

CANADA

EAST AND WEST



TRANSCONTINENTAL TOUR
Imperial
Press Conference
1920



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A GUIDE BOOK
OF THE DOMINION TOUR OF THE
SECOND IMPERIAL PRESS CONFERENCE
JULY 25TH TO SEPTEMBER 15TH

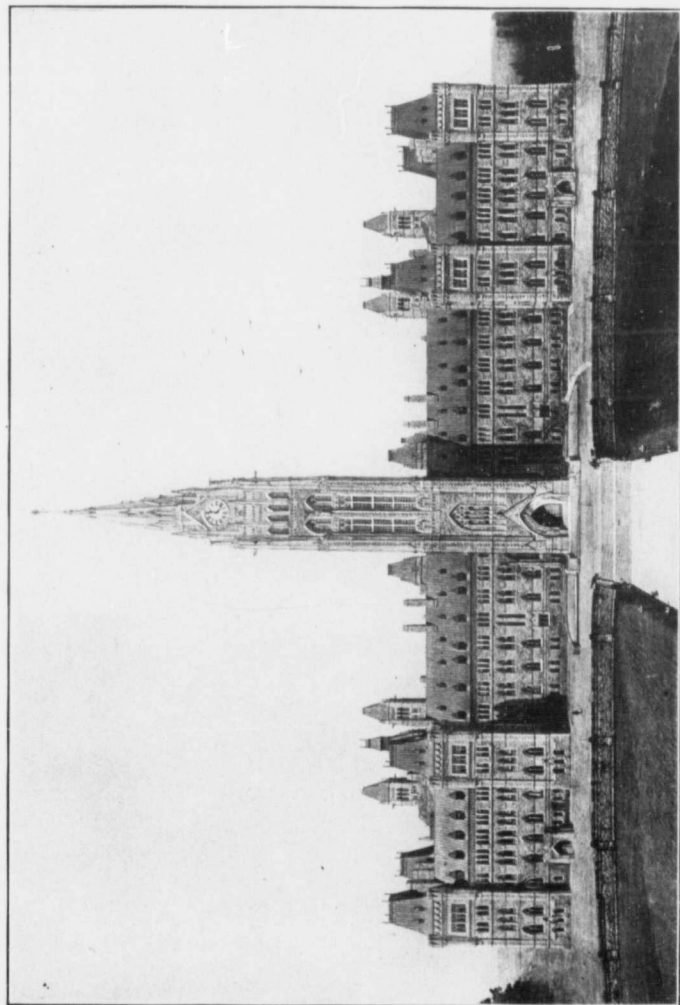
1920

By
J. CASTELL HOPKINS.
F.S.S., F.R.G.S.

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SCOTT





THE NEW PARLIAMENT BUILDING AT OTTAWA AS IT WILL APPEAR WHEN THE TOWER IS ERECTED. THE OLD BUILDING WAS DESTROYED BY FIRE ON FEB. 3-4, 1916

IN

	Ar.	Place
	Mls. Lv.	
	Ar.	Sydney.....
	Lv.	Sydney.....
288	Ar.	Halifax.....
	Lv.	Halifax.....
73	Ar.	Kentville.....
		Motor to Chipm
20	Ar.	Wolfville.....
	Lv.	Wolfville.....
3	Ar.	Grand Pre.....
	Lv.	Grand Pre.....
73	Ar.	Truro.....
	Lv.	Truro.....
214	Ar.	St. John.....
	Lv.	St. John.....
80	Ar.	Fredericton.....
	Lv.	Fredericton.....
63	Ar.	Woodstock.....
	Lv.	Woodstock.....
83	Ar.	Cyr.....
	Lv.	Cyr.....
276	Ar.	Quebec(Palai
	Lv.	Quebec.....
82	Ar.	Grand Mere.....
	Lv.	Grand Mere.....
58	Ar.	Joliette.....
	Lv.	Joliette.....
62	Ar.	Montreal.....
		(Windsor St. S
	Lv.	Montreal.....
21	Ar.	St. Annes.....
	Lv.	St. Annes.....
91	Ar.	Ottawa.....
	Lv.	Ottawa.....
265	Ar.	Toronto (S.S.
	Lv.	Toronto.....
36	Ar.	Queenston.....
	Lv.	Queenston.....
8	Ar.	Niagara Falls
	Lv.	Niagara Falls
27	Ar.	Grimsby.....
	Lv.	Grimsby.....
17	Ar.	Hamilton.....
	Lv.	Hamilton.....
39	Ar.	Toronto.....
	Lv.	Toronto.....
48	Ar.	Guelph.....
	Lv.	Guelph.....
124	Ar.	Sarnia (Dock).
	Lv.	Sarnia.....
275	Ar.	Sault Ste. Mar
	Lv.	Sault Ste. Mar
275	Ar.	Port Arthur.....
	Lv.	Port Arthur.....
5	Ar.	Fort William.....
	Lv.	Fort William.....
426	Ar.	Winnipeg.....
	Lv.	Winnipeg.....
56	Ar.	Portage la Prai
	Lv.	Portage la Prai
50	Ar.	Carberry.....
	Lv.	Carberry.....
28	Ar.	Brandon.....
	Lv.	Brandon.....
131	Ar.	Broadview.....
	Lv.	Broadview.....
93	Ar.	Regina.....
	Lv.	Regina.....
43	Ar.	Moose Jaw.....
	Lv.	Moose Jaw.....
383	Ar.	Gleichen.....
	Lv.	Gleichen.....
52	Ar.	Calgary.....

ITINERARY

OF
IMPERIAL PRESS CONFERENCE
TOUR OF CANADA
1920

▽
STANDARD TIME

Mls. Lv.	Ar. Place	Day of First Prov. Trip	First Section	Second Section	Time	Day of Week	Mth.	Day	Via	Transfers
	Ar. Sydney.....	N.S.				Atl.	Tue.	July 27	Atl. S.S.	
	Lv. Sydney.....	"	1	6.30 p.m.	7.00 p.m.	"	"	" 27	C.N.R.	
288	Ar. Halifax.....	"	2	8.00 a.m.	8.30 a.m.	"	Wed.	" 28	"	Trains to D.A.R.
	Lv. Halifax.....	"	3	6.00 a.m.	6.30 a.m.	"	Thur.	" 29	D.A.R.	
73	Ar. Kentville.....	"	"	9.00 a.m.	9.30 a.m.	"	"	" 29	"	
	Motor to Chipman Corner, Canard St., Hamilton Corner, Starr's Point, Port Williams and									
20	Ar. Wolfville.....	N.S.	3	11.30 a.m.		Atl.	Thur.	July 29	Motor	
	Lv. Wolfville.....	"	"	12.00 noon		"	"	" 29	"	
3	Ar. Grand Pre.....	"	"	1.00 p.m.		"	"	" 29	"	
	Lv. Grand Pre.....	"	"	1.45 p.m.	2.15 p.m.	"	"	" 29	D.A.R.	
73	Ar. Truro.....	"	"	5.45 p.m.	6.15 p.m.	"	"	" 29	"	Trains to C.N.R.
	Lv. Truro.....	"	"	11.00 p.m.	11.30 p.m.	"	"	" 29	C.N.R.	
214	Ar. St. John.....	N.B.	4	8.15 a.m.	8.45 a.m.	"	Fri.	" 30	"	
	Lv. St. John.....	"	5	7.00 a.m.	7.30 a.m.	East	Sat.	" 31	"	
80	Ar. Fredericton.....	"	"	10.30 a.m.	11.00 a.m.	"	"	" 31	"	
	Lv. Fredericton.....	"	"	3.03 p.m.	3.30 p.m.	"	"	" 31	"	
61	Ar. Woodstock.....	"	"	5.30 p.m.	6.00 p.m.	"	"	" 31	"	Trains to C.P.R.
	Lv. Woodstock.....	"	"	6.00 p.m.	6.30 p.m.	"	"	" 31	C.P.R.	
83	Ar. Cyr.....	"	"	10.00 p.m.	10.30 p.m.	"	"	" 31	"	Trains to C.N.R.
	Lv. Cyr.....	"	"	10.10 p.m.	10.40 p.m.	"	"	" 31	C.N.R.	
276	Ar. Quebec(Palais St.)Que.		6	10.00 a.m.	10.30 a.m.	"	Sun.	Aug. 1	"	
	Lv. Quebec.....	"	7	8.30 a.m.	9.00 a.m.	"	Mon.	" 2	"	
82	Ar. Grand Mere.....	"	"	12.00 noon	12.30 p.m.	"	"	" 2	"	
	Lv. Grand Mere.....	"	"	2.30 p.m.	3.00 p.m.	"	"	" 2	"	
58	Ar. Joliette.....	"	"	6.00 p.m.	6.30 p.m.	"	"	" 2	"	Trains to C.P.R.
	Lv. Joliette.....	"	"	6.30 p.m.	7.00 p.m.	"	"	" 2	C.P.R.	
62	Ar. Montreal.....	"	"	9.05 p.m.	9.30 p.m.	"	"	" 2	"	
	(Windsor St.Stn.)									
	Lv. Montreal.....	Que.	9	3.20 p.m.	3.30 p.m.	"	Wed.	" 4	"	
21	Ar. St. Annes.....	"	"	3.50 p.m.	4.00 p.m.	"	"	" 4	"	
	Lv. St. Annes.....	"	"	6.20 p.m.	6.40 p.m.	"	"	" 4	"	
91	Ar. Ottawa.....	Ont.	"	8.40 p.m.	9.00 p.m.	"	"	" 4	"	
	Lv. Ottawa.....	"	12	10.00 p.m.	10.20 p.m.	"	Sat.	" 7	"	
265	Ar. Toronto (S.S. D'k)	"	13	8.00 a.m.	8.15 a.m.	"	Sun.	" 8	"	Trains to G.T.R.
	Lv. Toronto.....	"	"	8.30 a.m.		"	"	" 8	C.S.L. Steamer	
36	Ar. Queenston.....	"	"	11.00 a.m.		"	"	" 8	Electric Car	
	Lv. Queenston.....	"	"	11.05 a.m.		"	"	" 8	"	
8	Ar. Niagara Falls.....	"	"	12.45 p.m.		"	"	" 8	"	
	Lv. Niagara Falls.....	"	14	9.00 a.m.	9.30 a.m.	"	Mon.	" 9	G.T.R.	
27	Ar. Grimsby.....	"	"	10.00 a.m.	10.30 a.m.	"	"	" 9	"	
	Lv. Grimsby.....	"	"	10.45 a.m.		"	"	" 9	Motor	
17	Ar. Hamilton.....	"	"	11.15 a.m.		"	"	" 9	"	
	Lv. Hamilton.....	"	"	3.00 p.m.		"	"	" 9	"	
39	Ar. Toronto.....	"	"	5.30 p.m.		"	"	" 9	"	
	Lv. Toronto.....	"	16	3.15 p.m.	4.00 p.m.	"	Wed.	" 11	G.T.R.	
48	Ar. Guelph.....	"	"	5.00 p.m.	5.45 p.m.	"	"	" 11	"	
	Lv. Guelph.....	"	17	7.15 a.m.	7.45 a.m.	"	Thurs.	" 12	"	
124	Ar. Sarnia (Dock).....	"	"	11.30 a.m.	12.00 noon	"	"	" 12	"	
	Lv. Sarnia.....	"	"	4.00 p.m.		"	"	" 12	N.N.C. Steamer	
275	Ar. Sault Ste. Marie.....	"	18	11.00 a.m.		"	Fri.	" 13	"	
	Lv. Sault Ste. Marie.....	"	"	1.00 p.m.		"	"	" 13	"	
275	Ar. Port Arthur.....	"	19	7.30 a.m.		"	Sat.	" 14	"	
	Lv. Port Arthur.....	"	"	2.00 p.m.		"	"	" 14	Steamer	
5	Ar. Fort William.....	"	"	5.00 p.m.		"	"	" 14	"	
	Lv. Fort William.....	"	"	8.00 p.m.	8.30 p.m.	Cent.	"	" 14	C.P.R.	
426	Ar. Winnipeg.....	Man.	20	9.00 a.m.	9.30 a.m.	"	Sun.	" 15	"	
	Lv. Winnipeg.....	"	22	7.30 a.m.	8.00 a.m.	"	Tues.	" 17	"	
56	Ar. Portage la Prairie.....	"	"	9.00 a.m.	9.30 a.m.	"	"	" 17	"	
	Lv. Portage la Prairie.....	"	"	1.00 p.m.	1.30 p.m.	"	"	" 17	"	
50	Ar. Carberry.....	"	"	2.30 p.m.	3.00 p.m.	"	"	" 17	"	
	Lv. Carberry.....	"	"	2.45 p.m.		"	"	" 17	Motor	
28	Ar. Brandon.....	"	"	6.30 p.m.		"	"	" 17	"	
	Lv. Brandon.....	"	23	1.00 a.m.	1.30 a.m.	"	Wed.	" 18	C.P.R.	
131	Ar. Broadview.....	"	"	5.45 a.m.	6.15 a.m.	"	"	" 18	"	
	Lv. Broadview.....	"	"	4.55 a.m.	5.25 a.m.	Mount.	"	" 18	"	
93	Ar. Regina.....	Sask.	"	8.30 a.m.	9.00 a.m.	"	"	" 18	"	
	Lv. Regina.....	"	"	2.40 p.m.	3.10 p.m.	"	"	" 18	"	
43	Ar. Moose Jaw.....	"	"	4.00 p.m.	4.30 p.m.	"	"	" 18	"	
	Lv. Moose Jaw.....	"	"	7.00 p.m.	7.20 p.m.	"	"	" 18	"	
383	Ar. Gleichen.....	"	24	7.30 a.m.	7.50 a.m.	"	Thurs.	" 19	"	
	Lv. Gleichen.....	"	"	12.00 noon	12.30 p.m.	"	"	" 19	"	
52	Ar. Calgary.....	"	"	2.00 p.m.	2.30 p.m.	"	"	" 19	"	

This schedule is subject to possible changes, which will be announced.

ITINERARY OF IMPERIAL PRESS CONFERENCE
TOUR OF CANADA, 1920



STANDARD TIME—continued

Mis. Lv.	Ar. Place	Day of first Prop. Trip	Section	Second Section	Time	Day of Week	Mth.	Day	Via	Transfers	
	Lv. Calgary	Alta. 25		10.30 a.m.		Mount. Fri.	Aug. 20		Motor		
	Ar. Ghost River	"	"	1.00 p.m.	"	"	" 20	"	"		
	Lv. Ghost River	"	"	2.00 p.m.	"	"	" 20	"	"		
82	Ar. Banff	"	"	6.00 p.m.	"	"	" 20	"	"		
	Lv. Banff	" 27	"	See Note A	"	Sun.	" 22	"	C.P.R.		
35	Ar. Lake Louise Sta.	"	"	"	"	"	" 22	"	"		
	Lv. Lake Louise Sta.	"	"	7.00 a.m.	7.30 a.m.	"	" 22	"	Track Motor		
3	Ar. Lake Louise Hotel	"	"	7.30 a.m.	8.00 a.m.	"	" 22	"	"		
	Lv. Lake Louise Hotel	" 28	"	See Note B	"	Mon.	" 23	"	"		
3	Ar. Lake Louise Sta.	"	"	"	"	"	" 23	"	"		
	Lv. Lake Louise Sta.	"	"	8.00 a.m.	8.30 a.m.	"	" 23	"	C.P.R.		
20	Ar. Field	B.C.	"	9.30 a.m.	10.00 a.m.	"	" 23	"	"		
	Lv. Field	"	"	8.45 a.m.	9.15 a.m.	Pac.	" 23	"	"		
109	Ar. Lake Windermere	"	"	1.00 p.m.	1.30 p.m.	"	" 23	"	"		
	Lv. Lake Windermere	"	"	4.30 p.m.	5.00 p.m.	"	" 23	"	"		
277	Ar. Vernon	" 29	"	5.30 a.m.	6.00 a.m.	Tues.	" 24	"	"		
	Motor through Okanagan Valley and return										
	Lv. Vernon	B.C. 29	"	2.20 p.m.	2.40 p.m.	"	" 24	"	"		
46	Ar. Sicamous	"	"	4.30 p.m.	4.50 p.m.	"	" 24	"	"		
	Lv. Sicamous	"	"	4.40 p.m.	5.00 p.m.	"	" 24	"	"		
335	Ar. Vancouver	" 30	"	7.20 a.m.	7.40 a.m.	Wed.	" 25	"	"		
	Lv. Vancouver	" 32	"	10.00 a.m.	"	Fri.	" 27	"	C.P. Steamer		
83	Ar. Victoria	"	"	2.30 p.m.	"	"	" 27	"	"		
	Lv. Victoria	" 34	"	2.15 p.m.	11.45 p.m.	Sun.	" 29	"	"		
83	Ar. Vancouver	"	"	6.45 p.m.(S)	7.00 a.m.	Mon.	" 30	"	"		
	Lv. Vancouver	" 35	"	8.00 a.m.	8.30 a.m.	"	" 30	"	C.N.R.		
261	Ar. Kamloops	"	"	7.15 p.m.	7.45 p.m.	"	" 30	"	"		
	Lv. Kamloops	"	"	9.15 p.m.	9.45 p.m.	"	" 30	"	"		
276	Ar. Jasper	Alta. 36	"	10.00 a.m.	10.30 a.m.	Tues.	" 31	"	"		
	Lv. Jasper	"	"	7.00 p.m.	7.30 p.m.	"	" 31	"	"		
241	Ar. Edmonton	"	"	9.00 a.m.	9.30 a.m.	Mount. Wed.	Sept. 1	"	Trains to G.T.P.		
	Lv. Edmonton	" 38	"	9.15 a.m.	9.45 a.m.	Thurs.	" 2	"	G.T.P.		
127	Ar. Wainwright	"	"	1.25 p.m.	1.55 p.m.	"	" 2	"	"		
	Lv. Wainwright	"	"	9.00 p.m.	9.30 p.m.	"	" 2	"	"		
200	Ar. Saskatoon	Sask. 39	"	3.50 a.m.	4.20 a.m.	"	" 3	"	Trains to C.N.R.		
	Lv. Saskatoon	"	"	4.30 a.m.	5.00 a.m.	Fri.	" 3	"	C.N.R.		
87	Ar. Prince Albert	"	"	7.30 a.m.	8.00 a.m.	"	" 3	"	"		
	Lv. Prince Albert	"	"	11.30 a.m.	12.00 noon	"	" 3	"	"		
87	Ar. Saskatoon	"	"	3.30 p.m.	4.00 p.m.	"	" 3	"	Trains to G.T.P.		
	Lv. Saskatoon	"	"	8.00 p.m.	8.30 p.m.	"	" 3	"	G.T.P.		
472	Ar. Winnipeg	Man. 40	"	12.30 p.m.	1.00 p.m.	Cen. Sat.	" 4	"	Trains to C.N.R.		
	Lv. Winnipeg	"	"	10.00 p.m.	10.30 p.m.	"	" 4	"	C.N.R.		
777	Ar. Cochrane	Ont. 41	"	3.00 a.m.	3.30 a.m.	East Mon.	" 6	"	Trains to T.N.O.		
	Lv. Cochrane	"	"	3.20 a.m.	3.50 a.m.	"	" 6	"	T.N.O.		
61	Ar. Timmins	"	"	6.30 a.m.	7.00 a.m.	"	" 6	"	"		
	Lv. Timmins	"	"	11.00 a.m.	11.30 a.m.	"	" 6	"	"		
145	Ar. New Liskeard	"	"	4.45 p.m.	5.15 p.m.	"	" 6	"	"		
	Lv. New Liskeard	"	"	7.45 p.m.	8.15 p.m.	"	" 6	"	"		
10	Ar. Cobalt	"	"	8.15 p.m.	8.45 p.m.	"	" 6	"	"		
	Lv. Cobalt	"	"	10.15 p.m.	10.45 p.m.	"	" 6	"	"		
104	Ar. North Bay	" 43	"	2.30 a.m.	3.00 a.m.	Tues.	" 7	"	Trains to G.T.R.		
	Lv. North Bay	"	"	3.00 a.m.	3.30 a.m.	"	" 7	"	G.T.R.		
81	Ar. Huntsville	"	"	6.30 a.m.	7.00 a.m.	"	" 7	"	"		
	Lv. Huntsville	"	"	9.00 a.m.	"	"	" 7	"	L. of B. Steamer		
25	Ar. Bigwin Inn	"	"	11.30 a.m.	"	"	" 7	"	"		
	Lv. Bigwin Inn	"	"	4.00 p.m.	"	"	" 7	"	"		
25	Ar. Huntsville	"	"	6.30 p.m.	"	"	" 7	"	"		
	Lv. Huntsville	" 44	"	12.30 a.m.	1.00 a.m.	Wed.	" 8	"	G.T.R.		
146	Ar. Toronto(Exhibit'n)	"	"	6.30 a.m.	7.00 a.m.	"	" 8	"	"		
	Lv. Toronto	" 45	"	12.20 a.m.	12.50 a.m.	Thurs.	" 9	"	"		
220	Ar. Prescott	"	"	7.00 a.m.	7.30 a.m.	"	" 9	"	Trains to C.P.R. for C.S.L. Dock		
	Lv. Prescott	"	"	9.00 a.m.	"	"	" 9	"	Steamer		
120	Ar. Montreal	Que. 46	"	5.15 p.m.	"	"	" 9	"	"		
	Lv. Montreal	"	"	6.00 p.m.	"	"	" 9	"	"		
180	Ar. Quebec	" 46	"	5.00 a.m.	"	Fri.	" 10	"	"		

8,589 Total mileage of tour.

Note A—Passengers required to be on trains by 12 midnight Saturday. Trains will be moved to Lake Louise sometime between midnight and 6 a.m.

Note B—Passengers sleeping at hotel must allow sufficient time to be at Lake Louise Station for departure of their sections.

This schedule is subject to possible changes, which will be announced.



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**A
Great Country
and an
Inspiring
History**

To the casual visitor Canada appeals as a country of vast distances, great bodies of water, wonderful rolling prairies, scattered population and a few great centres, fertility of resources and richness of soil, a marked industrial development. To the careful tourist, anxious to estimate a great region of the earth at its true value, Canada presents a picture of half-a-continent under control of only 8,000,000 people, of enormous possibilities in wealth and progress and expansion, of the greatest undeveloped spaces of fertile soil left in the world, of provincial divisions with areas larger than those of great European nations and a total national area of 3,729,665 square miles or more than that of the United States and nearly equal to the Continent of Europe, of a people marked by virility and stamped with the impress of qualities which combine the lightness and brightness and vibrant patriotism of the French race with the commercial spirit, the industrious effort, the unemotional patriotism of the British peoples.

To the student of history and human nature, Canada presents one of the most interesting problems and attractive records in the world—memories of pioneer efforts in the New World which involved the burning patriotism of the United Empire Loyalist, the fighting fidelity to a great faith of the Jesuit fathers, the stern, cruel but brave and devoted love of the Indian for the home of his wandering tribes, the vivid strength of the French settlers as they clung to their hold upon the outposts and the central paths of a continent against the incoming wave of a great colonizing people.

To all travellers no story of a slowly-evolving national life can be more attractive than the record of Canada as it grew from a congeries of tiny settlements in the forests of Upper Canada, by the Atlantic Coast, or up the mighty waterway of the St. Lawrence, into far-flung and separated colonies with a British or French spirit, as the case might be; which gradually drew into itself a native love of soil and developed during a century into a passionate love of country which yet finds room today for the old British spirit and a new Imperial concept; which expanded its constitution from that of colonies into a federal union, blazing the pathway to similar institutions in Australia and South Africa. Canada pictures to the world today the almost miraculous preservation of British institutions and sentiment, a national spirit and patriotism, during more than a hundred years against the apparently overwhelming pressure and influence of a great people who grew upon their 3,000 miles of border from 5 to 100 millions with somewhat similar social customs, democratic ideals and language, with similar commercial practices and interests and, always, with a vastly greater wealth and population and a more aggressive ambition. Its people in this period overcame all difficulties and carried practical power and sovereignty from a narrow fringe along the great lakes, or the St. Lawrence, or the Atlantic into possession, government and partial development of a vast country stretching 3,000 miles from the Atlantic to the Pacific and holding the gateway of an almost illimitable promise within its grasp.

**The Area,
Waterpowers
and
Population
of Canada**

In the 3,729,665 square miles of Canada's area there are 125,775 square miles of water; in the great system of the St. Lawrence, with its 1,900 miles drainage and including the largest of the fresh water formations in the world; in the Nelson flowing through 9,600 miles of mountain ranges and fertile prairie into the stormy waters of Hudson Bay; in the Saskatchewan, 1,200 miles long, and the Churchill, 1,000 miles long, with similar mountainous beginnings and the same great semi-inland sea at its mouth; in the Yukon of the far north and running partly through United States territory, with the Columbia partly in British Columbia and partly south of the line, and in the Mackenzie, running 2,525 miles into the Arctic Ocean with the

Transfers

to G.T.P.

to C.N.R.

to G.T.P.

to C.N.R.

to T.N.O.

G.T.R.

to C.P.R.
L. Dock

to Lake

arture

CANADA — *East and West*

Peace flowing 1,065 miles to the same outlet; in these great systems, with 110 lesser but still considerable rivers tributary to or a part of them, are to be found every type of scenery, natural character, physical environment.

The Great Lakes with their 95,105 square miles, as they branch out from the St. Lawrence in five immense bodies of water and one small one, are about equally divided between United States and Canadian territory with the mighty volume of Lake Superior constituting the largest body of fresh water in the world. In this vast variety of rivers, with lakes numbering over 218, there is probably the greatest undeveloped electrical water-power possessed by any country—estimated at 17,764,000 horse-power.

The estimated population in 1918 was 8,593,000, compared with 7,200,000 in 1911, 5,371,000 in 1901 and 3,689,257 in 1871. The people of Canada were, in 1911, divided into 3,925,679 in rural districts and 3,280,964 in urban centres—an increase of 574,878, or 17.16 per cent., in rural districts since 1901 and of 1,258,645, or 62.25 per cent., in urban centres. The war caused a change in this ratio and the Prairie Provinces, in 1916, showed a five-years' increase of 29 per cent. urban and 27 per cent. rural. In 1911, of foreign-born there were 167,441 from what, a few years later, were enemy countries, 508,483 from Allied countries, including 303,680 from the United States, while 76,808 came from what were then called neutral countries; of the total of 752,732, 344,557, or 46 per cent., were naturalized. By origin, 1,823,150 were English, 1,050,384 Irish, 997,880 Scotch, 2,054,890 French and the balance scattering; the proportion born of British descent was 59 per cent. in 1881, 57 per cent. in 1901 and 54 per cent. in 1911.

According to occupation there were (census 1911) 933,735 engaged in agriculture, 491,342 in manufacturing, 283,087 in trade and merchandising, 217,544 in transportation, 246,201 in building trades; of the total population 2,723,634 were engaged in some form of gainful occupation or work. As to the total immigration to Canada in 1901-19 those from Great Britain numbered 1,177,856, from the United States 1,250,806, and from other foreign countries 838,687.

The Climate of the Half Continent Called Canada

A word must be said as to the diversified climatic conditions of Canada. The Atlantic provinces come under the conflicting influence of the Gulf Stream and the Arctic current and their latitude being about that of southern Europe, the climate is temperate though with somewhat colder weather in winter and spring. Touches of the English climate and passing views of gigantic icebergs are contradictory elements of the eastern coasts; Prince Edward Island, as the garden of the Gulf of St. Lawrence,

and the Annapolis Valley as the home of fruit production, and King's County, Nova Scotia, as the Land of Evangeline, are illustrative of productive power and scenic beauty.

The vast area of Quebec, stretching from the Gulf of St. Lawrence, across a continent to the bleak forests of Labrador, comprises every kind of American climate from the clear sun-shot cold of winter to the productive heat of a summer day and the delightful coolness of a summer evening. There is much the same climatic variety in Ontario, where the fruit of the Niagara region and the grapes of the St. Lawrence Valley illustrate the character of the summer season, and the invigorating cold of Cobalt in winter compares with the James Bay climate of Northern Quebec. In the Prairie Provinces, as the great plains sweep from Manitoba to the mountains, the brightness, clearness, dryness and pureness of the atmosphere are famous; the occasionally intense heat and severe cold serve as a foil and contrast to the usual health-giving and bracing weather. The warm chinook winds coming through passes in the Rocky Mountains have the same influence upon Alberta as it lies at the base of the great range as the Gulf Stream has upon the Maritime Provinces.

In the far northern part of the great prairie region a new Canada of quite reasonable climatic conditions is opening out for development with a Peace River country of noble waterways and rich resource running north of Alberta and into British Columbia, and a continuous trek of pioneers passing from Edmonton to the new Land of Promise. British Columbia merges from the inevitable cold of its lofty mountain tops into the sunny warmth of its Pacific slopes and produces at Vancouver, or in the island of that name, where the capital rests, a climate so like that of England as to draw English settlers there as by a magnet.

As a whole, Canada is essentially a bright country. It has more sunshine than Europe. It is a land of bright skies, and when summer comes, with its long, sunny

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CANADA — *East and West* .

days, the grains ripen quickly. On the western prairie there are, on the average, two hours more of sunlight each day during summer than in England, where there is sunshine only for one-quarter to a little over one-third of the time; England's highest average is, in fact, Canada's lowest. One of the great influences on the climate of Canada is the immense area of inland waters.

The Farms and Farmers of Canada

Agriculture is often called the chief interest and industry of Canada. Out of a total acreage of 300,000,000 fit for farming only 70,000,000 acres are under cultivation; yet the 1,000,000 farms of the Dominion in 1918 realized \$1,367,909,970 for their field crops, compared with \$638,580,300 in 1914 and, during the four war-years, the total product was valued at \$4,863,000,000. War prices accounted for a part of this increase but the actual acreage had also increased from 54 millions in 1915 to 70 millions in 1918. Similarly, the values of live-stock grew in these years from \$726,000,000 to \$1,326,000,000. In 1918, as a matter of fact, the farmers of Canada received from their field crops and farm animals exported, sold or slaughtered, from wool and cheese and butter, from milk, fruits, vegetables, poultry and eggs, a total of over \$1,800,000,000 and possessed a capital wealth in live-stock, farm-lands, buildings and implements of \$5,450,000,000. During the war-years they had exported, chiefly to Great Britain, a total of \$2,055,000,000 in agricultural products and animals or their produce. The fruit farms of Ontario, Nova Scotia and the rich valleys of British Columbia are also famous.

All over this half of a continent the farmer is realizing the immense possibilities of his occupation. Between 1908-17 the average production of wheat to the acre was 19 bushels, of oats 35, of barley 27, and of potatoes 150 bushels. Alfalfa and flax are crops receiving much attention in the last two years; the Marquis seed wheat and other famous varieties such as Red Fife and Prelude and the new Ruby have obtained every international prize which United States agricultural bodies can award; dairying is an increasing factor and totals about \$400,000,000 in yearly product; 21 Dominion experimental farms, in all the provinces, teach practical lessons in farming and production and are ably seconded by such institutions as the agricultural colleges of Ontario, Manitoba and Nova Scotia, which are provincial institutions, and those of Quebec, Saskatchewan, Alberta and British Columbia, which are university adjuncts, together with the excellent agricultural schools of Alberta at Olds and other points; as to elevators for receiving and storing grain, there are 3,670 in Ontario and Western Canada with a capacity of 179,000,000 bushels; there are also Government-owned terminal elevators at Port Arthur, Saskatoon, Moose Jaw, Calgary and Vancouver. The number of live-stock in Canada in 1918 was as follows:—3,667,369 horses, 10,084,011 head of cattle, 3,052,748 sheep and 4,040,070 swine. The increase in six years was over 7,000,000 animals.

Forests and Forestry; the Great Pulp-wood Industry

The great forests of Canada have suffered much in the past century from fire and exploitation. The central line of the forest-belt was scientifically described by the late Dr. Robert Bell, an expert of his day, as starting near the Straits of Belle Isle on the Atlantic coast, running southwest nearly to James Bay, thence northwest to the border of Alaska and the mouth of the Mackenzie River—a total distance of 3,700 miles, with an average breadth of 600 miles and an approximate area of 2,500,000 square miles. Estimates vary, however, and Dr. B. E. Fernow, Professor of Forestry, Toronto University, puts the area at 1,000 million acres with 200,000,000 acres of actual merchantable timber; R. H. Campbell, Dominion Director of Forestry, in 1912 estimated 500 million acres of forest land of which one-half was covered with merchantable timber.

The increasing scarcity and demand for timber in the United States are making this resource of special value and importance with Canada now third in available supplies—Russia and the United States being the other two countries. There are 31 Forest Reserves in Canada administered by the Dominion Government with an area of 35,936 square miles and 14 National Parks with an area of 8,948 square miles; the Forestry Department at Ottawa promotes exploration, fire protection, forest management, tree planting and scientific investigation of wood products.

The cut of lumber in 1917 was 4,151,703,000 feet, B.M., valued at \$83,655,000; there were in 1918, 2,879 operating concerns with a capital of \$140,266,000, wages

. CANADA — *East and West* .

of \$34,412,000 and a product of \$115,177,000. The pulp-wood industry is of ever-increasing importance. According to the Commission of Conservation the total resources of the Dominion in this respect are 1,033,370,000 cords but much of this is inaccessible at present for commercial purposes; there are 91 companies engaged in the manufacture of pulp or paper with a combined capital of \$240,000,000 and an output of \$85,000,000—with exports of \$71,755,000 in 1918 and increasingly high prices for paper of every description. The by-products of Canadian lumber include bark products and tanning extracts, maple syrup and sugar and vinegar, grain alcohol and various chemicals, pine sawdust and shavings, hardwood distillations of charcoal, methyl alcohol, acetate of lime, acetone, acetic acid and wood-tar, coniferous wood distillations which produce resin, turpentine, pine oil, etc.

**The Mines
and Minerals
of Canada**

Underlying the mighty mountain ranges of Canada are untold gold and silver and copper and coal and other precious minerals; British Columbia, with its tiny population, has already taken away \$630,000,000 and has only scratched its rugged soil; the Yukon has produced \$160,000,000 worth of gold and the Cobalt region \$170,000,000 worth of silver while that of Porcupine has produced \$40,000,000 worth of gold and the famous Hollinger Mine has only commenced producing; in 20 years the total mineral production of Canada has grown from \$28,485,023 to \$189,646,821 in 1917 and in 1918 it was 20 millions more. The possibilities of future production are boundless with many new discoveries every year.

Bituminous coal exists in vast quantities in Nova Scotia. Under the soil of the Western Provinces and British Columbia there are estimated to be 1,360,000,000,000 tons of anthracite, bituminous and lignite coal; in the far northern Peace River there are untold possibilities in 1,000 square miles of tar sands which promise petroleum and asphalt; in the Hudson Bay region of Manitoba all kinds of minerals are coming to light day by day; in the Sudbury country around Lake Superior, there is nickel to supply the world and all through the northern parts of Quebec and Ontario—illustrated by Cobalt and Porcupine with their dividends of over \$10,000,000 a year—time promises to develop many similar camps. Amongst the more valuable lesser metals produced in growing quantities are antimony, arsenic, asbestos, barytes, molybdenite, platinum, corundum, feldspar, mica and all kinds of building stone, clay-products, natural gas, peat, zinc, lead, gypsum, graphite and structural cements, salt, tungsten, talc, bituminous shale, etc.

No coal, as yet, has been discovered in Ontario, but electric power is taking its place to an ever-increasing degree; iron-ore deposits have been located in British Columbia with 12,000,000 tons as the estimated product in Vancouver and Texada Islands, at points in Alberta, and throughout Nova Scotia, in New Brunswick and along the Ontario shores of Lake Superior, and in parts of Quebec. Of iron blast-furnaces, Canada has 19 with a daily capacity of 4,835 tons and with a varying number in yearly operation; they include the Dominion Iron and Steel Co., Sydney, N.S., the Nova Scotia Steel & Coal Co., New Glasgow, N.S., the Steel Company of Canada at Hamilton, the Algoma Steel Corporation, Sault Ste. Marie, the Atikokan Iron Co., Port Arthur.

**Canadian
Industries and
Manufacturing
Development**

The industrial evolution of Canada is a very interesting study in natural conditions, geographical difficulties, international competition, tariff history, individual enterprise and final success. Primarily an agricultural community of small and scattered population, with, prior to Confederation, tariffs between its several provinces, with new provinces in later years separated by great distances, with a large and populous nation to the south proud of its manufacturing progress and specialized industries, Canada had no easy path to victory in this connection. The census of 1890 showed a manufactured product of \$368,696,723; that of 1910 had increased to \$1,165,975,639; that of 1917 showed figures of \$3,015,506,869; the export of war manufactures and munitions, alone, in 1916-18 was \$948,000,000. In the four war years, taken separately, the total export of manufactured goods was as follows: 1914-15, \$85,539,501; 1915-16, \$408,026,574; 1916-17, \$703,057,168; 1917-18, \$636,602,516. In 1890 the capital

invested in it was \$2,300,000,000 and the production was \$1,000,000,000.

Alberta . . .
British Columbia . . .
Manitoba . . .
New Brunswick . . .
Nova Scotia . . .
Ontario . . .
Prince Edward Island . . .
Quebec . . .
Saskatchewan . . .
Yukon . . .

As to the represented in
\$400,385,086
\$287,982,105
\$133,618,658

**Trade and
Commerce
of Canada**

the fiscal year figures were 2,186,800,000 in 1868 and 1893 was favourable an ever-increase of \$833,899,402 more than the between the U.S. as follows:

Year (March 31st)	
1868	2,186,800,000
1878	2,186,800,000
1888	2,186,800,000
1898	2,186,800,000
1908	2,186,800,000
1918	2,186,800,000

Canadian trade \$905,026,930 of Canadian imports per cent, in 1911 increases in imports increased to Great Britain decreased. Accounts as follows in recent

Agricultural	
1911	\$905,026,930
1914	\$905,026,930
1915	\$905,026,930
1916	\$905,026,930
1917	\$905,026,930
1918	\$905,026,930

CANADA — *East and West* .

invested in manufactures was \$331,635,499, in 1910 it was \$1,247,583,609, in 1917 it was \$2,386,649,727. By provinces and periods the growth of industrial production was as follows:

Provinces	1900	1915	1917
	\$	\$	\$
Alberta.....	1,313,320	29,416,221	71,669,423
British Columbia.....	19,447,778	72,321,972	171,425,616
Manitoba.....	12,927,439	60,481,446	122,804,881
New Brunswick.....	20,972,470	37,303,900	62,417,466
Nova Scotia.....	23,592,513	69,345,819	176,369,025
Ontario.....	241,533,486	715,531,839	1,533,738,655
Prince Edward Island.....	2,326,708	2,586,823	5,517,910
Quebec.....	158,287,994	381,203,999	830,614,029
Saskatchewan.....	651,667	13,355,206	40,657,746
Yukon.....	363,189

As to the nature of these industries, it may be stated that food products represented in 1917 a total of \$754,637,940; textiles \$265,448,565; iron and steel \$400,385,086; other metals and metal products \$171,650,905; timber and lumber \$287,982,105; paper and printing, \$85,977,658; chemicals and allied products, \$133,618,658; vehicles for land transportation, \$197,488,770.

Trade and Commerce of Canada

For its population, the trade of Canada is the greatest in the world. It is more than double that of Great Britain per capita and three times that of the United States. Its development was comparatively slow from Confederation in 1868 until 1898—\$119,791,879 to \$285,836,707; after that it rose steadily to \$1,073,894,368 in 1914 and in the war-years leaped upward to a total of \$2,548,713,538 in

the fiscal year 1918, and \$2,185,194,620 in 1919. For the calendar year 1919 the figures were 2,236 millions, or about \$280 per head of the population. Between 1868 and 1893 the balance of trade was usually against the Dominion; in 1914 it was favourable, but in 1904-14, the current changed and went against Canada in an ever-increasing volume. During the four years 1911-14 the imports were \$833,899,402 more than the exports; in 1915-1918 the exports were \$1,370,111,542 more than the imports. The great bulk of this trade has always been divided between the United Kingdom and the United States. In the ten-year periods it was as follows:

Year (March 31st)	Exports to U.K.	Exports to U.S.	Imports from U.K.	Imports from U.S.
1868.....	\$ 17,905,808	\$ 22,387,846	\$ 37,617,325	\$ 22,660,132
1878.....	35,861,110	22,131,343	37,252,769	48,002,875
1888.....	33,648,284	37,323,161	39,167,644	46,440,296
1898.....	93,065,019	34,361,795	32,043,461	74,824,923
1908.....	126,194,124	90,814,871	94,417,314	204,648,885
1918.....	861,073,399	440,811,400	81,324,283	791,906,125

Canadian trade with the British Empire in 1918 was \$128,055,371 of imports and \$905,026,930 of exports. In 1871 imports from Great Britain were 57.58 per cent. of Canadian imports, in 1881 47.39 per cent. in 1891 37.67 per cent. in 1901 24.01 per cent. in 1911 24.34 per cent. in 1918 8.44 per cent. There were corresponding increases in imports from the United States while in exports the percentages increased to Great Britain in relatively the same measure as the imports therefrom decreased. According to the main lines of production in Canada, its exports were as follows in recent years:

Agricultural	To U.K.	To U.S.	To other Countries
1911.....	\$ 61,393,720	\$ 10,385,705	\$ 10,821,859
1914.....	146,230,104	32,506,548	19,483,377
1915.....	95,834,460	19,405,521	19,506,069
1916.....	196,077,876	18,620,236	34,963,082
1917.....	266,210,322	45,138,610	62,064,769
1918.....	403,456,560	101,877,411	62,379,613

. CANADA — *East and West* .

