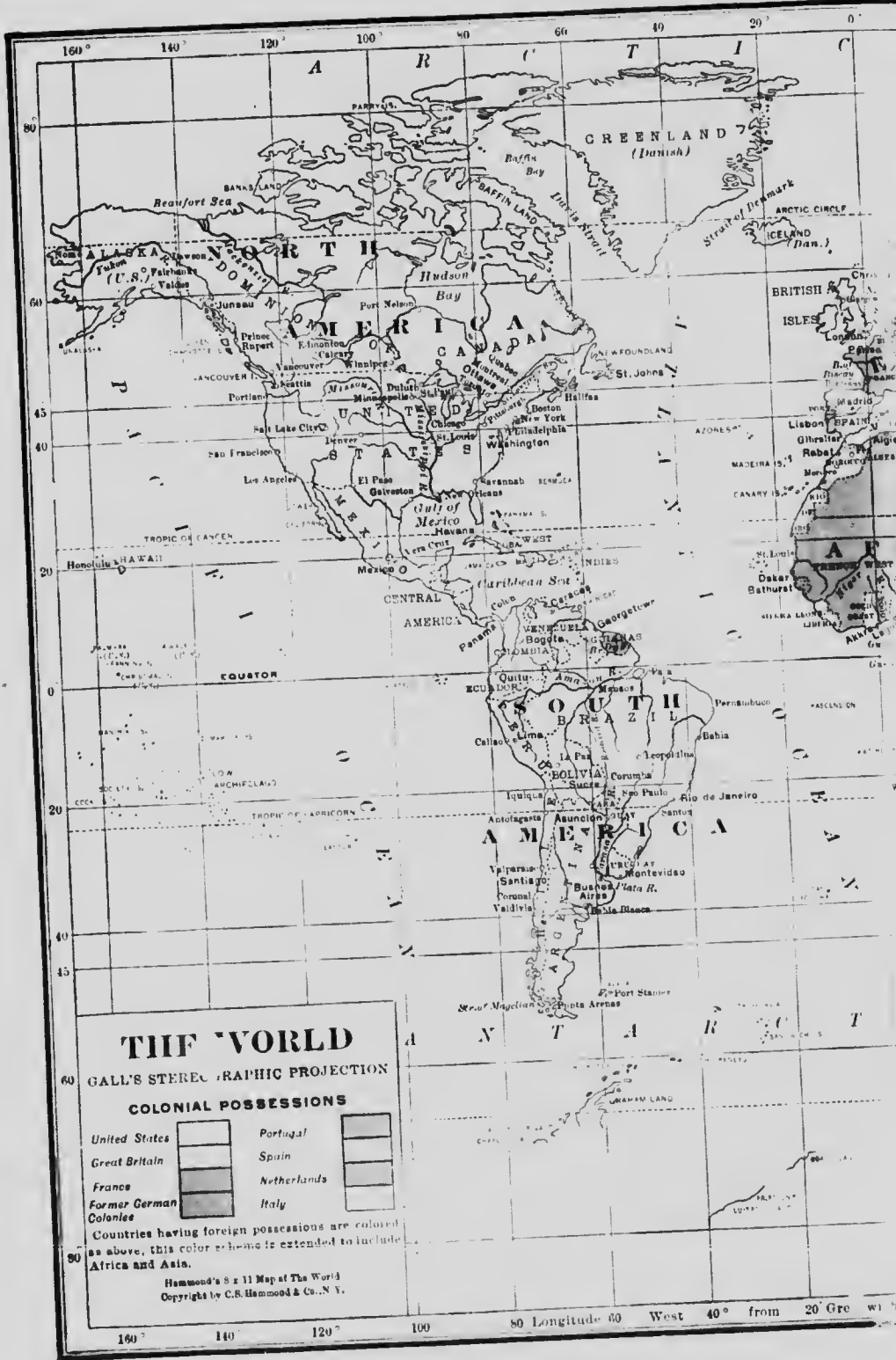
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THE WORLD

GALL'S STEREOGRAPHIC PROJECTION

COLONIAL POSSESSIONS

United States	Portugal	
Great Britain	Spain	
France	Netherlands	
Former German Colonies	Italy	

Countries having foreign possessions are colored as above, this color scheme is extended to include Africa and Asia.

Hammond's 8 x 11 Map of The World
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80 Longitude 60 West 40° from 20° Gre w



20° West 40° East from 60° Greenwich 90 100 120 140 160 180



NORTH AMERICA

ENGLISH STATUTE MILES
 0 100 200 300 400 500
 KILOMETERS
 0 200 400 600 800



1. Vermont
2. New-Hampshire
3. Massachusetts
4. Connecticut
5. Maryland
6. Rhode Island
7. Delaware
8. New Jersey

Hammamet & H. Map of North America.
 C. Hammett & Co., New York.

Longitude 110 West 100 from J Greenwich 80 I, K, 80



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Longitude 105 West 13 from 100 Greenwich 14 96



**THE MARITIME PROVINCES
OF CANADA**
With Insert Map of
NEWFOUNDLAND

**NEW BRUNSWICK, NOVA SCOTIA,
PRINCE EDWARD ISLAND**



- Railroads.....
- Submarine Telegraph Lines.....
- Capitals of Provinces.....
- Capitals of Districts.....

Hammond's 8 x 11 Map of The Maritime Provinces of Canada.
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66° Longitude West 65° from E2 Greenwich 64°