Animals.			
1911.....	40,636,575	10,063,544	1,544,055
1914.....	26,735,114	24,728,798	1,885,207
1915.....	38,222,698	34,186,056	1,981,980
1916.....	67,821,789	29,051,195	6,009,292
1917.....	93,299,158	28,575,365	5,920,945
1918.....	112,196,873	48,078,407	12,467,801
Manufacturing.			
1911.....	6,973,820	16,524,005	11,785,293
1914.....	8,583,540	30,391,764	18,468,148
1915.....	24,848,359	42,164,753	18,526,389
1916.....	148,477,303	58,202,141	35,355,554
1917.....	339,013,448	91,990,586	46,395,642
1918.....	300,715,681	151,883,178	184,053,657

**Banks and
Banking in
Canada**

The history of the banking institutions which the visitor in Canada so constantly encounters—20 banks with over 4,200 branches—is an interesting study. In its completed form it is a combination of British systems administered with a caution as to fundamental matters which is very British, and with an energy and readiness to assimilate new ideas and methods of ordinary operation which is typically American. When the provinces came together in 1867, there were 18 banks in Canada—the first was the Bank of Montreal, established in 1817, and the second, the Quebec Bank, formed in 1818; in 1902 there were 36 banks with 747 branches; in 1919, after many changes, due in part to a few small failures but in the main to amalgamations, there were 18 banks, with 4,300 branches.

There are several important differences between the American and Canadian systems. The chief is probably the Branch plan under which the vast distances and transportation difficulties of earlier days in Canada lost much of their effect upon isolated centres because of the easy flow of money from the head offices to the sections where money was most needed; similarly the branch system has made the financing of the annual movement of Canadian crops thousands of miles by land and water, a comparatively easy matter. So with the matter of failures. In the United States, where there are thousands of small national or private banks independent of each other, failures have been very numerous at every financial crisis; in Canada most of the crises of the past century passed without a single failure. In the United States, also, money may be plentiful in the east and very hard to get in the west, and so on; in Canada, the flexibility of the banking system provides admirably for all sections and for individual protection and convenience.

Under the Canadian system the charters of all banks expire simultaneously every ten years and require to be, and always have been, specifically renewed. Banks are empowered to issue circulating notes to the extent of their unimpaired paid-up capital and these, in 1880, were made a first lien on all assets. In 1890 the banks were required to create a guarantee fund of 5 per cent. on their circulation to be maintained unimpaired for redemption of notes of any single bank which might fail and be unable to redeem its notes within 60 days. These notes are not secured by special deposit of securities with the Government as in the United States, but are based upon the general assets of the institution concerned; notes under \$5.00 are issued by the Government. There are clearing houses in all the chief cities and centres—the first was formed in Halifax in 1887. The total in 1902 was \$1,871,061,725; in 1918 it was \$13,763,803,755 and in 1919 \$16,709,598,895. The banks of Canada took a conspicuous and at the same time a cautious part in the war; they did much in policy and in the maintenance of public confidence to give Canada financial stability and thus enable the Government to do its part; they lent large sums of money to Great Britain for purposes of trade. How they prospered in that period may be seen in the following table:

	1914	1919
Gold and coin.....	\$ 62,659,688	\$ 80,088,103
Dominion notes.....	138,056,339	172,964,172
Loans in Canada.....	854,546,031	1,207,109,046
Total assets.....	1,555,556,815	2,965,373,675
Reserve fund.....	113,070,859	124,712,670
Circulation.....	105,969,755	232,486,736
Public deposits.....	1,012,739,990	1,841,478,895
Total liabilities.....	1,314,646,254	2,706,715,918

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**Transportation
Interests of
Canada**

The history of Canadian railways is one of the most interesting records in the world. The overcoming of construction difficulties, the conquest of geographical and physical obstacles, the victory over elements of financial doubt and even disaster, the success of business brain and individual enterprise over every kind of opposition, stamp the whole story with an interest of rare strength. A tiny population,

spread thinly over half a continent, saw its railway mileage increase from 2,260 in 1868—chiefly the Grand Trunk and the Intercolonial—to 6,226 in 1878, 12,163 in 1888, 16,870 in 1898, 22,966 in 1908 and 38,879 in 1918. The total investment of money in these lines grew from \$257,035, 188 in 1868 to \$1,999,880,494 in 1918; the areas of land granted by Dominion and Provincial Governments to aid construction up to 1916 totalled 55,740,249 acres, with \$222,157,523 in cash and loans; the freight hauled in the year of June 30th, 1904, was 48,097,519 tons, in 1914, before the war, it was 101,393,989 tons, in 1918 it was 127,543,687; similarly, the passengers carried increased from 23,640,765 in 1904 to 46,702,280 in 1914 and 50,737,294 in 1918.

Up to 1916 the total cost of construction of the Government railways, chiefly the Intercolonial and the National Transcontinental, was \$366,657,792, the working expenses to date \$237,703,772, and the revenues \$224,854,538. The large mileage of the Canadian Northern system has since been added to the Canadian National and the Government has entered into an agreement to purchase the lines of the Grand Trunk system.

The Grand Trunk has sixty-five years of public service to its credit. It is not only Canada's pioneer railway, but stands prominent among the pioneer railways of America. Including its Grand Trunk Pacific mileage in Western Canada, it has more than 8,000 miles of line. It links up the principal cities of Canada and connects them in turn with many of the great producing centres of the United States. In the Province of Ontario alone the company has 3,000 miles of railway.

The Canadian Pacific Railway has woven its development into almost every phase of Canadian development and politics from 1872 to the present; the Grand Trunk Pacific and National Transcontinental—the latter a Government link from Moncton to Winnipeg—in the past decade, and the Canadian Northern, or C.N.R. during the years of the present century, have contributed many interesting chapters to the personal and progressive annals of this new country.

Many books could be written about the Canadian Pacific Railway without exhausting its human interest or doing more than justice to its economic importance; all that can be said here is that up to the creation of the vast and not yet fully-organized system of Canadian Government Railways, it was the greatest single system in the world. It is still one of the most prosperous and one of the best managed.

In 1882 it had a mileage of 1,730, in 1898 of 7,537, and on December 31st, 1919, of 13,792 with, in addition, 4,853 miles in the United States, and steamship lines on many lakes and two oceans. In 1909 its gross earnings were \$76,313,321 and working expenses \$53,357,748; in 1919 they were \$176,929,060 and \$142,996,024 respectively. At the end of 1919 the C.P.R. had 2,255 locomotives, 2,658 passenger cars, 87,681 freight cars and 8,484 others. The C.N.R., as an independent transcontinental line, closed its career in 1918 with 9,396 as the total average of mileage operated; with gross earnings of \$43,495,076 and expenses of \$31,349,408, assets of \$592,173,428, and a stated surplus over liabilities of \$34,842,073.

The Canadian Government, realizing how much the future trade prosperity of Canada depended upon her being able to carry her own products overseas in Canadian-built and Canadian-owned ships, decided last year to build a fleet of Canadian merchant vessels in Canadian yards to be operated in connection with its national railway system and to serve as a feeder to its lines. The shipbuilding programme up to the end of March, 1920, provides for the construction of 63 cargo vessels, having a total dead-weight carrying capacity of 380,615 gross tons. These vessels, as they are completed by the builders, are turned over for operation to the Canadian Government Merchant Marine Limited, which is a subsidiary of the Canadian National Railways. In the month of March, 1920, that company had in service 24 vessels with a dead-weight capacity of 122,875 gross tons, and by the end of June, according to the latest advices received from the builders in respect to delivery, there should be 46 boats in service with a total carrying capacity of 248,765 dead-weight tons.

Since the spring of 1919, when the "Canadian Voyageur," the first vessel of Canada's fleet of commerce carriers, was turned over for inspection, the Govern-

CANADA — *East and West* .

ment service has maintained regular sailings between Canada and Liverpool, Canada and Glasgow, Canada and London, Canada and Cuba, Canada and Jamaica and Havana, Canada and Barbados, Trinidad and Demerara, Canada and Pernambuco, Rio de Janeiro, Santos and Buenos Aires; Canada and Australia and New Zealand from Pacific ports; and on the opening of the St. Lawrence navigation this year, regular services were established from Montreal to St. John's, N.F.

Electric Railways, Motors, Canals and Shipping

As to electric railways in Canada, conditions show great possibilities of development with, in 1916, an operated mileage of 1,673, passengers numbering 580 millions and 1,936,674 tons of freight carried; gross earnings of \$27,416,285 and working expenses of \$18,099,906. Tremendous expansion in motor vehicles is a sign of the times in Canada with 69,598 registered in 1914, and 123,464 in 1916; over 200,000 were reported in 1918 and the estimate for 1919 is 320,000 passenger cars and motor trucks, with an investment of \$300,000,000. Express companies in 1916 showed an operating mileage of 41,994, expenses of \$12,087,210, a total financial business of \$56,500,851, and total earnings of \$12,874,902.

The canal systems of Canada number six and consist of (1) the canals between Port Arthur or Fort William and Montreal; (2) from Montreal to the international boundary near Lake Champlain; (3) from Montreal to Ottawa; (4) from Ottawa to Kingston and Perth; (5) Trenton, Lake Ontario, to Lake Huron (not completed) and (6) the St. Peter's Canal from the Atlantic Ocean to Bras d'Or Lakes, Cape Breton. The total length of the waterways comprised within these systems is about 1,594 statute miles. The actual mileage of canals constructed is 117. The traffic in 1916 was \$23,583,491, of which two-thirds originated in the United States; the capital cost of the canals was \$118,614,726.

Shipping in Canada entered upon a new phase of construction and expansion in 1918-19 with over 60 new vessels under way or in operation; the total built and registered in Canada in 1916 was only 325, with a tonnage of 102,239, while those sold were 21 of 4,529 tons; the total registration did not reach a million tons. The sea-going vessels which entered and cleared at Canadian ports, with cargo and in ballast, totalled, in 1916, 24,827,650 tons. The sea-going and inland vessels (exclusive of coasting) which arrived and departed were as follows: British, 6,817 of 12,417,944 tons register; Canadian, 37,000 of 17,372,836 tons register, and foreign, 75,411 of 27,930,318 tons register. British vessels (sail and steam) engaged in the coasting trade (arrivals) numbered 84,654 of 34,967,264 tons register; the foreign shipping in this respect was negligible.

The Richest Fisheries in the World

The immense seacoast of Canada on the Atlantic and the Pacific, totalling 12,780 miles, its innumerable bays and inlets, its vast inland lakes and many bodies of fresh water covering an area of 220,000 square miles, its great rivers and streams, which in most other countries would appear to be important rivers, make possible the most extensive fisheries in the world and these Canada certainly possesses. Fish are everywhere on the seacoasts, in lakes and rivers, and they are of the best known varieties for both sport and food; even remote northern lakes, frozen over most of the year, have been found crowded with fine whitefish; owing to cold weather conditions, they can be more easily and cheaply transported and preserved than in other countries. It cannot be said that production is as great as the supply warrants, but it constitutes a valuable industry with a recorded value of fish marketed (1917) totalling \$52,352,044—the most of this being from the sea with, naturally, British Columbia and Nova Scotia as the chief producers. The number of men employed was 72,338 with over 26,000 others engaged in the salmon and lobster industries; the value of the total fishing equipment of boats, etc., was estimated in 1917 at \$33,520,748.

In the deep-sea fisheries of the Atlantic are the famous cod banks extending from Newfoundland to the shores of Nova Scotia; lobsters, haddock, sardines, herring, mackerel, halibut, hake, are also caught in these waters with Lunenburg, N.S., as the chief Canadian fishing port. The coastal line, with its estuarine and inland waters, extends 5,000 miles and the catch includes most of those mentioned above, with pickerel, pike, whitefish, trout, sturgeon, perch, smelts, flounders, etc.

The Great Lakes and their tributary waters show a yearly catch of millions in value with whitefish, herring, pickerel, pike, perch, carp as the chief fish; most of

these fish also Slave Lake—ice. The 7, the Fraser ar clams, skate, sea-trout, he profitable wh which operat greatest in th

The once-been steadily efforts have b Atlantic Prov industry, unc the fish mark \$4,486,981; Salmon, \$11,2 982 in 1917 wi breeding is ca ries in operat \$5,500,000 aw of Washington

Sports and Playgrounds of Canada

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CANADA — *East and West* .

these fish also swarm in the northwest waters from Lake of the Woods to Great Slave Lake—in many of them the fish are caught chiefly in winter through the ice. The 7,000 miles of Pacific coast-line include the much-prized salmon of the Fraser and other streams with all the common varieties of fish and oulachans, clams, skate, seals and whales; even the Arctic waters and Hudson Bay produce sea-trout, herring, sturgeon, inconnu, pike, pickerel, cod and salmon with some profitable whaling carried on chiefly by the Consolidated Whaling Corporation which operates 11 steamers. The halibut fisheries at Prince Rupert, B.C., are the greatest in the world.

The once-considered inexhaustible lobster fisheries of the Atlantic coast have been steadily depleted and not even the Dominion and Provincial Governments efforts have been able to counter-balance the results of over-fishing. In the three Atlantic Provinces there are 20,000 acres of natural producing oyster beds and this industry, under scientific culture might give profitable returns. The values of the fish marketed in Canada during 1915-16 show the chief items as follows: cod, \$4,486,981; halibut, \$2,261,776; herring, \$2,906,887; lobsters, \$4,506,155; Salmon, \$11,262,381. The fish-canning and preserving establishments numbered 982 in 1917 with a capital investment of \$48,000,000 and 94,486 employees. Fish-breeding is carried on extensively by the Dominion Government with 59 hatcheries in operation. Government yearly bounties of \$158,000, based upon the \$5,500,000 awarded by the United States Government in 1877 under the Treaty of Washington, are paid to fishermen; the exports of fish exceed \$22,000,000 a year.

Sports and Playgrounds of Canada

Probably the finest variety of hunting, fishing and shooting and the greatest area of sporting grounds and fertile waters in the world, are to be found in Canada. To the wearied seeker after health and strength, the sturdy lover of the wild in life and rugged in nature, the experienced traveller in search of new sensations and of new or picturesque scenery, the adventurous lover of great mountain ranges, vast river basins, rolling prairies or rock-scarred regions which look like some of nature's marvellous ruins, no better country exists than Canada.

In the Rocky Mountains nature has planned things upon the most noble and awe-inspiring scale; the scenery is worthy of the greatest toil and privation, but can be visited today in comfort by the tourist or taken as a sportsman's paradise; in its tremendous ranges Canada has eight great National Parks upon which the Government is spending large sums in development and to fit them to be the great playgrounds of North America. They include Rocky Mountain Park, with an area of 1,800 square miles; Kootenay Park, 650 square miles; Yoho Park, area 560 square miles; Glacier Park, area 468 square miles; Jasper Park, 4,400 square miles; Waterloo Lakes Park, 432 square miles, and Revelstoke Park, 95 square miles. Mount Robson Park, 650 square miles, a provincial reserve in British Columbia; Strathcona Park, 800 square miles on Vancouver Island; the Laurentides National Park (3,721 square miles) in the mountain ranges of Quebec, and the great Algonquin Park—an Ontario playground of 2,721 square miles—must also be mentioned as the chief provincial reserves. The forest reserves of Ontario and Quebec total 150,000 square miles. There is a Dominion Park in Nova Scotia and twelve of the Thousand Islands, in the St. Lawrence, are formed into another.

The vast wilds of the Peace River region and the forests and rivers of the Hudson Bay; the almost inaccessible homes of wild life in Ungava and Labrador; the Nipigon country and Rainy Lakes district containing many wild animals and much game; the Prairie Provinces where ducks and geese and prairie chicken abound and big game are still to be found; the resources in game and fish of northern Quebec; the district north of Parry Sound which is roamed over by deer, bear and moose; the picturesque lakes and summer resorts of the Muskoka region, which constitute the Killarney of Canada; the fishing and shooting of the Maritime Provinces—all these and many more form a range and abundance of sport almost too wide for comprehension.

Other specific points in Ontario are the 30,000 islands of the Georgian Bay; the beautiful Temagami region of lakes, rivers and wooded lands, including the lake of that name with its shore line of 1,132 miles; the Kawartha Lakes and Maganetawan River; Lake Nipissing and the French River with their wild and rugged scenery and splendid fishing and hunting; the Thousand Islands of the St. Lawrence running from Kingston to Brockville.

Moose, caribou, elk or wapiti, the white and black-tailed deer, antelope, mountain sheep and goats, reindeer, the famous musk-ox of the Barren Lands in the far north, bear, ranging from the huge grizzly or white polar bears to the

CANADA — East and West .

smaller black or brown bear, wolves and lynxes are the chief big game or wild animals of Canada. Lesser animals include the beaver, mink, otter, marten, ermine or weasel, rabbits, raccoon, skunk, squirrels and wolverine, the coyote or prairie wolf. There are or have been foxes of every variety—black and blue, silver and white and red. Muskrats are to be found in most of the provinces. Grouse, pheasants, woodcock, golden plover, partridge, snipe, rail, quail, duck of various kinds, ptarmigan, sandpipers, wild turkeys, swans, wild geese, are amongst the game birds.

Graylings, in the swift streams of the Rocky Mountains, maskinonge, in the basin waters of the St. Lawrence, ouinanche in the northern lakes of Quebec and the Ungava peninsula and in some of the New Brunswick and Nova Scotia waters, sturgeon in the Great Lakes, salmon on the Atlantic and Pacific coasts, cut-throat trout in Alberta, rainbow trout in British Columbia and speckled trout in Nova Scotia, New Brunswick, Ontario and Quebec waters, perch, pike and pickerel everywhere, are the chief game fish of Canada. Quebec in particular, and Canada in general, boast a wide range of splendid winter sports which mean not only pleasure but health, strength and vigour and which include hockey, ski-ing, curling, skating, snow-shoeing, sleighing.

The Fur Trade in Canada

Some of the most thrilling chapters in Canadian history mark the fur-trade annals of the Dominion from the early days of the *coureurs des bois* to those of the Hudson Bay trappers and hunters and the sportsmen of the 20th century. It is more than 400 years since Cabot first took furs from Canada to King Henry VII. Over the

great prairies of the west there roamed at that time herds of countless buffalo, in the forests of the east were innumerable wolves and bears, panthers and lynxes; in the mountains or on the northern plains were many varieties of deer as well as wilder animals. As civilization and population advanced, the happy hunting days of the Indian, the historic strife of great fur-trading companies, passed away and the wilder animal life of the country decreased in numbers and receded to greater inaccessibility.

The value of the fur-crop of Canada is, however, after a lapse of years steadily growing greater; ten years ago it was \$2,000,000 and today must be worth at least \$20,000,000 with an export which, alone, totals \$13,000,000. To the sportsman, of course, no value can be put on the gradually disappearing big game. The buffalo has vanished entirely except in Government Parks and the antelope, at one time common on the prairies, is fast decreasing in numbers; the beaver, however, is increasing and fur-farming has been applied to this animal in Prince Edward Island where, also, fox-farming has been made a commercial industry with prices ranging from \$3,000 a pair in 1910 down to about \$800 in 1919 with a total sale of over \$2,000,000 in the latter year; silver black fox-ranches are now established in every province while mink farms in Canada number about 50; skunk farms have been tried in Nova Scotia and raccoon and marten are also being "farmed," and the muskrat is largely used for commercial purposes.



CANADA IN HISTORY

A Picture of the Past: The Indian

Before reaching the shores of Canada it would be well if visitors could see a mental picture of Canadian life in the past. It is a new country but it is one stamped with the impress of great struggles, imposing incidents in a vast environment, sombre and splendid scenes, memories of heroism unsurpassed anywhere. The origin of the North American Indian is shrouded in impenetrable gloom. His personality looms out from a lurid background of tortured settlers, flame-lit settlements and battling pioneers. His character comes to us imbedded in the literature of a hostile and conquering race as the embodiment of cruelty and savagery. Yet the figure of the red man was in many respects a noble one. Cold and hard in character, passionate and revengeful in temper, ignorant and superstitious in belief, keen and quick in thought, the Indian was never, in the days prior to his overthrow, guilty of the effeminate and meaner vices which destroyed peoples such as the Roman and the Moor. Love of liberty in its wilder forms and contempt for all arbitrary rule or personal control he carried to an extreme greater than can be anywhere paralleled.

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Sleepless suspicion of others was a natural part of his surroundings of war and treachery. He preferred to drive a secret blow, to use an ambushed arrow rather than to seek open fighting or public revenge; he was dark and sinister in his punishments and retaliations; his warfare was one of sudden and secret surprise, ruthless and unhesitating slaughter. On the other hand, though he had few opportunities for self-improvement, the curious federal system of the Iroquois, the characters of Pontiac, Tecumseh and Thayendenagea indicate individual capabilities under favorable circumstances, or when raised by the white man's sympathy and support instead of degraded by the use of his fire-water and the practice of his immoralities. The Indian was, in short, the product of nature, the outcome of wilderness conditions, the result of long and continuous struggle with the forces of extreme heat and cold and of contact with the wild, free vagaries of a wandering forest life.

The Iroquois, with whom Champlain first came face to face in the inauguration of a drama which had a continent for its stage and a century for its enactment, were at once the best and the worst of all the Indian nations. Their pride was intense and over-mastering, their lust of conquest was individually as strong as that of Alexander or Napoleon, their savage passions and cruelties were vented in an indescribable degree upon their enemies. Yet in courage, constancy and a concentrated energy, it would be difficult to find their equal as a people; where they inflicted pain they were equally ready to endure it.

They included the Mohawks, Oneidas, Onondagas, Cayugas, Senecas and, afterwards, the Tuscaroras, in what was practically a loose federation of nations stretching across the wide lake region and through what was destined to become the State of New York and the Provinces of Ontario and Quebec. In their days of greatest power the Iroquois warriors never numbered more than 4,000 men, though they became a thought of terror to all the tribes from the rolling waters of the St. Lawrence to the sunny slopes of Carolina and from the far west to the Atlantic shores. The kindred races of the Neutrals, the Andastes, the Eries and the Hurons, had all, by 1680, been practically wiped out of existence by this organization of savage strength.

To the French colonists they also became a public scourge, a source of untold suffering and sorrow. So, in a lesser degree, with tribes further south and west and the English colonists of the seaboard. Yet with all the vivid tokens of Indian life and character which are stamped across the pages of Canadian and continental history, it is probable that the vast wastes of North America never saw more than 200,000 savages at any one period. Their wandering and harsh mode of life and their continuous wars prevented the otherwise natural increase in numbers.

**Heroic Days
of the old
French Regime
in Canada**

The people of Quebec have a pioneer history of which they may well be proud and which presents features of unsurpassed interest to the traveller in what he so vaguely calls a new country. It has to do with a tiny offshoot of a great race, deserted by its own nation, or at times aided in the most perfunctory way, but fighting on and on for a century to create, or hold, or build up, national supremacy over a great continent. The heroic annals begin with the

arrival of the sturdy Breton mariner from St. Malo, Jacques Cartier, in 1534. His title in history is a proud one—"Discoverer of Canada." Cartier was the real founder of "La Nouvelle France" when he gave the name of Charlebourg Royal to Cap Rouge. Despite every conceivable natural obstacle of climate and wilderness, wild life and still wilder foes, Champlain had, in 1608, founded Quebec in the shadow of a towering rock, and endeavored to evolve for France an empire in the New World. And until his death in 1635, the Pioneer of French Canada fought a battle of the most extraordinary kind with almost every difficulty which nature and man could place in his path.

He carried his little colony through local rivalries, fur-trade abuses, national indifference at home, official intrigue and the blood-darkened shadow of savage life; while at the same time exploring the interior and discovering Lakes Huron, Ontario and Nipissing. But while Champlain's policy and explorations brought the existence of a continent into the practical knowledge of the world and his settlements laid the foundation of New France, he also was reluctantly and unavoidably embroiled in a conflict with the Iroquois, which resulted in over a hundred years of perhaps the most barbaric and at the same time picturesque warfare recorded in all history.

Side by side with, or merged into this conflict, was the fluctuating warfare between French and English—between the onward sweep of English settlement

. CANADA — *East and West* .

and the continuous dream of French dominion—spreading over thousands of miles of lake and river, pathless prairies and trackless forests and reaching from Hudson Bay to the Gulf of Mexico and from the far, unknown wastes of the west to the Alleghanies. The struggle was a peculiar one. Kindling with fierce heat amidst the forests of America at the first signal of war in Europe; often blazing into local conflicts spread over a vast area while the respective nations were nominally at peace; sharing the passions of European pride and rivalry with the added impulse of provincial boundary disputes, commercial conflicts and Indian blood-stained surprises; the struggles of these alien races, stationed respectively upon the shores of the St. Lawrence and the coasts of the Atlantic, were of a character vitally different from the better-known conflicts of personal ambition, religious principles, or dynastic claims, which have reddened the pages of European history.

Battles in North America from the beginning of the seventeenth to the end of the eighteenth centuries did not resemble military conflicts elsewhere. No such splendid natural setting for the contest between France and England which belted the world and included in its scope the victories of Clive, the ambitions of Frederick the Great, the triumph of Wolfe and the rise of Washington, was anywhere else provided. During much of the period when the respective Mother Countries were at war—and frequently when they were resting or recuperating during an interval of apparent peace—the broad aisles of a primeval forest, the stormy waters of immense inland seas, the untrodden mazes of an illimitable wilderness, constituted the environment of some determined struggles.

The history of the founding of Port Royal (now Annapolis Royal, in Nova Scotia) by the gallant de Monts; the establishment of Montreal by De Maisonneuve (1642); the prolonged battle for existence by Quebec; the strife of Charnisey and de la Tour in Acadia; the gallant dash of Iberville Le Moyne upon the northern regions around Hudson Bay and his destruction of English forces and ships; the expeditions against the English of New York organized by the brilliant mind and determined energy of Frontenac; the Acadian invasion by Sir William Phipps, of Massachusetts; the sieges of Louisbourg and Quebec and the oft-repeated struggles around Forts Niagara, Ticonderoga and Duquesne present some of the most tragic and dramatic scenes ever described by pen or brush.

Around and about the opposing forces echoed the war-whoop of the savage. Over the head of the beaten white man—French or English—rested the shadow of the scalping-knife. The tramp of armed men and the roar of European guns were often preceded by the axe of the woodsman and by a path cut through the depths of the forest, so that the flag of England and the flag of France might “wave in war’s alternate chance” over regions known only to the wandering Indian, the adventurous voyageur, or the occasional hunter and trapper. It was, in fact, a battle of giants in an area so vast and varied as to defy the knowledge or the imagination of the contestants themselves.

Yet even when the armies of Amherst completed the victory of Wolfe upon the Heights of Quebec in 1759 and forced the surrender of Montreal, in 1760 the French population of Canada did not exceed 80,000, as opposed to the New England colonies with three millions of people backed by the might of England. For over 150 years New France had maintained a desperate struggle against frightful odds, and at the last the strange blending of martial spirit, aristocratic courage and religious enthusiasm which had held half a continent for the Church and Crown of France was conquered as much by the miserable corruption of Bigot and other mercenary rulers as it was by the skill or vigour of the English.

Still, the result was inevitable sooner or later. Daulac des Ormeaux might, in 1660, take his 16 youthful comrades up to the rapids of the Longue Sault, on the Ottawa, and hold, for eight days and at the sacrifice of their lives, the passage to Montreal against a thousand Iroquois warriors; Frontenac might for a time in the next century hold both the Indians and the English in check; Montcalm might defeat his foes at Oswego, at Fort William Henry and at Ticonderoga; but the one only illustrated French heroism as the others did French military skill and bravery. They could not really compete with the slow, irresistible movement of English colonizing strength or the irrepressible force of the English commercial instinct. Up the valleys of the Mohawk and the Ohio advanced the pioneers of a coming host, and the eastern slope of the Alleghanies heard the axe of the English settler even while Céleron de Bienville was burying plates of lead down through the heart of the continent and marking what he fondly hoped would prove the boundaries of a vast French Empire. The die once cast, the French-Canadian people, led by their devoted clergy, gave steadfast adhesion to the British Crown, and in 1775 and again in 1812-14 fought for the British flag in resistance to American invaders.

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**A Picture of
the Past—The
Loyalist**

To the United Empire Loyalists Ontario and New Brunswick, Nova Scotia and the Eastern Townships of Quebec owe the fundamental influence in their history and developments; to them Canada owes much of its British faith and Empire evolution. The Loyalists represent in continental annals both the history of a lost cause and the foundation of a new commonwealth. In the former

capacity popular ignominy has very largely been their lot in the pages of American history and, sometimes, at the hands of unjust British publicists. In the latter capacity they have become enshrined in the records of self-sacrifice and toil and suffering which have gone into the making of Canada.

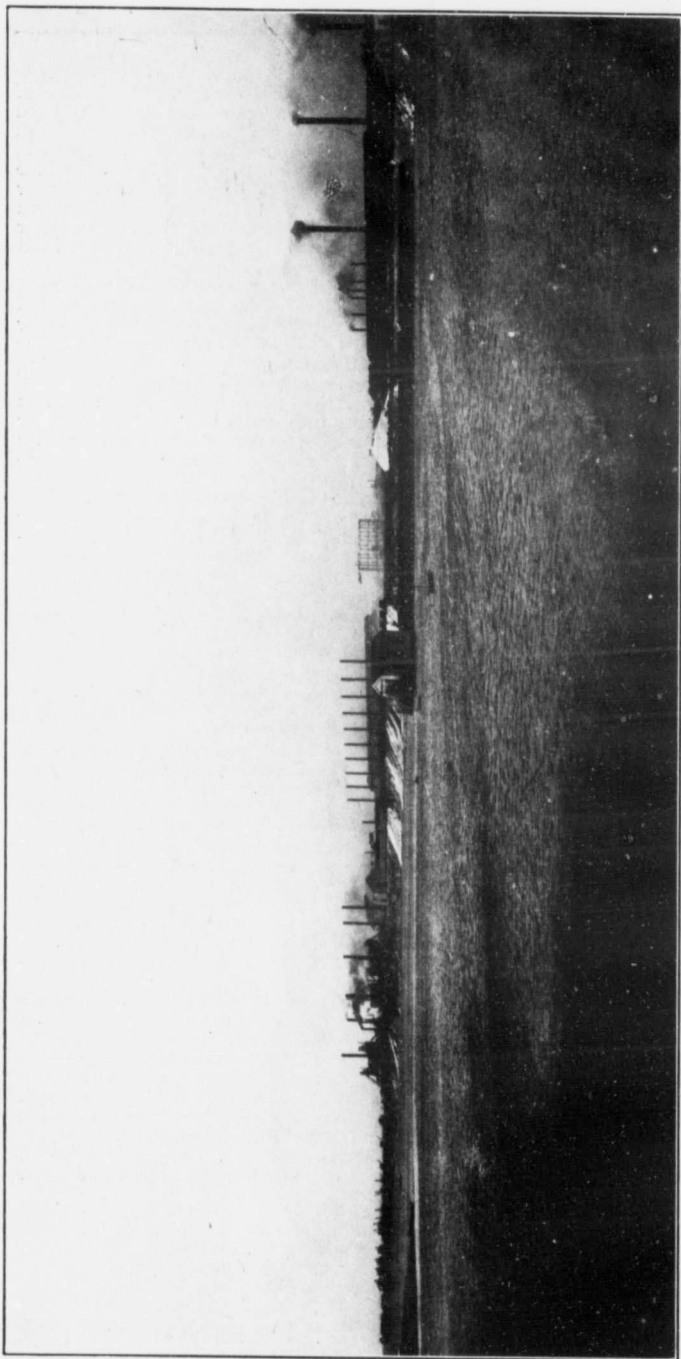
The Loyalist migration from the New Republic into the wilds of Canada began in 1783. They came flocking in thousands to the northern land where still floated the flag they loved so well—in ships and in boats, in covered waggons or on foot—until there were, eventually, about 4,500 settled along the shores of the St. Lawrence, 28,000 in the New Brunswick and Nova Scotia of the future, a few in Prince Edward Island, several thousands in the present Eastern Townships of Quebec and probably 10,000 in the Ontario of to day. They came without money, with little food and few resources, with no experience in agriculture or pioneer life, and with but small knowledge of how to meet the enormous hardships which they had to face and as to which so far as they were realized there was no shrinking or shirking.

This movement of population is one of the most interesting and striking facts of history. It was not the exodus of a great horde of people unable to earn their living in a European country, and made up of ignorant, uncultured persons unprepared for the responsibilities of political life and action. It was a movement at least as significant as that of the Pilgrim Fathers. It differed from the latter in being the transfer of what may be termed, for want of a better designation, the prosperous upper class of the American community to a country which was a veritable wilderness. Both movements were made for conscience' sake; but one was largely religious, the other essentially political, or patriotic. The Loyalists, in fact, brought to the making of Canada the choicest stock the thirteen colonies could boast. As amongst the cavaliers of England and, indeed, in almost all instances of civil strife in all countries, it was the most eminent judges, the most distinguished lawyers, the most highly educated of the clergy, the members of Council and administrators, the Crown officials, the people of culture and social position, who stood by the King and what he represented. There were many notable exceptions, but not more than enough to prove the rule.

To a great extent the experience of one family, or of one group of settlers in this migration, was the experience of all. Log-cabins, built in the wilderness, with a single room and a single window, were their homes; coarse garments spun from flax or hemp, or made from the hides of animals, were their clothing—intermixed on rare occasions with the silks and laces and ruffles and gorgeous colours which had perhaps been worn in a Colonial court, or had graced the drawing-rooms of a Colonial mansion; furniture was made from the roughest of wood by the unskilful axe of the pioneer; the task of procuring enough of Indian corn and wild rice to eat, or the staving off of actual starvation, was for some time the principal occupation.

Around their settlements or isolated cabins were the wild animals of forest life—wolves and bears and lynxes. In winter time there was always bitter suffering from a cold which then knew little cessation and from a snow and ice which seemed limitless in quantity and paralyzing to their energies. The latter condition also isolated their dwellings until horses and sleighs came, in better days, to help them bear this ordeal of life in the wilderness. Yet they were not absolutely unhappy. They felt deeply and fervently the principles which had driven them into the wilds and, from many a log hut dimly lit by the blaze of a smoky fire, came the evening hymn of "God Save the King" and the word of a clear-voiced hope that all privations and labours might end in the building up of a greater and better commonwealth than the one they had left:

A vast Dominion stretched from sea to sea,
A land of labour but of sure reward,
A land of corn to feed the world withal,
A land of life's best treasures, plenty, peace,
Content and freedom, both to speak and do,
A land of men to rule with sober hand,
As loyal as were their fathers and as free.



THE DOMINION IRON AND STEEL COMPANY'S WORKS AT SYDNEY, NOVA SCOTIA

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THE PROVINCE OF NOVA SCOTIA

The Historic Province of Nova Scotia

This Atlantic Province of Canada where the delegates to the 1920 Imperial Press Conference land, has many interests to the visitor, many charms for a prospective settler, many attractions for the lover of history. It has spacious harbours and splendid fisheries, it is nearest of all Canadian Provinces to the Motherland and Europe; it is in close touch with the naval forces of the Empire,

the fishing banks of Newfoundland, the coastal trade of neighbouring provinces and states; it invites traffic with all Atlantic countries, islands, seaports and interests; it is nearer to Liverpool than New York by 588 miles, to Buenos Ayres by 137 miles and to Cape Town by 372 miles; it has on Cape Breton Island the only bunker coal field on the eastern coast of America; its produce is marketed in Canada, and the West Indies, on the United States seaboard and in Great Britain; it has easy transportation by cheap water-carriage along the coasts, and up the St. Lawrence, by 1,784 miles of gulf, river, canal and lake which connect Sydney with Fort William and Port Arthur; it has three transcontinental lines of railway and 15 lines of ocean steamers.

The sources of wealth in Nova Scotia are many and capable of much larger development. There are great coal-beds linked by water with Newfoundland iron, the famous apple orchards of Annapolis Valley and the fertile soil of the Cornwallis region; there are the historic dyked lands and reclaimed marshes of the Land of Evangeline, large spaces of wild clover pasturage yielding the finest of Canadian wool, industrial or mining centres such as Halifax, Amherst and New Glasgow, Pictou and Stellarton, Sydney and Sydney Mines. There are considerable supplies of lumber and pulpwood, new developments in water-power and hydraulic energy and a revived shipbuilding industry of large proportions; there are prosperous refineries and evergrowing factories, great iron and steel plants, fishing fleets, working out from a richly indented coast and resourceful waters with Lunenburg and Yarmouth as their chief ports; there are abundant minerals awaiting greater development and including iron, limestone, gold, molybdenum, manganese, antimony, gypsum, salt, pottery-clay, oil shales, vast supplies of caking coal. The Dominion Steel & Coal Company, now the central factor of the New British Empire Steel Corporation, with headquarters at Sydney and the Nova Scotia Steel & Coal Co. of New Glasgow, included in the same consolidation, are amongst the greatest of Canadian industrial plants. The trade of the Province in 1919 was \$88,464,969 and its bank clearings \$241,300,194.

Through the province run the Liverpool, La Have, Shubenacadia, Avon and Annapolis rivers, its forests still have considerable small and large game, it has excellent trout and salmon waters. The scenery of Nova Scotia includes the high and picturesque shores of Pictou harbour, the beautiful green amphitheatre of Antigonish, the varied and spacious beauties of Halifax harbour, the exquisite scenes of Annapolis Valley, the myriad islands of the Tusket River, the rich and rolling hills of Avon, the clustering farms and orchards of historic Grand Pré—the latter-day birthplace of Canada's Prime Minister, the stormy waters and terrific tides of the Bay of Fundy, the massive front of Cape Blomidon, steeped in tradition and dwarfing in its sweeping size and ponderous proportions all rivals on the coast.

This is that black bastion, based on surge,
Pregnant with agate and with amethyst,
Whose foot the tides of storied Minas scourge,
Whose top austere withdraws into its mist.

The Island of Cape Breton, which was attached to Nova Scotia in 1764 by the British authorities, has a history and an interest all its own. It is almost split in two by the remarkable inlet called the Bras d'Or Lakes and its scenery is singularly beautiful and varied, with mountains, lakes, streams and deep bays, with waters which constitute a sportsman's paradise, plains and valleys which are exceptionally fertile, coast waters rich in fish and coal-mines which rank amongst the greatest. Its position makes it the key of the St. Lawrence, explains the intensity of the war-struggle which surged around and upon its soil and made Louisbourg one of the strongest of North American fortresses and for fifty years the centre of bitter conflict—the present scene of grass-grown hillocks and buried ruins.

CANADA — *East and West* .

Nova Scotia in 1919, with a population of 511,000, an area of 21,000 square miles, a length of 300 miles and an extreme breadth of 100 miles, produced \$192,000,000 worth of coal and other minerals, manufactures, fish, ships, lumber, grain and fruit. In preceding hundreds of years it produced traditions and a history worthy of the pride its people feel in the past. The story of Acadia and the Acadians is one of the most attractive as well as the saddest in continental annals; the military struggles of French and English surrounding Port Royal on the Bay of Fundy, from its foundation in 1605 to the days of peace when it became Annapolis, are of lasting interest; the establishment in 1758 of the first representative Legislature in what is now the Dominion of Canada, the influx of United Empire Loyalists to the south and north of the Bay of Fundy add many attractive pages to Canadian history; the agitation led by Joseph Howe for responsible or self-government in the Colony was a stormy incident in national development as was his later effort to keep Nova Scotia from joining the Canadian Confederation.

Sydney July 27

Sydney is the industrial centre of Nova Scotia. Sydney harbour is one of the best on this coast of many havens for shipping; it is more or less icebound in winter but in summer presents a scene of vivid activity. Beneath parts of it are the deep submarine galleries in which coal-miners use their picks, all along the shores are coal mines with their buildings and freight railways and the evidence of thousands of men at work. On the south-westerly arm of the harbour is the city of Sydney with its population of 25,000 and an industrial activity and productiveness which have made it a place of importance in Canada. Founded in 1785 by Lieut.-Governor Des Barres and a party of United Empire Loyalists, its harbour was at one time a rendezvous for Spanish fishing fleets, it was the scene of various war activities in old-time fighting days; it became the capital of Cape Breton when the island was a separate colony; it was the home of fortifications and barracks and a British garrison up to the time of the Crimean War; it was for long the headquarters of a friendly French squadron in the North Atlantic; now it is the centre of a great coal and iron and steel industry.

The Dominion Iron and Steel Co. has a plant here which cost \$35,000,000 and employs 4,000 men; the town is the centre of a great coalfield and iron, gypsum, fre clay, marble, limestone, dolomite and silica are to be found in the vicinity, while the forests of the island contain spruce, fir, hemlock, beech, maple and birch. Some of the minor industries are tar and its by-products roofing materials, slag-cement, pressed bricks, iron castings and sheet metal and structural steel. Large additions are, in 1920, under way to the steel plant, plate rolling mills are under construction and a large milling plant. There are 18 churches, 11 schools, a High School and Provincial School of Science, and five banks. From Sydney the Canadian National Railway runs through the island, the Sydney and Louisbourg Line connects the two places named, an electric railway runs to Glace Bay, Bridgeport, Reserve and other subsidiary mining towns; there is also steamer connection with Montreal, Quebec, Halifax, Newfoundland, Prince Edward Island, etc., and the place is a bunker port for many ocean liners.

Around Sydney are three other mining centres and, 24 miles away, is Louisbourg, an historical ruin which once held high place amongst the world's fortresses and in the stirring life of pioneer days. Sydney Mines, with a population of 9,000, lies on the harbour and is closely associated with the great New Glasgow industry—the Nova Scotia Steel and Coal Co. employing 4,300 men at this point to operate its collieries and brickyard; the yearly output of coal is 900,000 tons. North Sydney is at the entrance of the harbour and 15 miles from Sydney. Steamers run from it to Newfoundland and the French Islands of St. Pierre and Miquelon; its industries include coal mining, deep-sea fishing and trawling, granite and marble works, heavy machine and boiler works, stove foundry, fish-drying and smoking plant, seal and cod oil-refining plant; there are wireless and seaplane stations, coal shipping piers and a marine slip for ship repairing. The population is about 6,000.

Glace Bay is 14 miles from Sydney, has 18,000 people and is the centre of the Dominion Coal Company—affiliated with the Dominion Iron and Steel Co. as the Dominion Steel Corporation. This concern pays average wages of \$500,000 a month, employs 10,000 miners and has an output of 5,000,000 tons a year. Other industries include fishing interests and machine works; freight steamers run to Halifax and there is much shipment of coal; it is surrounded by a rich farming district and has 12 churches and 12 schools with a Provincial Mining School and four banks and a Marconi wireless station.

Leaving Cape Breton, Truro in the County, with Scotia Steel forges and of labour. The wooden freight Bridgeport mining tool-planing-mill products. In and spruce.

A town will not per se shores and a town of 3,000 Pik-took, a also of sangu settlement in succeeding years afterwards a prosperous. on the education as Sir William The town has foundry, marine fishing and fa

Halifax July

its soldiers in associations at new Canada. long and three faces, the splendor in the world.

It has a popular city park, flaged or masked east and York and cover to its Bedford Basin virtual suburb fishments, lying Basin and the Point Pleasant to the city of Halifax is the terminus of and Eastern.

Dalhousie University with Oxford times, is an institute of arts, science, representation of College. Theology and St. Mary's of Parliament Buildings convents, five industries include agricultural implements, gunpowder, tobacco

CANADA — *East and West* .

Leaving Sydney, by Canadian National Railways, the trains run through Cape Breton, cross the Straits of Canso, and pass through New Glasgow and Truro en route to Halifax. New Glasgow is situated on the East River, in Pictou County, with a population of 9,000. It is chiefly known as the seat of the Nova Scotia Steel and Coal Co., with its important shipbuilding yards, rolling mills' forges and finishing department, its large capital and production and employment of labour. There is, also, the Eastern Car Co., building varied types of steel and wooden freight cars and employing 3,500 men, the Eastern Steel Co., the Maritime Bridge Co., McNeil Machine and Motor Co. Other industries include mining tools, wooden ships, glass, harrows, bricks, mineral waters, saw-mills, planing-mills, steel and wire fencing, foundry, electric works, drain pipes, clay products. In the neighbourhood are supplies of coal, limestone, iron-ore, hardwood and spruce.

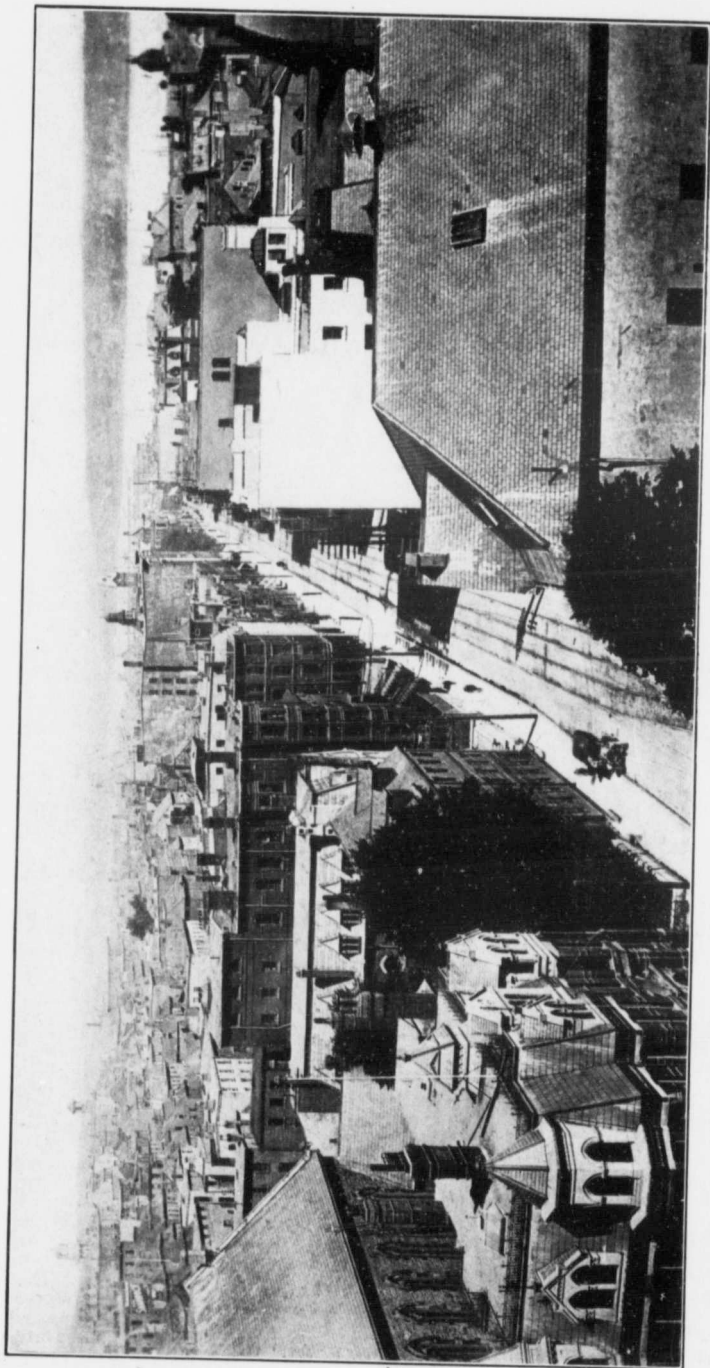
A town of importance nearby, to which the exigencies of a crowded schedule will not permit a visit, is Pictou. Placed at the head of a noble harbour with lofty shores and picturesque scenery and a most safe and commodious anchorage, this town of 3,000 people dates from unknown periods in Indian legend as the site of Pik-took, a Micmac place rich in tales of Gluskap, the god of the tribe; the scene also of sanguinary struggles with the Mohawks, the centre of a small Philadelphia settlement in 1767 and of more successful Scotch-Highlanders six years later. In succeeding years it became a lumbering and shipbuilding port and long years afterwards a centre of the coal industry which has made the surrounding country prosperous. The Pictou Academy, founded in 1810, has had a distinct influence on the educational life of the Province and has trained such well-known Canadians as Sir William Dawson of McGill and George M. Grant of Queen's University. The town has industries which include flour and feed mills, biscuits and candy, foundry, marine railway, electric plant, etc. In the neighbourhood are good fishing and fair hunting.

Halifax July 28

Halifax is a fitting portal to the half of a continent which stands behind and pulsates with the new life of a growing nation. It joins the old with the new, and its splendid harbour brings the sea-power of Britain, the fleets and commerce of the Old Land into touch with the productive greatness of the Dominion; its military and naval station, its soldiers in barracks and sailors and warships in the harbour, connect the great associations and history of the United Kingdom with the war-spirit and life of the new Canada. The city is situated on a pear-shaped peninsula, about five miles long and three broad. Citadel Hill rises about 250 feet above the waters which it faces, the splendid harbour, one of the largest, safest and one of the best fortified in the world.

It has a population of 60,000 and the point of its peninsula constitutes a beautiful city park, which contains within its 200 acres of forest drives three camouflaged or masked ports, forming, with Forts McNab and Ives on the island to the east and York Redoubt on the west, a complete encirclement of the outer harbour and cover to its entrance. The Northwest Arm, George's Island, the Narrows and Bedford Basin are picturesque natural features of the city, with Dartmouth as a virtual suburb of 7,000 people, and a number of important manufacturing establishments, lying on one of the sides of the harbour. The Northwest Arm, Bedford Basin and the dockyard, the dry-dock, said to be the largest on this continent, and Point Pleasant Park, a public resort owned by the Imperial authorities and leased to the city of Halifax, are all of interest and deserve a visit. As a railway centre, it is the terminus of the Canadian National Railways, the C.P.R., Dominion Atlantic and Eastern.

Dalhousie University, founded by the ninth Earl of that name in 1818, affiliated with Oxford and Cambridge, and keeping pace with the progress of the times, is an institution adding notably to the interest of the city; it has its faculties of arts, science, law, medicine, dentistry and pharmacy, with a Government representation of modern business in education—the Nova Scotia Technical College. Theology is represented in the Presbyterian College, Holy Heart College and St. Mary's College. The city is the seat of the Provincial Government and the Parliament Buildings and Government House; it has forty-two churches and two convents, five public gardens and over eighty factories of various nature. The industries include steel shipbuilding, iron foundries, sugar-refining, machinery, agricultural implements, cotton and woollen goods, paper and musical instruments, gunpowder, tobacco, soap, candles, paints, chocolates and spices; its exports



A VIEW OF THE BUSINESS SECTION OF HALIFAX, LOOKING TOWARD THE HARBOUR—ONE OF THE GREATEST IN THE WORLD

totalled \$41, the calendar

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**Kentville
July 29**

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. CANADA — *East and West* .

totalled \$41,697,142 in 1919, and imports \$15,071,155, while its bank clearings in the calendar year 1919 were \$241,300,194.

The Dominion has spent, or is spending, \$30,000,000 in construction of new terminals, which should make Halifax one of the best-equipped ports in the world. From it a number of steamship lines radiate, including the Canadian Pacific Ocean Services, the Canada-Jamaica, the Cunard, Donaldson, Furness, Manchester, Holland-American, Nova Scotia S.S., Pickford and Black, R.M.S. Packet, White Star-Dominion, Cie General Trans-Atlantique and lesser lines. Under construction in 1920 are warehouse and piers for the French Cable Co., a \$2,000,000 refinery plant for the Imperial Oil Co., and a \$6,000,000 plant for the Halifax Shipyards Limited. Recovery from the great war disaster of 1917, when the explosion of a munition ship, the "Mont Blanc," in the harbour, caused the death of 2,000 persons and destruction of many millions of property—homes, plants, churches, shops, etc.—has been so rapid and complete as to be a matter of much interest. Over \$25,000,000 was subscribed to help the city, including \$17,000,000 by the Canadian and \$5,000,000 by the British Governments and \$3,000,000 from other sources.

Founded on June 21-30, 1749, by the landing of 2,500 settlers under Admiral the Hon. Edward Cornwallis, and sent out by Lord Halifax, President of the Board of Trade and Plantations, it was for many years a chief seaport of British power on the Atlantic, the filter through which British troops passed to fight in various parts of the continent, the harbour to which prizes of war were brought and a centre at which British prisoners of war were held. In 1758 it held for a time General Amherst's 12,000 men, while Boscawen's 23 ships of the line, 18 frigates and 120 transports filled its harbour with warlike scenes. In that year it saw the first representative assembly of British America; it was the centre of Joseph Howe's eloquent and stormy political advocacy; from it, in 1833, passed the first ship under steam power to cross the Atlantic. For many years it has been one of the most strongly fortified as well as most commodious harbours in the world, the chief British naval station in the North Atlantic, with a dry dock which served the mercantile as well as the Royal Navy and was for long the most costly and largest upon the continent. Halifax has been, indeed, for a century and a half what the Prince of Wales described it in 1919: "A bulwark for the British Navy in the West."

"Into the mist my guardian prowls put forth
Behind the most my virgin ramparts lie,
The Warden of the Honour of the North,
Sleepless and veiled am I."

Leaving Halifax by the Dominion Atlantic Railway, the trains run through the beautiful scenes of Acadian history immortalized by Longfellow as the Land of Evangeline, which will be seen on the return journey by daylight, and arrive at Kentville. The Annapolis and Cornwallis Valleys, of which this is the centre, are beautiful and fruitful regions stretching 80 miles down through the Province from Wolfville to Annapolis, with a width ranging from four to twelve miles. They are protected from the cold fogs of Fundy and ocean winds of winter by the range of hills called the North and South Mountains. Covering the counties of King's and Annapolis, they produce apples famous on continental and British markets, with a provincial production of about 1¼ million barrels—and have climate and soil suited to grapes, pears, plums, cherries, melons and even peaches.

Kentville
July 29

Kentville, a busy town of about 3,000 in a charming valley. It is the business centre of this region, 71 miles from Halifax and boasts a Government experimental farm, a militia camp and a provincial sanitarium; its industries include carriages, gasoline engines, foundry, milling machinery, and there is salmon fishing in the vicinity for the sportsman. Delightful drives can be taken to Hall's Harbour, Baxter's Harbour, over the North Mountain and along the Bay of Fundy shores. Motors take the party to Canning, Kingsport, Starr's Point, Church St., Port Williams to Wolfville.

Wolfville
July 29

Wolfville, 65 miles from Halifax, is the headquarters of visitors to this region and the seat of Acadia University—a well-known institution—founded in 1838, affiliated with Oxford and McGill, having 19 teachers and (1916) 120 students, with 500 in residence at Horton Academy and Acadia Seminary, which are popular supplementary institutions. Embowered in orchards, the scenes around this pretty

. CANADA — *East and West* .

town were once described by C. G. D. Roberts, a Nova Scotian poet and historian, as follows: "Before the windows of Wolfville unrolls a superb view—marshes of pale green, reclaimed from the sea by the spades of old-time Acadian farmers; sharp strips of red or orange—tawny flats, where the retreating tide has left the beach uncovered; to the left front a well-grouped cluster of white cottages, spires and masts above a bridge—the shipping village of Port Williams; the long, low lines of green upland outstretching from either side to almost the centre of the picture—the delicious summer retreats of Starr's Point and Long Island; between them and beyond, away to the far blue barrier of the Parrsboro Shore, the restless waters of Minas Basin, yellow in the foreground, but in the distance purple, sapphire, green or silver, as changing hour and changing sky may decree; and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon out-thrust against the tides. These are effects of full daylight; but by the aerial magic of sunrise (too seldom seen!) and the voluptuous sorcery of sunset such transformations are wrought as make the scene a never-changing realm of faery."

The present town has the advantage of being close to the mouth of the Cornwallis River as it runs into the Basin of Minas; it has a daily boat to Parrsboro, its coal-shipping and industrial port, and to Kingsport, with a weekly one to St. John; it has shaded, well-kept streets, comfortable homes; its simple industries include the farming of the population around, a creamery, corn-mill, a sash factory; its residents number about 2,000.

**Grand Pré
July 29**

Three miles distant is Grand Pré itself, once the centre of the historic scene of Acadian banishment and sharing with Minas and Annapolis, in 1755, the famous dispersal and exile of 6,000 French-Acadian settlers and their distribution throughout the Thirteen Colonies and even as far as England and the West Indies. Around this episode, tradition and the poetic pen of Longfellow have woven threads of subtle beauty and passionate patriotism which add charm to the already great fascination of the scenery and to storied meadows in which are buried treasures of that olden day. Willows, planted by Acadian hands, mark the lines of the Grand Pré village as it extends along in a single street after the style still popular in Quebec—a village which is now only a rich and scattered settlement of contented farmers.

**Truro
July 29**

Truro is the next important point to be reached on the way to Cape Breton. It stands on the fertile shores of the Salmon River at the head of Cobequid Bay on the Bay of Fundy. Founded in 1761 by the Acadians and afterwards settled by immigrants from New Hampshire and disbanded soldiers, it has withstood more than one storm of war, but has now settled down as a thriving centre of agriculture and business with the Canadian National and Dominion Atlantic Railways feeding its industries and with a population of 7,000, three banks, eight schools and nine churches. Its manufactures include knitting mills, condensed milk and coffee, shirts, hats and caps, feed mill, mattresses, wood-working and aerated waters. It is the seat of the Colchester County Academy, the Provincial Normal College and the Nova Scotia College of Agriculture with (1916) 20 teachers and 54 pupils. On its outskirts is the Joseph Howe Park of 1,000 acres, which has been described as the prettiest and most picturesque pleasure-ground in the Maritime Provinces; back of it runs the Shubenacadie River with shipyards at its mouth and a notable tide at this point of tremendous power.

Leaving Truro, the trains during the night climb the Cobequid Mountains, cross the border into New Brunswick, and pass through the city of Moncton, one of the most prosperous and progressive communities of the Maritime Provinces. A divisional point on the Canadian National Railways and a natural centre of commercial distribution, it is growing very rapidly and has a promising future. It is the only eastern city with a natural gas supply. Leaving Moncton, the railway goes through a beautiful and fertile section, and follows the valley of the Kennibecasis River into St. John.

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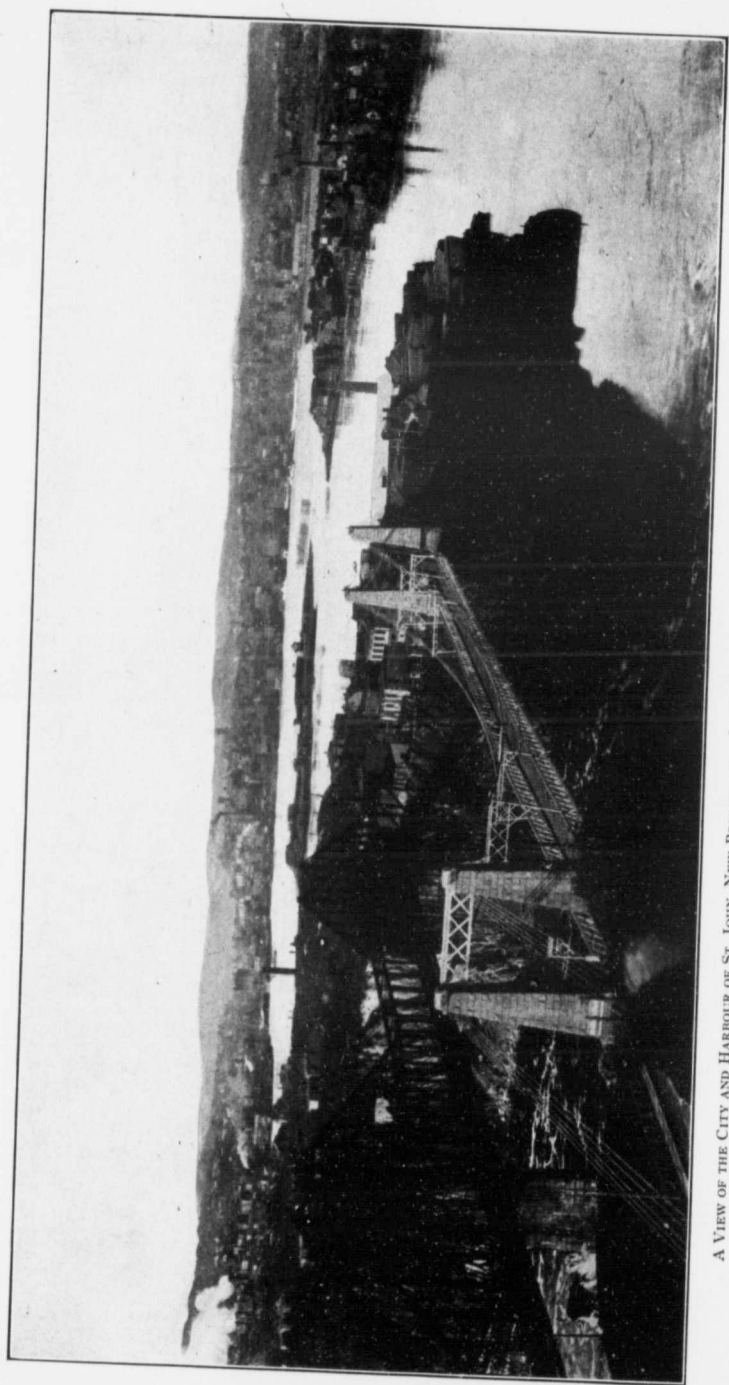
THE PROVINCE OF PRINCE EDWARD ISLAND

The unfortunate delay in the arrival of the S.S. *Victorian* has made impossible a proposed visit to Prince Edward Island. Here is a garden of 2,134 square miles and 93,000 people, with a rich, red soil only one-half cultivated though almost all of it is fit and fertile, with a healthy climate and not very severe winters, with a splendid top-dressing for the farms in mussel mud, which is found in all the bays, with prosperous mixed and fruit farming and abundant room for more. Its fisheries, chiefly lobsters and oysters, are important to the Island people and produced \$1,148,201 worth in 1918; its fur-breeding industry has become widely known—especially in silver-black fox and beavers, and the humid temperature is said to produce remarkably fine fur; it is an ideal region for summer resorts and bathing beaches, for boating and fishing in deep bays and inlets and for trout-fishing in particular, for summer climate and accessibility.

Historically, the Island has been largely a land of peace. Originally named St. Jean, or St. John, by Champlain, and having a population of 4,000 when taken possession of by the British in 1758, it was for some years a part of Nova Scotia. Since 1770 it has been a separate British province with a short interval in which it was held by the Americans; in 1800 it was re-named after Prince Edward, Duke of Kent, the father of Queen Victoria, and its real period of settlement began with the immigration efforts of Lord Selkirk in 1803. Charlottetown, founded in 1768, is a city of 12,000 people, situated on an excellent harbour and at the confluence of three rivers, with several important industries and 70 fox farms in the near vicinity. It is the seat of provincial government and two cathedrals, and the home of the Prince of Wales College and the Roman Catholic College of St. Dunstan.

Summerside, 48 miles from Charlottetown, is second to the latter in importance. It has excellent stores and handsome residences. Among its business places is a mail-order house whose ramifications extend over the Maritime Provinces and whose turnover runs into several million dollars a year. It is the centre of the Island's famous fur-farming industry.





A VIEW OF THE CITY AND HARBOUR OF ST. JOHN, NEW BRUNSWICK. IN THE FOREGROUND ARE THE BRIDGES OVER THE FAMOUS REVERSING FALLS

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THE PROVINCE OF NEW BRUNSWICK

**The Loyalist
Province of
Canada**

New Brunswick has an area of 27,911 square miles, or about that of Scotland, with a population of 351,000 or one-tenth that of the northern part of Britain, with the great inland sea or Bay of Fundy almost completely separating it from Nova Scotia and providing not only a winter port always open, but restless tides which are notable for scenic effects and which often rise 55 feet in one great volume of water; with an extensive system of navigable rivers including the St. John which lighter vessels can use as far as Grand Falls—225 miles from the sea—the St. Croix, the Petitcodiac, the Miramichi, the Richibucto, the Restigouche, all running through tracts of low-lying alluvial land of remarkable fertility; with a large number of beautiful small lakes affording abundance of good fishing, and forests which still supply spruce, pine, hemlock, birch, cedar, maple, oak, elm, etc., in commercial quantities; with hunting grounds which include the moose, caribou and deer in considerable numbers; with notable sea and other fisheries yielding \$6,333,000 of product yearly—the famous salmon and trout in the inland lakes attracting a large circle of sportsmen; with mines not greatly developed but with undoubted coal, iron and limestone resources, and manganese, gypsum, building stones, shale and natural gas under production.

There are 17,910,400 acres of land in the Province with over 13,000,000 acres suitable for agriculture and only 50 per cent. occupied. Along the Bay of Fundy are immense areas of reclaimed marsh lands famed for wonderful productivity, year after year without fertilizers; very extensive areas of land especially for the cheap production of wool and mutton offer additional opportunities. The Province's greatest resource, however, is its forests. Of the 7,500,000 acres still in the hands of the Crown, the examination of 1,400,924 has revealed that 73.14 per cent. support merchantable timber, of which 39.4 per cent. represents the hardwood stand. Large quantities of white birch and poplar are available for further utilization.

Historically, the Province owes its birth to the United Empire Loyalists who, with such goods and chattels as they could carry, poured into the region north of the Bay of Fundy and, within a year of 1783, had become so numerous that their territory was marked off from Nova Scotia or Acadie as a separate government and named, in honour of the British Royal House, New Brunswick. In its early history lumber was the great industry and was favoured by England through a preferential tax on Baltic timber; wooden ship-building also developed while agriculture was neglected and foodstuffs imported. A timber forest fire in 1825 swept the colony from the Bay des Chaleurs to Miramichi and destroyed trees, crops, stock, buildings—the loss of timber being incalculable. The responsible government struggle was somewhat similar to that of Nova Scotia, except that L. A. Wilmot, the leader, was not such an oratorical and aggressive character as Joseph Howe. The total trade (March 31st, 1919), it may be added, was \$173,289,616 in exports and \$22,327,177 in imports; the bank clearings of 1919 were \$153,139,927.

**St. John
July 30**

Founded by United Empire Loyalists on May 18th, 1783, upon the site of an old British fort made famous by the exploits of Charles La Tour, and originally called Parrtown, this settlement was incorporated in 1785 as the city of St. John and established as the seat of government. A little later the titular honour passed to Fredericton, 85 miles up the River St. John, as being more central and less exposed in those times to the frequent menace of French or American war; but nothing could deprive it of the advantage of position and its future as the chief centre of provincial trade and maritime business for the Province. In 1919 its imports totalled \$15,701,446 and its exports \$149,986,167, with bank clearings of \$153,000,000—the only clearing office in the Province. The population and political life of St. John were always of a conspicuously intelligent character; its citizenship was based upon the high level of Loyalist settlement and its old families left a deep impress upon provincial life. Between 1824 and 1877 the city had five great fires—the latter deprived 13,000 people of their homes and destroyed \$27,000,000 worth of property. An open summer and winter port, St. John is the terminus of the C.P.R., the Canadian National Railways and the New Brunswick Southern Railway. From St. John the Canadian

. CANADA — *East and West* .

Pacific Ocean Services, Canada-South African, Canada-France, Canadian Government Merchant Marine and Eastern S.S. Corporation Lines, have regular sailings; so do the Furness, Head, Houston, Manchester Lines and the New Zealand Shipping Co., Nova Scotian S.S., and the Royal Mail Steam Packet Co.

The city occupies a high rocky peninsula, many of its streets have been blasted or hewn out of the solid rock, its hilly walks require active climbing, its views are many and attractive, its harbour capacious and free from ice or tidal currents. The chief industries of St. John are the railway elevators, a pulp mill and several large sawmills, rolling mills and foundries, engine and boiler works, edge toolworks and cotton mills, cornmeal mills, brushes and brooms, paper and wooden boxes, marble works, paint, boots and shoes, fertilizers, sugar-refining plant, sardine factory, ship-building. The total valuation for assessment is (1918) \$48,915,000 and its population about 60,000. St. John claims to be the only city in Canada which owns its own harbour; it was the first to be incorporated and the first to adopt municipal government by a commission; it has large Dominion Government improvements going on with new deep-water docks providing berths for 24 ocean liners of the largest type; a new dry-dock is under construction which will be the largest in the world, and in the harbour as a whole 23 wharves are being built. The total cost will be \$25,000,000.

The St. John Valley Railway also promises considerable additional facilities, while the Canadian Pacific has just completed a million-dollar elevator and several large new manufacturing establishments have recently been finished.

The St. John River, "The Rhine of America"—with its wonderful "reversing cataract," should be seen by every visitor; also the fine traffic bridge and railway cantilever bridge near the falls. Steamers ply between St. John and Digby, N.S., making connection with the Dominion Atlantic Railway at Digby for Halifax and Yarmouth—a favourite route between the cities of the two provinces. The Eastern Steamship Line gives connection with Eastport, in Maine, Portland and Boston. The Reversing Falls are a natural phenomenon; at flood tide the water is falling in one direction, at the ebb it is falling in the other direction. In between there is not the vestige of a fall. There is at one moment a seething mass of mad surges, at the next a placid surface of mild waters. An elaborate work, called "Picturesque Canada," has described the phenomenon as follows: "The whole volume of the great St. John River, which is nearly 500 miles long and four or five in breadth, half a dozen leagues above the city, at this point finds its way to the sea through a deep ravine, a couple of stone-throws across, spanned by a suspension bridge. When the ebb-tide has emptied the harbour, the accumulated river-waters fall through this ravine as through a mighty sluice-gate. As the tide returns the fury of the escape is diminished, the river is gradually checked, till a level is reached on either side of the great gate, and quiet reigns while the antagonists take a breathing space. But soon the tremendous Fundy tide overpowers the river, bears it down, and roars triumphing through to brim the upper basin. Before it can accomplish much in this direction, however, its retreat is ordered, and the recovering river presses on its rear. This battle is fought twice every day and the river is so far successful that it holds its freedom, and it can never be subjugated into a tidal river with drowned shores and banks of ooze."

**Fredericton
July 31**

This city of 8,000 people was founded in 1784 by Loyalists upon the site of a French fort dating back to 1692; it became, almost at once, the capital of the colony and was for many decades the headquarters of a British regiment; it has been a military, judicial, political and ecclesiastical centre for a long time. Here the C.P.R., Canadian Government Railways and Fredericton and Great Lake Railways meet; and steamers run to and from St. John. It is the seat of an Anglican Cathedral, the House of Assembly meets here; the University of New Brunswick, founded in 1800 and affiliated with Oxford, Cambridge, Dublin and McGill, with 11 teachers and 116 students, holds an important educative place; the Provincial Normal School, a Dominion Experimental Farm, Victoria Hospital, a military hospital and seven churches have a place in the life of the city. It has four banks and its industries include a grist mill, canoe and motor boat factory, boots and shoes, larrigan and shoe pack tanneries, lumber-mills, farm implements, concrete blocks, etc. It is the centre of a lumbering district with antimony, tungsten and coal in the vicinity; it is the home of sportsmen's preparation for moose grounds, to be reached within six hours. From Fredericton on the way to Quebec by the National Railway or the C.P.R. the visitor travels to Edmundston, the seat of a large bleached pulp

mill, hydro-electric
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**The Valley
of the
St. John**

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**Woodstock
July 31**

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mill, hydro-electric light and power, the centre of a lumber and farming district, headquarters for sportsmen—with fish and big game abundant.

**The Valley
of the
St. John**

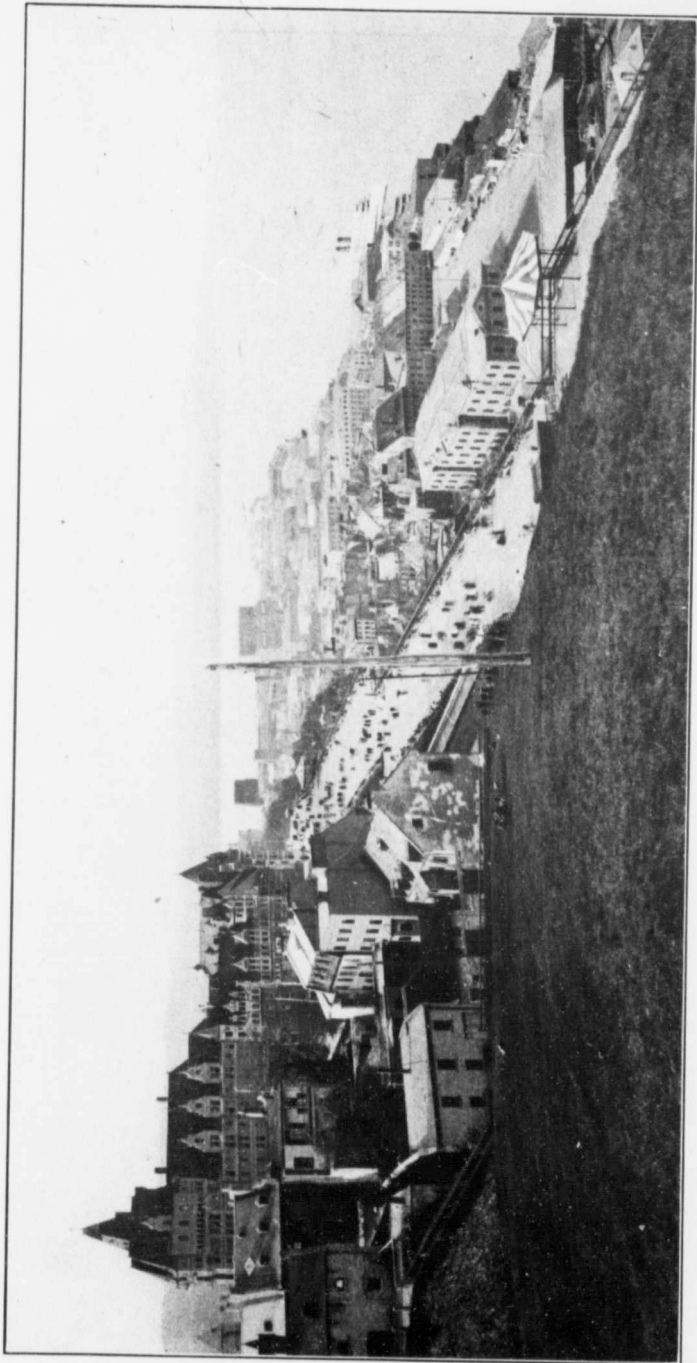
The River St. John drains an area of 30,000 square miles and with its tributaries furnishes 1,300 miles of navigable waters. After a course of its own covering 450 square miles, it discharges its flood through a narrow, rocky gorge, into the Bay of Fundy. Down its waters every year are floated 125,000,000 feet of lumber; along its shores may be seen beautiful and infinitely varied views; the trip up the river or along its shores is an equally delightful experience. In the quantity of land available for cultivation through railway and waterway facilities and in its wide range of varieties in fruit which can be profitably grown and marketed, the lower part of the St. John Valley is one of the finest in the Maritime Provinces or in Canada.

It is acknowledged to be one of the most fertile and beautiful valleys in the world and it awaits only the systematic development of its fruit lands to blossom forth into one of the best apple regions in all Canada. No official survey has been made in this respect, but the soil and position of the land—especially along the river—speak for themselves. Much of the soil further back is also first class and considerable areas of excellent apple land are to be found even 20 miles or more from the river. There are also many acres of high intervalle land, in the vicinity of Sheffield and Mangersville, which would yield handsome returns. The soil is a dark loam, several feet deep, and is exceedingly fertile as being part of the old river bed. Here may be seen apple trees nearly 100 years old, still strong, thrifty and bearing fruits. Around French Lake and Maquipit Lake, are areas of soil similar to that on the western bank of the river—much of it first class apple land, and still more of it in the Grand Lake region and further south in the sections bordering the Washademoak Lake and Belleisle and Kennebecasis Bays.

**Woodstock
July 31**

The Upper St. John Valley, between Fredericton and Woodstock, has proven itself adapted to the production of early or mid-winter fruit, and at Woodstock, 160 miles from St. John, there may be found today the relics of the old Sharp orchards—apple trees planted in tens of thousands by Francis P. Sharp, one of the most noted horticulturists in America. These orchards in their prime were the wonder and envy of all who saw them, and their produce sold for higher prices on the Boston market than local grown fruit. But with the completion of the St. John Valley Railway, which skirts the west bank for a considerable distance, immense blocks of first-class fruit lands between Woodstock and Fredericton, have come within easy communication of the marketing advantages of the lower St. John Valley. Woodstock has a population of 4,000 and is the center of industries and a rich farming country.





VIEW OF QUEBEC AND ITS WONDERFUL WATERWAY—THE CHATEAU FRONTENAC IN THE FOREGROUND

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THE PROVINCE OF QUEBEC

After leaving Woodstock, a night's run—during which the trains leave New Brunswick and enter the Province of Quebec—Levis, on the south side of the St. Lawrence River is reached in the morning. The river is crossed on the famous Quebec Bridge, which has been called the "eighth wonder of the world," and the historic city of Quebec is reached.

Quebec Bridge or the spanning of the St. Lawrence at Quebec was planned as far back as 1853; a charter which was never used was obtained in 1882; the Quebec Bridge Co. was incorporated in 1887 and construction proceeded until the south cantilever arm collapsed in 1907 and the Government took hold of the undertaking. The St. Lawrence Bridge Co. then received the contract and the work was about completed, when on Sept. 11, 1916, the centre span collapsed while being hoisted into position—owing to the failure of one of the castings in the hoisting apparatus. On Sept. 20, 1917, the new span weighing about 5,000 tons was finally lifted into place. The bridge provides 10 railways with passage across the river and quick connection between the immense pulp forest and mills of Northern Quebec and the markets of the Eastern States.

**The Portals of
the Dominion;
Scenic Beauties
of the
St. Lawrence**

As with the Thames in England, the Seine in France, the Rhine in Germany, the Mississippi in the United States, the Ganges in India, the Tigris in Asia Minor, myriad traditions and the history of nations have left their impress around the name of the St. Lawrence. This great river comes down to the Gulf of St. Lawrence under various names. From the little River St. Louis it pours through the great inland sea of Lake Superior and the St. Mary's River, with its crowded canals, into Lake Huron;

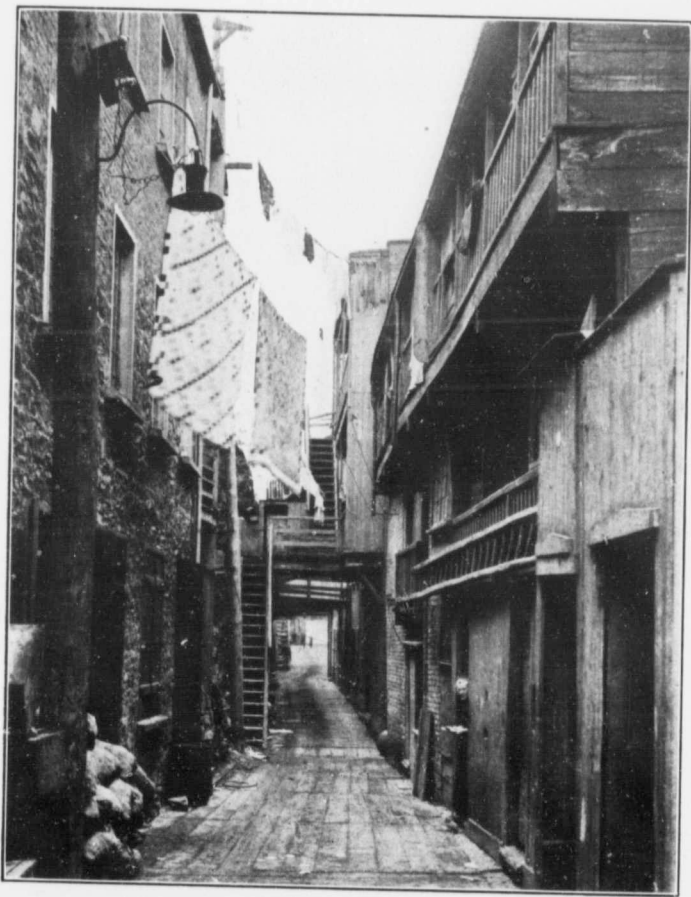
thence in another outflow, through the St. Clair and Detroit Rivers to Lake Erie and from there by the Niagara River and its wonderful Falls, to Lake Ontario.

From Lake Ontario, for 750 miles, it rolls to the Gulf and the ocean under its own historic name and is never less than a mile in width. As it broadens and deepens into beautiful lakes or narrows and shallows into restless rapids; as it sweeps past cliffs crowned with verdure or great natural ridges capped with dense forests; as these break frequently to reveal fertile valleys and a rolling country, or rise into rugged and yet exquisitely picturesque embodiments of nature such as the Heights of Quebec there comes the thought that here, indeed, is a fitting entrance to a great country, an adequate environment for the history of a romantic people, a natural stage-setting for great events and gallant deeds.

Though greater than any other Canadian river, the St. Lawrence is a natural type and embodiment of them all. Sweeping in its volume of water, sometimes wild and impetuous, never slow or sluggish, on its way to the sea; ever changing in its currents and rapids and waterfalls, in its lakes and incoming river branches; passing through varied scenery yet always preserving in its course a degree of dignity which approaches majesty; it reveals a combination of volume and vastness, beauty and sombreness which make it, in more senses than one, the Father of Waters on this continent—"the great river without an end," as an Indian once described it to Jacques Cartier.