GULF OF ST. LAWRENCE

NEWFOUNDLAND

CARIB STRAIT

CAPE BRETON ISLAND

SYDNEY

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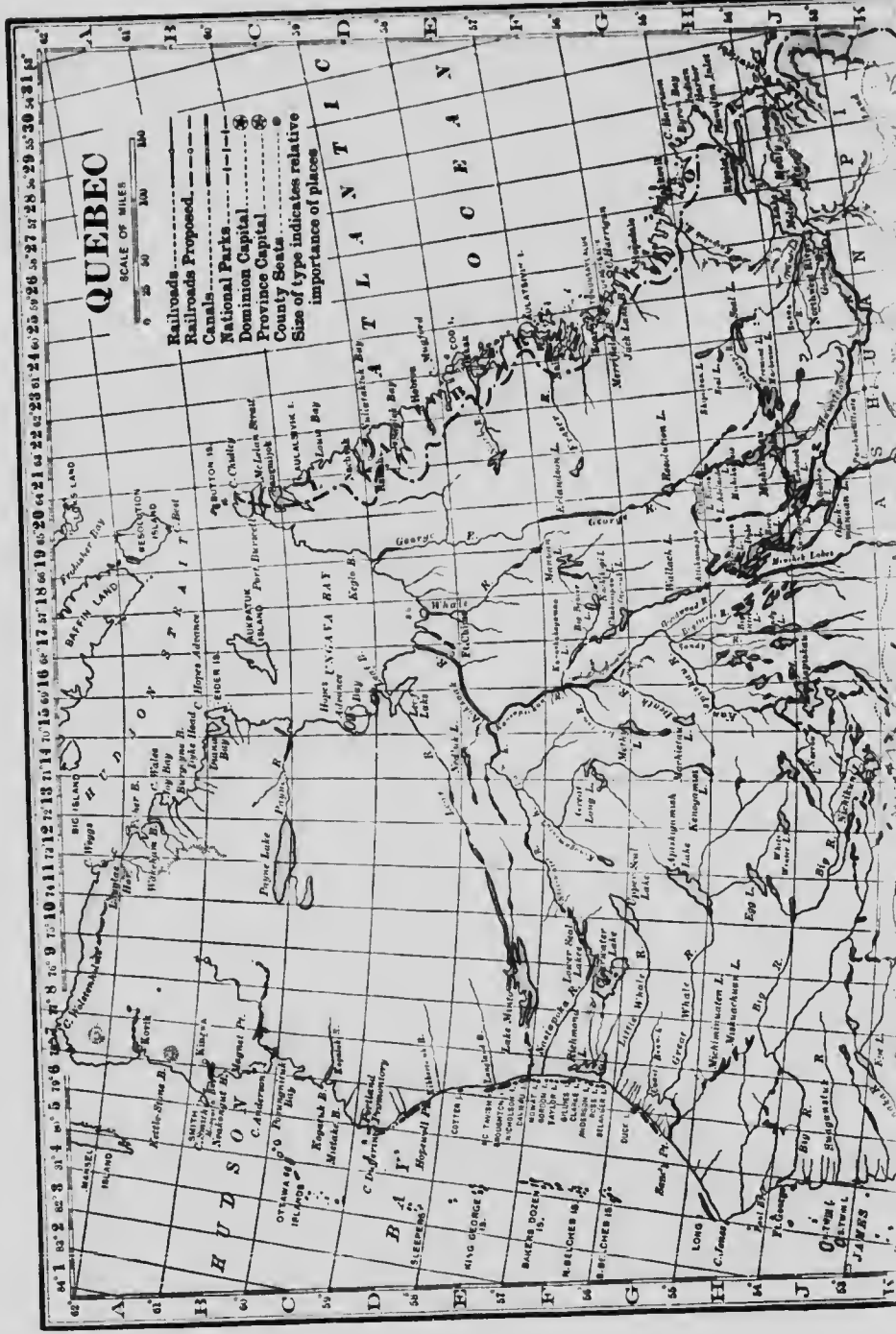
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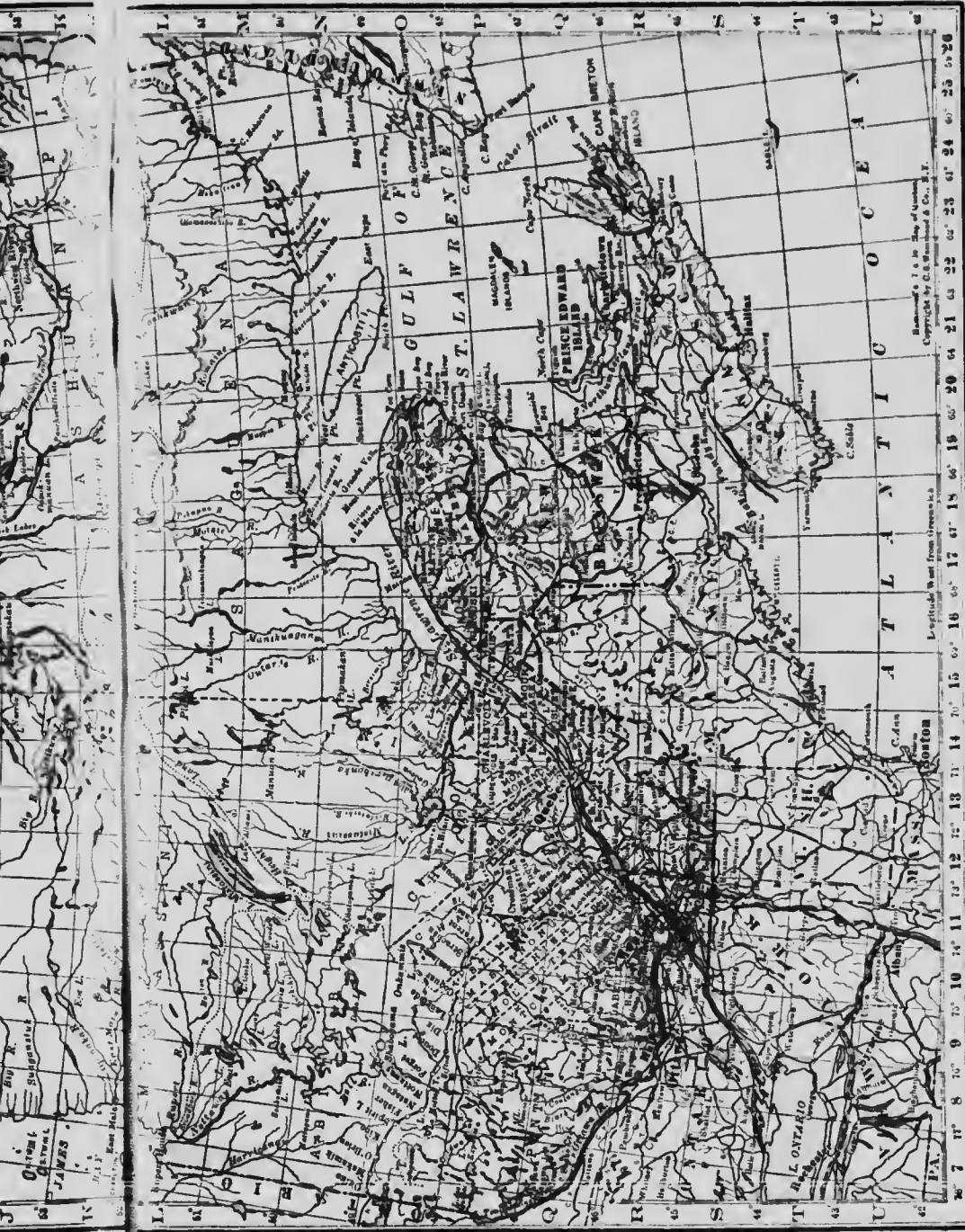
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- +--- Railroads Proposed.
- Canals.
- National Parks.
- ⊛ Dominion Capital.
- ⊙ Province Capital.
- ⊙ County Seats.
- Size of type indicates relative importance of places.