If, indeed, the French sailors seeking new, unknown lands in far Cathay, or the French explorers planting roots in the soil of a vast new continent, more deeply and more firmly than they knew, had deliberately sought the most splendid setting in the world for dominion and settlement, they could have found none greater than that of the New France which grew slowly around and beyond Quebec with the St. Lawrence at its feet. Cartier and Champlain and De Roberval, and the stream of French voyageurs and trappers, soldiers and priests, noblemen and peasants who traversed the waters of the great river in the 16th and 17th centuries, saw, however, no such scene as can be witnessed today with its peaceful accompaniments of civilization and commerce.

The greatness and the gloom, the grandeur and the grace, the sternness and the silence of the majestic river were purely as nature had made them. There were long miles of lofty cliffs surmounted by dark forests which echoed from time to time the wail of the wolf or the war-song of the savage while all the icy blasts and unknown terrors of winter, on the verge of some vast wilderness, were faced by men fresh from the sunny slopes of France; there were the marvellous and gloomy portals of the Saguenay, the varied scenery at the mouth of other great rivers, as they poured from mysterious inland reservoirs into the great waterway;



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there was the exquisite beauty of the summer and autumn seasons when the shores revealed so much of nature's wooded charm and beauty and the river itself showed graces all its own, crowned by a silence, a solemnity and a mystery, which must have seemed like an inspiration of the gods to the pioneers of that adventurous day.

The picturesque procession of historic figures passing up and down the St. Lawrence, fighting for life and homes upon its shores, traversing in war and peace the vast wilds of the Iroquois, could not, of course, realize that the immense system of waterways, which they were tentatively exploring, contained more than one-half the fresh water of the world; they could hardly think of the Great Lakes as a Mediterranean Sea set in the midst of a continent, with shores skirted only by parties of wandering savages, or understand that all these vast bodies of water were united and were really parts of one majestic river; they could not see into the dim future or dream of the St. Lawrence as proving to a greater Canada what the Nile was to ancient Egypt—crowded with river, lake and ocean steamers, carrying supplies for many millions of people and bearing on its bosom a tonnage of commerce greater than that of the equally far-off Suez Canal.

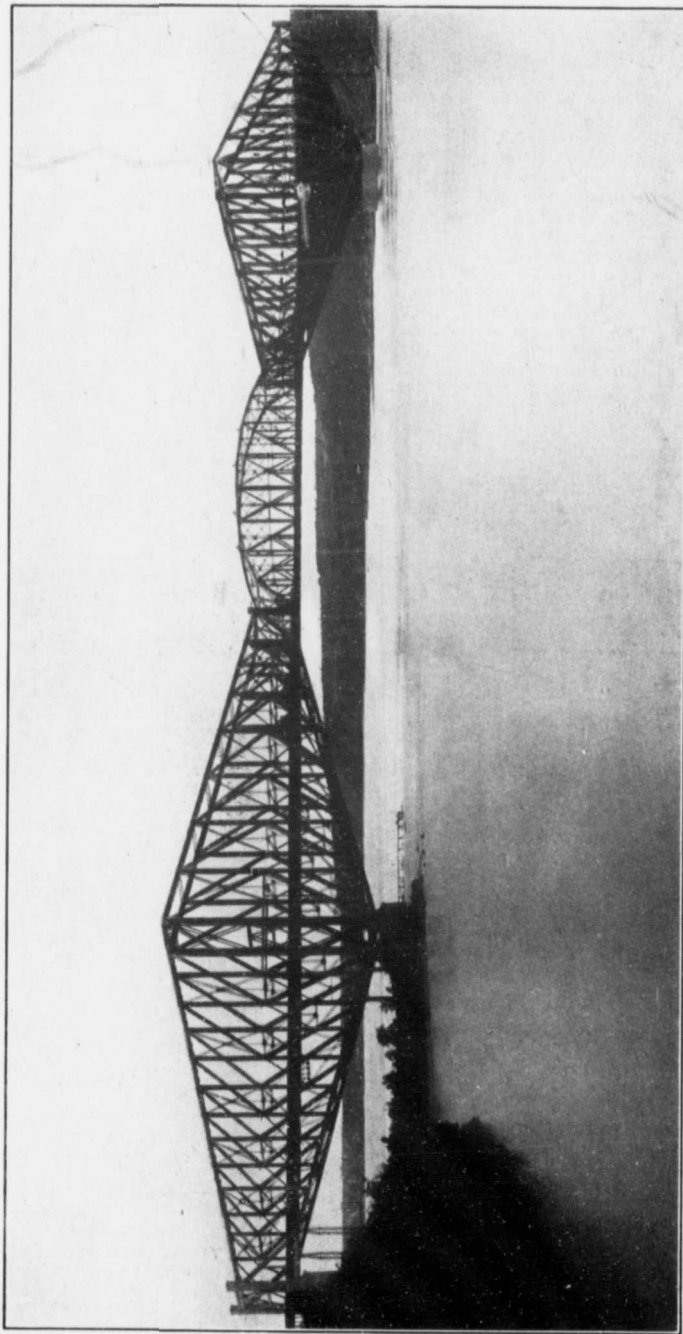
The wars of this time and of a succeeding century between French and Indians, French and English, French and the Thirteen Colonies, the British and the Americans; the tortured annals of the Jesuit Fathers in the wilderness of the Huron and Iroquois tribes; the adventurous exploits of the voyageurs as they hunted and trapped and mastered the lore of the savage and the wisdom of the woods; the alternate war-whoop of the savage and the roar of cannon in the primeval forests and along the shores of these great waters; evolved a pageant of history unique in its stage setting, in the vastness and wildness of its environment, in the picturesque character and life of its people.

**The Province
of Quebec**

The largest and, in some respects, the most famous, certainly the most interesting of Canada's greater Provinces is that of Quebec. With an original area of 351,873 square miles it has, since the acquisition of Ungava, doubled its size to that of 703,653 square miles with 450,000,000 acres of which only 24,000,000 acres are cultivated and, in 1919, only 8,000,000 under field crops. Yet it is in area larger than Belgium, Holland, Germany, Austro-Hungary and Bulgaria before the war, Denmark and Sweden combined; without Ungava it would have the combined size of Germany, Holland, Belgium and Italy. As a whole its unknown but undoubted resources are enormous. Those which are fully known include forests which constitute one of the world's greatest timber reserves, with standing timber covering 130,000,000 acres and 32 pulp mills which lead in that great new element of production and have behind them an estimated 300,000,000 cords of spruce and balsam; cheap water-power along the course of the mighty St. Lawrence, in the Lake St. John and other regions which include 6,000,000 h.p. and a current development of 850,000 h.p.; abundant minerals of which asbestos—supplying 92 per cent. of the world's output—cement, copper, magnesite, marble and lesser products total \$12,000,000 in annual value.

In agriculture the 2,003,000 people of Quebec produced \$270,000,000 worth of field crops in 1918, with a dairying product of \$65,000,000; yet its resources were only scratched and the settled fertile sections of the Eastern Townships alone can support twice their present agricultural population of 36 to the square mile. Much development work is being carried out under Government supervision and including new and excellent roads, great improvements in the St. Francis and other rivers, protection of fur-bearing animals, promotion of the cod and salmon fisheries of the St. Lawrence and Baie des Chaleurs, building of 5,000 miles of railway to date—partly Provincial and partly Dominion. The exports of the province (March 31, 1919) were \$611,636,889—coming in part, of course, from the rest of the Dominion to the great seaport of Montreal—and its imports \$248,559,052; its lumber product in 1916 was \$13,726,630 and is steadily rising in value as the pulp-wood industry leaps upward; its bank clearings in 1919 were \$6,595,339,437—the greatest of any Canadian Province.

Through the Gulf and 900 miles up the St. Lawrence from Belle Isle, salt water and sea touch the Province; in the far-off coasts of Hudson Strait, Hudson Bay and Ungava the Atlantic also washes the shores of Quebec; the province has countless lakes, many of which are river reservoirs, others expansions of the rivers, numbers of them famous for beauty and others for fish; the farming of Quebec is a combination of continental conditions with old-world customs and original French ideas and practices dating back to the days of Champlain; in their long narrow strips of land, the habitants of Quebec present a constant reminder of



THE GREAT QUEBEC BRIDGE OF THE CANADIAN NATIONAL RAILWAYS

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the days when war and agriculture went hand in hand and life or death turned on the rapidity with which a pruning hook could be turned into a sword. On the picturesque and historical side of Quebec life little can be said here; its wide contrast with the flowing tide of English-American life on all sides of the people is attractive to every type of traveller and thinker; its traditions, simplicities, religious observances and faith, its political opinions and ideals, or adherence to language and customs, its ecclesiastical system and commercial expansion, its history and share in Canadian development, are all worthy of deep study and observation.

Quebec
Aug. 1

In a certain sense it all centres at Quebec City. Here, amid quaint old-fashioned streets and ancient churches and ruined walls going back to the foundations of French power and faith and hope in the New World, the traveller can touch the storied past with one hand and the comforts of a swift, modern civilization with the other.

Situated at the confluence of the St. Charles and the St. Lawrence, built upon or around the base of a great elevation or cliff, connected by the C.P.R., Canadian National Railways and Grand Trunk with Montreal and the West, it receives ocean steamers and at the same time is connected up and down the great river by steamship lines with Montreal and the Saguenay, Gaspé and Charlottetown and Pictou while ferries to Levis, Sillery, St. Romuald and the Isle d'Orleans, carry visitors to most charming or interesting places and electric railways take them to Montmorency Falls, Ste-Anne de Beaupre, and other points of beauty and scenic note or religious traditional fame.

Founded in 1608 it is and always has been the capital of French Canada, and the Lower Canada of succeeding history, of the Quebec Province of today. It is the summer port of entry for Atlantic steamers and the landing place of immigrants; it has been the reception point for eminent visitors to Canada's shores and of Royal guests from the days when the Duke of Kent lived a little way down the river to those of later visits by the Prince of Wales (Edward VII) in 1860 and his son the Duke of York (George V) in 1891; the Prince of Wales (George V) at the great Tercentenary Celebration of 1908; or still another Prince of Wales in 1919—to the latter, however, it was a stepping-off place. This historic Rock of Quebec and its Citadel, or the fortifications which it has replaced, have experienced five sieges in which the future of half a continent was in great measure settled; as the military centre of the province in French days, its history is the history of French and English and Indian and American war; on the Heights of Abraham is the world-famous scene of Wolfe's victory over Montcalm and not far away upon the Cliffs, as they rise above the river, at this historic point is the place where Montgomery fell in leading the forces of the American Republic to the expected conquest of Quebec.

As the Provincial capital in British days, it was the pivot upon which turned many a political contest, many a national issue, many important phases of provincial or religious or educational evolution. Quebec is the seat of Government and of the ecclesiastical administration of the province, with Cardinal Taschereau and Bégin as succeeding heads of the Church in recent years; it is the seat of Laval University, founded in 1852, of the ancient Seminary which dates from the earlier days of French power and of great ecclesiastical libraries and collections of historic paintings; it is the seat, also, of the Church of England Bishopric and a power which in the olden time was political as well as ecclesiastical; it was, until 1870, the home of British regiments and the nominal centre of British military power on this continent; it is the home of the beautiful terrace initiated by, and called after, Lord Dufferin which commands and adorns one of the most vivid scenes of natural beauty in the world today.

The City has 14 banks or branches of banks, 175 industries including especially that of boots and shoes, with also wood-working, tobacco, biscuits, clothing, corsets, furs, cotton mills, tanneries, lumber mills and wooden ship-building. The population is about 120,000, the tourist trade is an important one, the Quebec Bridge across the St. Lawrence seven miles above the City one of the sights for visitors to see. It is said to be the greatest undertaking of the kind in the world with a total length of 3,240 feet, a main span of 1,800 feet and of cantilever arms 1,030 feet; the clear height of steel work above high water is 150 feet and the weight of steel in the bridge 66,000 tons. With the completion of this important element in Transcontinental traffic, Quebec was brought into much closer connection with the Maritime and Prairie Provinces; its fine harbour and elevator and terminal

. CANADA — *East and West* .

facilities were ready for a greater trade. Exports (March 31, 1919) were \$9,650,803 and imports \$19,360,110; its bank clearings in 1919 were \$290,983,483.

Leaving Quebec City, the route to Montreal lies through a country possessing many and varied interests. Following the St. Charles valley and then, amid glorious scenery, gradually climbing the slope of the promontory, at the eastern extremity of which the capital sits, the train suddenly emerges upon the brow of Cap Rouge, where both a view of the St. Lawrence and of its famous bridge can be obtained. Turning gradually inland the route lies through a country rich in panoramic views of the long, narrow farms of the French habitants with their well-cultivated fields and neat little dwellings and outbuildings.

Grand'Mère
Aug. 2

Grand Mere, with its big paper mills and storage dam in the background and the rushing St. Maurice in the foreground, is touched at a point nearly 82 miles from Quebec, and ten miles further on Shawinigan, the famous centre of hydro-electric and industrial development is encountered. About 28 miles south of Alfred, and on the left-hand side of the train, are the picturesque Ste. Ursule Falls, tumbling from an enormous height to a deep canyon below. Being close to the track, they can be seen in detail even from a moving train. Passing through a delightful stretch of level country, dotted with pleasant farms typical of rural Quebec, the city of Joliette, a little over thirty-six miles from Montreal, is reached. Joliette is one of the important inland towns of the province. Paper mills are the most outstanding of its industries. Among others are woollen mills, saw and lumber mills, tobacco, clothing, biscuit and chemical factories. Its population is about 9,000.

At Joliette the trains transfer to the C.P.R. line, which takes them south to Lanoraie. The most important point is Terrebonne, where the north branch of the Ottawa River is crossed. Here are the limestone quarries which furnish most of the stone used in the neighbouring cities. St. Vincent de Paul is the site of the Quebec provincial penitentiary. The line turns south at St. Martin Junction crosses the Back River at Bordeaux and arrives at the C.P.R. Windsor Street Station at Montreal.

There is another route from Levis (opposite Quebec) to Montreal, on the south side of the St. Lawrence River. Levis has one of the 20 classical colleges (200 students) which, throughout the Province, afford such excellent training along lines of French culture; it has a number of industries including an important shipyard and is a very important railway centre. This route is through the Eastern Townships, a belt of English population interjected into the mass of French population by pioneer immigration and succeeding settlement from the days of the United Empire Loyalists to the English and Irish migrations of the middle of last century. The principal city is Sherbrooke, a flourishing industrial centre of 23,000 people. It has 25 wholesale houses and 40 industries. There are asbestos mines and copper mines in the district. Pulp mills are located at Brompton and East Angus. Another prosperous city is St. Hyacinthe (36 miles from Montreal), with a population of 12,000. Other places on this route are Richmond, population 2,300; Bedford, 1,200; Coaticook, 3,300; Farnham, 4,000; Magog, 5,000; Waterloo, 2,000.

Montreal
Aug. 2-3-4

In size, in wealth, in population, in commerce, in the vigour and charm of its history, in scenery and situation, Montreal stands high amongst the cities of the American continent. It is located on an island, 32 miles long and from four to eight miles wide, at the confluence of the St. Lawrence and the Ottawa; its spacious harbour, though 1,000 miles from the ocean, can be reached with safety and facility and includes about eight miles of deep water and wharfage with berths for 92 vessels; its latitude of 45° 30' 17", or about the same as that of Venice, and its climate, though cold in winter, is healthy and bracing; it is the seat of Anglican and Roman Catholic Cathedrals and of a vivid religious history, embodying much of the militant faith and powerful influences of Catholicism upon the fate of a race and the annals of this continent; it is the home of McGill University, founded in 1821, and developed into the greatest, in some respects, of Canada's institutions of learning, with a teaching staff of 254 and students ranging from 1,300 in a war-year to 3,000 in time of peace; it is also the seat of Laval University, organized in 1852, with affiliated Catholic Colleges all over the Province, with 304 teachers and 3,300 students, with great influence over the culture and training of French life and the

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. CANADA — *East and West* .

progress and strength of its church, with, also, in 1920, re-organization as the Université de Montreal and a fresh endowment, popularly subscribed, running into millions.

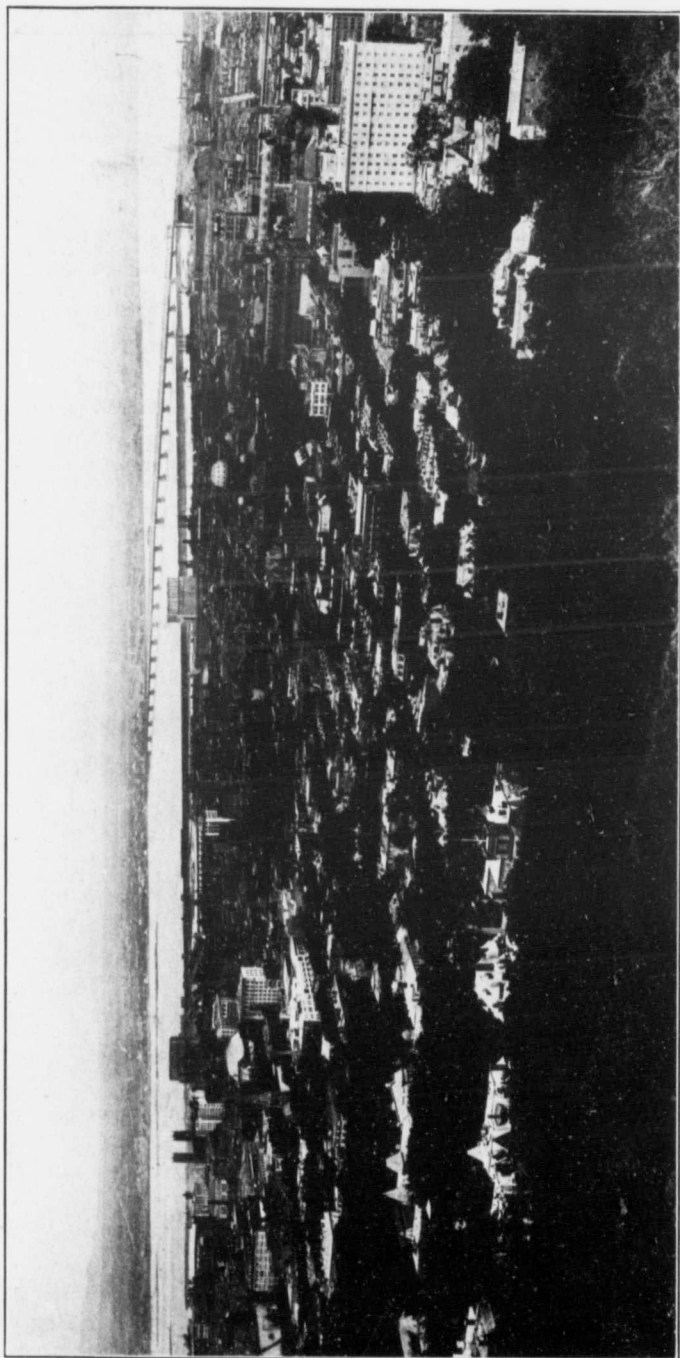
Montreal is a great railway centre with the G.T.R., C.P.R., Canadian National Railways and a number of minor lines connecting it closely with the trade of Canada and the business of the United States; its splendid electric power supply comes from Shawinigan Falls, also a great industrial centre, Lachine Rapids and Chambly Rapids; it includes over 1,400 factories with boots and shoes, clothing, sugar-refining, flour mills, cement, tobacco, rubber, iron and steel machinery, tools, silk, cotton, woollens, paints, furniture, carriages, electric goods and confectionery amongst the chief. Its bank clearings in 1918 were \$4,833,000,000 and in 1919 \$6,254,000,000; its taxable property is valued at \$623,000,000 and the amount exempt from taxation is \$226,000,000; it had 644 ocean vessels entering its port in 1919, with a total tonnage of \$1,960.63; its exports (March 31st, 1919) were \$396,976,260, and imports \$186,135,834; its shipments by water in 1918 included 59,826,197 bushels of grain, 7,419,000 sacks of flour, 116,398 bales of hay, 1,754,193 boxes of cheese; its customs revenue was \$35,000,000 in 1918, and 6,102 inland vessels arrived with a tonnage of 3,318,000; its population is 685,000 or, with outskirts, 775,000.

This city is the meeting-place for lake and ocean vessels, the terminal point and outlet of the vast body of waters connected with the St. Lawrence, the headquarters for many years of the Canadian Pacific, the Grand Trunk and the Grand Trunk Pacific with their 30,000 miles of line in Canada and the United States; it is the centre of a commercial and distributing area which includes a number of American States as well as Canadian Provinces, the home of great car-shops and many of the greatest manufacturing plants of Canada—the latter being aided by its central situation, cheap and abundant electric power, facilities for bringing in coal from the Atlantic Provinces and the United States, a plentiful labour supply and comparatively peaceful relations between employers and workmen. Its harbour is of great importance and is controlled by a Board appointed by the Dominion Government with \$25,000,000 expended in modern improvements and \$9,000,000 more voted by Parliament in 1914 as a loan for the same purpose. In 1914 it became the greatest grain port in all America with 75,085,432 bushels of grain handled as against 64,582,190 by New York; its growth in shipping has been remarkable with an increase in tonnage from 4,725,607 tons in 1905 to 9,044,457 tons in 1914—in the latter year its tonnage of inland vessels arriving was 6,288,939 and the number 12,225, while from the Maritime Provinces came 365 vessels of 716,385 tons.

As a central point of Canadian history, as the home of religious traditions and the seat of power for a great church, it has many interests in addition to its commercial progress and financial influence. Founded on May 18, 1642, by Paul de Chomedey, Sieur de Maisonneuve, a soldier of noble character and deep religious feeling, as a hoped-for centre of godly activity and religious extension, it was surrounded and influenced through all its early history by a similar strain of thought. The bitter conflict of life and death with Indians or the English, with colonists from the Atlantic coasts or Americans of a latter date, might go on from time to time, but ever present in the men of that day was devotion to their church together with a sacrificial spirit shown by the women which is abundantly illustrated in the history of its convents and educational institutions.

Out from Montreal, also, in these earlier years poured a stream of explorers—Joliet, Hennepin, La Salle and Dulhut—who searched the trackless paths of forest and wilderness and great waters far down in the United States of another century; a procession of adventurous fur-hunters who traversed similar regions north and westward and established Montreal as the great fur-trading centre of the continent with Fort Frontenac—afterwards Kingston—as its western outpost. Laid out and organized and with streets named in 1672, it was, 50 years later, provided with fortified walls and bastions by De Léry, a great French engineer—though not a trace of them remains today. It was the scene of a great Indian peace conference in 1701, with savages present from many parts of the continent; on the slopes of Mount Royal surrender was made on September 7, 1760, to General Amherst; here for a brief time in 1775-7 the continental armies of Washington held sway and Benjamin Franklin founded the "Gazette," a sturdy British paper of later days; here, in after years of peace, commerce and trade became supreme in English-speaking circles.

But everywhere, in narrow streets and style of architecture, in language and customs, the French race was and is in evidence; everywhere the influence of the



VIEW OF MONTREAL FROM MOUNT ROYAL, WITH THE ST. LAWRENCE AND THE VICTORIA JUBILEE BRIDGE IN THE DISTANCE

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. CANADA — *East and West* .

church of its people is obvious. Great monastic buildings and schools and convents and churches can be visited as in some old European city—the Notre Dame Church with its lofty towers and beautiful chimes which is said to be the largest on the continent after the Cathedral of Mexico, and built on the model of Notre Dame in Paris, to accommodate 15,000 people; the Cathedral of St. James, a facsimile of St. Peter's at Rome, the Hôtel Dieu Hospital, the ancient Seminary of St. Sulpice, built over two centuries ago, the old-time Church of Notre Dame de Lourdes, the Jesuits' Church in Bleury Street with its exquisite frescoes, the Chapel of Notre Dame de Nazareth with its fine paintings, the ancient Bonsecours Church, founded in 1771, the famous Grey Nunnery, originally built in 1738. Other buildings of interest and importance are the structures constituting McGill University, the historic Bank of Montreal, the castellated pile of the Canadian Pacific Windsor Station, Christ Church (Anglican) Cathedral, an almost perfect specimen of Gothic architecture, the Redpath Museum, the Royal Victoria Hospital, the Chateau de Ramezay with its splendid collection of French-Canadian antiquities.

The C.N.R. tunnel through Mount Royal into the heart of the city is one of the notable sights of Montreal. It was a great enterprise, completed in September, 1918, and consists of twin tubes of reinforced concrete construction, which rise by an easy grade of 31.6 feet to the mile to the outer or western portal at Mount Royal. From the summit of the mountain to the tubes the depth is about 600 feet, while the length of the tunnel is 3.25 miles.

Many of the most interesting points are to be found only by those who search. As one writer puts it:

"Squeezed in among the outbuildings of busy factories and great modern warehouses are to be found some of the modest but massively built residences of the French régime, with their generous, open fireplaces and elaborately ornamented mantels, built as long ago as 1680. In Vaudreuil Lane still stands the modest old warehouse where John Jacob Astor, in the palmy days of the Montreal fur trade, laid the foundation of the Astor millions. Quaint old Roman Catholic chapels and convents exists in the very centre of blocks which, at a cursory glance, are given up to 20th century commercial activity; as quaint and sweet a monastery garden as existed in 14th century Europe flourishes within easy stone's throw of the Montreal Stock Exchange."

The first bridge to span the St. Lawrence at Montreal was the Victoria Bridge which at one time was called the "8th wonder of the world." Produced by the genius of Robert Stephenson and formally opened by the Prince of Wales (King Edward VII) in 1860, it has a length of almost two miles and constituted a vast tube supported on 24 piers and great terminal abutments. It was remodelled and rebuilt by the Grand Trunk at the close of the century for a city which had grown from 60,000 to 350,000 in population. Not far away, at Lachine, the C.P.R. has built an open-work cantilever steel bridge with spans looking like "clusters of great steel cobwebs." All around Montreal are places and scenes of interest, of special beauty, of historic charm and memory.

**Ste. Anne's
Aug. 4**

Passing from Montreal the train goes through various suburbs or practical continuations of the City. A number of small villages—Dorval, Valois, Beaconsfield, etc., are passed until Ste. Anne de Bellevue, 20 miles from Montreal, is reached. It is a peaceful spot with fine summer homes and famous for its fishing grounds of maskinonge and black bass, but in early days of French settlement it was the scene of many stirring and stormy events; here 100 years ago lived for a time, Tom Moore, the poet, and here he composed his celebrated Canadian Boat Song.

Macdonald College, affiliated with McGill University, and teaching scientific agriculture, domestic science and education to over 500 students, is located here. Over seven million dollars has been invested in this highly influential institution. At Ste. Anne also is an extensive hospital for treatment of returned soldiers. Further north of the line is Senneville, noted for its summer homes. The western arm of the great Ottawa River is crossed at this point and Vaudreuil, an historic village of a thousand memories is reached. It is located on the G.T.R. as well as the C.P.R. with 20 trains leaving daily for Montreal, and has a great reputation for thoroughbred stock and large shipments of milk and cream, hay and grains; there is abundance of good fishing, boating and shooting.

The trains skirt the margin of the Lake of the Two Mountains—an expansion

. CANADA — *East and West* .

of the Ottawa River—for a distance of ten miles and pretty watering places such as Como, Hudson and Hudson Heights, are passed. To the right of Rigaud is the Rigaud Mountain, an eminence near whose summit is a curious deposit of small rounded boulders, covering an acre or two—a bare and desolate spot, surrounded by luxurious vegetation—which legend gives the name of Devil's Playground. Shortly before arriving at St. Eugene the Province of Ontario is entered.

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Ottawa
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THE PROVINCE OF ONTARIO

**Ontario: A
Canadian Centre
of Industry,
Agriculture
and Progress**

Rich in its history and traditions, its farms and minerals, its cities and industries, its resources and development, its political liberties and inheritances, Ontario is a field for much interesting study and attractive analysis. Founded by British Loyalists, and living beside the United States and its overwhelming mass of population, British in sentiment and American in many of its customs and practices, the province and its people present some settled in prosperous farming communities and established rather bewildering contrasts. With an older region industrial centres; with a new section, a vast Northland full of riches in mines and forests and soil and pregnant in opportunities of development; with an estimated 2,750,000 of population and an area of 407,262 square miles of which 365,888 square miles are land—a total territory as large as France and Germany, before the war, combined; with a total industrial product in 1917 of \$1,533,738,655 and farm values in 1916 (land, buildings, implements and live-stock) of \$1,513,880,550; with a climate of varied nature extending between the latitudes of Madrid and Aberdeen and producing crops which run from the grapes and peaches of Niagara to the clover seed, potatoes and turnips of the Northern clay-belt and its 15,000,000 acres of rich, virgin soil; Ontario has seen a great development and has a much greater in store.

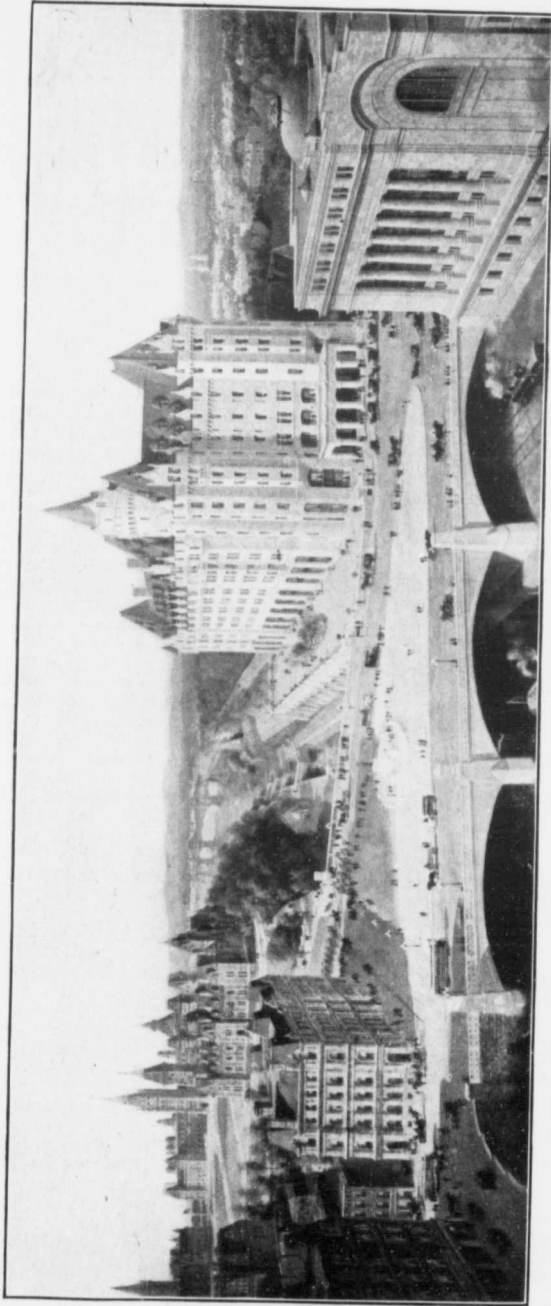
Ninety per cent of the population is concentrated in what is popularly known as old Ontario, within the peninsula bounded by the French River, Lake Nipissing and a chain of smaller lakes, the Ottawa River, the St. Lawrence and Lakes Ontario, Erie and Huron—a district with a land area about the size of England; the remainder of the province is generally termed New Ontario. The southern counties rival the Annapolis Valley of Nova Scotia in their production of apples, peaches, pears, plums and the finest grapes and, though much grain is still produced in the province—wheat in 1918 to the value of \$31,401,000, oats \$102,212,000, barley \$25,809,000 and mixed grains \$29,823,000—the farmers are turning more and more to fruit and dairy farming. There are more than 300,000 acres under fruit and probably \$80,000,000 invested in the industry; there are over 50 Co-operative Fruit Growers' Associations and the approximate annual production of wine is 275,000 gallons; under normal conditions Ontario exports more apples to Great Britain than any other province or state on the Continent while the eastern provinces purchase 1,000,000 bushels annually from this Province; the estimated yearly output of peaches is 22,000,000 quarts. In cheese Ontario has led the world for many years, its average annual production in 1900-1914 being 136,000,000 pounds; the value of its live-stock was in 1917 \$289,676,000 and its cheese and butter product \$36,200,000.

Almost every mineral except tin and coal is to be found in Ontario with nickel, silver, gold, copper, iron and natural gas as the most important in their product to date and with promising results in mica, graphite, talc, corundum, granite, marble, feldspar, pyrites, gypsum, zinc and molybdenum; the total production in 1918 was \$94,694,000 or more than twice that of any other province; the Sudbury nickel mines are recognized as the world's richest, with a product of \$8,262,000 in 1918, the gold of Porcupine promises enormous results and the Hollinger Mine is already one of the greatest in the world; the silver of Cobalt has totalled (in 1904-18) a shipment of \$109,377,000 worth. Of the immense total of available water-power in the province, estimated at 5,800,000 h.p., 985,000 h.p. has been developed with Niagara Falls as the centre of a great hydro-electric system which is supported by Government and people.

There has been an expenditure of \$50,000,000 and probably twice that amount will yet be expended but the return has been very great in the production of what is termed "white coal," in the running of industries, in the provision and cheapening of light and heat, in the initiation of motive power for big things and small—railways and factories, kitchens and fields. It is estimated that 100,000 square miles of forest land remain as a permanent source of wealth; the large water areas make fishing a valuable commercial industry, and ever-present source of sport. The trade of Ontario (March 31, 1919) totalled \$298,270,478 in exports and \$470,650,679 in imports; its bank clearings were \$5,479,295,000 in 1919.

**Ottawa
Aug. 4-7**

Founded in 1817-18 Ottawa, in its hundred years of history, has passed from a favourite stamping ground of Indians, a region of dense forests and a wilderness of waters, to be one of the noted capitals of the Empire and the best known of the newer nation centres. It is



CENTRAL ARCHITECTURAL GROUP, OTTAWA, SHOWING THE PARLIAMENT BUILDINGS, CHATEAU LAURIER AND UNION STATION.

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. CANADA — *East and West* .

picturesquely situated at the junction of the Rideau and the Ottawa Rivers and within sight and sound of the Chaudière Falls which afford scenic interest as well as electric power for a host of saw-mills and factories; it has always been a lumbering centre and vast quantities of logs are floated down the Ottawa and its tributaries to the mills and made into lumber and other manufactured forms. Historically Ottawa owed its real beginnings to the Rideau Canal, built by the Imperial Government in 1826-33, to connect the waters of Lake Ontario and the St. Lawrence via the Ottawa River and the Rideau River and Lakes, and chiefly for military purposes. The corner-stone of the locks was laid in 1827 by Sir John Franklin and the chief engineer was Colonel By, R.E., who selected the site of the future capital as headquarters for himself and staff and there, the village of Bytown gradually grew with, in 1833, about 130 homes in the settlement. In 1854 Bytown with a population of 10,000 was incorporated as the City of Ottawa and in 1857, by selection of Queen Victoria, it became the permanent capital of the United Provinces of Upper and Lower Canada.

The Parliament Buildings are the central attraction for visitors and are erected upon the most important and picturesque site in the Capital; they were first opened by the Prince of Wales (King Edward VII) in 1860 and, after the fire of 1916, were rebuilt at a cost of \$7,000,000 and reopened by the present Prince of Wales in 1919. Rideau Hall, the present Government House, is an inartistic but interesting pile of old buildings which the residence of all the Governors-General since Confederation has made a part of Canadian history; the Parliamentary Library, the National Victoria Museum, the National Art Gallery, the Royal Farm, are other places of established attraction. The Chateau Laurier, at Ottawa, is owned and operated by the Grand Trunk System.

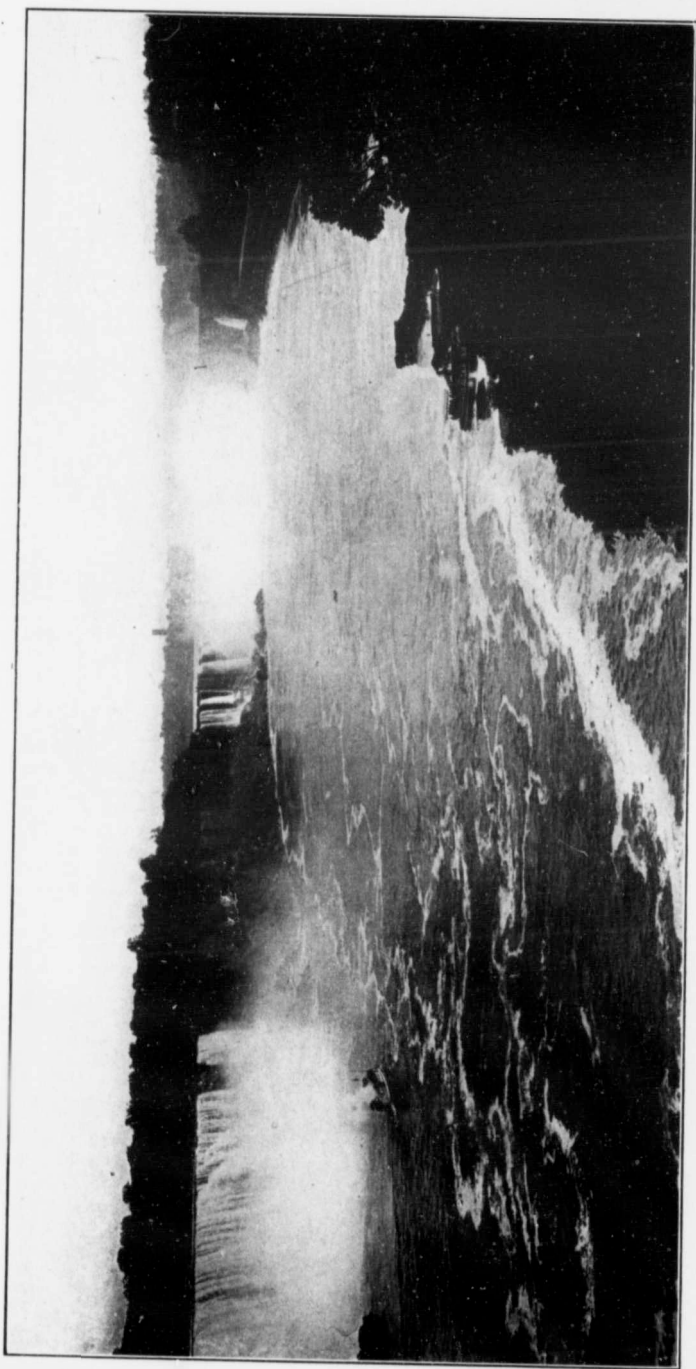
Ottawa is the seat of Catholic and Anglican Archbishopsrics with Cathedrals and other distinguished Church buildings; it has the Ottawa University, a Roman Catholic institution and several lesser Colleges; its driveway extends 30 miles and is well laid out with a beautiful 2,000-acre park, it has 180 factories with a capital of \$50,000,000 and employing 17,000 persons. They include wood products, paper mills, match works, foundries, cement, carbide, marine gas buoys, iron works, clothing, etc. The bank clearings were \$472,691,921 in 1919. The population is about 100,000.

The run from Ottawa to Toronto is made by night, the trains passing through one of the most thickly-populated parts of Canada. Among the important places on the line are: Smith's Falls, a railway junction, population 7,000, with important industries; Perth, population 4,500, a manufacturing town in the centre of a fine farming country; Belleville, population 12,000, a thriving manufacturing city situated in the Bay of Quinte; Trenton, population 5,000, seat of an extensive lumber and milling industry; Cobourg, population 5,000, busy grain exporting town and popular summer resort; Port Hope, a pretty town of 5,000 people, possessing one of the best harbours on the lake; Bowmanville, population 3,500, centre of a rich farming country; Oshawa, population 9,000, a splendid manufacturing centre and one of the most progressive towns in Ontario. Between Ottawa and Toronto, although not on this particular route, is Peterborough, one of Ontario's cities and a very busy place of 24,000 population. Situated on the Otonabee River, which at this point falls 150 feet in a few miles and affords immense water-power, it is essentially an industrial centre. Here are located the immense works of the Canadian General Electric Co. and the Canadian Quaker Oats Co. This city was the birthplace of the famous Peterborough or Rice Lake canoe. Another town is Renfrew, an industrial centre of 6,600 people; Pembroke, population 8,500, lumbering and industrial centre ten miles from which is the Dominion military camp of Petawawa, where so many troops for the war were trained, and 169 miles west is the Algonquin Provincial Park with its splendid scenery, big game, trout-fishing and fine bracing climate.

Arriving at Toronto, the capital of the Province of Ontario, the party transfers immediately to the boat which crosses Lake Ontario and proceeds up the Niagara River to Queenston, and therefore the Queen City of the Dominion will be described later.