Scale 1:100,000
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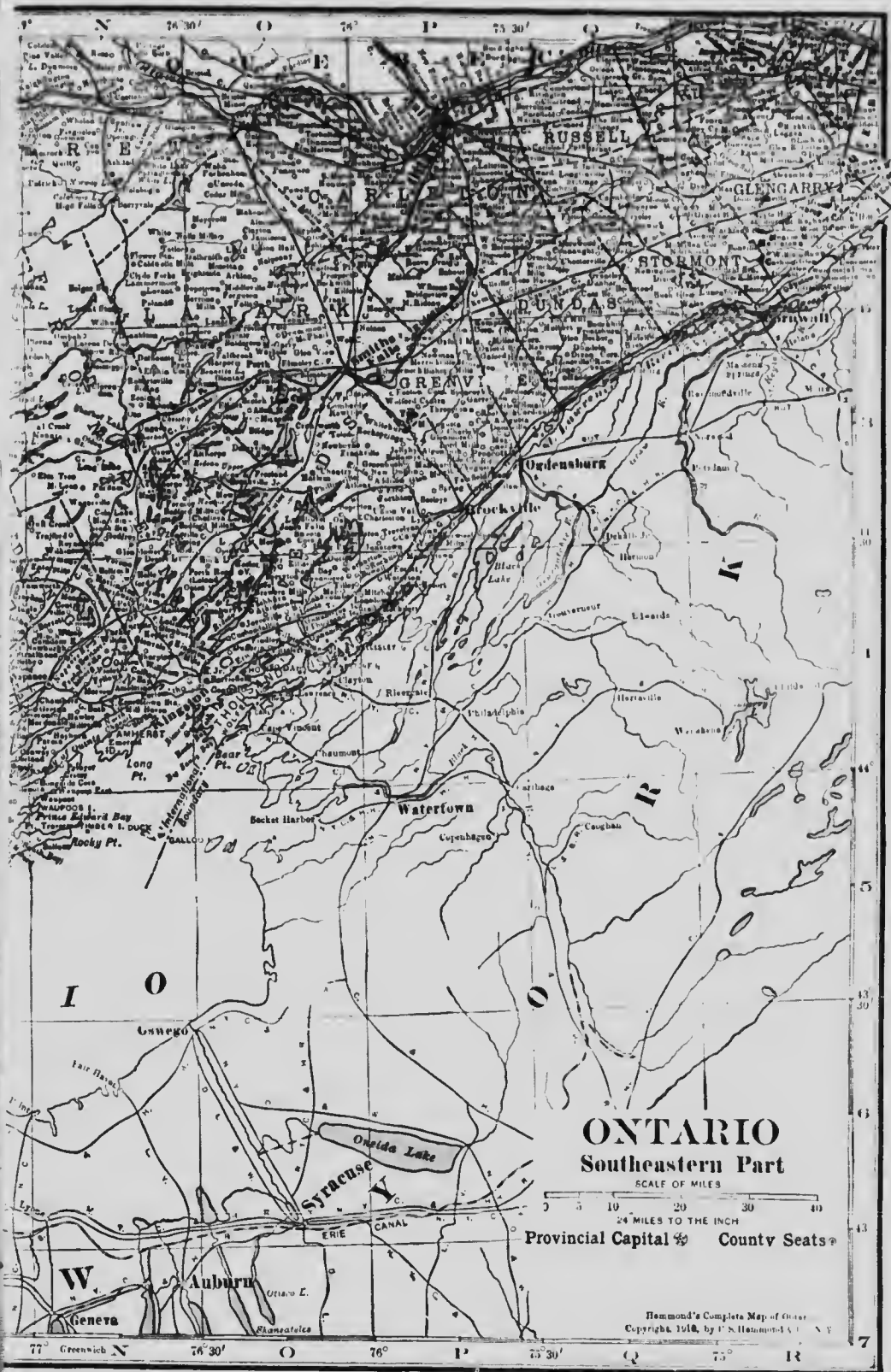
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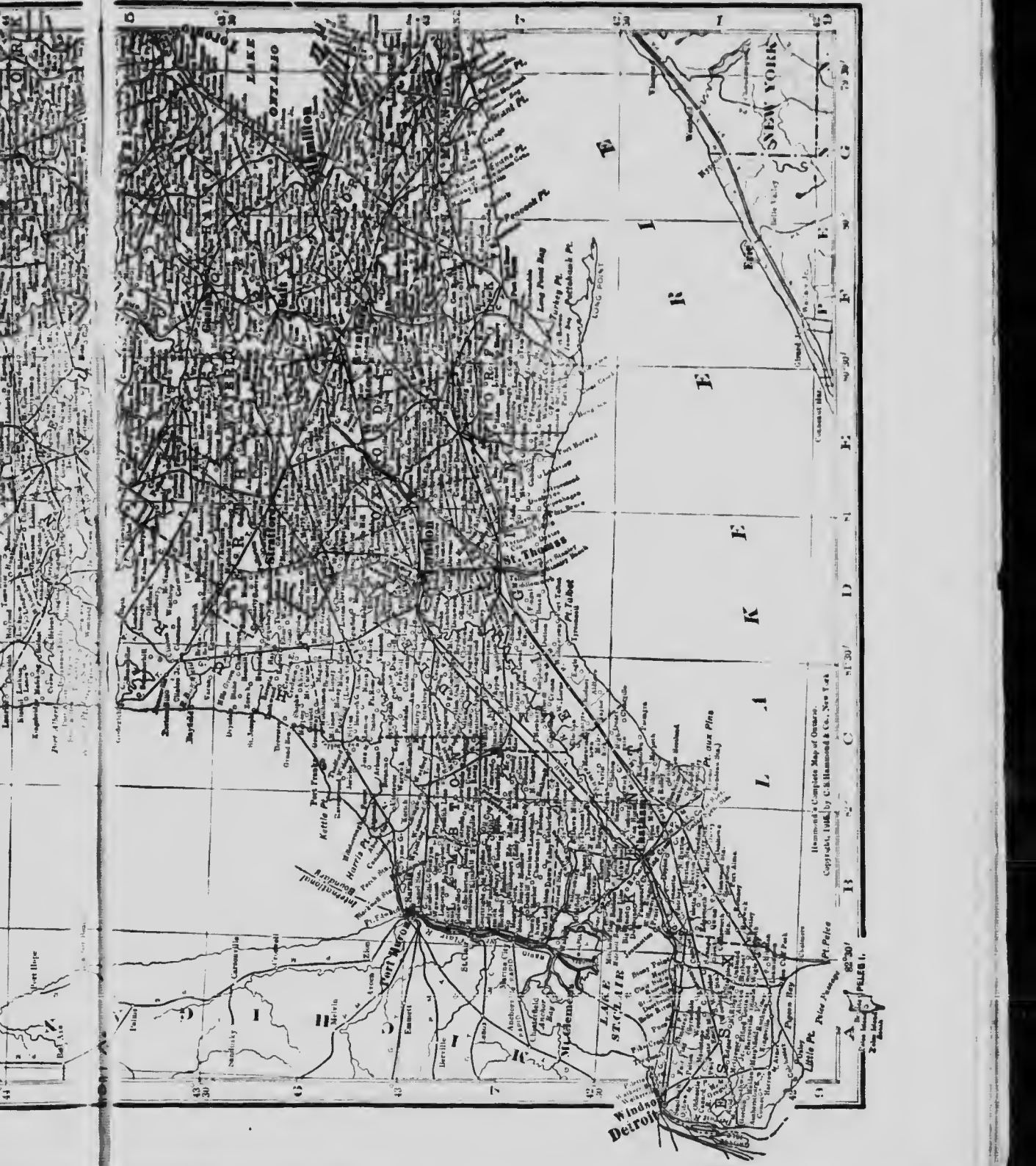
ONTARIO
Southeastern Part

SCALE OF MILES
0 5 10 20 30 40
24 MILES TO THE INCH

Provincial Capital * County Seats *

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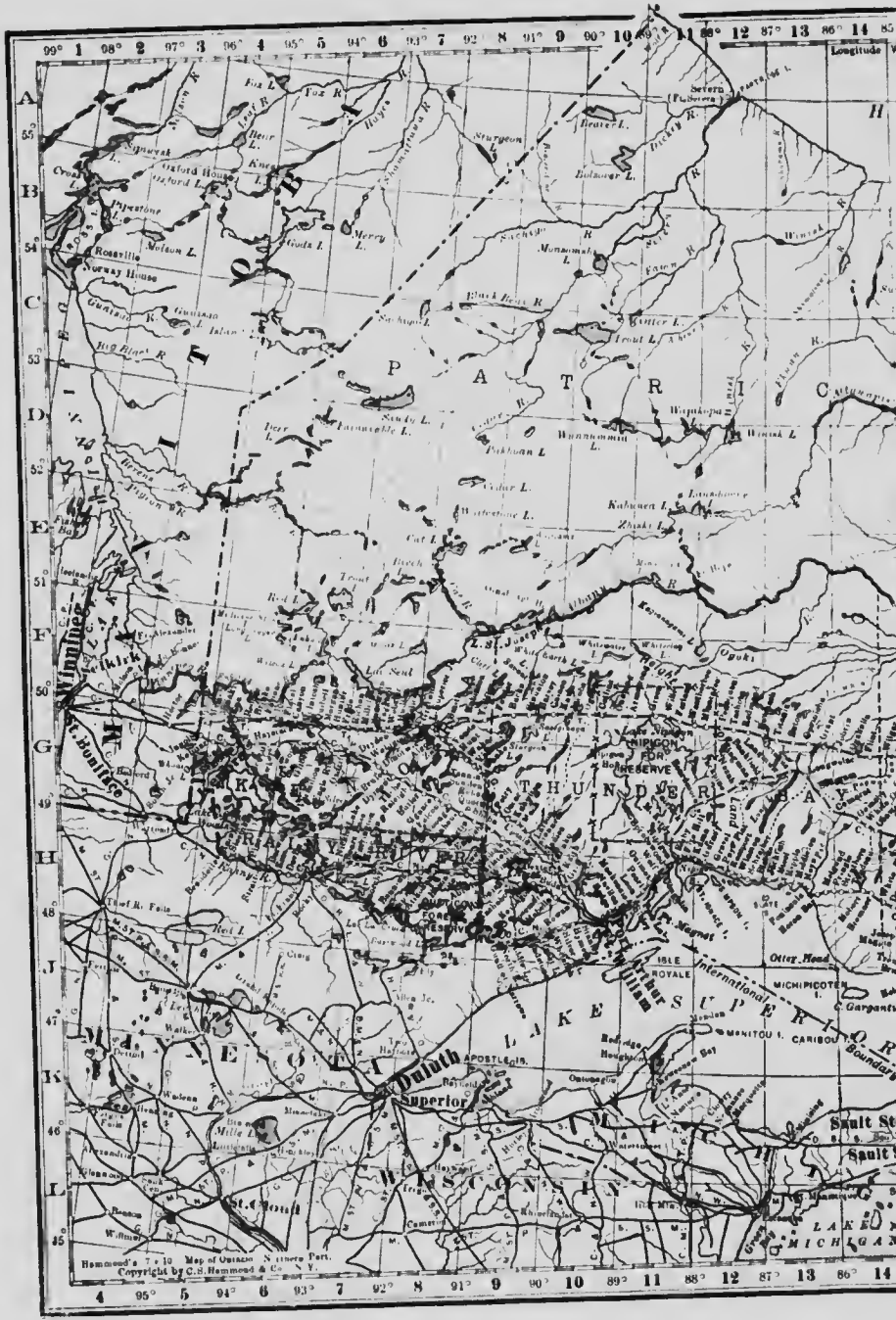
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Hammond's 7 x 10 Map of the Upper Part of the State of Michigan.
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13 86° 14 85 16 83° 17 82° 18 81° 19 80° 20 79° 21 78° 22 77° 23 76° 21 75° 26 74° 26 73° 27 72° 28 71° 29 70°