Queenston
Aug. 8

The boat trip from Toronto to Queenston across Lake Ontario and up the Niagara River, is itself, a delightful experience. When to the beautiful view of the high, green-clad ridges of the river with historic Niagara ports either side of the entrance—one British and the other American—are added the thrill of grandeur afforded by the railway route along the upper part of the river in order to see the rapids and



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. CANADA — *East and West* .

reach the falls, the tourist has an experience as full of pleasure and of awe as natural scenery can give. The first impression is that of the historic village of Niagara-on-the-Lake, at the mouth of the river, where Indians and whites, French and British, Americans and Canadians once contended for the supremacy of the lake regions and where every foot of soil is sacred ground. In the neighbourhood are the ruins of ramparts and a fort once held by British troops; not far away is the battlefield of Lundy's Lane, where British and American forces fought for hours; here the first Parliament of Upper Canada was held in 1792 under the shade of a spreading oak. Prominent in the view from the lake and river is the Queen's Royal Hotel; the country all around is a veritable garden.

From the entrance up to Queenston the river runs for seven miles between high, wooded banks crowned by gardens and comfortable homes and backed, on the Canadian side, by the rich vineyards and fruit farms of the Niagara peninsula. Opposite Queenston is Lewiston, N.Y., on the American side. Historic Queenston Heights is crowned by the famous Brock Monument of 190 feet—higher than Nelson's Column in Trafalgar Square. It was erected in 1824, blown up by Fenian instigation in 1840, and rebuilt by militia and Indian subscriptions. At the top of the lofty stone shaft is a statue of Sir Isaac Brock, the hero of the Queenston battle and the saviour of Canada from the United States invasion in 1812. He was killed in storming the Heights, which had been captured by American forces, and he left to his successor the task of actually driving the enemy into the river.

Following the river by trolley along the cliffs, the tourist traverses the Great Gorge route. A real description of the scene requires poetic insight and dramatic power. As the train rushes or creeps along the varied grades of the line the river narrows into a gorge, the water appears to cease flowing and leaps and dashes upward and around as if impelled by volcanic forces; the dark front of rock frowns into the storming depths and the train goes steadily on, while lesser whirlpools indicate dynamic forces of lesser weight. The approach to the Falls is still splendid and, despite the outpouring of water on the rocky sides from many factories and a general commercializing of its surroundings, there is enough to indicate the awe-inspiring nature of the scene when the thunder of the great waters was heard and their majesty witnessed from dense and sombre forests shrouding the lofty sides of the river, and only the myriad noises of wild life to echo back the wild roar of the torrent, as it poured 158 feet (on the Canadian side) over a great perpendicular ledge.

Of the two Falls, the Canadian is by far the greater, with 93 per cent. of the water rolling over its cliffs; as to both, the perimeter is now estimated at 3,400 feet where 20 years ago it was 4,900 feet. As a matter of theory and commercial development, the water in the Falls and the rapids above and below should yield 8,000,000 horse-power; practically, and for various reasons, it is not much more than 6,000,000 h.p. The Boundary Waters Treaty between Canada, Britain and the United States limits the amount of water-power to be diverted to 20,000 cubic feet per second for the United States and 36,000 for Canada; 29,500 cubic feet of the Canadian portion is now under development and the balance is promised for the pending operations of the Ontario Hydro-Electric Commission. The estimated total power development obtainable at Niagara without impairing the beauty of the Falls is 2,500,000 h.p., which is said to be equivalent to 16,000,000 tons of coal per annum. It may be added that between June 1st and October 1st the Falls are illuminated by electric light and that the spectacle is of a most weird and impressive nature.

Niagara Falls
Aug. 8-9

Around the Falls, on the Canadian side, is the Queen Victoria Park, a provincially-owned pleasure resort, with its own system of boulevards and driveways, and with the Clifton House nearby. On the river are the great power works of the Electrical Development Company and Canadian Niagara Company, private concerns, as well as the publicly-owned Ontario Power Company, which is operated by the Hydro-Electric Commission, a provincial enterprise. The Chippewa Canal, one of the world's greatest power-development enterprises, is being constructed by the Ontario Hydro Commission, and is a Niagara attraction which no tourist should miss. From the Falls to Grimsby and through the Niagara Peninsula to Toronto is a trip of most interesting character—scenic and creative, natural and industrial. As the G.T.R. train passes from Niagara Falls—a town of 11,000 population on the Canadian side and a still larger centre of the same name on the United States side in the State of New York—it touches the fringe of a great industrial develop-



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. CANADA — *East and West* .

ment which the electric energy of Niagara has helped all over Western Ontario. The Ontario town is a railway centre, touched by 12 railways, and with numerous manufactures which include cereal foods, carborundum and cyanamid, suspenders and neckwear, wire and steel chain, silverware, hats, hosiery, carpet sweepers, paper boxes, automobile accessories, aluminum novelties, corsets, sanitary cans, cranes and hoists, electro-chemical supplies, etc.

Merriton is the first stop in the fruit country—a town of 2,500 persons on the banks of the Welland Canal, which makes connection between Lakes Ontario and Erie possible around and despite the torrents of the Niagara. Then comes St. Catharines, the heart of the fruit belt, a city of 19,000 people, founded about 1797. It has electric railway connection with the Falls and other Peninsula points, 12 banks, 15 churches and 10 schools; it has abundant electric light developed from the Falls, is the seat of Bishop Ridley College (Anglican), the capital of Lincoln County and controls about 80 industries, including paper, flour, flax, silk and planing mills, four canning factories, hair-cloth, wine, metal and motor works, electrical machinery, incandescent lamps, baskets, saws, hand-tools, mince-meat, jam, knives, rubber. Its mineral springs are considered good for rheumatism.

Grimsby
Aug. 9

The village of Beamsville and the summer resort of Grimsby Beach follow. Grimsby, itself, is 18 miles east of Hamilton, a great industrial centre, and 18 miles west of St. Catharines. It is on the shores of Lake Ontario, with a population of about 1,800, industries which include canneries, planing mills, printing works, basket factories, furniture, etc. The trips from Grimsby to Hamilton is by motor through the wonderful Niagara Garden. Winona and Stoney Creek—the scene of one of the few British defeats on Canadian soil during the war of 1812—follow and then Hamilton is reached.

Hamilton
Aug. 9

A finely situated, prosperous and ambitious centre of Canadian life and industry is Hamilton. It is on an excellent harbour at the western end of Lake Ontario, and surrounded by a rich and fruitful country; it has splendid shipping facilities by rail and water with the G.T.R., C.P.R., Toronto, Hamilton and Buffalo meeting here, an electric railway running to Grimsby, Brantford, Oakville and Dundas and steamship lines to Montreal, Fort William and Toronto; it has cheap power from Niagara and the local power of the Cataract Power Co. and the Natural Gas Co.; its population is 108,000, assessment \$93,682,000, bank clearings in 1919 \$306,000,000. Its chief hotel is the Royal Connaught and it has about 30 others with over 80 churches, 33 bank branches, 38 public and separate schools and 10 private or business institutions; it has a normal school and two technical schools and three public libraries and a new General Hospital.

Founded about 1810 Hamilton has, in recent years, proved very attractive for American capital in its industries and the Westinghouse, McCormick and Firestone firms indicate the character of this investment; 32 new industries in 1919 with a capital of \$10,000,000 show the growing prosperity of the city in this connection. There are over 500 industrial establishments in Hamilton including steel, iron, cotton and woollen goods, boots, furniture, ploughs, stoves, automobiles, store fixings, clothing, electrical wires and cables, agricultural machinery, cigars, and cigarettes, etc.

The trip from Hamilton to Toronto is made on the "Hamilton-Toronto Highway" a stretch of 40 miles of asphalt pavement motor road. Skirting the Bay the route is through Burlington, Bronte to Oakville, a town of 2,900 people with a number of handsome residences and many summer homes of Toronto people. Succeeding points which bring the party into Toronto are Clarksons, Lorne Park, Port Credit, the Rifle Ranges, Long Branch, Mimico, the Humber river, High Park and Sunnyside.

Toronto
Aug. 9-11

The capital of the Province of Ontario, the leader of Canadian life and thought in many directions, the centre of Ontario's history and politics, commerce and finance, literature and journalism, Toronto was founded in 1793 by Colonel John Graves Simcoe, Lieut.-Governor of Upper Canada, with a view to security from possible American hostilities. It was originally called York after H.R.H. the Duke of York, and, popularly, "Little York" to distinguish it from the Cathedral City of England; it retained this name until 1834 when incorporation gave it the Indian

. CANADA — *East and West* .

name of Toronto signifying "place of meeting." During the war of 1812, when the Americans twice captured Toronto, it did not have more than 900 inhabitants; a century later it possessed a population of 450,000 and today with legitimate suburbs it approaches 600,000.

It has always been the capital of the Province—as Upper Canada, Canada West or Ontario—and is the seat of Government House, a palatial building in the Rosedale suburb, costing millions, and well fitted for lavish hospitality. It is the seat of the Roman Catholic Cathedral of St. Michael and the Anglican St. James Cathedral which latter, technically, is superseded by the unfinished St. Alban's structure in the northern part of the city. St. James is an historic building of perpendicular Gothic design with a spire of 316 feet which is said to be, with one exception, the loftiest on the continent.

The University of Toronto takes high place among the highest. Founded 1827 it is affiliated with Oxford, Cambridge and Dublin, it has a normal staff of 400 and students numbering 4,000, its endowments total \$7,000,000 and the value of its land and buildings is about \$6,000,000. The main University structure—there are many minor buildings—is one of the finest pieces of college architecture on the continent with Norman design, a square central tower of noble proportions and a deep carved porch famous for solidity and richness. Not far from the University buildings is the Parliament House of the Province—a massive block of masonry; near to it on Bloor Street is McMaster University, a Baptist institution, and a handsome structure of brown stone, faced with red brick. Queen's Park, opposite and around the Parliament Buildings, forms a spacious resort with historic statues and well-known residences encircling it. In this vicinity are also Hart House, associated with the University, and the Ontario Museum.

Down town, on Queen Street, is the Metropolitan (Methodist) Church with an organ which was for long the largest in Canada containing 3,315 pipes and 53 stops. Osgoode Hall, named after the first Chief Justice of Upper Canada, is the seat of the Courts, the Law Society and Law School and was once compared by Anthony Trollope to the Four Courts of Dublin. Other institutions of the city are the Reference Library on College St., the Art Museum once known as "The Grange" and the home of Goldwin Smith, the Normal School, and the skyscraper buildings of the C.P.R., the Dominion Bank and the Royal Bank of Canada. Toronto has a most complete railway system, reaching out to every important place and district in the Province. The Canadian Pacific, Grand Trunk and Canadian National Railways radiate from here in all directions, and on Lake Ontario many fine trips can be taken by steamer, including a visit to Niagara Falls, via Queenston or Lewiston, and trolley car. Railway lines connect here to all important centres on the continent. Three run to Muskoka Lakes and others to the Timiskaming district with its wonderful lake and river fishing and big game shooting, or to Cobalt and Porcupine with their great silver and gold mines.

Toronto's bank clearings in 1919 were \$4,251,644,000. Its constantly growing trade has received a new impetus through the establishment on its central waterfront of a great industrial area of 1,000 acres by the Harbour Commission, with splendid water and rail advantages. The city has more than 1,200 factories and a few of the more notable industries are foundries, wood products, leather, clothing, agricultural implements, automobiles; there are 78,000 men engaged in these factories with a pay-roll of \$40,000,000 and the capital invested is \$170,000,000. The land area of the city is 32 square miles, its assessment (1919) \$621,051,064, and rate of taxation 28½ mills, its gross debt on December 31, 1919, was 102 million dollars and its net debt 42 millions; its street railways in that year carried 210 million persons.

Toronto has been called the "City of Churches" and has over 200 within its limits; its residential districts, especially Rosedale and streets on the hill north of the city are noted for beautiful homes and spacious grounds; it is not only the educational centre of the Province by virtue of its Government-supported university and affiliated institutions—Trinity, Victoria, St. Michael's and other colleges—but because of its 131 public and separate (Catholic) schools, 10 high schools and such institutions as Upper Canada College and St. Andrew's College; it is distinguished for love of music and the Mendelssohn Choir is known all over the continent, while one of the several large conservatories of music has 2,000 students enrolled. Around the city are all kinds of summer resorts and drives—the Rosedale Ravine, the Humber and Don River Valleys being notable; the island across the bay has cool and pleasant popular parks and the Royal Canadian Yacht Club is a delightful private resort.

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**Guelph
August 11**

The route from Toronto to Guelph, by Grand Trunk, is through a fine agricultural country and Brampton and Georgetown are the chief towns with villages en route, which include Weston, Malton, Norval, Acton, Limehouse and Rockwood. Brampton has a population of about 4,000 with six churches and three banks, and, like

most places of this size in Ontario, it has a high and public schools, a public library, a municipal ownership of electric light and waterworks. The industries include five cut-flower conservatories, three boot and shoe factories, paper boxes, hosiery, loose-leaf factory, knitted goods, four planing and flour mills, furnaces, gummed paper, pressed brick; it is also the centre of a rich dairying and apple-growing district and it is a large horse, cattle and hog distribution point. Georgetown, on the Credit River, has a small population and five churches; its industries include gloves, woollens, knitting machines, castings, carriages, etc.; the scenery is charming. There is a Country Club and fine trout-fishing.

The city of Guelph is 48 miles west of Toronto and 182 from Detroit, Michigan; it was founded in 1827 by John Galt, became a city in 1879; it has 16 churches and 18 schools and an estimated population, with suburbs, of 20,000. The city owns all its utilities—gas works, electric light, waterworks, radial railway and the Guelph Junction Railway; it is the home of the Provincial Winter Fair and Fat Stock Show which about 40,000 farmers visit every December and which includes a splendid sheep show, the best Clydesdale show on the continent and the largest and best poultry show in Canada; Niagara Hydro-Electric power is supplied at \$19 per horse-power. Guelph is a flourishing town, the capital and centre of the county of Wellington and is built of limestone on a series of hills around which the River Speed winds; its climate is notably healthy and the site is 1,143 feet above sea-level; it has eight parks and a particularly active Horticultural Society which looks after them and the task of beautifying the city.

The Ontario Agricultural College is the pivotal institution of the place. Founded in 1874 by the Ontario Government and supported as a provincial institution, it now has over 50 teachers and 1,200 students; its courses cover all forms of agricultural science and practice, domestic science and manual training; its degrees of B.S.A., obtained after a four years' course, is highly respected, while an associate diploma is given young men after two years' instruction in practical farm work; the Macdonald Institute, which owes its building and endowment to Sir W. C. Macdonald of Montreal, gives a three-month course to young women in cooking, sewing and laundry work, a home-maker course of one year and two years to professional housekeepers and teachers of domestic science; it gives short courses during the winter months to farmers in stock judging, seed judging, horticulture dairying and poultry husbandry.

Guelph is a noted centre for grey iron castings which it supplies to the trade throughout Canada; it possesses the only linen mill in the Dominion and over 90 different manufacturing establishments. These include automobile tires, rubber footwear, radiators, boilers, gas engines, men's hats, sewing machines, pianos, carpets, carriages, clothing, steel and wire goods, wrought-iron and steel tubings, agricultural implements, steel axles and springs, machinery and motor cars. There is a rich agricultural country all around and excellent trout fishing in the vicinity.

**Western
Ontario**

The journey from Guelph to Sarnia, by G.T.R., touches some of the most prosperous farming and industrial sections of all Ontario. After leaving Guelph and passing through Mosborough and Breslau, a splendid agricultural region and the heart of the old-time German settlements, at Kitchener—before the war known as Berlin—is reached.

This city, with a population of 22,500, and Waterloo, with 5,000, are contiguous and practically one—though separate in their municipal government; nearby are the little manufacturing towns of Preston (5,000) and Hespeler (3,000) with the large industrial centre of Galt (12,000). Kitchener, which is noted for its manufactures, is situated near the Grand River and is the county seat. It has 135 factories and a yearly output of about \$40,000,000; its imports are \$6,588,366 (1919) and bank clearings \$48,244,693; it has 18 churches and seven public schools with other educational institutions, three hospitals and eleven banks.

It owns and operates all public utilities—street railway, water, gas, electric light, etc. The industries include furniture, automobile tires, rubber footwear, machinery, shirts, collars and cuffs, gasoline engines, vacuum cleaners, phonographs, boots and shoes, felt footwear, buttons, trunks, clocks, baby carriages,

. CANADA — *East and West* .

ladders, toys, bicycles, etc. Waterloo supplements these with many of the same kind and brooms, threshing machines, brushes, mattresses, cigars, bed-springs, combs, gloves, barrels. Following this centre are small places called Petersburg, Baden, New Hamburg and Shakespeare—the latter, very appropriately, bringing the tourist to the city of Stratford. This place, 88 miles from Toronto, is a divisional point on the G.T.R. with six branches entering from various points and an industrial importance based, originally, upon the Grand Trunk locomotive shops which were moved here from Toronto in 1871.

Furniture making has long been Stratford's special industry and its products in this respect have a wide reputation. It is an exceptionally clean and well-kept place with 14 churches and six schools; its parks and public institutions are of a high order and it possesses six banks, hospitals, theatres, skating and curling rinks, driving-park and armoury. The population is about 17,000 and there are 60 industries.

The town of St. Mary's is a prosperous place with seven churches and five schools; it has 25 miles of granolithic walks and industries which include a \$750,000 cement establishment, planing, flour and flax mills. Around here and along the railway is a country of mixed farming, fruit growing, and large dairy interests while in this immediate vicinity are sand and stone supplies, cement, clay, limestone and lumber. Succeeding points on the railway are Granton, Lucan, Ailsa Craig, Parkhill, Thedford, Forest, Aberarder, Camlachie, Perch and Blackwell. Sarnia is then reached. It is situated at the mouth of the St. Clair River, on Lake Huron and from it steamers run to points on Lakes Huron and Superior and including Detroit, Cleveland and Sault Ste. Marie.

Sarnia
Aug. 12

Sarnia, where the party takes the Northern Navigation Company's boat for a sail through the Great Lakes, has two miles of waterfront; in its vicinity are supplies of salt and petroleum, it has hydro-electric power and its industries include lumber and saw-mills, stoves, bridge works, brass goods, overalls, cigars, lubricants, wire fencing, automobile castings and parts. There is a large oil refinery and during the war there were three munition plants; the city has 12 churches and five banks and a population estimated at 12,000.

What was for many years the longest submarine tunnel in existence runs between Sarnia and Port Huron, Mich.—a continuous iron-tube 19 feet in diameter, extending under the bed of the river for nearly two miles and built at the great cost (in those days) of \$2,700,000. It provides a route for the international traffic of the Grand Trunk.

There are several other train routes through Western Ontario which is one of the richest and most populous districts of Canada. Brantford, population 32,000, is known as the "Telephone City," because it was here that Dr. Graham Bell developed the idea of the telephone, the first successful experiment in talking over a wire for any distance having taken place between the Bell home in Brantford and the neighboring village of Mount Pleasant. On the outskirts of Brantford is St. Paul's Church, "His Majesty's Chapel of the Mohawks," erected by King George III. in 1785, the first church built in Ontario. Woodstock, population 10,051, is regarded by its admirers as the prettiest inland city in Ontario. Ingersoll, population 6,500, is noted for all kinds of dairying produce.

London, population 60,000, has long been known as the "Forest City," on account of the many trees that line its principal streets. It is the commercial metropolis of Western Ontario. It prides itself upon its educational facilities, its schools being among the finest on the continent. The domestic supply of water is obtained from springs, and is probably unique in this respect in a city of such proportions. There are many reminders in name here of the older London. The Canadian London has its Piccadilly, its Pall Mall, its Blackfriars, and so on. Among its many industries it boasts the largest stove works in the British Empire. Chatham, population 18,000, known as the "Maple City" has splendid educational facilities and charming playgrounds. The climatic conditions, with short winters, which are never severe, make the city a pleasant place for a home.

Windsor, with a population of over 33,000, is the largest of what are known as the Border Cities, a group which comprises the municipalities of Ford and Walkerville, Sandwich and Ojibway. These all adjoin and it is impossible for the visitor to say where one ends and the other commences. They have become the motor vehicles manufacturing centre of Canada.

Sault Ste. Marie
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Port Arth and Fort Will
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. CANADA — *East and West* .

**Sault
Ste. Marie
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It is a pleasant trip from Sarnia across Lake Huron to the great canals and locks of Sault Ste. Marie by the steamships of the Northern Navigation Company. This shipping centre on the banks of the St. Mary River faces the Michigan city of the same name; its canals compete with those on the United States side as they both combine to meet the fall of 22 feet in three-quarters of a mile on St. Mary's River. The Canadian lock is 900 feet long and 60 feet wide and was built in 1888-95 at a cost of \$4,000,000. The whole region around this town, from the tossing and turbulent waters of the river, which great engineering feats have thus overcome, to the wilderness which still exists in the background was once the stamping ground of Indians and the headquarters of intrepid Hudson's Bay hunters or French voyageurs.

The "Soo," as it is popularly called, has sprung out of the wilderness in a decade and is now the headquarters of the Algoma Steel Corporation and the Algoma Central and Hudson Bay Railway, the Lake Superior Paper Co. and the Spanish River Pulp and Paper Co., it has steamship connection with all the ports of the Great Lakes and touches the C.P.R. main line; it has seven churches, and 11 schools, and eight banks and owns its electric light and water systems. In the vicinity are iron, copper, gold, silver and lumber with excellent shooting and fishing; the industries include railway, car, foundry and machine shops, tar and chemicals, stump pullers and iron-works. Passing through the locks and canals and river to Lake Superior, that huge inland sea, whose depth is as great in proportion as its volume of water, is crossed and the tourist reaches the lofty points of Thunder Bay and the harbour in which rest at times great fleets of grain and other vessels.

**Port Arthur
and
Fort William
Aug. 14**

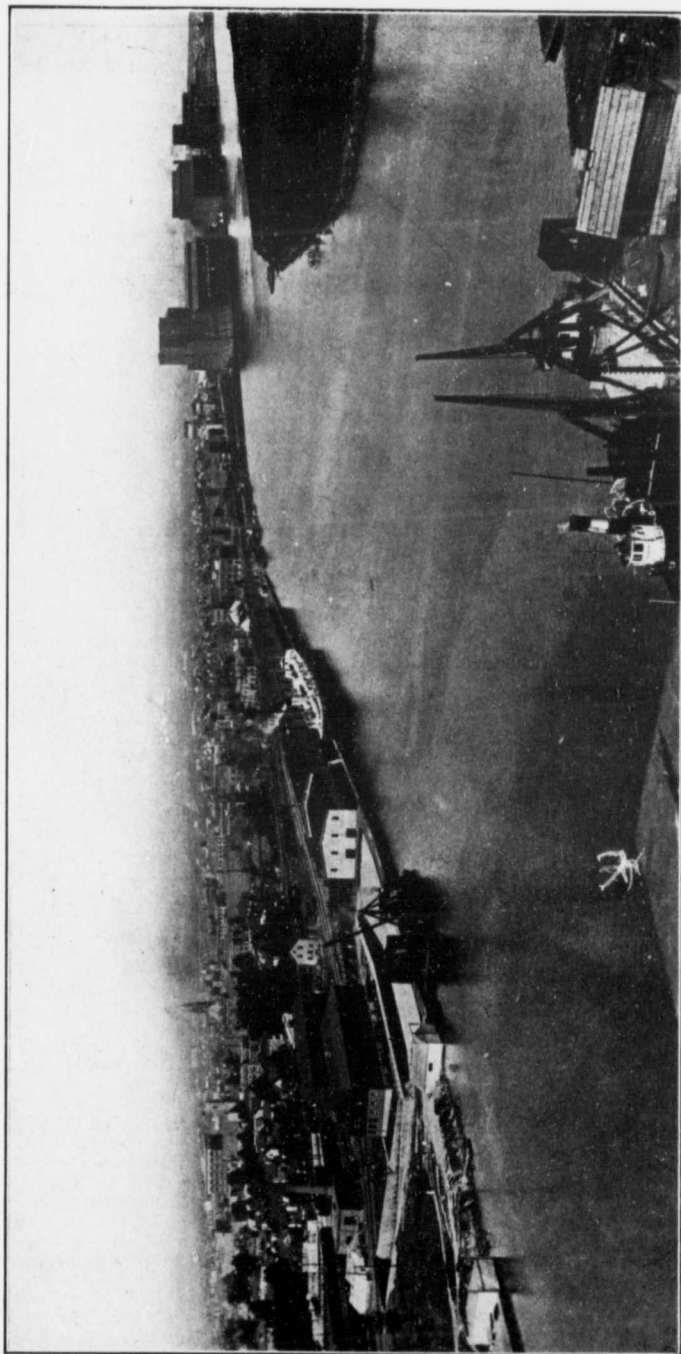
The two towns at the head of navigation on the Great Lakes—2,000 miles from the Atlantic and 1,900 from the Pacific—have long been rivals; they are now so closely connected as to be almost one and between them they possess 32 huge elevators with a combined capacity of 52,000,000 bushels. Both are on the C.P.R. main line, both have direct water communication with the Great Lake ports, both have behind them a vast mineralized country and both have become industrial centres; the population of Port Arthur is 17,000 and that of Fort William 20,000.

Port Arthur believes in public ownership and the municipality controls its own electric railway, light, power, telephone and waterworks; it is the Judicial centre of Thunder Bay District and has the terminals of the Canada Steamship Lines; it has 16 hotels, it has many churches and 10 public schools with a customs house, armoury, sailors' institute, two hospitals, four theatres and eight banks; it boasts one of the largest ship-building plants in Canada and has nine elevators with a capacity of 26,000,000 bushels.

It has, also, a dry-dock 720 feet in length, the Canadian National coal and ore docks, five large lumber companies, three cold storage plants, waggon works and aerated water works and a pulp-mill. It is the centre of a rich farming district which is being opened up by provincial government roads and is considered especially healthy for patients with asthma, etc.; it is on a great scenic motor-car highway running to Duluth and connecting with other automobile routes. All around is a splendid fishing and hunting region. The assessment of Port Arthur in 1906 was \$5,000,000 and in 1918 \$27,000,000; its trade in 1919 was \$6,393,912 of imports and \$5,336,810 exports. Its shipyards turn out some of the largest fresh-water passenger vessels and grain carriers in the world; it has a big fishing industry and promises to be one of the greatest industrial centres in Canada.

Fort William, as a settlement, dates back to the 18th century and, in 1801, was a post of the Hudson's Bay Co., to which Indians came down the Kaministiquia in many canoes laden with furs; it is a natural outlet for grain from Manitoba and the West and now has 23 elevators with an enormous storage capacity; it is the site of the Canadian Grain Sample Market and the bulk-breaking point for the freight of Western Canada; it is the Lake terminus of the C.P.R. and Canadian National Railways, while all lines of passenger and freight boats converge here. An inter-city electric railway connects it with Port Arthur and the municipality owns its street railway, telephone, light, water and sewerage systems with a total valuation of \$4,000,000.

It has 15 churches and 11 schools, 13 parks, 10 banks and all kinds of public buildings with hydro-electric power estimated at 145,000 h.p. of which 45,000



THE HEAD OF THE GREAT LAKES, WHERE THE TWO CITIES OF FORT WILLIAM AND FORT ARTHUR POUR OUT THE GRAIN TRAFFIC OF THE CANADIAN WEST

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CANADA — *East and West* .

h.p. is developed; its larger industries are Ogilvie Flour Mills Co., Canadian Car and Foundry Co., Canada Iron Foundries, National Tube Co., Steel Company of Canada, Great Lakes Dredging Co.; it is the headquarters of the Kaministiquia Power Co. and the Dominion Board of Grain Commissioners, while its 23 elevators store 26,000,000 bushels of grain. Fort William has become the chief coal-handling centre of Canada, its imports in 1919 were \$10,559,300 and exports \$5,045,872, its bank clearings totalled \$41,224,768; here the traveller westward sets back his watch an hour to conform with standard time.

All around this city and Port Arthur are immense possibilities of mineral development with iron, copper, silver, gold and pyrites as the chief; there is abundance of pulpwood with large supplies of pine, tamarack, poplar, birch and jack pine. On one side of Thunder Bay is the long promontory of basaltic rock called the Sleeping Giant which ends in Thunder Cape—near which is the Silver Islet producing while it lasted, fabulous quantities of that metal; Pie Island, near the entrance to the Bay is a mountain of columnar basalt; up the McKellar River in this vicinity is the new million dollar coal dock of the C.P.R. with storage capacity for 2,000,000 tons and machinery operated by electricity which can unload a 10,000-ton freighter in 10 hours. Along the lake shore are beautiful summer resorts and back of these cities is a great country for the sportsman—with fine moose and deer hunting, numerous caribou and black or brown bear; the fisherman can get brook and lake trout, whitefish and herring, pickerel and sturgeon.

New Ontario

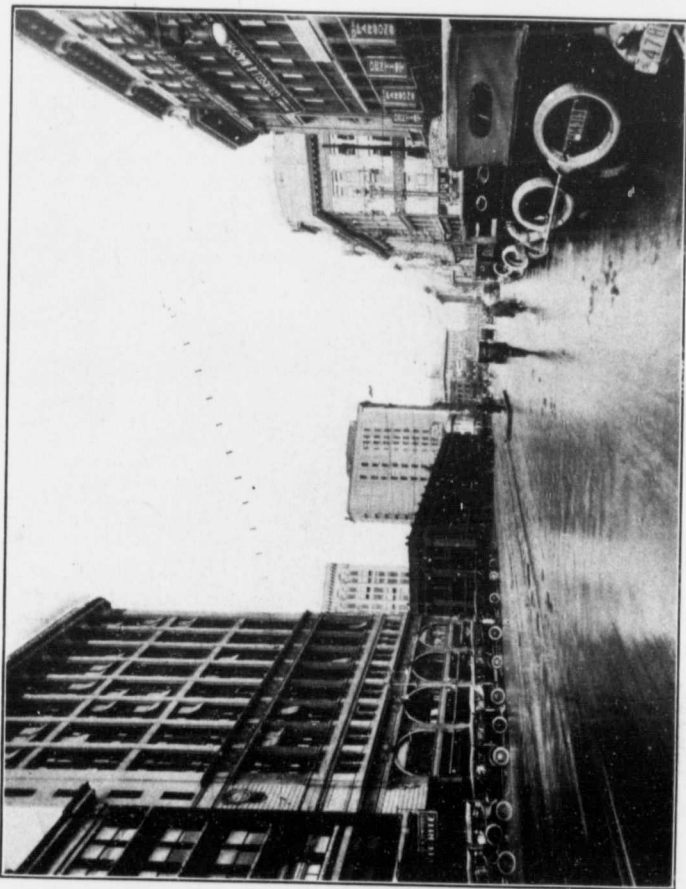
The C.P.R. route from Fort William to Winnipeg is through a wild and broken region, full of lakes and rapid rivers, with valuable forests and a soil rich in varied minerals and a wild animal life tremendously attractive to the hunter. The train mounts to an ever-increasing altitude from Fort William (607) until Kenora (1,032) is reached. Murillo is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height rivalling that of Niagara. The falls can be reached from Fort William by automobile.

The railway follows up this river and then ascends the Mattawan and Wabigoon rivers. There is excellent trout-fishing near to all the stations as far as Finmark. At Eagle two beautiful falls are seen, one above and the other below the railway. The scenery is of the wildest description and deep rock-bound lakes are always in sight. The Sawbill mining country is reached from Bonheur station by Government waggon road. Wabigoon is a point of departure for the Manitou mining region and the Lower Seine and Rainy Lake country can be reached by this route. At Dryden, the Ontario Government has established an experimental farm amidst large areas of good land, especially suited for mixed farming and dairying.

Kenora was at one time called Rat Portage, and is situated on the Lake of the Woods with its area of 1,385 square miles. This is the largest body of water between Lake Superior and the Pacific, and has many beautiful islands and valuable fisheries. Its waters break through a narrow, rocky run at Keewatin and Kenora and fall into the Winnipeg River. The district around the lake is one of the finest summer resorts in America and the forests along its shores make Kenora the centre of a large lumber trade and shipment to the prairies; it is also a mining centre, with gold-fields under development in the vicinity, and in the Rainy Lake and Seine River districts to the north, which are reached by steamer through a most picturesque region.

Keewatin, nearby, is a small place but with great possibilities. Here the Lake of the Woods breaks through a narrow rocky gorge and falls into the Winnipeg River. Nearby are the immense works of the Keewatin Power Co., which are developing one of the greatest water-powers in the world. This project is making the Lake of the Woods a gigantic mill-pond and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments which may supply the needs of Western Canada and manufacture its products on their way to eastern markets. At Keewatin, also, a mammoth flour mill, built of granite quarried on the spot, is owned and operated by the Lake of the Woods Milling Co.





WINNIPEG—A TYPICAL STREET SCENE IN THE METROPOLIS OF THE MIDDLE WEST

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THE PROVINCE OF MANITOBA

**Manitoba:
The Centre of
Western
History**

Manitoba is the first portion of the great Western Plain to be seen by the tourist after leaving the lake region. As a whole this vast body of land is divided politically into the Provinces of Manitoba, Saskatchewan, Alberta and the North West Territories—each of the provinces reaching from the United States boundary line to the 60th parallel of latitude; the region from this parallel to the farthest north being included in the Territories. The

Western Plain is drained by three great river systems with lake reservoirs—the Nelson and Churchill running into Hudson Bay and the Mackenzie draining into the Arctic Ocean. The Nelson system of lakes is largely located in Manitoba—Winnipeg, Winnipegosis and Lake Manitoba—with the Saskatchewan, Red and Assiniboine rivers as connecting links.

The great hard wheat belt stretches across the three provinces and gives the largest continuous expanse of rich soil on the continent—a rich top-soil being succeeded by a deep sub-soil containing stores of nitrogen, potash and phosphoric acid; the total area is 485 million acres and almost all of it is suitable for wheat-growing. If the total present acreage in field crops were multiplied a dozen times it would exceed in product the world's total yield of wheat, equal it in oats and give half its product in barley, and yet only half of the cultivable area would be touched!

Manitoba has an area of 251,832 square miles. Winnipeg, its capital, is in latitude N. 49° 53' and further south than any city in the British Isles; as a province it is larger than Germany, Belgium, Holland and Switzerland combined; its climate is bright and the atmosphere dry, clear and pure. Southern Manitoba is wonderfully fertile and the soil unique in its richness; north-eastern Manitoba, extending from Lake Winnipeg to Hudson Bay, is peopled chiefly by hunters and trappers, but there are undoubtedly large areas of good agricultural land with luxurious grasses, which especially fit it for mixed farming; the region running up to Hudson Bay promises great mineral development and gold prospecting had, in 1918, turned into production, while large bodies of copper ore were reported—the Tonopah property estimating 250,000,000 tons in sight; various new gold-bearing veins, extensive lignite coal formations and important oil shales resources are being announced from time to time.

Northern Manitoba, also, in the past few years has shown immense riches in fur-bearing animals, great forests of timber and pulpwood, valuable resources in water-power. Everywhere in this region of wild waters, as well as land, there are vast quantities of sturgeon, lake trout, white fish and pickerel, while Hudson Bay affords in its whale fisheries the chance of capturing \$10,000 or \$20,000 in value as the result of one haul. The fertile lands of Manitoba, in 1918, produced \$180,000,000 of field crops for a population of 553,860, with only 5,000,000 acres cultivated out of a known fertile area of 25,000,000; its trade included, in 1919, \$298,270,478 of exports and \$470,650,679 of imports; its bank clearings were \$2,353,647,032 and the estimated assessable value of property is \$680,000,000; its extensive water-powers were reported, in 1919, as including 2,500,000 h.p. in the Nelson River alone.

It is hard to estimate Manitoba's wealth—even from the facts stated above and the known riches of its southern wheat-lands. Its live-stock is growing greatly in numbers though the farmers have only of late years taken to mixed farming; horses increased in number from 293,776 in 1912 to 324,175 in 1917, cattle from 415,601 to 560,047, and sheep from 40,800 to 80,588. Poultry and bee-keeping are easy and profitable pursuits; co-operative marketing has been largely developed by and for the farmers, agricultural societies have a large membership and the grain-growers' organization is a notable one from both practical and political points-of-view.

Historically, Manitoba has had rather turbulent annals and has been the centre of Western political life. In its early existence it was a territory of the great Hudson's Bay Co., which once ruled with despotic authority from the Great Lakes to the Pacific under a Royal Charter issued by Charles II in 1670; its lakes and rivers and silent wildernesses were a vast preserve for the English hunter and trapper and the French voyageur; later, it was the scene of fierce rivalry between the Hudson's Bay and other companies. In 1870, two centuries after Prince Rupert first sent his gallant men to hunt and shoot, the settlers of Red River, living within the protective circle of Fort Garry and the sound of company guns,

. CANADA — *East and West* .

were taken into the new Dominion of Canada; there followed the troubles under Louis Riel and flash-in-the-pan rebellion with the gradual settling down of the new province into a political partner of the Canadian people; the completion of the C.P.R. in 1886 made the population a part of the commercial life and progress of Canada and production, industry, immigration, did the rest. After 250 years of fur-taking and trading, this one-time annex of the Hudson's Bay Co. still sells \$1,000,000 worth a year. To sportsmen, the province provides flocks of prairie chicken, the teal, the mallard and other varieties of duck and, in certain parts, the deer, black and cinnamon bear, the elk, moose and caribou.

Winnipeg
Aug. 15-17

Situated at the confluence of the Red and Assiniboine Rivers, near the site which Lord Selkirk's attempts at colonization have made famous, Winnipeg was known to early history as Fort Garry from the Hudson's Bay fortified post, of which a few ruins yet remain. Founded in 1860 and incorporated in 1874, its name is derived from the Indian Ouinipigon, or "muddy water"; its population of 200 in 1870, when Louis Riel and his half-breeds held sway for a brief period before the Wolsley expedition put an end to their wild dreams, became 42,340 in 1901 and 136,035 in 1911, and is today estimated at 183,000 people—with St. Boniface and other suburbs 273,000; a transportation system which centres here all eastern and western lines passing across the great plains has made it the world's largest primary grain market; it is, besides, the chief wholesale distributing centre of the Prairie Provinces and, thanks to cheap electric power, is rapidly becoming one of the great industrial centres of Canada.

In the 10 years ending with 1914 the value of buildings constructed in Winnipeg was \$128,264,505 or an average per year of \$12,826,000; in 1900, the Winnipeg Electric Street Railway carried 3,002,538 passengers and in 1914, 58,489,987.

The city is estimated to have an available water-power in the Winnipeg River, alone, of 509,000 h.p.; on other rivers flowing into Lake Winnipeg within transmissible distance there is 72,000 more horse-power; still other rivers connecting with the various large lakes in a certain radius of the city is another 72,000 h.p. It has done much in this connection and the Greater Winnipeg Water Aqueduct is one of the world's larger undertakings. The length of the conduit is 96 miles, the water is carried by the use of gravity and the difference in elevation from Shoal Lake to Winnipeg is 294 feet, while the cost of the system to the end of 1918, was \$14,822,444.

Shoal Lake is an offshoot of the Lake of the Woods with a drainage area of 360 square miles and is 96 distant and 294 feet above the city level; its capacity is 85,000,000 gallons of water every 24 hours. The city develops its own power with 60,000 h.p. in use and 50,000 h.p. under construction; its C.P.R. interests include immense workshops and the two largest train-yards in the world—one having 110 miles of track and the other 70 tracks of 183 miles, the Royal Alexandra Hotel, a famous C.P.R. hostelry erected and enlarged at a cost of \$2,000,000, an elevator with 1,000,000 bushels capacity and an unusually handsome railway station; the Canadian National Railways and the Grand Trunk Pacific have large workshops and interests, including the Fort Garry Hotel, one of the finest hotel structures in the West, and a splendid new railway terminal.

Winnipeg has over 500 factories with a yearly pay-roll of \$13,000,000 a product of \$54,000,000 and 23,000 employees; its industries include clothing, hats, tents, boxes, carriages, cigars, electrical fixtures, cement, confectionery, hemp fibre, implements, flour rolling and planing mills, cordage, jute goods, breakfast foods, structural steel, steel boilers, farm traction engines, soaps, jewellery, harness; its turnover as a wholesale distributing centre is placed at \$250,000,000 a year, its bank clearings in 1919 were \$2,316,724,263 and its import trade (March 31, 1919) \$42,799,302. Hotels other than those mentioned include the Empire, Winnipeg, Leland, St. Regis, Seymour and Strathcona; the city has 60 miles of electric railway within its limits and 44 miles of suburban lines; it has parks, hospitals, great flouring mills, a number of grain elevators, huge abattoirs and, being the Provincial Capital, is the seat of Government House and the Parliament Buildings; its larger offices include the land offices of the C.P.R. and western immigration offices of the Dominion Government; it is the seat of the University of Manitoba with its affiliated institutions of Wesley College, Manitoba College, St. Boniface College, St. John's College, the Manitoba Law School, Medical College and Manitoba Agricultural College with a total of about 200 teachers and 2,000 students.

St. Boniface is a city of 110,000 people, the seat of a bishop, with a seminary and railway connections; it has planing mills, flouring mills, factories, paint works; it has

**Portage la
Prairie and
Carberry**
August

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Brandon
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. CANADA — *East and West* .

St. Boniface, on the Red River, is really a suburb of Winnipeg; technically it is a city of 11,000 people—largely French—the seat of a Roman Catholic Archbishop, with a cathedral, churches, a convent, orphanage, boys' academy, Catholic seminary and college; it has its own electric light and cheap power, numerous railway connections and a good water system, five banks, five lumber yards and planing mills, four elevators and a linseed mill, two flour mills, three sash and door factories, paint and tar-paper works, ceiling and roofing plant, marble and glass works; it has two abattoirs and Union Stock markets.

**Portage La
Prairie and
Carberry
August 17**

From Winnipeg to Brandon the trains traverse by C.P.R. a region of typical prairie richness and agricultural interest. Portage La Prairie (altitude 854 feet, population 7,000) is a progressive town on the main lines of four transcontinental railways—Canadian Pacific, Canadian National, Grand Trunk Pacific and Great Northern; it is 15 miles south of Lake Manitoba and has notable fisheries and summer resorts; it is the county town with various public institutions and six banks; it owns large and richly wooded parks and its public utilities. Industries include seven elevators, two flour mills, two lumber yards, threshing machines and farm implements, structural castings, corrugated iron culverts, steel grain bins, oatmeal mills, pumps, sashes and doors, pickles, biscuits. A C.P.R. branch runs from here to Saskatoon and Edmonton.

After Portage La Prairie, stations are numerous—at intervals of five to eight miles and including Burnside, Bagot, MacGregor, Austin, Sidney, Melbourne—until Carberry is reached. They rise in altitude from 869 to 1,247 feet, many of them are bright and busy towns, at nearly all of them are tall elevators with here and there a flour mill; there are many ponds and small streams and stock farms.

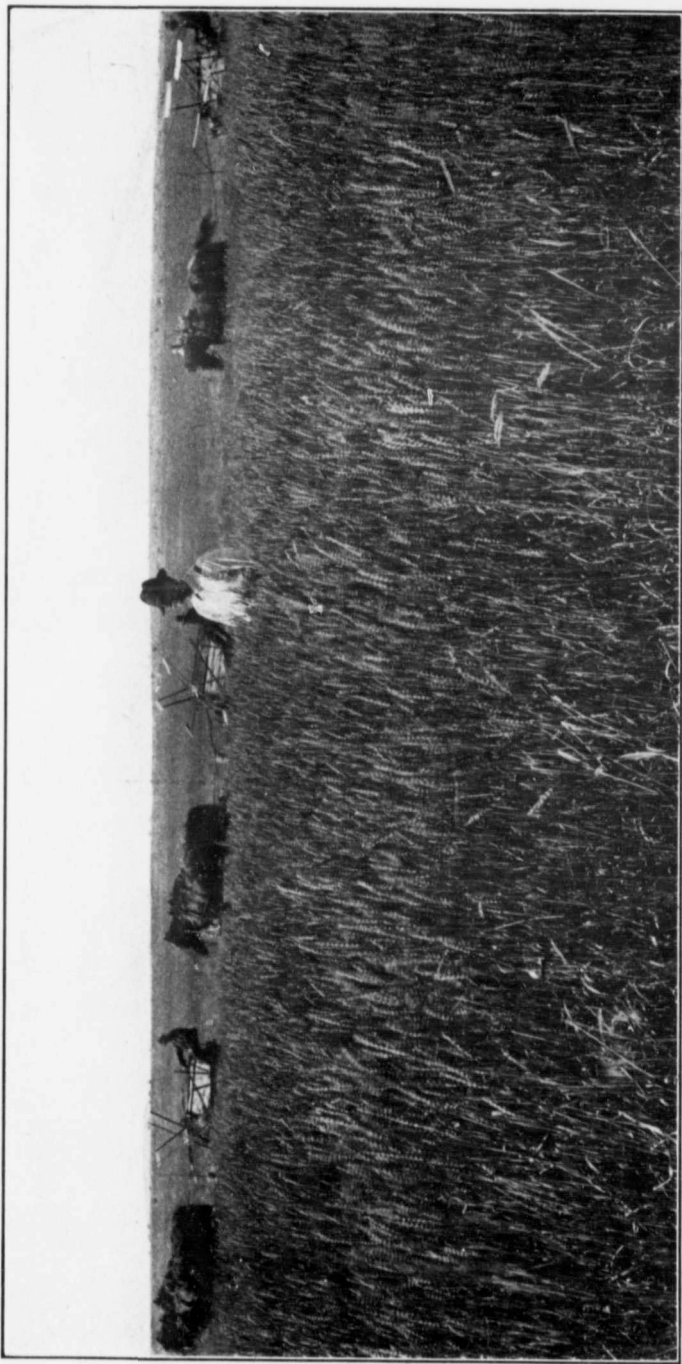
Carberry, with a population of about 1,000, has three churches and three banks and is the centre of a good farming district. The passengers detrain at Carberry and proceed to Brandon by motor.

**Brandon
Aug. 17**

Brandon is a divisional point on the C.P.R., 133 miles west of Winnipeg and through it also passes the Canadian National Railway and the Great Northern; it has a population of 18,000 and is the seat of Brandon College, a Baptist institution with 17 teachers and (1916) 235 students; it has a ladies' college, a business college, a normal school, collegiate institute and nine public schools; it has a convent and the seat of Ruthenian training school, Indian industrial school, Dominion experimental farm, a provincial general hospital, land titles office and provincial asylum; it has 10 banks and the municipality owns the electric street railway, electric light and power plant, steam-heating and gas plants. Most of the leading farm implement manufacturers of the continent have distributing houses here, and there are 20 wholesale houses in the city; industries are growing greatly and include flour, gasoline engines, cement blocks, fireworks, oatmeal, corduroy coats, furs, hats, leather, harness, saddlery, tents, mattresses, lightning rods, grain grinders, windmills, pumps, fire engines, sewing machines, furnaces, show cases, school desks, church pews and pulpits, lenses, cigars and confectionery. Brandon is, also, the centre of a rich agricultural district with two or three hundred tributary towns and villages.

Beyond Brandon the railway draws away from the Assiniboine River and rises from its valley to a rolling or undulating prairie well occupied by prosperous farmers, as the thriving villages at frequent intervals prove. Kemnay, Alexander, Griswold, Oak Lake, Routledge are passed. Virden and Elkhorn are market towns of attractive districts and, at the latter place, is an Indian industrial school erected by the Dominion Government.





THE WEALTH OF THE PRAIRIES—A WESTERN WHEAT FIELD AS THE REAPERS BEGIN THEIR GOLDEN HARVEST

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Regina
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THE PROVINCE OF SASKATCHEWAN

**Saskatchewan:
The Great
Grain Centre
of Canada**

This Province is the chief wheat producing division of Canada with a land area of 156,000,000 acres of which 94,000,000 are considered as fitted for agriculture with, as yet, only 15,000,000 acres under crop. Its population of 650,000 seems absurdly small to handle so vast and fertile a region, yet its farmers produced in 1917, 56 per cent of all Canadian wheat as against four per cent. in 1904 and, in its banner year of 1915, contributed 375,000,000 bushels of wheat, oats and barley to Canada's total. Its elevator capacity is 68 million bushels and these tall receptacles of grain are to be seen at every central point in the Province. Live-stock and mixed farming are steadily increasing with a total of 551,645 horses in 1912 growing to 880,301 in 1917, 646,140 cattle to 1,211,090, 114,810 sheep to 127,892 and 344,298 swine to 573,938.

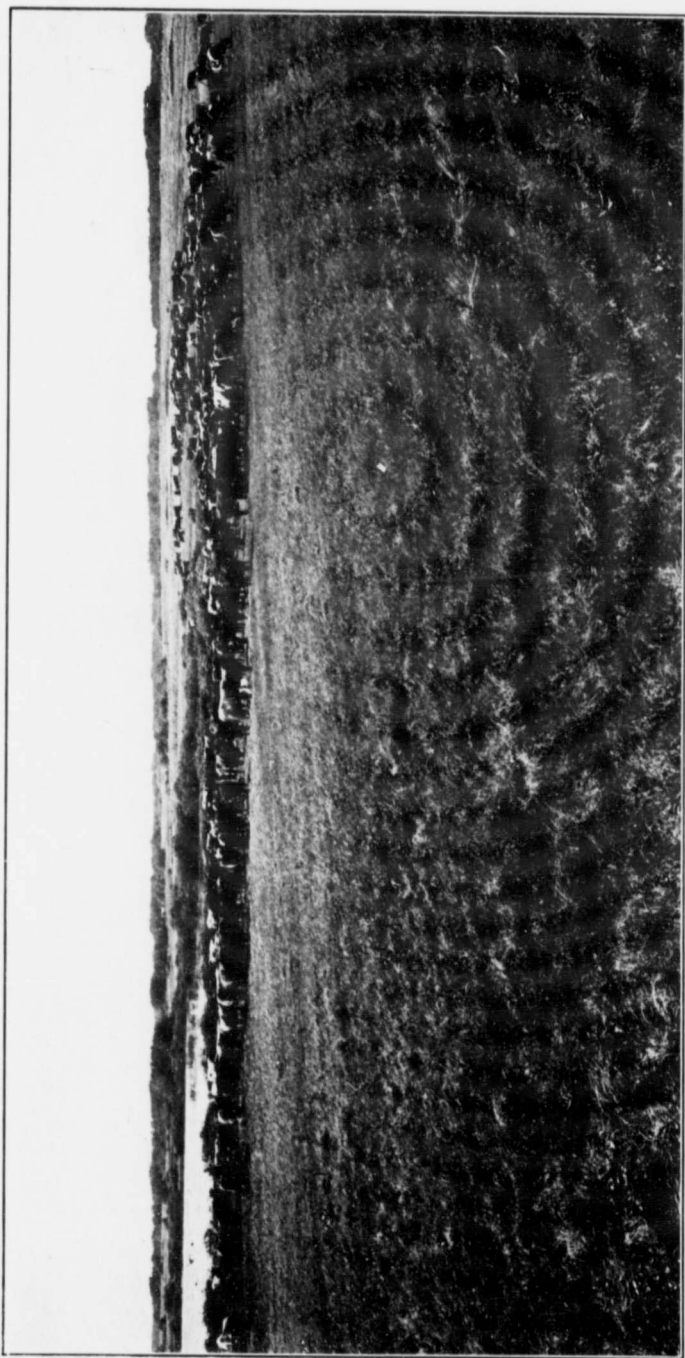
The southern part of the Province is prairie land with the usual characteristics of level fertility and prosperous farming; the central and northern regions are wooded with many lakes and rivers and forests—the latter said to contain from eight to fourteen billion feet of lumber; the rivers have water-powers with the potential development of 1,000,000 h.p. and the lakes are stocked with valuable whitefish, trout, pickerel and sturgeon as to which commercial fishing is carried on both in winter and summer. To the sportsman these waters afford ample occupation while, in the Province as a whole, \$1,000,000 worth of furs is still trapped annually with big game plentiful in the north and great herds of caribou. As to minerals there are extensive deposits of lignite coal under the soil of the south together with pottery and fire clay, while discoveries north of the Saskatchewan River have been made in gold, copper, iron and glass sands. Indications of oil and gas are numerous, but very little mineral development of any kind has yet been made.

Historically, the province was created out of the old Northwest Territories in 1905 and its annals have been unmarked by scenes of violence or civil strife. It is crossed by three transcontinental railways, has a number of branch lines, good rural roads and a provincial government telephone system. In agricultural organization it has led the Dominion and its Saskatchewan Elevator Co. owns and operates 296 elevators and handled in six years to 1917, 121 million bushels of grain; co-operative creameries have been most successful and now number 24, with 7 cold storage plants, poultry killing stations and egg candling plants, all operated by the Saskatchewan Co-operative Creameries. The Provincial export trade (March 31, 1919) was \$20,707,513 and imports \$17,388,037; its bank clearings in 1919 were \$424,504,941; the value of its field crops in 1918 was \$300,000,000.

**Regina
Aug. 18**

From Manitoba the C.P.R. track enters Saskatchewan about a mile east of Fleming. Moosomin, the first town reached in that Province, lies upon the level prairie and is the centre of an important agricultural region in which mixed farming is becoming a great factor. With about 1,400 people it has five churches, two banks and two flour mills, it is the seat of a judicial district and possesses many public buildings and schools. The villages of Red Jacket, Wapella—with six elevators—and Burrows follow; Whitewood with about 500 population has many modern conveniences, four churches and a \$15,000 school, three elevators, a skating and curling rink, with good fishing a few miles away; then come Perceval and Broadview, the latter a railway divisional point situated at the head of Lake Ecapo with a Cree Indian reservation not far away and a population of about 800 which boasts five churches and two elevators. Here the traveller changes standard to "Mountain" time—an hour slower.

Westward from this place the line of prairie gradually rises and Oakshela, Grenfell, with 800 population, six churches and six elevators, Summerberry and Wolsley are passed in rapid succession. The latter place caters, like other villages, to a surrounding agriculture population and its 1,100 people have six churches, a convent, collegiate, public school, etc., with seven elevators and two banks. Sintaluta, a village of 500 people, three churches and two banks follows and Indian



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. CANADA — *East and West* .

Head is reached. This little town has a Dominion experimental farm in the vicinity which presents many features of public interest; it has four churches, two banks and 10 elevators.

Qu'Appelle, with an altitude of 2,123 feet, is the next point and is a supplying and shipping centre for a large district, with a good road extending 20 miles to Fort Qu'Appelle—an outpost of the Hudson's Bay Co. beautifully situated in the deep valley of a river of the same name. The Fort has a place in the military history of the west and, in its vicinity, are several Indian reservations. The town itself has four churches, four elevators, two banks and various public buildings; around it and for some miles along the railway are trees and a well wooded country, with a soil of rich clay loam well fitted for mixed farming. At McLean the famous Regina plain is reached and this extends eastward to where the Dirt Hills are seen as a faint line upon the south-western horizon; in its nature it is a broad, level, treeless expanse of the finest agricultural land with a rich soil reaching to a depth of 20 feet or more. Balgonic and Pilot Butte are passed and Regina reached.

The capital of this Province and the distributing point for a large and rich country to the north and south is an important and growing city of about 45,000. It is a divisional point on the C.P.R., the C.N.R. and the G.T.P. and a dozen lines radiating out from the city in all directions; it has 15 banks, two hospitals, 15 schools with collegiate and normal schools; Regina College is an important Methodist institution and there are a large number of hotels including the Wascana, King's, Kitchener and Empire. The Parliament buildings constitute an imposing picture on the borders of Wascana Lake, occupy 160 acres and cost \$1,500,000 and the city is, of course, the home of the Lieut.-Governor and centre of the political and social life of the Province.

It was also for many years the headquarters of the famous Royal North West Mounted Police—now re-named the Royal Canadian Mounted Police which also now includes the Dominion Police and the headquarters are at Ottawa; it has two departmental mail order houses, each with \$500,000 of trade, and is the seat of the provincial annual exhibition; it has a \$2,000,000 oil refinery and is a distributing point for farm implements and machinery; the city owns its stock yards, electrical light and street railway system, its water supply and sewerage system and there is a co-operative creamery. Industries are developing rapidly and include mattresses, cigars, petrified stone, aerated waters, wire and steel works, cement blocks, pressed brick, soap, sashes and doors, flour mills, elevators and machine shops. Northward from Regina is Lost Mountain Lake, a famous summer resort. Passing from the capital Grand Coulee, Pense, Belle Plaine and Pasqua are rapidly left behind and at the latter point a traveller can connect through Estevan for St. Paul and Minneapolis.

Moose Jaw
Aug. 18

Moose Jaw is the next important place—the name being an Indian abbreviation of "The-Creek-where-the-white-man-mended-the-cart-with-a-Moose-jaw-bone." Here, 398 miles west of Winnipeg, a big city is in the making with a present population estimated at 25,000. It is the centre of a fine agricultural country, is a divisional point of the C.P.R. with 52 miles of trackage in its yards and is also on the C.N.R. and G.T.P. It has the chief stockyards between Winnipeg and the coast, a Dominion Government elevator with 3½ millions bushel capacity and is a notable milling point and wholesale centre; it has nine public schools, many churches, various educational institutions and public buildings, a \$140,000 theatre, with 3,000 h.p. available for manufactures; it owns the light and water systems—the latter having an incinerating plant—it has 12 banks and over 200 wholesale houses; its industries include flour mills, sashes and doors, faced and pressed bricks, tiles and pottery, bridge and iron-works, confectionery and a creamery, lumber companies and an abattoir.

From here the railway runs through many villages and a somewhat varied country—Boharm, Caron, Mortlach, Parkbeg, Secretan, Chaplin, Ernfold, Morse, Herbert, Rush Lake, Waldeck and Aikens. At Chaplin one of several large bodies of water called the Chaplin Lakes is reached—notable for having no known outlet and as being alkaline in character. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Chaplin are marked in all directions by buffalo trails and scarred and pitted by their "wallows." Antelope may be sometimes seen, and coyotes and prairie dogs. Near Morse is a salt lake, and not far beyond is Rush Lake, a large area of fresh water and a

. CANADA — *East and West* .

favorite resort of waterfowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At Rush Lake there are some splendid farms, and on the south side there is one of 700 acres under irrigation.

Swift Current follows and is situated on a pretty stream of the same name. It was incorporated as a city in 1914 and has a population of about 5,000; it is the centre of a rich farming region which is being rapidly filled up with American and eastern Canadian farmers; it has Government Meteorological station, judicial district offices, customs house and Dominion land office; it has five churches and five banks, five elevators and seven lumber yards with a flour mill, cement factory, aerated water factory, planing mill and creamery. From this town on to Medicine Hat in Southern Alberta, the route skirts the northern base of the Cypress Hills as they gradually rise in the west to an altitude of 4,700 feet; Beverley, Seward, Webb, Antelope, are some of the villages passed; Gull Lake has a population of about 1,100 with five lumber yards and eight elevators, several industries, a couple of parks and four churches, splendid farm lands around it and two good hotels; Carmichael, Tompkins, Sidewood and Crane Lake follows.

Near the latter village there is a large stock-farm with 1,200 acres irrigated and stocked, usually, with 7,000 cattle and 500 horses. Between the railway and the Cypress Hills, along this part of the route is a magnificent stock country with rich grasses possessing special attraction for animals; valleys and groves of trees giving ample shelter at all times of the year and numerous streams affording an unfailling supply of water; profits to the stockmen correspond with the favourable conditions. The village or towns of Cross, Maple Creek, Kincorth, Halton and Cummings follow and end the journey in Saskatchewan so far as this, the direct line of the C.P.R., is concerned. Maple Creek is 64 miles east of Medicine Hat, Alberta, and has a population of about 2,000, four churches, two banks and four elevators; it has, also, several implement warehouses, lumber yards and a race track, an armory and a public park.



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THE PROVINCE OF ALBERTA

**Alberta:
The Western
Home of Coal
and Mixed
Farming**

This province has long been the great ranching centre of the west, as well as the source of a potential supply of coal so great as to be almost inconceivable. Towns and cities are built over it, cellars in the Edmonton district have been dug out of coal and into it, the mines and the farms combine to make Alberta a treasure-house of riches. It has been estimated that 1,072,000,000 tons of coal underlie 25,000 square miles of surface, an average of 43 million tons to the square mile or 90 per cent. of Canada's

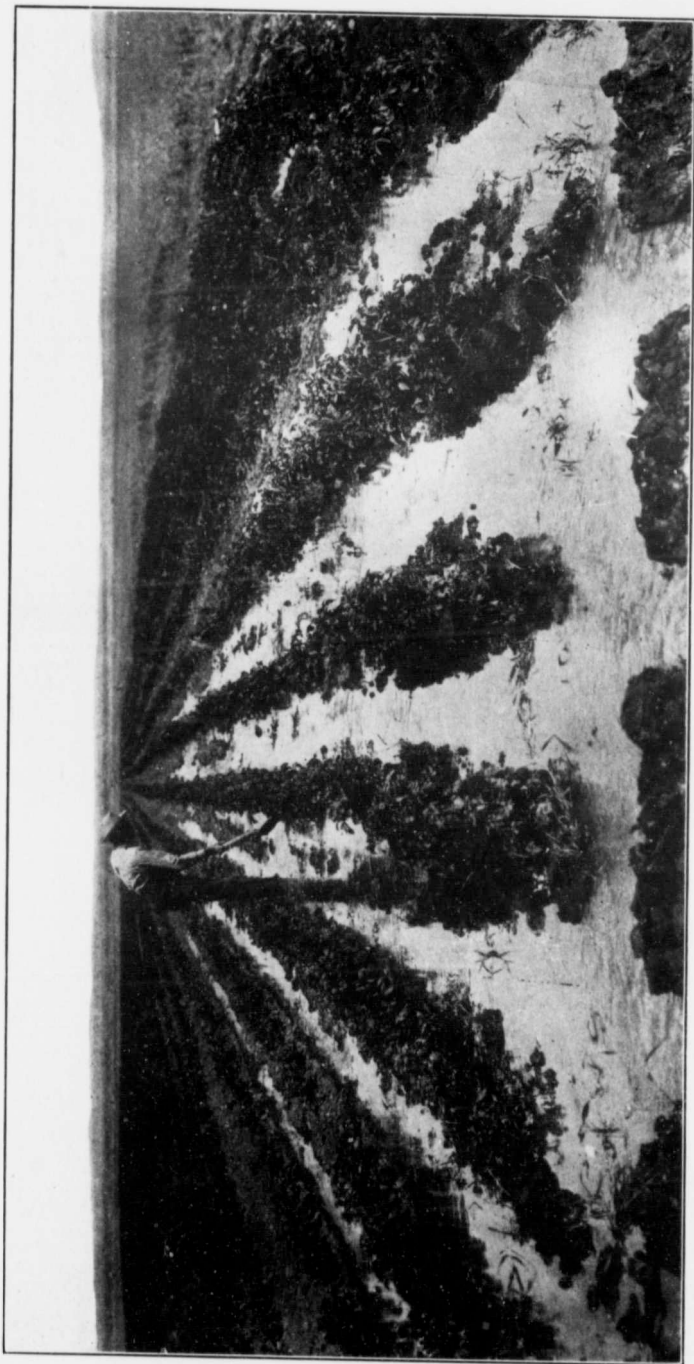
total supply and equal to 28 per cent. of the coal resources of the United States. The actual production in 1917 was less than 5,000,000 tons, of which 637,829 tons were lignite and 2,206,868 tons anthracite and the balance bituminous; values increased from \$8,283,000 in 1915 to \$14,197,000 in 1917, and to \$23,912,000 in 1918. The external market was in Manitoba, Saskatchewan and British Columbia, and 10,000 men were engaged in mining. Up in the north, 800 miles from Edmonton, all kinds of mineral and agricultural development are possible. The Peace River country has been called "The Last Great West," and along the Athabasca River enormous quantities of bituminous sands exist with estimated petroleum resources of 200,000 million tons and exposed supplies of gypsum estimated at 217,000,000 tons. In various parts of the province natural gas flows freely from wells, and the oil-fields near Calgary, as well as those of the north, have large possibilities.

As to agriculture, there are few limits to production in a province with an approximate land area of 162 million acres, of which 80,000,000 acres are estimated as suitable for farming with only 7,000,000 acres under cultivation and this small area producing in 1918 \$261,564,000 worth of agricultural products. Wheat is grown to latitude 59 north. In live-stock the horses of the province, in 1918, were valued at \$84,662,000, the cattle at \$125,000,000, sheep at \$4,983,000 and swine at \$14,437,000—a total of \$230,000,000. The forest resources of Alberta are considerable—especially in white spruce and pulp-wood; the water-powers are extensive but slightly developed and the lakes are well-stocked with fish; game is fairly plentiful and includes the last known herd of wild buffalo. Irrigation has been found necessary in the south and the C.P.R. developments in this respect are widely known; in northern parts there is abundant precipitation.

The winter climate is greatly modified by the warm "Chinook" winds and the snowfall is light; cattle and horses pasture in the open throughout the cold season. In manufactured products the census of 1917 puts the annual value at \$71,669,423; the bank clearings of 1919 were \$65,034,151 and the export and import trade \$18,181,565. Historically, Alberta has had peace within its borders, problems of development as its chief administrative issues, production as its great ambition; it was born as a province in 1905—like Saskatchewan—out of the old Territorial boundaries and it is now on the way to greatness with 500,000 population, increasing from year to year. When it became a province in 1905 its wheat crop was two million bushels, 10 years later it was 60 millions; in 1905 its oat crop was 9½ million bushels and 10 years later 90 millions. In 1916 its dairy products, furs, wool-crop and poultry totalled \$18,000,000 in value.

Entering Alberta at the village of Walsh with an altitude of 2,437 feet, the villages of Irvine, Pashley and Dunmore are passed with many mixed farms and great cattle ranches in sight; rocks of the cretaceous age occur in which remains of gigantic saurians and other extinct animals of pre-historic periods are abundant. From Dunmore the main line of the C.P.R. drops into the valley of the South Saskatchewan which, at Medicine Hat, in an altitude of 2,168 feet, is crossed by a fine steel bridge. This city of 11,000 people is famous for its enormous flow of natural gas, which is sold to manufacturers at 5 cents per 1,000 cubic feet and for domestic purposes at 20 cents; it is also known for the splendid mixed farming district around it, and for apples, plums and small fruits which grow as freely as in a more southerly region. It is the seat of a demonstration farm operated by the Dominion and an important station of the Royal Canadian Mounted Police.

It has eleven churches, nine schools, four parks and six banks with a general hospital and the municipal ownership of its natural gas franchise—estimated as equivalent to 200,000 h.p., of which only one-tenth is in use—electric light, power, water and filtration plants. Its industrial establishments include an Ogilvie flour mill and elevator, Lake of the Woods and Hedley Shaw mills and elevators, the the Alberta Clay Products Co., three planing mills and two stoneware plants;



GROWING MIRACULOUS CROPS ON IRRIGATED LAND IN ALBERTA

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CANADA — *East and West* .

other industries are: bricks, foundries, farm tractors, iron-rolling and linseed-oil mills, pump and brass and galvanizing plants, lumber yards, etc.; its assessment is \$26,000,000 and bank clearings \$23,778,000. Beyond Medicine Hat and the river the prairie plateau rises steadily up to the base of the mountains. At Red-cliff, a growing centre of a fine stock-raising country—with some of the largest herds of Galloway cattle in the world—industries are becoming numerous and include pressed bricks, ornamental clay products, glass-rolling mill, bolts, farm implements.

Succeeding villages are Bowell, Suffield, Alderson, Kininvie, Tiley, Bantry, Brooks, where the Duke of Sutherland has large interests, Cassels, Southesk, Lathom and Bassano. During this part of the journey the Bow River occasionally appears to the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are numerous and farms appear at intervals. The entire country is underlaid with two or more beds of good coal and natural gas is frequently found in boring deep wells. From Tiley, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 120 miles away. Just west of Alderson the line enters the 3,000,000-acre irrigation block of the Canadian Pacific.

The block extends to within a few miles of Calgary, a distance of 145 miles. It is the largest irrigation project on the continent and is divided into three sections. Work has been completed on the western section and a great part of the land marketed. The eastern section, extending from Alderson to Bassano, is now also ready for settlement. About three miles south of Bassano is located the great Horse-Shoe Bend dam, which has made the waters of the Bow River available for irrigation. By means of the dam the ordinary water level at the site is raised 45 feet so that the waters flowing from the far-distant eastern slope of the Rocky Mountains are diverted through a total length of 2,500 miles of canals and distributing ditches over about 1,800 square miles of fertile prairie country. The C.P.R. has invested over \$17,000,000 in this enterprise.

Crowfoot and Cluny and Gleichen are next reached. Near Crowfoot, and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At Namaka are located some of the most productive farms in Western Canada and very rich harvests are reaped annually.

Gleichen Aug. 19

Gleichen is a progressive place of 1,000 population, with an altitude of 2,900 feet; it has three churches and six elevators, two banks, a cold storage plant and two lumber yards; it has dry-farming to the north, wheat to the south and ranches all around and municipal ownership of utilities. Near it are interesting irrigation experimental farms

and following it is a succession of villages—Strathmore, Cheadle, Langdon, Shepard, Strangmuir, Carseland, Dalemead and Indus.

The elevation steadily rises until at the last place mentioned it is 3,340 feet; after passing Gleichen, also, the Rockies are clearly visible with magnificent lines of snowy peaks and veiled or brilliant outlines extending into distant horizons. Near Strathmore are located a great number of the Canadian Pacific's "ready-made" farms. Under this policy the company improves farms in advance of their sale, so that the arriving settler finds awaiting him a farm with comfortable house, fine barn, a drilled well and about 50 acres in crop. The whole farm is fenced. The price of these improvements is added to the price of the land, the whole sum being payable in a space of 20 years.

Calgary Aug. 19

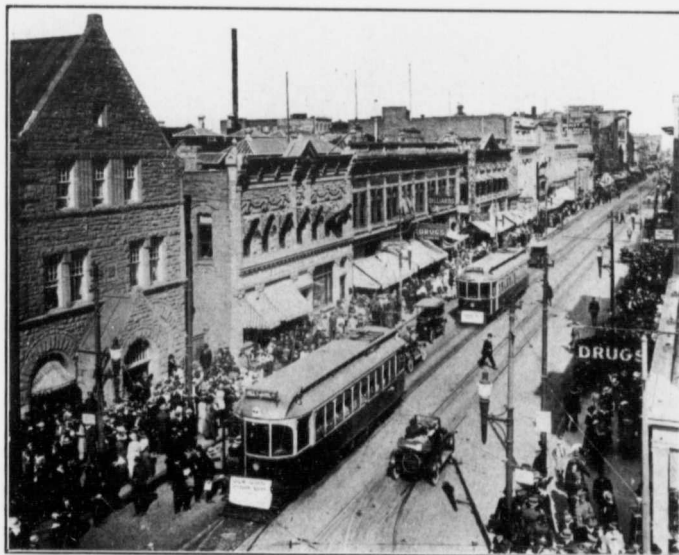
Calgary, founded in 1883 and incorporated in 1884, with its 80,000 population, is the largest city in Alberta and the centre of every activity and progressive development in the southern part of the province. It has the general offices of the C.P.R. and the head offices of its department of natural resources, under whose jurisdiction comes the

great Bassano irrigation project; the big Ogden car-shops of this railway, costing three and a half million dollars, are a feature of the city's development; it has C.P.R. branches to Edmonton, Macleod, Lethbridge, Bassano and Crow's Nest Pass in British Columbia; G.T.P. lines to Tofield and Edmonton; a C.N.R. branch to Saskatoon; it has 50 churches, 37 schools of all kinds, a convent and four colleges with 27 banks.

The city owns and operates its electric street railway—82 miles in length—a 14-mile gravity water system, its light and power plant, a sewerage system and



THE FORT GARRY HOTEL AND UNION STATION FROM BROADWAY, WINNIPEG



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asphalt plant; it is the trading centre of a very large agricultural and stock-raising district and is said to have 200 wholesale firms and to be the headquarters of 1,000 commercial travellers; it is the chief supply station for mining districts in the Rockies, a milling centre and the home of notable cattle auction sales; its imports totalled \$8,199,514 in 1919 and its bank clearings were \$355,009,588. There are said to be 80 industrial plants in the city, backed up by extensive coal beds in the near vicinity, with lime, brick-clay and building stone, zinc, copper and iron deposits—aided, also, by abundant water of which 31,000 h.p. is in use with 48,000 more available when required, and by natural gas piped from Bow Island 100 miles away, and supplied at 35 cents per 1,000 cubic feet for lighting and 15 cents for power purposes. The industries include saddlery, show cases, tents, wagons, aerated waters, soap, rolled oats, meat products, leather and linen goods, iron and metal works, flour, harness, cigars, confectionery and cement blocks, boxes, breakfast foods, brick, beds and building material.

Near High River, Alberta, on the C.P.R. Calgary-Lethbridge Line and 40 miles south of Calgary is the famous "Bar U" ranch of George Lane, the chief of western ranchmen and known as the largest breeder of Percheron horses in the world. Adjoining it is the Beddingfeld ranch of 1,600 acres which H.R.H. the Prince of Wales purchased during his Canadian Tour of 1919. It is on the middle fork of the Highwood River and was homesteaded by the Beddingfelds in 1883; it has a comfortable home and up-to-date farm buildings and is in full view of the snow-capped ranges of the Rockies; it has fine, well-watered pasture lands and wooded *coulees* which afford shelter for stock. A considerable portion of the ranch is under cultivation and with it the Prince acquired 400 head of pure-bred Clydesdale horses and 150 of range cattle, but these were sold in order to make way for special shipments from England which included a number of thoroughbred horses, short-horn cattle and Shropshire sheep to form the nucleus of breeding herds. These animals were to be selected in part from the King's own breeding establishments.

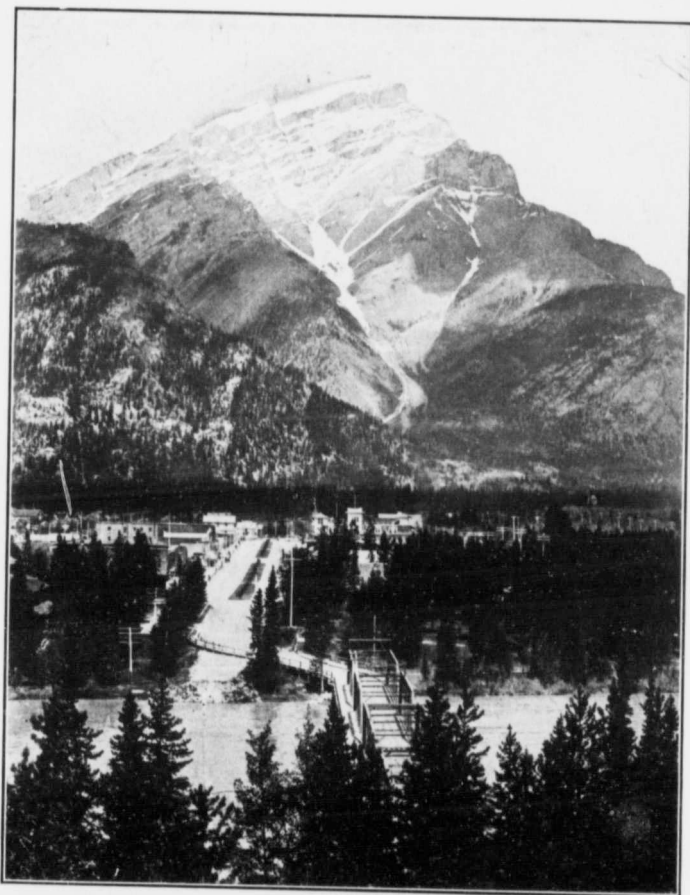
The trip from Calgary to Banff is made by motor stopping at Ghost River for lunch on the way.

The Rocky Mountains

It is difficult to find language to describe the glorious scenery of the Rocky Mountains as the vast piled-up masses of rock and earth come into view, or are passed in the rapidly moving train, or studied from some chalet in the clouds or some luxurious hotel in a scene of unrivalled beauty. They are streaked by strange colours of nature's wierdest creation; marked by huge glaciers of ice and stamped by great forests of green or fireblackened or sun-browned trees; seamed by gigantic rivers looking like rivulets in the distance and dashing down great inclines, or between vertical walls of rock, or through beautiful valleys lying in the lap of mountain ranges; rising to cloud-crowned heights where the sun at times casts a golden halo over scenes of sombre splendour.

Sir Edwin Arnold once told the writer in passing through the Selkirks that he had traversed the Himalayas and the Andes, the Urals and the Alps—all the great ranges of the world—but he had yet to see anything that would equal the majestic grandeur of the scenery of the Canadian Rockies. The C.P.R. on its way to Banff, passes from Calgary to Keith and Cochrane, Morley and Kananaskis, Exshaw and what is called The Gap to Canmore and Bankhead—through altitudes rising from 3,521 feet at Keith to 4,596 feet at Bankhead. From Calgary to The Gap the scene is preliminary, the scenery a preparation of the eye and mind for what is to come and, beautiful as it is at this stage to the traveller on a rapidly-moving train, much more so is the gradually opening panorama to the motorist who can stop his car and gaze at many of the everchanging sights which only flash past him in a railway train. The great automobile road which it is intended to build from Calgary right through the mountains to Vancouver is completed as far as Banff—the Governments of Canada and British Columbia and the C.P.R. joining in construction. At Castle Mountain the motor road branches off through the beautiful Vermillion Pass and when completed will connect with one already in existence running from Golden to Cranbrook on the Crow's Nest branch of the C.P.R.

For the description of the mountains which follows credit must, in the main, be given to the C.P.R. in one of its annotated guides; the salient points are sketched, enough is said to feed the imagination in passing through or to review the memories in an after time. Leaving Calgary (alt. 3,439 ft.) by motor on the trip of 87 miles to Banff, the Bow River is closely followed and by the time Coch-



BANFF, CAPITAL OF CANADIAN NATIONAL PARK, A RESERVATION OF 5,732 SQUARE MILES. THE TOWN HAS AN ALL-YEAR POPULATION OF ABOUT 1,000, BUT 75,000 VISITORS STOPPED OFF HERE IN 1919. CASCADES MOUNTAIN (9,825 FT.) IS SEEN IN THE BACKGROUND

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rane (alt. 3,750 ft.) is reached, the traveller is well within the rounded, grassy foothills and river "benches," or terraces. Here the valleys are seen to cut the mountains transversely. Further on, in the main ranges, as distinct from the foothills, the valleys will be found running parallel with the mountains, north and south, and these valleys open into each other across the mountain ranges by the passes, the lowest of which is 5,000 feet above sea level, the highest 7,000 feet. Geologically the transverse valleys by which entrance is made to the mountains represent the grooved course of ancient glaciers, and many of the rivers flowing in these beds can be followed directly up to the remnants of these ancient glaciers. The remnant glacier of the Bow River today occupies a field thirty miles long by six to ten broad.

Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hill-tops may be seen at once with sawmills and coal-mines visible from time to time.

Morley (alt. 4,078 ft.), is interesting to the tourist as the reservation of the Stoney Indians, once the most warlike tribe of the native races of America, but now one of the most industrious and peaceful. Approaching Kananaskis the mountains suddenly appear close at hand and, seemingly, an impenetrable barrier, their base deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant, snowy peaks.

The Kananaskis River (alt. 4,218 ft.), is crossed a little above where it joins the Bow and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard. At Exshaw (alt. 4,261 ft.), the difference between the ordinary stream and a glacier-fed river is first noticed. Tumbling from great heights, the former may be foamy and tumultuous; but the latter is always milky-green with a sediment of glacial silt—infinitesimally fine particles formed by the grinding of the ice over the rocks. At the Gap (alt. 4,284 ft.), the mountains rising abruptly in great masses. This is the gap by which the Rocky Mountains are entered. Through this gateway the Bow River issues from the hills.

A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous colouring lie engulfed. Many ranges of prodigious mountains like these must be traversed before the Pacific coast is reached, and grandeur and beauty will crowd upon the attention without ceasing as the train speeds through gorge and over mountain, giving here a vast outlook and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope. Near Canmore are large coal mines and all along the embankments of the Bow River valley at this point are groups of isolated and curiously weathered conglomerate monuments, called "hoodoos"—giant earthen pillars, ten times the height of a man, in many cases. On either side of the beautiful level valley the mountains rise in solid masses westward, until the great bulk of Cascade Mountain closes the view. At Bankhead (alt. 4,581 ft.), the pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The walled masonry, shooting up in Seven Peaks, on the left is Rundle, called after an early missionary to the Indians. Here the line for a time leaves the Bow and strikes up the Valley of the Cascade.

Banff
Alt. 4,534 ft.,
Aug. 20-22

Banff is the station for the Canadian National Park—a Government reservation of 5,732 square miles and is situated at the junction of the Spray and Bow Rivers 82 miles west of Calgary. The village has a population of about 1,400 with a Government museum, a moving picture theatre and a bank, electric light and telephone; a good motor road, boating and golf are provided for the tourist

while nature grants him splendid fishing, with Hot Sulphur Springs not far away. The park itself embraces parts of the valleys of the Bow, Spray and Cascade Rivers, Lake Minnewanka and several noble mountain ranges, the Yoho Valley and a varied country to the west and south. It is the largest in the world, being nearly half as large again as the famous Yellowstone Park in the States. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery, and nowhere are good points of view and features of special interest so accessible as in this district where, also, many good roads and bridle paths have been constructed.