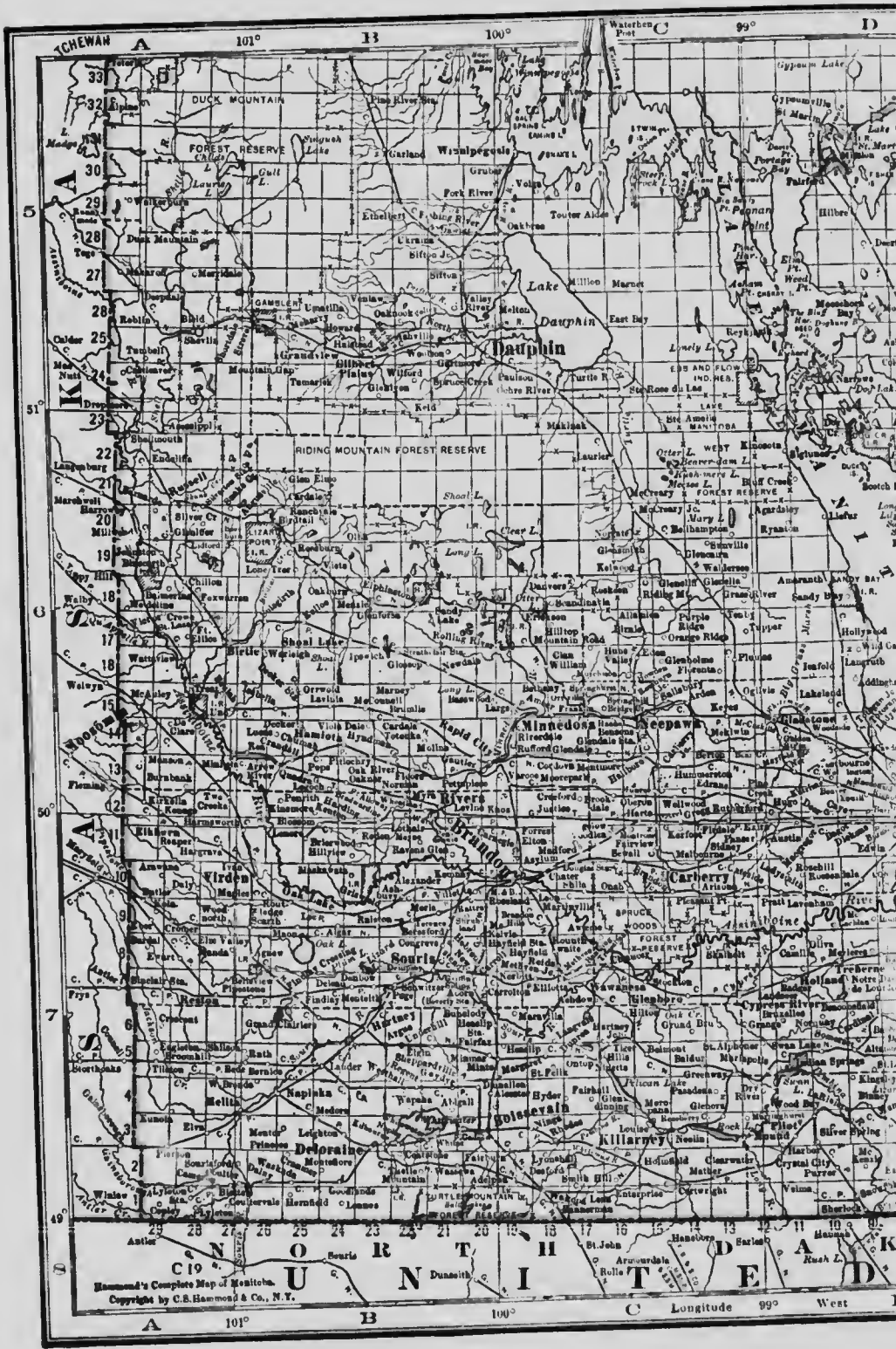


ONTARIO

Northern Part

SCALE OF MILES
0 25 50 100 150
120 MILES TO THE INCH
Forest Reserves -----
National Parks -----
Indian Reserves -----
Dominion Capital & County Seats

13 86° 14 85 16 83° 17 82° 18 81° 19 80° 20 79° 21 78° 22 77° 23 76° 21 75° 26 74° 26 73°



CHEWAN A 101° B 100° C 99° D

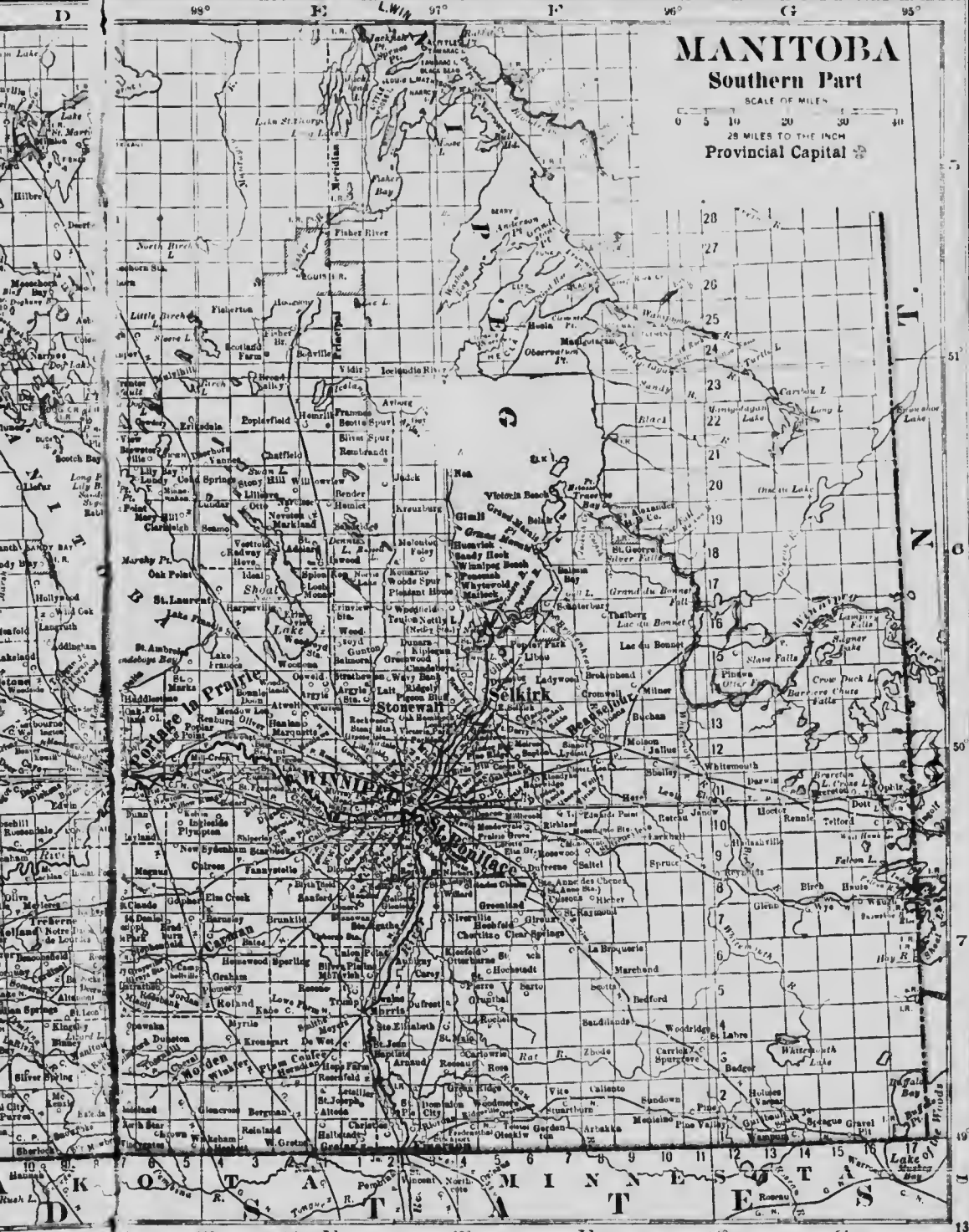
Hammond's Complete Map of Manitoba. Copyright by C.B. Hammond & Co., N.Y. Longitude 99° West

A 101° B 100° C Longitude 99° West I

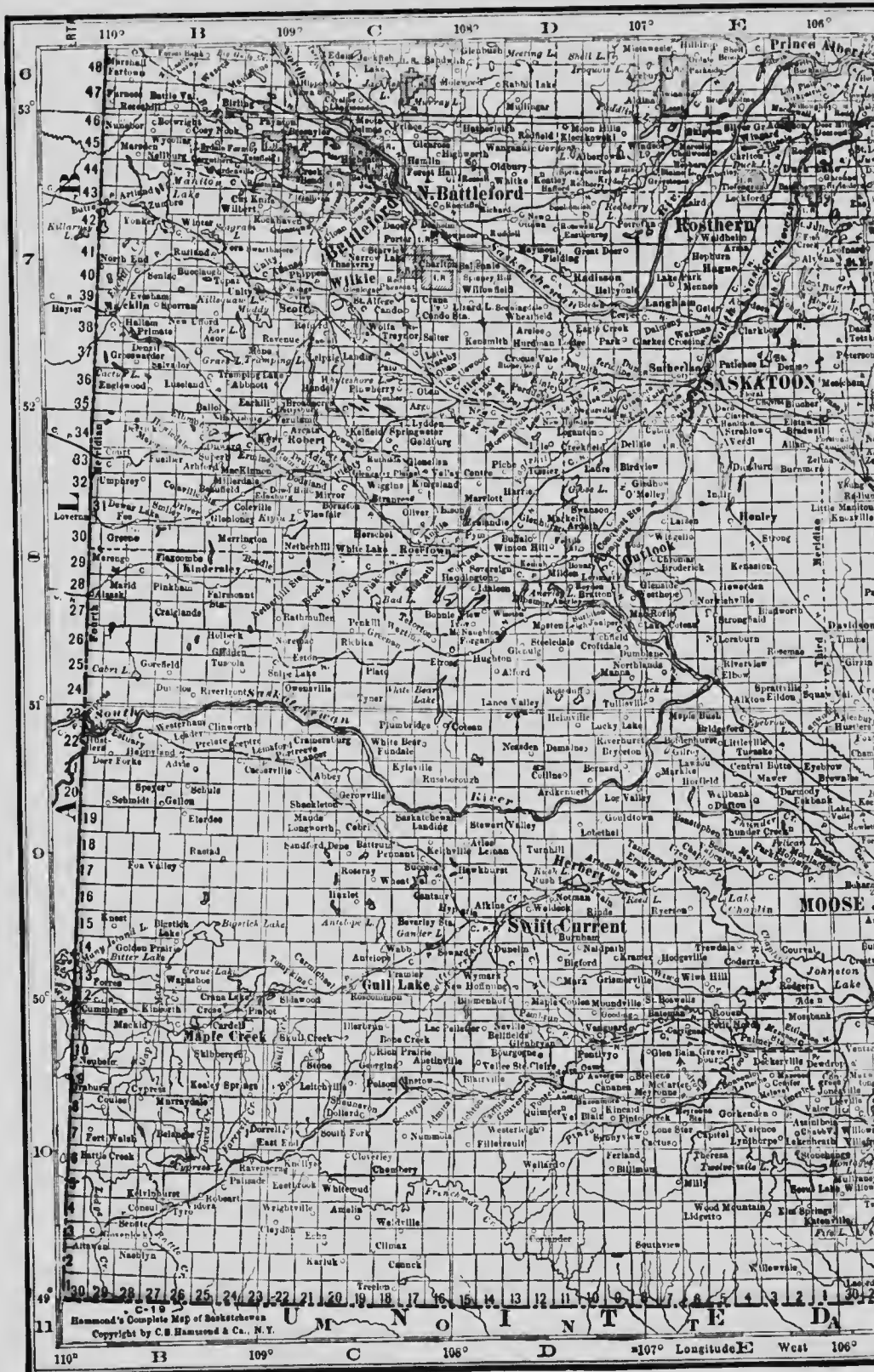
MANITOBA

Southern Part

SCALE OF MILES
0 5 10 20 30 40
28 MILES TO THE INCH
Provincial Capital



from 99° Greenwich E. 97° F. 96° G. 95°



Hammond's Complete Map of Saskatchewan
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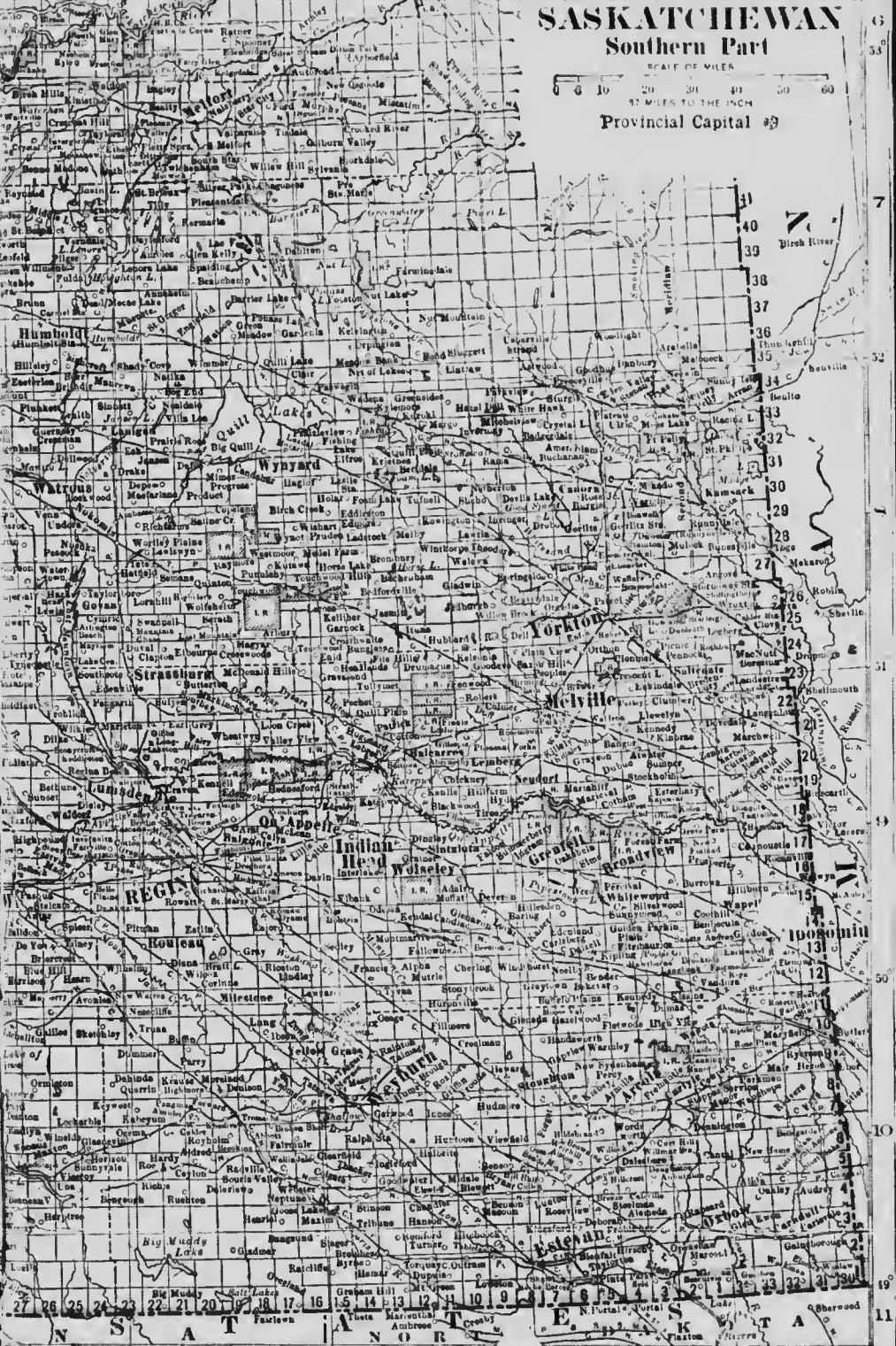
107° Longitude West 106°