The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mountain (9,824 ft.); eastward is Mount Inglismaldie and the heights of the Fairholme sub-range, behind which lies Lake Minne-



LAKE LOUISE FROM THE CHATEAU SHOWING VICTORIA GLACIER AND MOUNT LEFROY. MOUNT VICTORIA IS 11,355 FT. HIGH AND MOUNT LEFROY 11,220. THE RIDGE IS FIVE MILES BY AIR LINE FROM THE HOTEL VERANDAH

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wanka. Up the Bow, westward, tower the distant, snowy, central heights of the main range about Simpson's Pass, most prominently, the square, wall-like crest of Mount Bourgeau. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the razor-like back of Sulphur Mountain, along the side of which are the Hot Springs, and on whose summit (7,455 feet), an observatory has been established; just behind the station Mount Rundle (9,798 feet), rises sharply. At this point the train passes along a large corral of 800 acres in which are about 100 buffaloes, among the last specimens of the monarchs of the plains. In well-constructed cages are other specimens of the various wild animals found in the Rocky Mountains.

The village of Banff is a short distance south-west of the station and the C.P.R. Banff Springs Hotel about a mile further on. A steel bridge takes the carriage-road across to the hotel, which is located on an eminence between the foaming falls in the Bow and the mouth of the rapid Spray River. In direct connection with the hotel there has been opened what is probably the finest bathing establishment on the continent. It is built in the form of three terraces, the outer and lower one of which forms a great semi-circular swimming pool, which is 120 feet in diameter and varies from three to seven feet in depth. The second terrace contains a sheltered warm sulphur-water pool, which is supplied by piping water direct from the Hot Springs on Sulphur Mountain at the rate of 1,165 gallons per hour.

Adjoining the sulphur plunge there are ten shower baths and complete Turkish and Russian baths, finished in marble. One hundred dressing-rooms are provided at this level, and on the third terrace, there are the cooling rooms, private sulphur baths, etc., with a roof which forms a wide promenade, with chairs placed to enable guests to obtain both a view of the bathers below and of the whole magnificent panorama of the mountains.

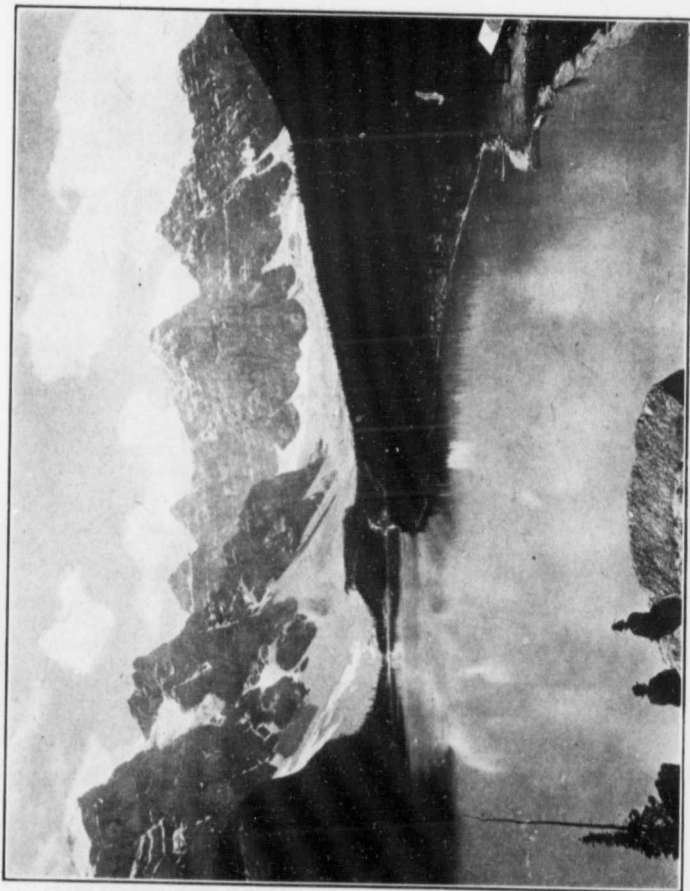
Still another attraction at Banff is the new golf course. Nestling among the mountains, completely surrounded by gigantic peaks, and with the glacier-fed Bow River flowing throughout its length, the course is superbly located. Nine miles from Banff is Lake Minnewanka and at the upper end of the lake is the valley of the Ghost River, a strange region where the mountain rivulets gurgle off into subterranean reservoirs and the granite walls are pitted with caves. Between Banff and the lake is Bankhead, where are located the anthracite mines, operated by the C.P.R., whose output will eventually provide the country as far east as Winnipeg with fuel. The Hot Springs are at different elevations upon the eastern slope of Sulphur Mountain, the highest being 900 feet above the Bow.

Lake Louise
Alt. 5,044 ft.
Aug. 22

Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The Vermillion lakes are skirted, and ahead an excellent view is had to the right of Mount Bourgeau and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses, straight ahead, the great heap of snowy ledges that form the eastern crest of Pilot Mountain, 9,680 feet, the landmark of mountain trappers, for it is seen and easily recognizable from both ends of the Bow Valley. Hole-in-the-Wall Mountain is passed upon the right, against whose side can be seen a cavernous opening to a large mountain grotto.

A little beyond Mount Castle station (alt. 4,657 ft.) Castle Mountain looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, stretching for eight miles, with turrets, bastions and battlements complete. A natural draw-bridge, portcullis and gateway can be plainly distinguished against this ochre wall. The back of this mountain is a gradual slope, glacier-covered and overlooking a wild region of canyon, torrent and bridges of rock. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (north-east) form the bare, rugged and sharp serrated Sawback sub-range, with a spur, called the Slate Mountains, in the foreground of Lake Louise. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses are caught only through the trees, as you look ahead; but before Eldon is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mountain is seen, like a leaning pyramid, high above the square-fronted edges visible before. Next to it is the less lofty, but almost equally imposing cone of Copper Mountain, squarely opposite the sombre precipices of the Castle.

Westward of Copper Mountain, the top of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental



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watershed, from whose glaciers and snowfields the Vermillion River flows westward into the Kootenay. Most prominent on the east side are the precipitous face of Storm Mountain (10,309 ft.) and the snow dome of Mount Ball (10,825 ft.). West of the entrance into Vermillion Pass, towering up tier after tier, is a chaotic sea of mountains, and beyond, standing supreme over this part of the range, is the prodigious, isolated, helmet-shaped mountain named Temple (11,626 ft.)—the loftiest and grandest in this whole panorama. This great snow-bound mountain, whose crest exhibits precipitous walls of ice flashing blue in the sunlight, becomes visible at Sawback station, and from Eldon almost to the summit its white-crowned precipice is the most conspicuous and admirable feature of the wonderful valley.

Lake Louise is the station for the Lakes in the Clouds—rare gems whose loveliness and charm surpass description. On the margin of Lake Louise, there is a Canadian Pacific hotel recently much enlarged, where excellent accommodation is provided. A good trail entirely surrounds Lake Louise and there is a bridle-path to Mirror Lake, 6,655 feet up the mountain, and a still further ascent to Lake Agnes during which a magnificent view of the Bow valley and the surrounding mountains is obtained. Both lakes lie literally above the clouds, nesting in the rocky cirques among the peaks of the Beehive, St. Piran, Niblock and Whyte. Trails also lead across the stream draining Lake Louise to Fairview Mountain on the left side and to the Saddleback still farther eastward, from which one can look across an abyssal gorge 2,000 feet deep to the avalanches of Mount Temple, the forested vale called Paradise Valley, the scarred battlements of Mount Sheol and the pinnacled heights of Castle Crags, behind Fairview Mountain. A good carriage road has been built from the C.P.R. hotel to Moraine Lake and the Valley of Ten Peaks.

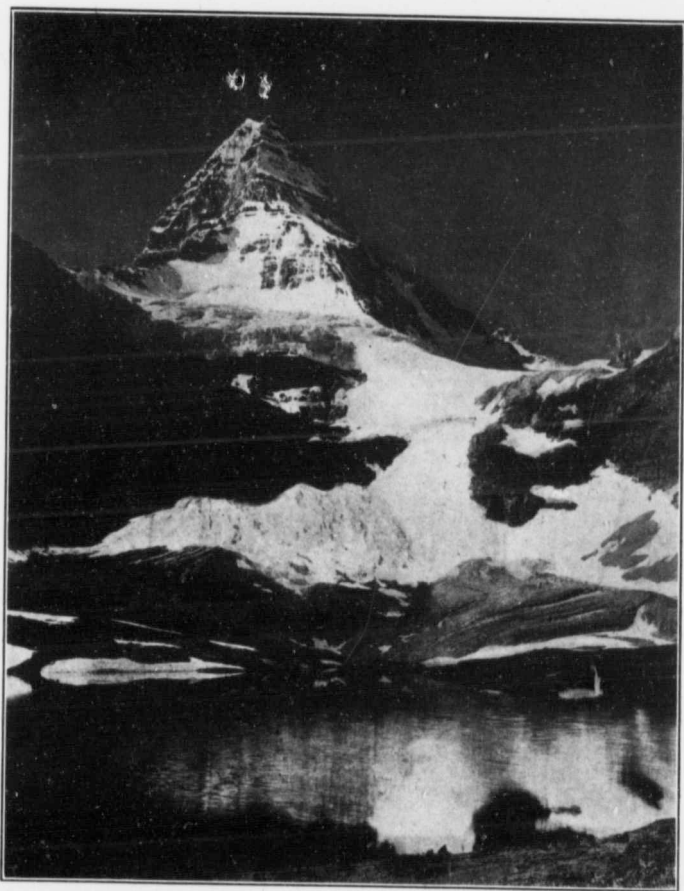
Beyond Lake Louise the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward to the right (north-west), towards Bow Lake and the huge rounded snow-capped peak of Mount Daly, a view is obtained of the glacier. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above and a dozen miles away. Further north are other glacial fields, one of which is the source of three great continental rivers, flowing to three different oceans—the Athabasca or Mackenzie River flowing to the Arctic, the Saskatchewan to the Atlantic, and the Columbia to the Pacific. This glacier presents some exceptionally interesting features, among others an enormous cavernous passageway, the size of a railway tunnel, cut out by subterranean rivers. This is also the region of Mounts Columbia, Bryce, Athabasca and Forbes.

The Great Divide

The stations of Stephen (alt. 5,326 ft.) and Hector (alt. 5,213 ft.) follow with a passing from the Province of Alberta into that of British Columbia at "The Great Divide," where a sparkling stream separates into two rivers—the waters of one flowing to the Pacific and those of the other to Hudson Bay. At this point is seen the granite shaft erected to the memory of Sir James Hector, discoverer of the Kicking Horse Pass by which the trains cross the highest range of the Rockies; from Lake Louise there is visible the great Hector Mountain, also called after him. From Stephen the line descends rapidly, passing the beautiful Wapta Lake at Hector and crossing the deep gorge of the Kicking Horse River just beyond. The line clings to the mountain-side to the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread 600 feet below. Above is a serrated skyline whose craggy margin hides the glaciers and the real summit of the range.

Looking to the right, the Yoho, one of the grandest mountain valleys in the world, stretches away to the north, with great, white, glacier-bound peaks on either side. Looking forward to the right, the heights of Mount Field are seen. On the left, the basilica-like spires of Cathedral Mountain loom against the sky, and just beyond is the dome-like head of Mount Stephen, called after the first President of the C.P.R. On its shoulder is seen a vast, shining, green glacier, the forepart of this monster, which hangs obliquely forward, measuring nearly a thousand feet in length, and its lower outer edge showing a vertical depth of almost a hundred feet. Here, too, can be seen a silver-lead mine on the mountain-side, 2,500 feet above its base.

Coming from the east, the road first enters the corkscrew tunnel of 3,200 feet, under Cathedral Mountain. Emerging from the tunnel twist, the track runs back east across Kicking Horse River, and then enters the eastern spiral tunnel of 2,910 feet under Mount Ogden, and after describing an elliptic curve emerges so



MOUNT ASSINIBOINE, CANADIAN ROCKIES, THE MOST SPECTACULAR PEAK IN THE
CANADIAN PACIFIC ROCKIES—ALTITUDE 11,800 FEET, THREE DAYS
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. CANADA — *East and West* .

as to again cross the Kicking Horse westward. The whole thing is a perfect maze, the railway doubling back upon itself twice, tunnelling under mountains and crossing the river twice in order to cut down the grade. It is not merely a great piece of tunnelling, but the first introduction of this spiral system of tunnels on this continent.

Field is the next point reached and here, at an altitude of 4,072 feet, the Alberta division of the C.P.R. terminates and the trains travel on Pacific time — an hour earlier than Mountain time. At Field is the Mount Stephen House, formerly a C.P.R. hotel but now a Railway Y.M.C.A.—not far from the base of Mount Stephen and facing Mount Field. This place combines all possible attractions for the mountain tourist. From here is reached that great glacier field first seen northward from Lake Louise; there is excellent fly-fishing for trout in the lakelets and streams near the village; 2,500 feet up the right-hand slope of Mount Stephen, a long and easy bridle-path, is a wonderful fossil bed of limestone slabs, which, for the most part, consist of thin, laminated plates or layers. On a sharp knock the layers separate, revealing countless fossil specimens, fern-like and perfectly marked, principally trilobites and agnostus.

Looking down the valley from the station, Mount Dennis is seen on the left, and the Van Horne Range on the right. The two most prominent peaks of the latter are Mounts Deville and King, the former on the right. The Otertail group with its sheer wall, snow caps and abrupt declivities giving unexpected views at every turn, is particularly attractive to the climber. Nor far away is the gorge of the marvellous Takakkaw Falls in the Yoho Valley which are amongst the finest in the known world. An enormous volume of seething, boiling water rushes over the precipice on the far side of the narrow gorge and descends the rock side in clouds of foam, a sheer drop of 1,200 feet. The Takakkaw Falls is one of the most striking attractions in the mountains and ought not to be missed by any tourist. The C.P.R. operates a small but attractive chalet hotel at Emerald Lake, seven miles by road from Field—a convenient outfitting point for the Yoho Valley.

Two miles beyond Field, very lofty, glacier-bearing heights are seen at the north. The line follows the Kicking Horse, whose narrow valley divides the Otertail and Van Horne ranges; Mount Goodsir (11,676 ft), the highest of the Otertail group, is seen from Otertail Creek. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to Leancoil, where the Beaverfoot River comes in from the south and joins the Kicking Horse. At the left, the lofty peaks of the Otertail Mountains, walled, massive and castellated, are still in view and rise abruptly to an immense height; and, looking south, a magnificent range of peaks extend in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mountains, appearing to slope away from the railway. At the right Mount Hunter, a long, gradual slope, pushes its huge mass forward like a wedge between the Otertail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which is disputed the passage with the railway.

Here the canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical, rising straight up thousands of feet, in a bronze wall crested by a long line of unnamed peaks, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and river together, the former crossing from side to side to ledges cut out of the solid rock, or twisting and projecting angles of rock which seem to close the way. The towering cliffs almost shut out the sunlight and the roar of the river and the train increase an hundredfold by the echoing walls.

Glenogle (alt. 3,008 ft.), is passed and suddenly the train emerges into sunlight and Golden is reached with Moberly not far away. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond to the left and south are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southeast to the northwest, gradually melting into the remote distance. Parallel with them and rising eastward, to the right and north from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. Golden is a lumbering town of 1,000 people, upon the banks of the Columbia, at the mouth of the Kicking Horse. It is a gateway to the beautiful Lake Windermere district at the headwaters of the Columbia River, and the C.P.R. here provides a home for its corps of Swiss Alpine guides in a model village called Edelweiss. A side

trip has been arranged to Lake Windermere Camp, an attractive summer resort opened this year.

**Lake
Windermere
Aug. 23**

From Golden to Donald the railway follows down the Columbia on the face of the lower bench of the Rocky Mountains, the Selkirks all way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. The first point of special interest is Moberly with the oldest cabin in the mountains, seen to the left of the track, where a Government engineering party, under Walter Moberly, C.E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2. The station of Donald lies in the shadow of the Selkirks. From here the railway crosses the Columbia to the base of the Selkirks, always wooded in contrast to the naked stone of the Rockies. A little further down, the Rockies and Selkirks, crowded together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it.

Emerging from the gorge at Beavermouth, the most northerly station of the C.P.R. route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia. Here a natural bridge is seen across the boiling torrent. The stations of Six Mile Creek, Cedar, and Bear Creek follow with a rising altitude to 3,663 feet at the latter point. Meanwhile, and a little way up the Beaver the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a hundred feet below, looking like a silver thread as it winds through the narrow and densely, forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves.

A little further on, Cedar Creek is crossed and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains that they named the spot The Surprise. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. As Bear Creek station is approached, a brief but precious glimpse is caught of Mount Tupper through a gap in the cliffs on the right. This spot is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountain southward for a long distance.

The line here leaves the Beaver and turns up Bear Creek along continuous grades of 116 feet to the mile. Many of the difficulties of the railway, from snow in the winter, occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or, more properly, tunnels, of massive timber work. These are built of heavy squared cedar timber, dovetailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche. Beyond Stony Creek Bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and Mount Tupper on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit.

The cowed figured of a man, with his dog, on the western edge of one of the crags, shapes itself out of the rocks, and gives the name of Hermit to this range. The way is between enormous precipices. Mount Macdonald towers a mile above the railway in almost vertical height. Here the C.P.R. has constructed a double-track tunnel through the Selkirk range. Out of compliment to H.R.H. the Duke of Connaught, five years Governor-General of Canada, this was named the Connaught Tunnel. From portal to portal its centre line measures 26,400 feet, thereby exceeding by three-fourths of a mile the longest existing tunnel in America.

Rogers Pass was named after Major A. B. Rogers, by whose adventurous energy it was discovered in 1881, previous to which no human being had penetrated to the summit of its great central range. The Pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheater, under

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The railwa the tunnel u emerges from after the Ille from the sum of glaciers all of outlets, em

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whose parapet, five or six thousand feet above the valley, half a dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. In this direction, also, may be seen a group of sharp serrated peaks, clear-cut against the sky. The tallest is Swiss Peak, so called in honor of the Swiss Alpine Club which first stood upon its highest pinnacle. The changing effects of light and shadow on this brotherhood of peaks, of which Tupper and Macdonald are among the chief, will never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snowstorm trailing its curtain along their crests.

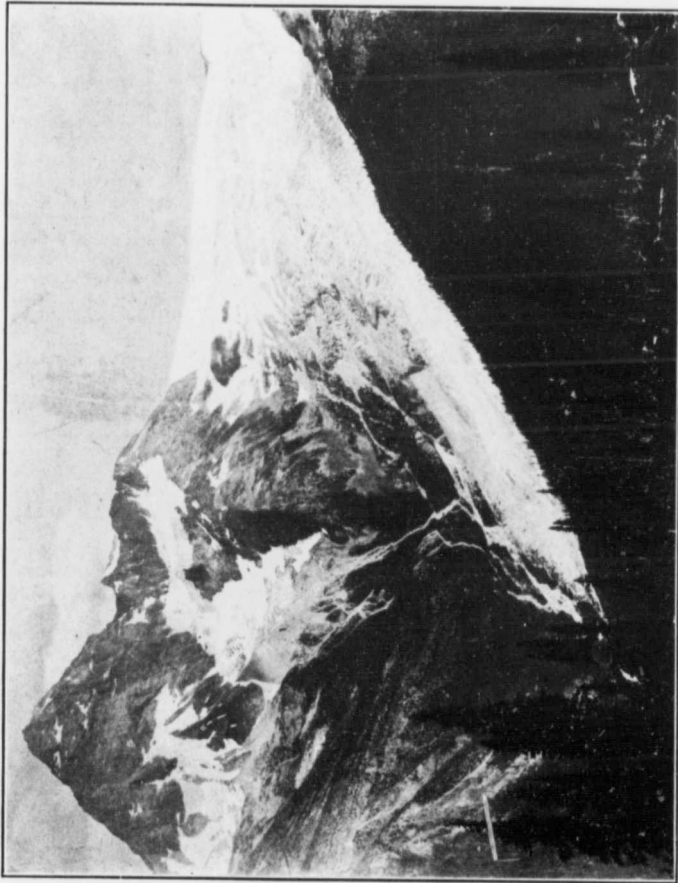
The railway used to climb over the open pass, but now bores its way through the tunnel underneath it, in this way eliminating many miles of snowshed. It emerges from the tunnel on the Pacific slope of the Selkirks at Glacier, named after the Illecillewaet Glacier, a vast cascade of gleaming ice falling 4,500 feet from the summit of the snow-field in which it has its source—one glacier of a group of glaciers all together—the ice-field, of which the Illecillewaet is one of a number of outlets, embracing an area of ten square miles.

Sir Donald (10,808 ft.) rises a naked and abrupt pyramid, to a height of a mile and a quarter above the railway. This stately monolith was named after the late Sir Donald Smith (Lord Strathcona), one of the promoters of the C.P.R. Farther to the left are sharp peaks—Uto, Eagle, Avalanche and Macdonald—second only to Sir Donald. Somewhat at the left the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott, in the background, is an enormous wall of snow. This is the Mount Blonney Glacier. To the right of Ross, a glimpse is caught of the Cougar Valley where are the wonderful caves of Nakimu.

Turning again to face the great Illecillewaet Glacier, a "V"-shaped valley is seen on the right. This is the valley of the Asulkan Brook, a gem of mountain beauty, where a series of white cascades foam through vistas of dark spruce and fir, where falls leap from ledges above in clouds of flying spray, and shining open meadows lead the traveller to listen for the tinkle of the Alpine herd. The peaks, going from right to left, are: Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome, Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is banked on the other side by the lower slopes of Sir Donald, from whose summit an immense number of glaciers can be seen. The summit of the Selkirk range, as crossed by the railway and the nearby village of Rogers Pass (distance four miles) are reached from Glacier by a fine pony trail, and from here the trail to Roger's Amphitheatre may be taken. Game is very abundant throughout these lofty ranges, whose summits are, in particular, the home of the mountain goat.

Continuing the descent from Glacier, and following around the mountain-side, Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Mount Bonney glacier, touching, for a moment, on the base of Ross Peak, then doubling back to the right a mile or more upon itself; then sweeping around to the right, touching Mount Cheops, on the other side of the Illecillewaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain slope, and, further to the left, the Summit range, near Rogers' Pass, is yet visible, with Sir Donald overlooking all. The Illecillewaet River is here of no great size, but, of course, turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. About Ross Peak station are many silver mines penetrating the crest of one of the lofty hills north of the railway, and a series of interesting caves have recently been discovered about 2,000 feet above the track.

There is a station at Illecillewaet and one at Albert Canyon. Just east of this latter point the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the Albert, where the river is seen nearly 150 feet below the railway, compressed into a boiling flume scarcely 20 feet wide. Twin Butte station (alt. 1,877 ft.) takes its name from the huge double summit nearby, now called Mounts Mackenzie and Tilley. After passing the station, there looms up at the right the conspicuous and beautiful range named Clachnacoodin; from here descent to the base of the Selkirks and the rich mining camps of the Kootenays is rapid, with Revelstoke, B.C., as the northern gateway.



MOUNT SIR DONALD AND THE ILLECILLEWAET GLACIER

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THE PROVINCE OF BRITISH COLUMBIA

**The Province
of
British
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At "The Great Divide," shortly after leaving Lake Louise, the train passes imperceptibly from Alberta to British Columbia. The greater part of the vast, rolling sea of mountains is, however, in the Pacific Province; to it, in the main, belongs the greatness and glory of the scenery, the riches of the mineral product averaging \$35,000,000 a year in later days and a total of \$670,000,000 since mining was first attempted; to it pertains the responsibilities of transportation and development in a province of such enormous natural difficulties for a population of 392,000 people. Of course, the Dominion has aided in this connection and three great transcontinental lines have brought the once isolated "sea of mountains" into the prosperous circle of Canadian progress.

The area of British Columbia is 395,000 square miles and it is larger than the three Pacific Coast States of California, Oregon and Washington together or than the United Kingdom, France, Belgium and Holland combined. Throughout a considerable part of the mountainous country and especially in the Gold, Selkirk and Coast ranges much mining has been done—notably in the Caribou, Omineca and Cassiar regions. Everywhere are plateaus or valleys lying like troughs in the sea between the great masses of lofty land; usually they have rivers running through their lengths, or depths, and frequently soil of great fertility. Of these the Kootenay and Columbia Valleys are the most conspicuous and the B.C. Department of Agriculture has reported that they contain "two-thirds more cultivable lands and much more timber and pasture lands than Switzerland, together with a wealth of minerals"; yet Switzerland supports a population of 3½ millions and produces yearly 2,000,000 head of live-stock and large quantities of food products. The Okanagan Valley, the Similkameen, the Kettle River, the Nechako and Bulkley Valleys are other notable regions in fertility and fruit-growing possibilities.

The Fraser River Valley is in a class by itself and the Vancouver and Queen Charlotte Islands along the coast—the former the seat of the provincial capital, and the home of great natural resources—possess enough undeveloped wealth to support a small nation. There are, in fact, millions of acres of arable land in the province—an official estimate is 20,000,000—and very large areas of pasture land; they only require railway connection and many of the chief valleys now have it. The estimated value of actual agricultural production in 1919 was \$99,000,000. The rivers of British Columbia are as remarkable as its mountains and the Kootenay (400 miles), the Columbia (465 miles in Canada), the Fraser (695 miles) and a part of the Peace are mighty adjuncts to future development and to the present scenery and sport or to navigation and transportation amongst lofty peaks and rugged hills and beautiful valleys. Smaller rivers—great ones they would be in most countries—are the Thompson (305 miles), the Nass (205 miles), the Skeena (335 miles) and Stikine (335 miles), Stewart (320 miles), and Pelly (330 miles).

As to the coast line of 7,000 miles, with its vast fisheries and army of harbours, Lord Dufferin once wrote: "Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly 2,000 tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promontories and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean and presenting at every turn an ever-shifting combination of rock, verdure, forest, glacier and snow-capped mountain of unrivalled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line-of-battle ship and the frailest canoe, fringes the entire seaboard of the province and communicates, at points sometimes more than 100 miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbours on either hand, one is lost in admiration at the facilities for intercommunication which are thus provided for the future inhabitants of this wonderful region."

**Through
the Mountains
to the Coast**

The climate of British Columbia is mellowed and moulded by the Japan current of the Gulf Stream of the Pacific; the winters are mild and moist, snow seldom falls or stays long when it does come; soft, warm, moist sea winds blow up the long inlets and rivers and modify the climate of central and northern plateaus; the most northern islands and the coast near them have a milder climate than

Scotland and the more southern regions and Vancouver Island resemble parts of England in this respect. In British Columbia are to be found almost every known mineral. There is gold in many of the rivers and streams and placer and quartz mining are going on steadily—though as yet only the fringe of production has been touched; silver, copper, zinc and lead are present in immense quantities and in 40 mining divisions they now support several smelters; coal is everywhere, in all quantities and immense quantities, with the Crow's Nest Pass fields and their estimated ore of 23,000 million tons in an area of 230 square miles and the one-time Dunsuir Collieries on Vancouver Island as the best-known. Other areas are at Michel, Princeton, the Tulmeen Valley, Nicola and Telkwa Valleys with the Comox and Nanaimo fields on Vancouver Island.

The province is famous for the size and number of its trees, the superior quality of its timber and possession of the last and greatest area of compact forests in North America. The area has been estimated at 180,000,000 acres, but an official British Columbia Report in 1910 stated that only a portion of this area was covered with merchantable timber; a later Dominion official figure is 47,000,000 acres of commercial timber made up of Douglas fir, western cedar, sitka spruce, larch, balsam, hemlock and maple; as to quantity 240 billion feet is a reasonable estimate with very rapid natural growth and a yearly timber cut of about 1,500 million feet by 425 saw-mills and a value (1916) of \$13,000,000.

Taking this rich province as a whole, with its scattered populations in the heart of or upon the verge of great mountain ranges, or scattered along a tremendous coast-line from Vancouver to Prince Rupert, it possesses almost everything calculated to make a people prosperous and contented. The southern valleys, southern Vancouver Island and the Fraser delta offer choicest fruit lands; cattle ranges dot the central and southern plateaus and in the drier belts there is ample water for further irrigation with an estimated hydraulic energy of 2,500,000 h.p. of which only 300,000 h.p. has yet been developed. There is a great pulp industry, especially on Vancouver Island; the fisheries are limitless in resource with the famous salmon pack and halibut catch as the basis of a \$21,000,000 yearly product; there are extensive dry-docks and repair yards at the ports of the province and Vancouver is hundreds of miles nearer Yokohama, Vladivostok, Hong Kong and Shanghai in the Orient than is San Francisco; the trade of the province in 1919 was \$77,247,666 of exports and \$63,694,691 of imports with bank clearings which totalled \$804,018,563, and bank branches numbering 214; the industrial production (1917) was \$171,425,516.

At the western base of the Selkirk the narrow valley becomes a gorge, and the C.P.R. and the Columbia River dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line then suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the northern gateway to the rich mining camps of West Kootenay. At an altitude of 1,492 feet the first important mining town of British Columbia is reached. Revelstoke has a population of 3,500 and is a splendid tourist resort with fishing, hunting, boating and mountain climbing to choose from; it is the county capital of West Kootenay and a divisional point on the C.P.R., and does a large supply trade with local mining camps; in the neighbourhood are minerals in immense quantities—silver, lead, gold and copper with lumber, pulpwood, brick clay; it has four churches, three banks, railway repair shops, sash and door factory, saw-mills.

On Mount Revelstoke, immediately north of the city, the Provincial and Dominion Governments are building a fine automobile road, 18 miles in length. On the summit of this mountain is one of the most beautiful Alpine parks to be found anywhere. A comfortable chalet has been provided for the accommodation of tourists. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,071 feet, and 28 miles below Revelstoke it expands into the Arrow Lakes, along which there is much beautiful country and where the opportunities for sport are unlimited.

Succeeding stations are Clanwilliam (alt. 1,820 ft.), Three Valley (1,636), Craigellackie (1,225), Malakwa (1,215), Bowie, Sicamous (1,153), Salmon Arm

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CANADA — *East and West* .

(1,157), Notch Hill (1,691, Squilax (1,288, Chase (1,183), Shuswap (1,153), Ducks (1,154) and Kamloops a very important centre which will be visited on the return trip. In resuming the journey the two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range and the most prominent one in view, toward the southwest, is Mount Begbie, imposing and glacier-studded. The Columbia is crossed, and the Gold range is at once entered by Eagle Pass, which is very deep-cut and direct; lofty mountains rise abruptly on each side throughout, and the Pass is seldom more than a mile wide. The highest point reached in this pass is Summit Lake, seven miles from, and only 400 feet above, the Columbia.

Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam and many other varieties—giants, all of them. Sawmills occur at intervals. At Craigellachie the last spike was driven in the C.P.R. on Nov. 7, 1885—the rails from the east and the west meeting here. Here there are famous sporting regions. Northward, within a day, caribou are abundant; the deer shooting southward within a reasonable distance is very good, and on the Shuswap Lakes there is sport in deep trolling for trout during the proper season.

Salmon Arm rests on Shuswap Lake and has about 3,500 population; it boasts a storage plant with 25 carloads capacity; it has a co-operative creamery and the Farmers' Exchange handles local products; it is the centre of a fruit-growing, dairying and mixed farming region.

Sicamous is the station for the mining and agricultural districts to the south, where there is a large settlement. A branch railway runs from here to Vernon and the head of Lake Okanagan, a magnificent sheet of water on which a steamer plies to Kelowna and to Penticton, at the foot of the lakes.

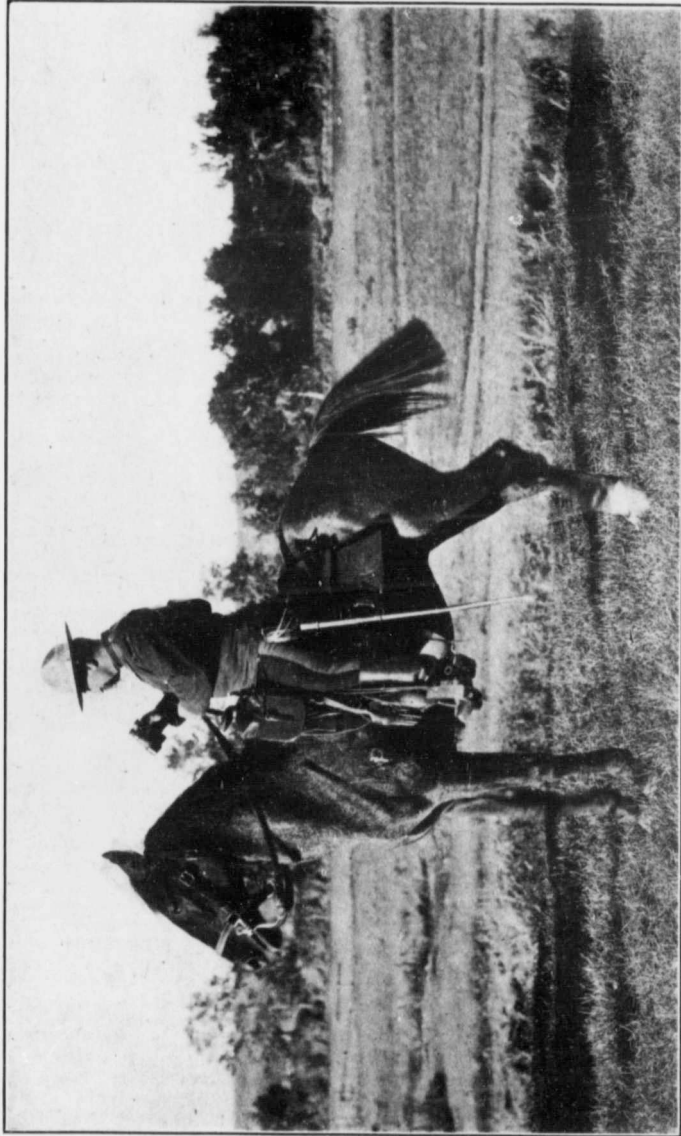
The Okanagan Valley Aug. 24

In this Okanagan Valley trip from Sicamous there is much of beauty and fruitful soil to be seen as well as the vast environment of mountain scenery which looms up in the distance. Mara and Grindrod are first passed and then Enderby is reached; it has a population of 800, four churches, schools, banks, a hospital and several industries with a surrounding country rich in dairying, fruit, lumber and water power; there is here, as all through the Valley, excellent fishing, big and small game. Armstrong is the next point and it has about 1,500 people with six churches and all the various municipal interests and conveniences; it has in addition three produce exchanges, a rifle range and domestic science and manual training in its schools.

After passing Larkin, the town of Vernon is reached five miles from Okanagan Lake, and 46 miles south of Sicamous. It has daily steamboats to southern points, several hotels, seven churches and various county buildings, schools, banks, theatres, etc.; its industries include sashes and doors, sawmill and cigars, canning factory, cider, etc.; it has municipally-owned utilities. City, automobile, country and golf clubs and fine roads; it is the commercial centre of the district and its fruit-selling centre as well with large produce warehouses. The population is about 3,500 and a short distance to the last is the well-known Coldstream ranch of 13,000 acres of orchard land which Lord Aberdeen, when Governor-General, established and cultivated, and controlled until quite recently, when it was sold. The country around here has been described as an earthly paradise.

Okanagan Landing, Whiteman, Killiney, Ewing, Sunnywold, Fintry, Nahum, Okanagan Centre and Wilson are succeeding villages and then comes Kelowna, on Lake Okanagan, with a population of 3,000, five churches and three banks, schools and hospitals, an exhibition building and race-track; it has a municipal park with a mile of lake frontage, several clubs and athletic associations of all kinds; it possesses several industries but, above all, are its orchards and gardens, its mild, dry climate and the 50,000 acres of rich fruit lands tributary to it. Peachland and Summerland, Naramata and Penticton follow; the latter are centres of land irrigation and fruit cultivation and Penticton is a town of 3,000 people with the usual large proportion of five churches, schools and lumber yards, saw-mills and fruit canneries; it has, also, a \$2,000,000 oil flotation mill, a gun club and aquatic club, while the whole region has excellent hunting and fishing.

Returning again to the direct railway line at Sicamous, the journey continues through beautiful scenery and a veritable sportsman's paradise until, in the



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. CANADA — *East and West* .

Thompson River Valley, rocks and roughness or sombre scenes of splendour are exchanged for grass, fenced fields, growing crops, haystacks and good farm houses on a level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills. Kamloops is the chief town of the valley. The Canadian National Railways have now approaching completion a branch line from Kamloops to Kelowna, a distance of 150 miles, which will open up for development extensive areas of fertile virgin lands.

**Nearing
the Coast**

Tranquille and Cherry Creek, Savona and Walhachin, Ashcroft and Spatsum, Spence's Bridge and Drynoch, Thompson, Gladwin, Lytton, Keefers, North Bend, Spuzum, and Yale are passed in a rapidly descending level—from 1,134 to 215 at Yale. Just below Kamloops the Thompson widens out into Kamloops Lake, a broad beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Half-way a series of mountain spurs project into the lake and are pierced by numerous tunnels, one following the other in close succession. At Savona the lake ends, the mountains draw near and the series of Thompson River canyons is entered, leading westward to the Fraser through scenes of marvellous splendour. Quicksilver mines of great value are being operated in this locality.

From here to Port Moody, the nearest point of Pacific tide-water, the railway was built by the Government and transferred to the present company in 1886. Ashcroft has developed into a busy town. There are extensive cattle ranches in the vicinity and considerable farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly called the Black Canyon. Opposite Spence's Bridge the old wagon road up this valley to the Caribou gold country may be seen; and the railway is here thrown over the mouth of the Nicola River whose valley, to the south, is an important grazing and ranching region into which the Kettle Valley Railway has been built to Nicola, Merritt, Penticton, Midway, and so on, to Nelson.

Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded, cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then appear masses of solid rust-red earth, suddenly followed by an olive-green grass slope, or some white exposure. With this fantastic coloration, to which the brilliant emerald river offers a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form caused by the wearing down of rocks of unequal hardness, by water and wind, into towers, monuments, goblins and griffins.

Five miles beyond Drynoch, Nicomen (alt. 25) a little mining town, is seen, and, on the opposite bank of the river, gold was first discovered in British Columbia in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colours, and now and then, through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At Lytton, a small trading town, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson.

The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at Cisco. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early sixties and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Karaka, where it follows the



VANCOUVER—A VIEW OF THE WATERFRONT OF THE GREAT PACIFIC PORT.



GREAT TREES IN STANLEY PARK, VANCOUVER

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. CANADA — *East and West* .

cliffs, opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are at times seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are noticed on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages alternate with the groups of huts of the Chinese.

North Bend is a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting, but startling. The great river is forced between vertical walls of black rocks, where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into cliffs 200 feet or more above and the jutting spurs of rock are pierced by tunnels in close succession. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale. Yale is the head of navigation and was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul de sac* in the mountains, which arise abruptly and to a great height on all sides.

Ruby Creek is named from the garnets found in the vicinity. At Agassiz, overlooked by Mount Cheam, is a Government experimental farm where fruit and grain are grown in great variety. Agassiz is the station for Harrison Springs (hot sulphur) on Harrison Lake, five miles north. These springs are famed for their curative properties and are visited by invalids from everywhere on the Pacific Coast. Ruby Creek and Agassiz, Harrison Mills and Nicomen, Mission, Whonnock, Haney and Hammond are traversed on the way and into the Fraser River Valley. At Harrison Mills the Harrison River is just crossed above its confluence with the Fraser, where steamer is taken for the Chilliwack district and a valley comprising 55,000 acres of rich agricultural land.

The celebrated Pitt Meadows are traversed, and a couple of miles before reaching Westminster Junction, the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.

Port Moody, at the head of Burrard Inlet, was for a time the terminus of the C.P.R. From here to Vancouver the line follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color rise opposite and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily-wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, 20, 30 and even 40 feet around. Passing Hastings, formerly a watering place, the young city of Vancouver is reached.

Vancouver
Aug. 25-27

When Vancouver was founded and incorporated in 1886 its future site was occupied by dense forests; between May and July clearings were made and houses erected, but in the latter month fire swept away everything except one house. Today it has an estimated population of 200,000 with extensive wharves and warehouses along a portion of its 80 miles of water frontage and 40 miles of anchorage; its churches and missions total 85 in number and it has 17,000 pupils enrolled in the schools with an assessment of \$224,202,883; its bank clearings in 1919 were \$655,913,205, its manufactured products (1915) \$33,871,000 with 435 industries in the city and surrounding district; its parks number 23 of 1,415 acres, with Stanley Park famous for its scenery and its superb trees. Its bathing beaches cannot be surpassed.

Vancouver is situated on Burrard Inlet and is the terminus of the C.P.R., Great Northern, Canadian National Railways, the Pacific Great Eastern and the B.C. Electric Railway; it has mail steamers to Honolulu, Japan, China, Australia and New Zealand with other lines to Prince Rupert, Victoria and Nanaimo, San Francisco, Seattle and other coast points, as well as the Yukon, and from England and Europe, monthly, via Suez and Panama Canals; it is headquarters for the fleet of Canadian Pacific Ocean steamers, the finest vessels on the Pacific with perhaps the shortest, safest and most pleasant route to the Orient—with two recent



THE WATERFRONT OF VICTORIA, THE CAPITAL OF BRITISH COLUMBIA. IN THE BACKGROUND ARE THE PROVINCIAL PARLIAMENT BUILDINGS, AT THE LEFT THE EMPRESS HOTEL.