SASKATCHEWAN

Southern Part

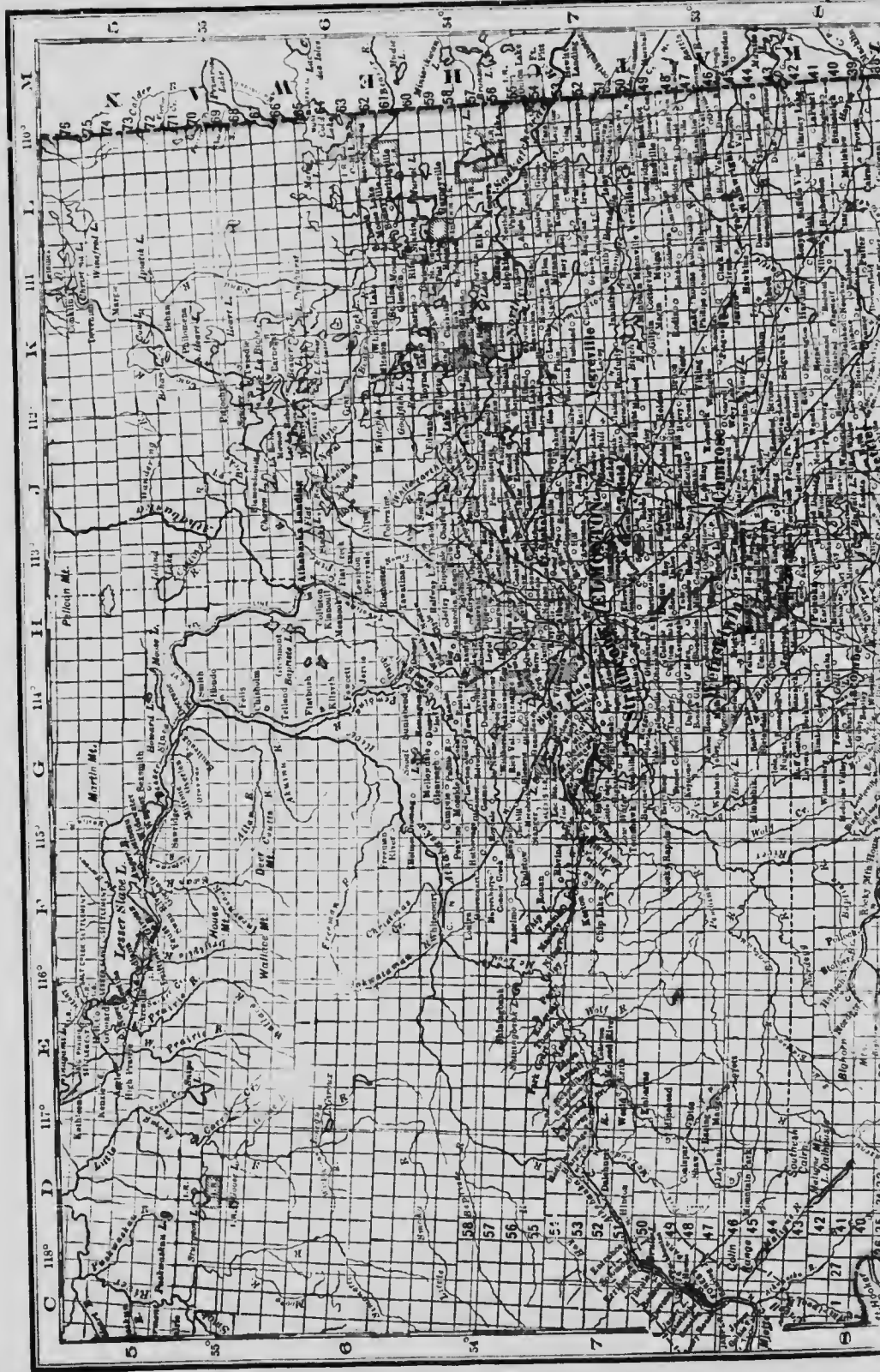
SCALE OF MILES
0 5 10 20 30 40 50 60
37 MILES TO THE INCH

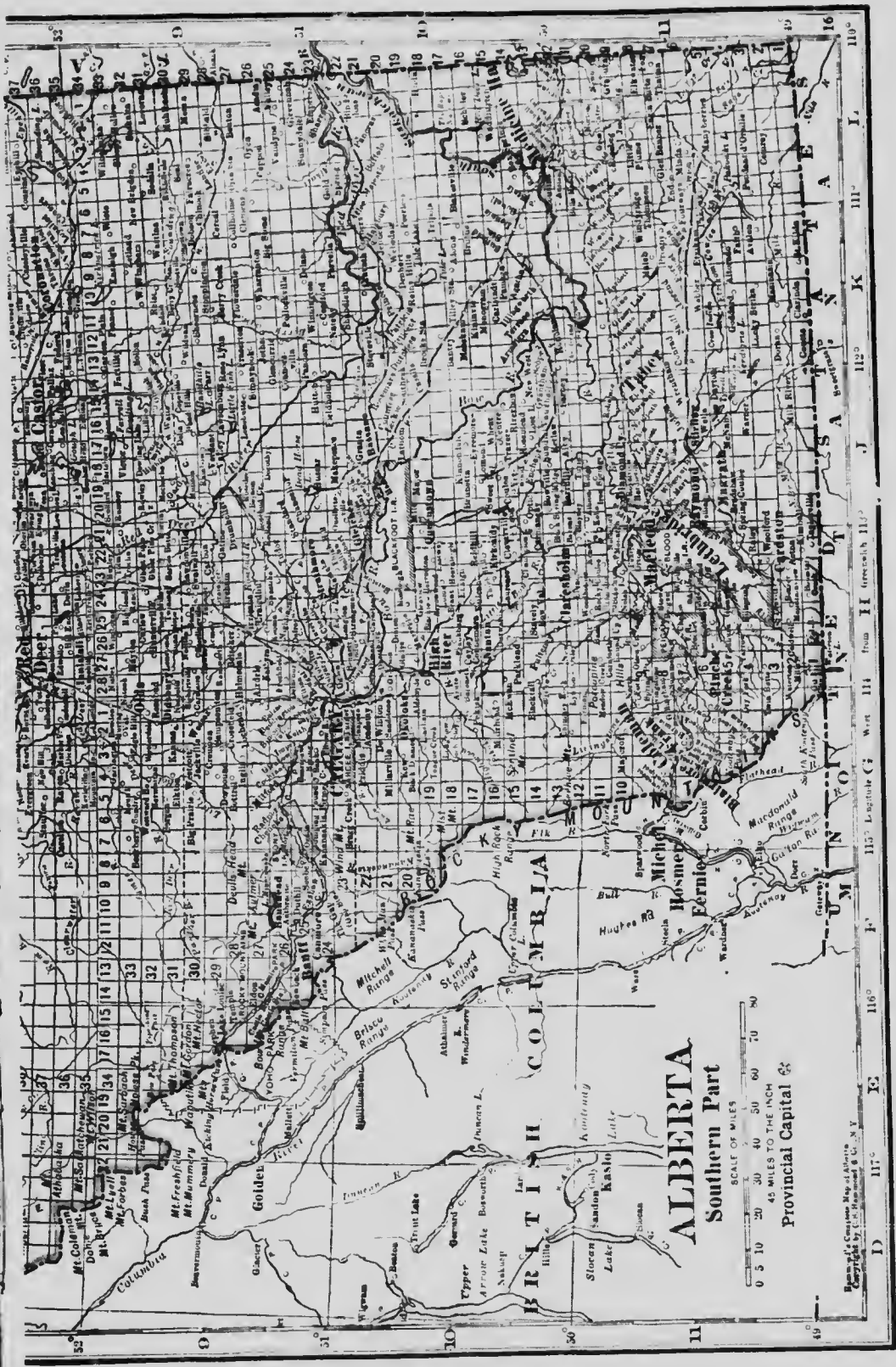
Provincial Capital Regina



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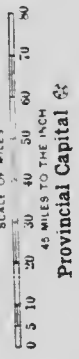
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ALBERTA

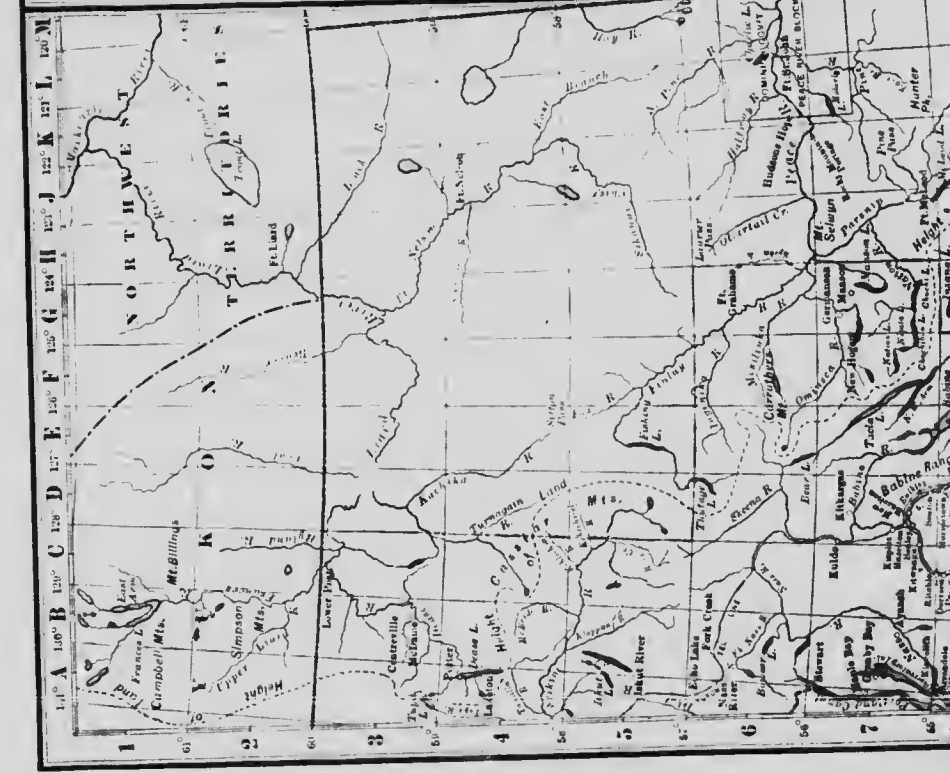
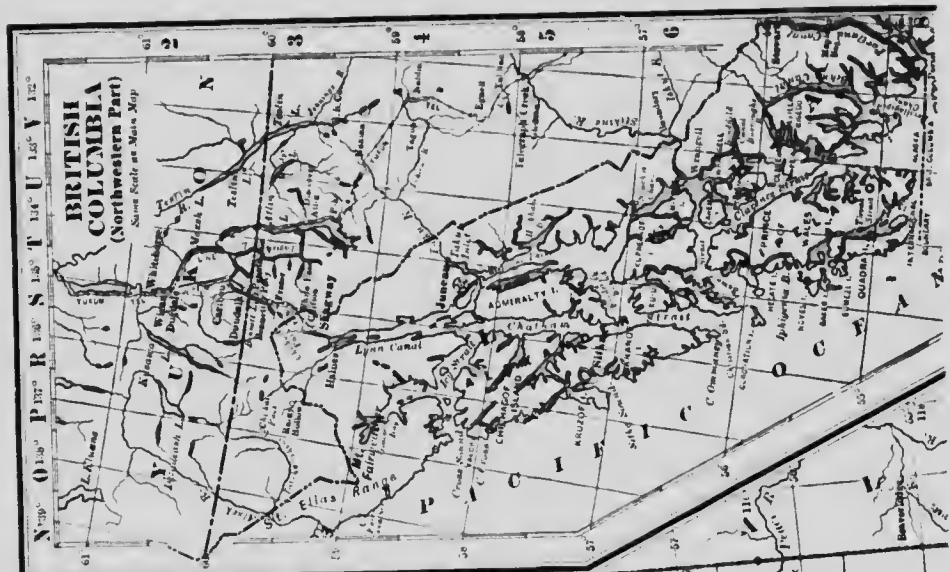
Southern Part

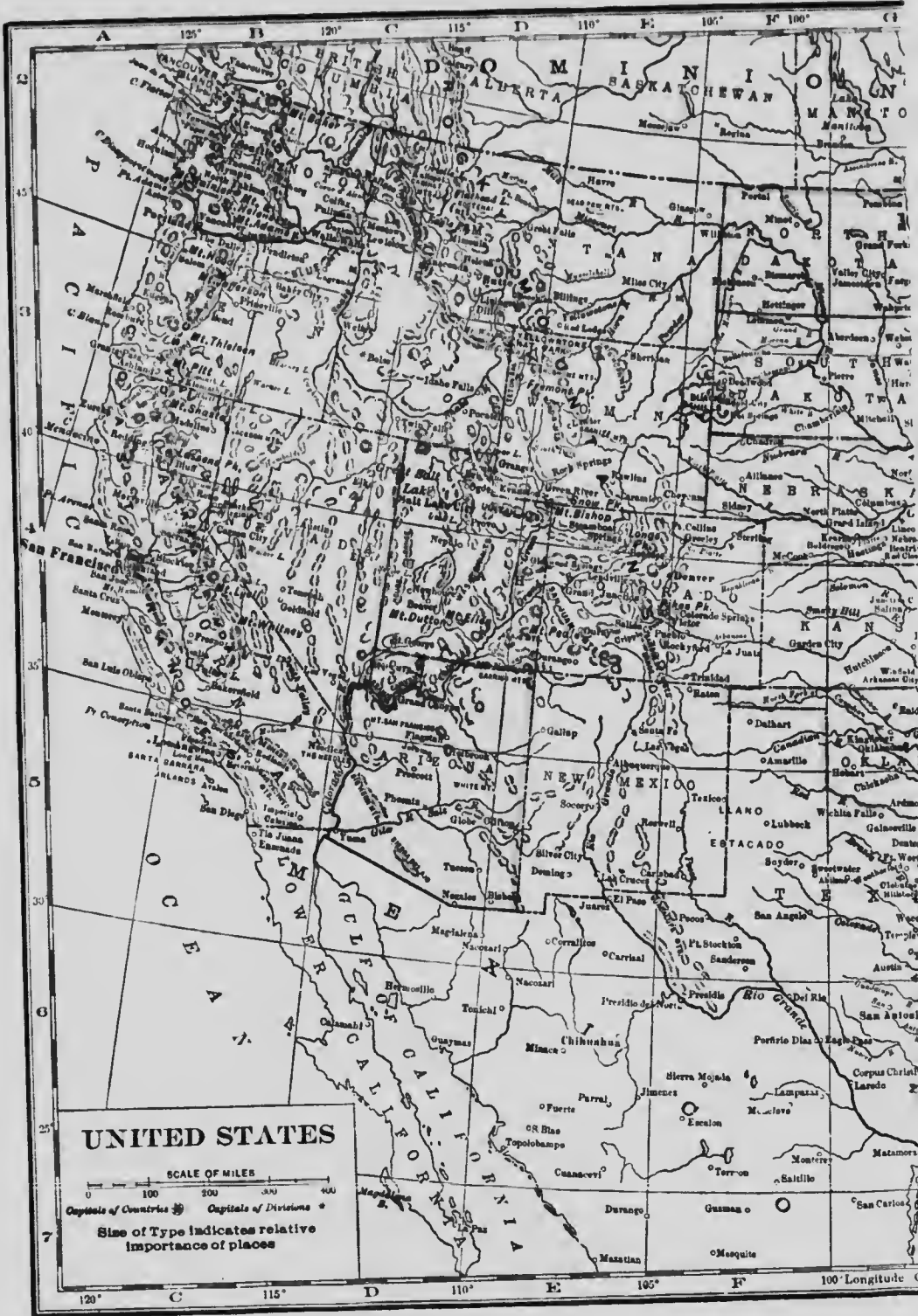


Provincial Capital

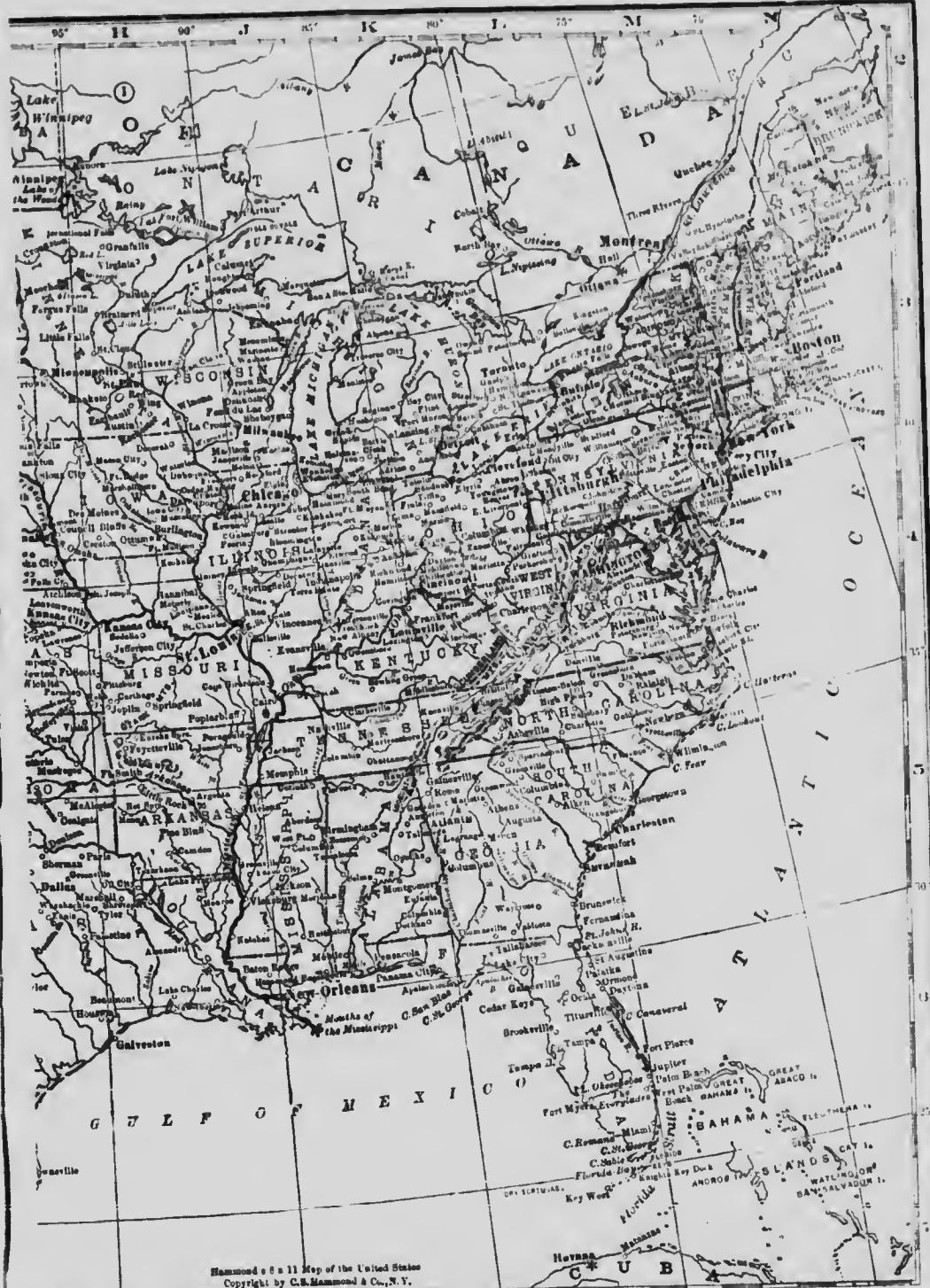
From the Canadian Map of Alberta
Copyright by C.E. Peterson & Co., N.Y.

110° 111° 112° 113° 114° 115° Longitude West
49° 50° 51° 52° Latitude North





90° 89° 88° 87° 86° 85° 84° 83° 82° 81° 80° 79° 78° 77° 76° 75° 74° 73° 72° 71° 70° 69° 68° 67° 66° 65° 64° 63° 62° 61° 60° 59° 58° 57° 56° 55° 54° 53° 52° 51° 50° 49° 48° 47° 46° 45° 44° 43° 42° 41° 40° 39° 38° 37° 36° 35° 34° 33° 32° 31° 30° 29° 28° 27° 26° 25° 24° 23° 22° 21° 20° 19° 18° 17° 16° 15° 14° 13° 12° 11° 10° 9° 8° 7° 6° 5° 4° 3° 2° 1° 0°
 100° Longitude C



Hammond's Full Map of the United States
 Copyright by C.S. Hammond & Co., N. Y.

100° Longitude C

West 95° from Greenwich 90° J 85° IK 80° I 75° 11



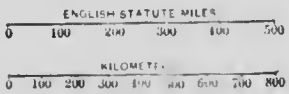
Scale of 11 Miles of Earth
 Copyright by G.S. Hammett & Co., N.Y.

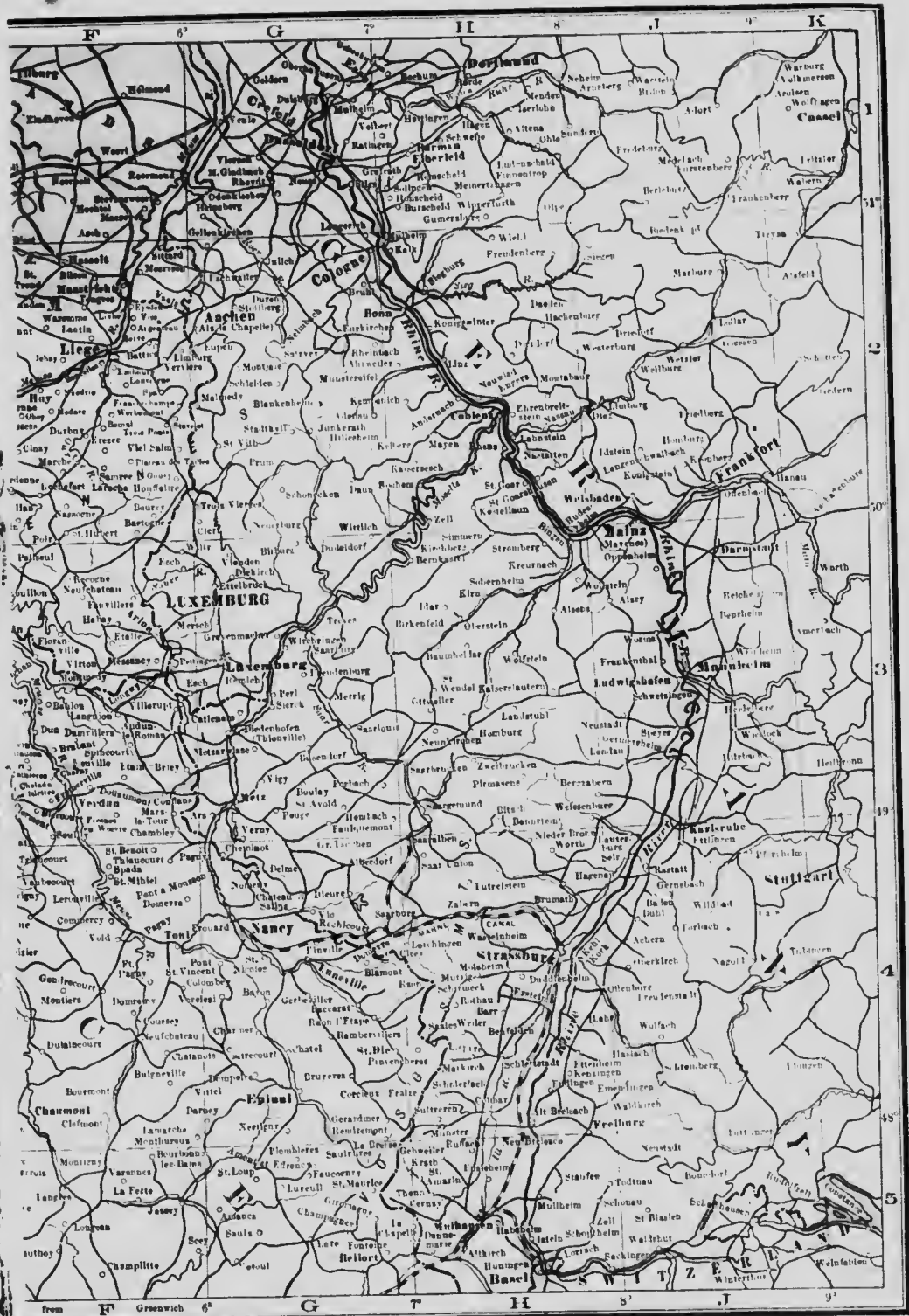
Longitude 10° West 0° 10° East 20°

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EUROPE





from Greenwich 64 G 7 H 8 J 9

East 5'