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additions to the service in the "Empress of Russia" and "Empress of Asia;" its trade with other countries (March 31, 1919) was \$37,373,971 in exports and \$46,736,197 in imports; lumber exported by ship in 1918 was 53,400,000 feet B.M.

The shipping of the port (1917) was 22,985 vessels of 10,890,748 tons register. During that year 14 vessels were launched of 37,300 tons, in 1918 46 vessels of 145,000 tons, in 1919, 57 vessels (including 10 steel steamers) with a tonnage of 165,000—a total value for the three years of \$61,000,000. A large proportion of the silk trade of the continent passes through the port and the C.P.R. "Silk Train" is famous in trading circles. Industries include lumber and shingle mills, foundries and structural steel works, sugar refining and ship-building and the city is the centre for great salmon, halibut and herring fisheries. Its chief hotels are the Vancouver, a palatial structure of the C.P.R., Glencoe Lodge, St. Francis, Castle Barron, Regent, Alcazar, Dunsmuir, Grosvenor and St. Regis.

Its suburbs include North Vancouver (10,000 population) with 12 churches and 10 schools, eight parks and five banks, five lumber mills and large ship-building industries; South Vancouver with 40,000 people, 15 churches, 10 schools and three hospitals, saw mills, toy and box factories, foundries and furniture factory, etc.; Point Grey with 15,000 population and the site of the University of British Columbia founded in 1907 with 38 teachers and 400 students. South of the city towards the Fraser, the country has fine farms, and is adapted to fruit growing. The railway, running from Vancouver to Steveston, intersects this district and gives access to the salmon canneries at the mouth of the Fraser River. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight.

The scenery all about is magnificent—the Cascade Mountains, near at hand, at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the southwest; and Mount Baker looming up at the southeast. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the Inlet; trout-fishing in endless variety; while Capilano Canyon a few miles across the Narrows, affords a pleasant outing. C.P.R. and G.T.P. steamships connect Vancouver with Victoria, Seattle, Prince Rupert and Alaskan coast points. Their steamships are said to be the fleetest boats on the Pacific Coast Service, and are known among steamship men as being the first Canadian boats to adopt oil for fuel purposes.

Victoria
Aug. 27-29

Across the Strait of Georgia on the southern end of Vancouver Island is Victoria, the capital of the Province and terminus of the Esquimalt and Nanaimo and Victoria and Sidney Railways, and located, also, on the Canadian Northern Pacific. It is the centre of commercial life and progress on Vancouver Island which is 300 miles long and 85 wide and has been called "The Island of a thousand miles of Wonderland;" it possesses automobile roads of uniquely picturesque character, every kind of game and fish, an area of 10,000,000 acres, much of it unexplored but known to be rich in agricultural, fishing, mining and timber resources.

Victoria is veritable City of Sunshine with a bright, mild, healthy climate, a death rate of 7.86 per 1,000 and an average rainfall of 27.01 inches. It has wharves with 30 feet of water at low tide, C.P.R. steamers operate from here to Vancouver and Seattle and G.T.P. steamers between this city and Seattle, Vancouver and Prince Rupert; various steamers run to points on Puget Sound and on to Alaska and intermediate points while Pacific and Oriental steamers stop here; it has an electric railway to Esquimalt (five miles) with its naval yards and fortifications, dry-dock and fine harbour and to Oak Bay, four miles away; its chief hotels are the Empress (C.P.R.), Dominion, Dallas, Westholme, King Edward, Strathcona.

It is the seat of the Parliament Buildings which are picturesque in design and situation; it has many churches and schools with 13 chartered banks and is the seat of a Dominion Astro-Physical Observatory; it has Dominion Government breakwater and docks at Ogden Point, public gardens and artificial ice rink; its population is estimated at 60,000 and it was founded in 1843 by Governor Sir James Douglas. The external trade of Victoria (March 31, 1919) was \$4,929,327 of exports and \$9,046,030 of imports; its bank clearings in 1919 were \$119,391,345 and assessment over \$110,000,000; it has a great 72-inch reflecting telescope said to be the second largest in the world; its industries number about 150 which include paint, tile-works, tents, canneries, shipbuilding, soap, lumber, machinery, furniture, carriage, brass, boats, and biscuits.

Beacon Hill Park affords a fine view of the waters and the mountains on every



MOUNT ROBSON AND ROBSON GLACIER.
 THIS MOUNTAIN (13,068 FT.) IS THE HIGHEST PEAK IN THE CANADIAN ROCKIES.
 An excellent view of this Monarch of the Rockies is had from the Transcontinental
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CANADA — *East and West* .

side. The city has many large commercial houses which have done a great out-fitting trade for the Yukon. The Chinese quarter is always interesting to visitors. The Esquimalt & Nanaimo Railway extends north-easterly 139 miles to the great coal mines at Nanaimo and to Port Alberni, the nearest Canadian port to the Orient with Transcontinental connection and Courtenay, passing through a fruit-growing and farming as well as very pretty country in which are several pleasant summer resorts with excellent shooting and fishing obtainable. A large number of English people have settled in the neighborhood of Duncan's where the delighted climate and fertile soil are such as to combine pleasure with profit. The C.N.R. is building a line from Victoria to Cowichin Lake which will open up a rich timber tract.

**Eastward
Again
Aug. 30**

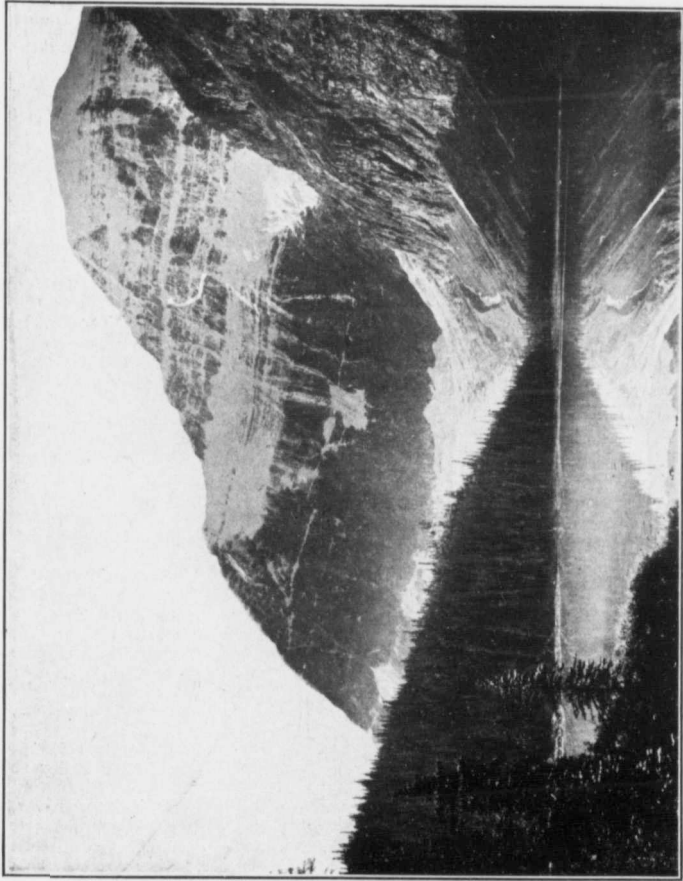
Returning to Vancouver the journey eastward commences on the Canadian National Railways, formerly the Canadian Northern, giving new views of the mountains, new impressions of solemnity and splendour, new forms of sport and enjoyment, new visions of the power of nature in its greater physical manifestation. Passing from Vancouver the trains reach New Westminster, on the Fraser River. It is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has, also, large sawmills (the product of which is shipped largely to China, South America, Africa, Europe and Australia), and the Provincial asylum and penitentiary are located here. The city is also a centre for the Great Northern Railway, C.N.R. and the B.C. Electric Railway running 12 miles to Vancouver and 64 miles to Chilliwack.

It has a splendid harbour of fresh water and excellent wharf sites with Government works under way at the mouth of the Fraser costing \$2,000,000; it is the seat of an Anglican and a Catholic Cathedral with 19 other churches and of Columbian college; it has the usual free public library, owns its utilities and has five banks, two hospitals, an armoury and orphanage, government buildings, three theatres and several parks. New Westminster is the centre of lumbering industries and a fruit-growing region and dairying developments, Fraser River canneries and minig with six lumber mills; it has many other industries, including ship-building, four nurseries, bricks, monuments, evaporating vegetable plant, cold storage, cigars, tanneries, meat-packing and aerated water, boat building, iron works, machine shops, sash and door factories, shingle mills, gasoline engines, cordage and engineering.

Leaving Port Mann, a succession of villages is reached which span the richest part of the Fraser River Valley and include Port Kells, Langley, Glen Valley, Mt. Lebanon, Matsqui, Sumas, Arnold, Chilliwack, Rosedale, Cheam, Riley, Laidlaw, St. Elmo and Floods. The altitude rises steadily at these stations from 24 to 117; the village of Hope is next and stands upon the site of Fort Hope—of Hudson's Bay Co. fame—from here there pass many trails through the mountains, a fine motor road to several fishing waters; succeeding points are Trafalgar and Yale (alt. 154 feet), where miners and ranchmen obtain their outfits and which, like Hope, was a Hudson's Bay post and founded about the same time in 1848. From here through Chapman Bar and Boston Bar, Boothroyd and Inkitsaph, Falls Creek, Cisco and Lytton, the railway continues through the Fraser River Valley to Lytton (alt. 566 ft.).

The line runs most of this distance on the south side of the Fraser River, punctuating the headlands with tunnels and spanning ravines by bridges; it traverses the famous Great Gorge which begins at Yale and shows the River, when forced back upon itself by huge rocky projections, swirling from one side of a great chasm to the other and roaring in tempestuous fury in its effort to overpower huge boulders and jagged masses of displaced rocks; it passes between the Cascade Range on the east and the Coast Range on the west as the huge mountains hem in the river and the railway; at Lytton the Thompson meets the Fraser and the line crosses the former by a bridge—in the distance may be seen great glaciers and ice fields.

Gossett, where may be seen the Gladwin Bluffs—cliffs of most brilliant colour including russet and grey, variegated yellows and black and brown—Seddell and Skoouka are succeeding stations and then comes Spence's Bridge (alt 738 ft.), which is picturesquely situated in the valley at the base of Arthur's Seat Mountain rising abruptly to an altitude of 5,800 feet. At the base of the mountain may be seen silt escarpments from which a huge slide occurred on Aug. 13th, 1905, damaging the Thompson River and causing the destruction of an Indian village



THIS BEAUTIFUL PEAK IN JASPER NATIONAL PARK, ALBERTA, HAS BEEN NAMED MOUNT EDITH CAVELL

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. CANADA — *East and West* .

on the far bank. The old waggon road to the Caribou gold fields runs from this place and brings back memories of the stream of miners and adventurers who took part in the wild rush of 1857; the town, itself, is a distributing point for great modern mining and ranching regions in the hills.

The country here is very dry but with irrigation produces marvellous crops and to the south is the fertile and famous Nicola Valley. Between the stations of Minnabarriet and Basque there may be seen gypsum and china clay in crumbling outcrops of red, yellow and white, contrasting in vivid forms with the green foliage of trees above and the swirling, changing waters below. Ashcroft, on the Thompson River, and also on the C.P.R., is the distributing centre for the Caribou and Oménica goldfields and around it are historic memories and traditions of the golden days of the Sixties when as high as \$6000 a pan was recorded. Pack horses and trains of freight waggons drawn by long strings of mules can be seen leaving for the mining districts almost every day. Around it is also a ranchers' country and three miles below the village—which has about 500 population—is the Black Canyon where the Thompson River has cut through the shale and sandstone to a depth of 200 feet to its present bed. At Basque there are enormous deposits of Epsom Salts, said to be the largest known, which are being worked by an eastern chemical company.

Anglesey, Walhachin, Savona (alt. 1,171 ft.), Copper Creek (alt. 1,159 ft.) and Tranquille (alt. 1,180 ft.) succeed each other as stations through the rugged series of canyons pertaining to the Thompson River and an enlargement known as Kamloops Lake. The town known by this name is next reached.

**Kamloops
Aug. 30**

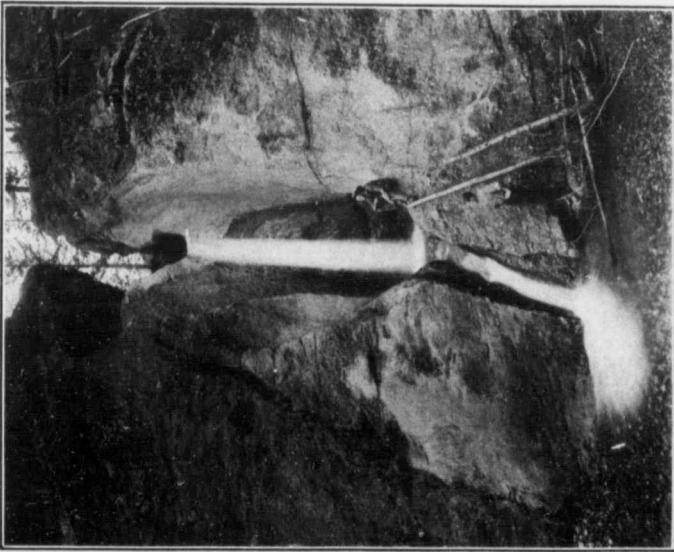
Kamloops (alt. 1,150 ft.) is the chief town of the valley and was originally a Hudson's Bay post; it is situated in beautiful surroundings with abundant game, birds and fish for the sportsman, a background of hills and groves for the sightseer and steamboats on the river and saw-mills on the banks for the business man. It has various

schools and churches, a convent, hospital, old men's home, five banks and a large park; its chief industries are cold storage and bottling plants, cigars, sashes and doors, machine shop and foundry. The principal industries around Kamloops are cattle and horse raising and fruit-growing under irrigation. The latter is progressing very rapidly as this district is well adapted for all kinds of fruit-culture. It is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys and for the valley of the North Thompson, a rapidly developing district rich in timber, mineral and agricultural wealth.

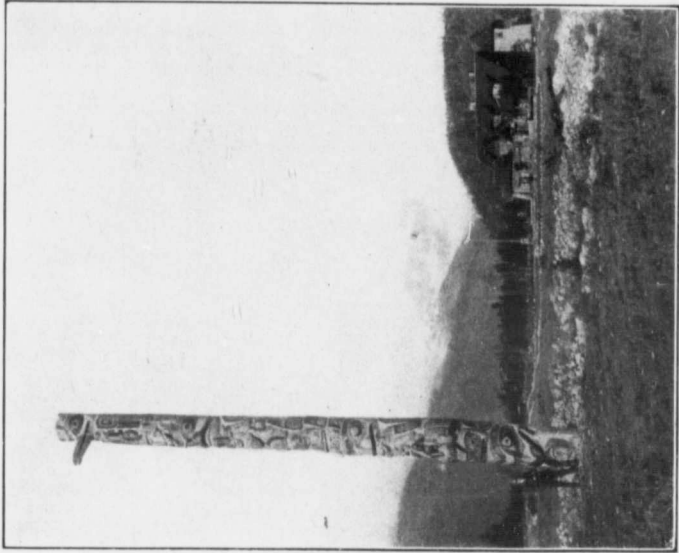
The valley of which Kamloops is the centre has beautiful scenery, the climate is healthy and invigorating, fruit growing is carried on by irrigation and many horses and cattle are raised. Succeeding points are Kamloops Junction and Louis Creek (alt. 1,229 ft.), a region where general agriculture and fruit growing are being conducted on a large scale; Chinook Cove, Chu-China and Clearwater—at the junction of Clearwater River with the Thompson; Wire-Caché, Stillwater, and Blue River where a divisional railway point is established and some fine scenery exists; Clemina, where the Albreda River flows into the North Thompson and which was celebrated in construction days as "mile 49;" Albreda station follows and Canoe River (alt. 2,721 ft.).

Of the Canoe River Valley running between these latter places A. W. Johnson a government land surveyor, has stated that: "In a country where scenery is a drug on the market, it may seem foolish to say anything about it, but I know of no grander views than may be obtained in the Valley of the Canoe throughout its entire length. It rises in stupendous glaciers among the Mica Mountains, winds like a tortured snake across the wide flats at Cranberry Lake, and then flows for 70 miles between enormous rocky peaks and glaciers that are quite as fine as anything at Rogers Pass or Field. The Albreda Valley is almost as grand, and the Canadian National offers an unsurpassed route. To the sportman the district offers everything from grizzly bear to willow-grouse. It is pre-eminently a caribou country. While there are plenty of goat, sheep occur only on the main range of the Rockies east of the Canoe. Black bear are fairly common."

Swift Creek and Jackman have great heights of the Mica Range in sight and after Morey, the traveller and his train enter the wonderful region, ending at Robson Station, where the Grand Forks enters the Fraser River and the precipitous base of Mount Robson is but $4\frac{1}{2}$ miles away. It is the highest and perhaps the most majestic peak of the Canadian Rockies rising to an altitude of 13,068 feet. At the head of the low valley marked by Robson, its tremendous cliffs, too steep for snow to lie, rise majestically, cliff on cliff, for over 7,000 feet above Berg Lake,



PUNCH BOWL FALLS,
JASPER NATIONAL PARK.



THE MAGNIFICENT TOTEM POLE WHICH STANDS GUARD OVER THE
HEADQUARTERS BUILDING OF JASPER PARK

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to its summit, where the vapours of the Pacific gather nearly every day in the year. Here are formed the Mist Glacier, and the Tumbling Glacier, which latter extends two miles in horizontal distance, and has 7,000 feet vertical descent between the snow cornices of the mountain and its foot at Berg Lake.

As the railway passes on through Resplendent and Rainbow, Grantbrook and Lucerne, to Yellowhead Summit and Cavell (alt. 3,631 ft.), there is a succession of splendid scenes. Mount Robson remains in sight and towers over the traveller for three miles with other snow-clad peaks to take its place; Moose Lake, Rainbow Falls and Rainbow Canyon are passed in turn and at Lucerne there is a magnificent view of Mount Fitzwilliam, which rises to an altitude of 9,600 feet. Back of Lucerne, an old Indian trail leads round the base of Mount Fitzwilliam, through a pass, into the mountains beyond. This is a virgin country and of wonderful interest to Alpine climbers, as there are several ice-fields and numbers of mountains to the south that are unnamed and unclimbed. From the lookout at an elevation of 6,000 feet, large ice fields can be seen while 30 snow-capped mountains may be counted, and a number of beautiful glaciers.

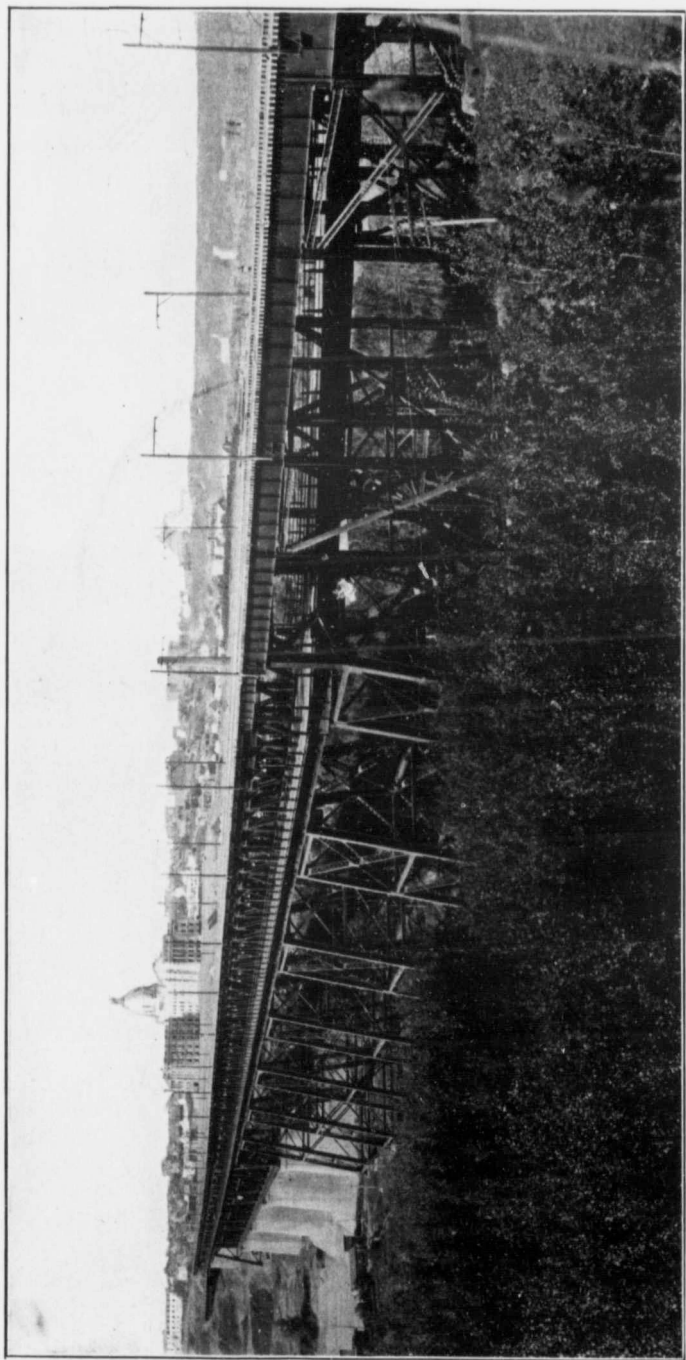
Jasper
Aug. 31

At Cavell the summit or great continental divide which serves as a boundary between Alberta and British Columbia is reached and in the distance is Mount Edith Cavell, so christened in honour of the heroic British War nurse, and over 11,000 feet high; here the railway enters the famous Yellowhead Pass and follows Miette River for 12 miles between lofty ranges looming up on either side; here, also, is the town of Jasper situated on a plateau at the base of the Pyramid Mountain (alt. 9,026 ft.), close to the entrance of the Pass and at the confluence of the Miette and Athabasca Rivers. It is the headquarters of Jasper Park (alt. 3,456 ft.), a great game preserve and Government reservation of 4,000 miles. Through this Pass and the heart of the scenery in this wonderful park there also runs the Grand Trunk Pacific line from Edmonton to Prince Rupert, B.C.

Yellowhead Pass widens out, then narrows again as it curves through the mountains. On each side it is flanked with mighty peaks, and the traveller sees the full contour and majesty of the mountains. It was for generations the great natural artery of the fur trade, a centre of the activities of the Hudson's Bay and other companies and was called after a yellow-headed hunter of a century ago called Jasper Hayes. Here are majestic peaks, snow-capped and glacier-scored, ragged, forest-clad slopes, flower-strewn passes, impressive solitudes, beautiful lakes, vast snowfields, great glaciers, and the headwaters of mighty rivers. All these and myriads of other attractions to be found in the Canadian Rockies make an asset beyond estimate. Continuing through the Park or the Pass, the mountains rise, arrayed one above the other, and appear to form an impenetrable barrier against which further progress is impossible, but out from among the mountains flow the hurrying waters of a river that points the way to where nature has cleft the range and opened a pass through which the interchange of commerce between the plains and the Pacific Ocean may proceed. The Pass, as a whole, includes 14 great mountains of between 10,000 and 11,000 feet, besides Mt. Robson and 30 others of from 7,000 to 9,700 feet.

One of the scenes at this point on the route is Maligne Lake to which a trail has been built; this body of water is one of the most beautiful in the whole vast range of the Rockies and is surrounded by mountains which rise from the sandy beaches at the water's edge. The effect of the snow-capped peaks, with their brown shale exposures splashed with crimson stains, the glaciers and the dark verdure of the foothills reflected in the water, form a picture of amazing beauty. The traveller may return from the lake by way of Shovel Pass, which takes him up to an altitude of nearly 8,000 feet, and affords one of the finest views in the mountains. Ice fields, a hundred snow-capped mountains, most of them unnamed, may be seen from an elevation a few feet above the Pass. Mount Tekarra also forms a part of the Maligne Range. Near Jasper the Maligne River runs into the Athabasca; before doing so it runs for many miles in subterranean passages and then re-appears in a canyon of most spectacular character with great gorges and chasms and beautiful cascades visible from the railway bridge which crosses it.

After passing Jasper, the station Henry House (alt. 3,348 ft.) is reached. It commemorates an historic old post of the Nor' Westers, dating from about 1811; Snaring and Devona and Bedson and Brule are succeeding stations with the Athabasca River in constant sight; regions of the Park around, filled with mountain goat and sheep and the finest sport for the hunter and an 800-foot tunnel passing under the slope of the 8,000 feet Boulé Roche Mountain; a region



EDMONTON, THE CAPITAL OF ALBERTA, SHOWING THE PARLIAMENT BUILDINGS IN THE CENTRE

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. CANADA — *East and West* .

around Brule estimated by the Department of Mines to contain 600,000,000 tons of coal follow in rapid succession. Errington, Solomon and Entrance bring the train and the traveller to the foothills and the prairies. The Entrance station (alt. 3,216 ft.) is a gateway to the mountains or the prairies as the case may be, and the railway then rushes into and through lower areas of land, and the great ranching regions of Alberta. Twenty-five villages or stations are passed including Edson and Lac Ste. Anne—a popular summer resort,—Villeneuve, where there is an Indian reserve, St. Albert (alt. 2,172 ft.) and then Edmonton (alt. 2,185 ft.) is reached.

Edmonton
Sept. 1

The capital of Alberta has a splendid location on the high banks of the Saskatchewan River, 793 miles west of Winnipeg and 946 miles east of Prince Rupert; it is the headquarters in the province for three transcontinental lines—the C.P.R., C.N.R. and Grand Trunk Pacific with seven branches, of the Edmonton, Dunvegan and B.C.

Railway to the rich Peace River country and the Alberta and Great Waterways line to Fort McMurray on the Lower Athabasca; it has a population of about 65,000 and is the seat of Government House, the Parliament buildings, 40 churches, Roman Catholic convent and seminary, 20 banks and 33 public schools; it possesses the University of Alberta which was founded in 1906 and has 42 teachers and over 400 students together with its affiliated Alberta and Robertson Colleges; it is the most important Dominion land agency in Western Canada and a large and increasing local market and centre for a rich agricultural district with 90 wholesale houses; it is the supply base for the growing settlement and production of the great Northern Peace River region; it has municipally-controlled electric light and power, water, telephones and street railway.

Edmonton, literally sits on coal and has over 30 coal mines in or about the city with indications of natural gas and oil in tributary territory and timber and stone within easy distance; its industries are growing and include three meat-packing houses, brickyards, sawmills and flour mills, oatmeal, several creameries, elevators, cigars, aerated water and clothing, foundries, boxes, biscuits, brass, mattresses, sashes and doors, sheet metal, motor boats and wire fences; its assessment in 1918 was \$92,484,565, its bank clearings in 1919 were \$233,066,580, its imports were \$4,535,245. Its principal hotel is the Macdonald owned and operated by the Grand Trunk Pacific Ry.

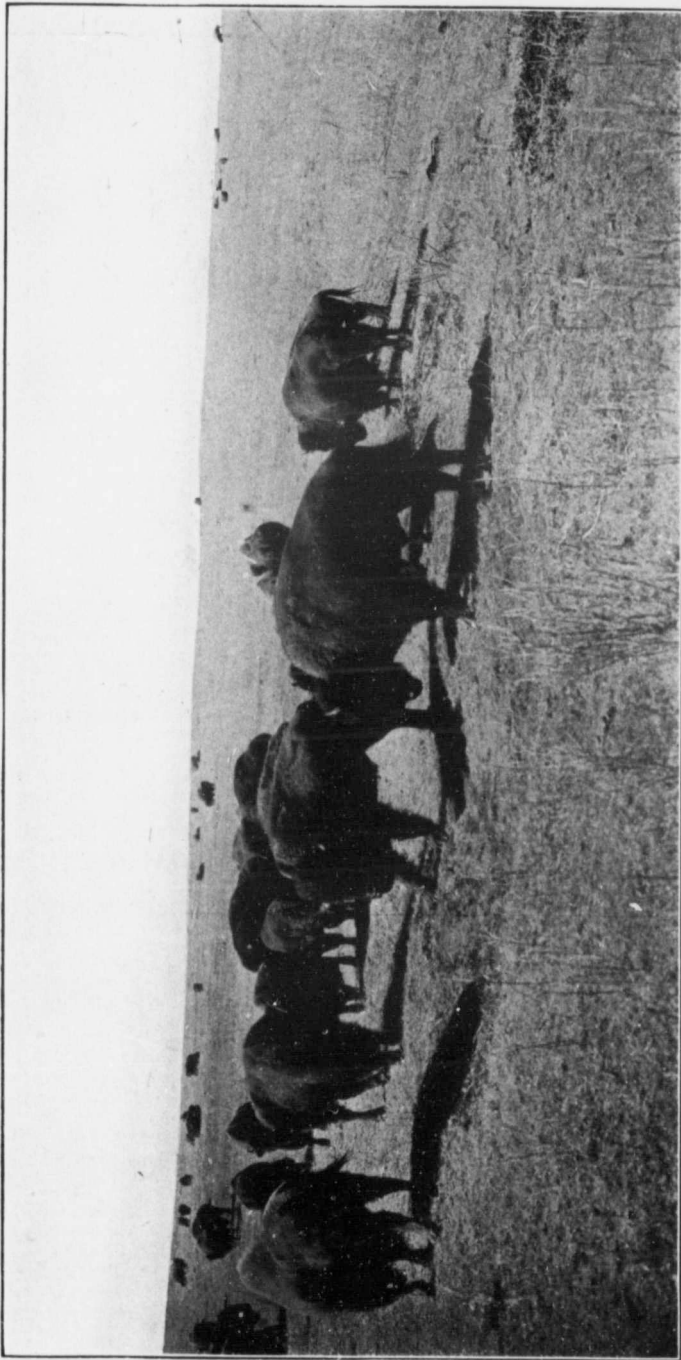
The train leaves Edmonton by the Grand Trunk Pacific, head towards the great grain-producing sections of the Prairie Provinces, and pass through a rich mineral section of the Province of Alberta where, at Tofield, the passengers may see coal being taken from the surface and carted in wagons to the consumer. The route is through a wonderful country, with magnificent plains and beautiful valleys.

Wainwright
Sept. 2

At Wainwright, situated about three miles from the Grand Trunk Pacific station, is the Buffalo Park. This is the highest fenced park in the world and contains the biggest herd of buffalo in existence. The herd in 1909 was composed of only 685 animals, and has increased until at the present time there are approximately 3,700 of these monarchs of the plain. Visions arise in the minds of the onlookers of the days in the long-ago when pioneers followed their immense herds and killed them for the supply of meat. The history of the buffalo in the West is interesting. In 1897 the Dominion Government received the gift of a few bison from T. G. Blackstock, Toronto, which were placed in Banff Park. The next year the number was increased by the presentation of thirteen by Lord Strathcona from his herd at Winnipeg.

The first real step in the acquiring of the herd now in the park here, was made in 1906. Michael Pablo, of Montana, had for years a considerable herd, enclosed in a natural depression in the valley in the mountains of that state. He was compelled to get rid of his animals as the Government were going to throw open the land for homesteading. Mr. Pablo entered into negotiations with the U.S. Government with the view of making them a national asset. Col. Roosevelt and the American Bison Society were trying to get the U.S. to purchase the herd.

While Congress were debating the matter, Mr. Ale Ayotte, Canadian immigration agent at Missoula, got in touch with his chief and before Congress awoke to the fact the Canadian Government had contracted for the lot at \$300.00 per head. At the time of sale it was estimated there were 300 bison in the enclosure, but at the round-up it was found that there was a total of 706. The lot was then



A PORTION OF A HERD OF 3,000 BISON AT BUFFALO PARK, WAINWRIGHT, ALTA.

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CANADA — *East and West* .

taken at \$250 per head, f.o.b. Edmonton. It took nine days to load 200 on the train with the loss of eight who were killed in their struggles against being placed in cars.

The area of the park is 160 square miles or approximately 100,000 acres. It is fenced with woven wire seven feet in height, and cross fenced, and fire guards are ploughed around the whole fence.

Much interest has been taken by cattle men in the experiments being conducted at the Buffalo Park, in trying to produce a new breed of cattle from crossing with the buffalo. The cattalo was first produced by a man in Ontario who had several buffalo on an island farm, where he was successful in raising the first cattalo. He endeavoured to get the Government interested, but at the time nothing was done. His death caused operations to cease, and his sons again took up the question of disposing of the cattalo to the Government. The deal was finally consummated and the cattalo were first removed to the demonstration farm at Scott, Saskatchewan, and later transferred to the park here.

The cattalo are not the product of a cross between a buffalo and domestic cow. In originating the species, a domestic cow was bred to a buffalo bull, and a buffalo cow bred to a domestic bull. The progeny from these two matings were then mated and the cattalo was the result.

The country between Wainwright and Biggar is well suited for mixed farming, and the dairying and live-stock interests of the Wainwright district particularly have been very highly developed. Wainwright neighbourhood is particularly adapted to sheep-raising, and great flocks are now in the locality. It is estimated by competent judges that there is an average of forty cattle per head owned by every farmer in the country tributary to Wainwright. This is indeed a very satisfactory live-stock condition. In the old days, Wainwright was essentially a ranching country, with many sloughs and little lakes, and today cattle-raising remains one of the chief industries.

An excellent farming district is traversed and the city of Saskatoon is reached during the night. The trains are transferred from the Grand Trunk Pacific to the Canadian National Railway line and proceed to Prince Albert.

How excellent is the farming territory on the Grand Trunk Pacific line in Saskatchewan and Manitoba is evidenced by the fact that Mr. Paul Kerlach, a farmer of Allan, Sask., on the main line of the G. T. P., carried off, at the International Dry Farming Congress held recently at Tulsa, Okla., the first honours in a competition open to all the world with Marquis wheat, weighing seventy-one pounds and one ounce to the stricken bushel, which constitutes a world's record.

Prince Albert Sept. 3

Prince Albert, which was named after the consort of the late Queen Victoria, is situated on the banks of the Saskatchewan River, and is claimed to be the centre of the Province of Saskatchewan. The city itself is beautifully situated and is probably one of the prettiest cities in Western Canada. The natural beauty of the town has

been preserved and enhanced by planting trees and making boulevards wherever possible. The population is about 10,000, but the city is the centre for all purposes of a district of some two hundred miles by one hundred miles and containing some of the best mixed farming country in Canada.

Prince Albert is also the judicial headquarters, the land district headquarters, the headquarters of the Anglican Diocese of Saskatchewan and the Roman Catholic Diocese of Prince Albert. It is also one of the divisional headquarters of the Royal North West Mounted Police. Five lines of railroad are operated from the city and two more branch lines are under construction. The Government has erected co-operative stockyards in the city.

A total crop failure is unknown in the Prince Albert district. Luxuriant grasses grow all over the country, while the poplar bluffs and sloughs provide ample feed shelter and water for the stock.

Prince Albert was founded in 1876 by the Rev. James Nesbitt, a Presbyterian missionary. It first became a trading centre, then a headquarters of the great Hudson's Bay Company, and eventually by its lumbering, farming and stock-raising enterprises, become the progressive and prosperous city that it is today.

The district traversed by the Canadian National Railways between Prince Albert and Saskatoon was the scene of many stirring episodes of frontier life in the days of the fur trade, and was also the chief theatre of the half-breed and Indian uprising in 1885. Fort Carlton a few miles southwest of Prince Albert was for many years the principal interior post of the Hudson's Bay Company, being convenient to the great plains for trade with the wild buffalo hunters and also to the

. CANADA — *East and West* .

lake and forest districts to the north which yielded an abundance of food supplies, such as fish, and furred and feathered game, and a remarkable variety of luscious wild fruits. Duck Lake, on the line of railway south of Prince Albert, was the scene of the first sanguinary conflict between a small force of Mounted Police and a company of volunteers and the half-breeds and Indians in 1885. At Fish Creek and Batoche, in the neighborhood, the natives fought hopeless engagements with the Canadian troops from the East.

Saskatoon
Sept. 3

Saskatoon is built on the banks of the South Saskatchewan river, in the Province of Saskatchewan. It is the educational, commercial, financial, distributing centre of middle and northern part of the province, aside from being surrounded by unsurpassed agricultural territory. Saskatoon has experienced a most phenomenal growth. In 1899 it consisted of but a few houses or shacks. In 1901 it was incorporated as a village; in 1903 as a town, and in 1906 as a city of approximately 5,000 inhabitants. Today its population is estimated at 30,000.

Saskatoon is noted as an educational centre. It is the seat of the University of Saskatchewan and Agricultural College, besides a collegiate institute, normal school and thirteen public schools. The large farm attached to the College of Agriculture is well equipped with live-stock. Its function is to augment the teaching of the college by the held demonstrations. In addition, agricultural experts carry on a scheme of extension work throughout the province. Excursions of farmers to the college are often organized and during the summer months a train made up of exhibits, and manned by teachers, carries its educational message to farmers in all parts of the province. New features of the extension department are the home-makers' club for the training of farm women, and a boys' work section which brings the younger farm boys into close touch with the university. Vocational training is also provided for returned soldiers, principally in farm engineering and carpentry.

The city as a distributing centre is represented by over fifty wholesale houses and cold storage plants. The three great railways of Western Canada, the Grand Trunk Pacific, the Canadian Pacific and Canadian National Railways enter the city and radiate in every direction, making Saskatoon an important railway centre. A Dominion Government interior terminal elevator, with capacity of 3,500,000 bushels, and two flour mills, with capacity of 2,250 barrels daily, are located within the city limits.

En route from Saskatoon to Winnipeg, the G. T. Pacific traverses one of the best farming districts in Western Canada, 255 miles of which is within the Province of Saskatchewan. The province is noted as a wheat-growing area and is said to produce more wheat than the other prairie provinces combined. The value of Saskatchewan's cereal crop in 1918 was \$310,577,000.00, and the average yield per acre for the last ten years is $17\frac{1}{2}$ bushels, although for 1915 Dominion Government figures give the average as 28.54 bushels. The live-stock industry is developing rapidly, generally throughout the province.

The most important towns passed through en route to Winnipeg are Watrous, Melville, Rivers and Portage la Prairie. These towns, with the exception of the latter, have sprung up since the opening of the Grand Trunk Pacific Railway, and give promise of much greater development as the surrounding country fills up.

Watrous, 64 miles east of Saskatoon, is noted principally because of Little Lake Manitou. This wonderful lake, 14 miles long and one and one-half miles wide, located two and one-half miles from the town, is one of the most remarkable mineral water lakes in the world, and many physicians pronounce that the waters of this lake contain greater curative properties than any other known lake or mineral spring in the world. Bathing in its water is wonderfully beneficial and so buoyant that bathers may readily float without the least effort. A comparative analysis of Little Lake Manitou and the famous Carlsbad of Germany, shows a greater proportion of ingredients in favor of "Manitou" and richer in total saline constituents—a lake six times more buoyant than the ocean.

Melville, Sask., is an important divisional point on the Grand Trunk Pacific Railway with a population of 3,500. Here branch lines of The Grand Trunk Pacific diverge south to Regina, the capital, of the province, Moose Jaw, Weyburn, etc., and north to Yorkton and Canora.

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**Winnipeg
Revisited
Sept. 4**

The town of Rivers, population 1,200, is located in the province of Manitoba. It is situated in a prosperous farming district and is a divisional point of the Grand Trunk Pacific. Hence the trains proceed to Portage la Prairie, visited on the way west and 54 miles further on is Winnipeg to be briefly revisited. Leaving Winnipeg by Canadian National Railways the trains leave the prairie

at Anola and after passing Elma and Dott, the boundary line between Manitoba and Ontario is crossed east of White Station.

**New Ontario:
A Wilderness
Of The Past,
A Great Country
of the Present
and Future**

Into Northern Ontario the tourist comes from the mountains and the prairies or the fields of the older provinces as to a new land—rougher, perhaps, and more unsettled, much more rugged and uncultivated; but, as a whole, rich in most of the things which nature provides for a great country. It includes the Districts of Temiskaming, Algoma, Thunder Bay and Kenora, Patricia, stretching up toward Hudson Bay, Nipissing, Sudbury and Rainy River, with an area of 330,000 square miles—a region far larger than Great Britain, France or Germany.

It has vast resources in timber which include large areas of spruce and balsam, as the basis of a great pulp and paper industry, with 300 million cords along the line of the T. and N.O. Railway alone; its minerals include the copper and nickel of Sudbury, the gold of the Porcupine, the silver of Cobalt, the iron ore of several sections; its water powers are varied and widely dispersed in navigable lakes and rivers; its fish and game are innumerable and to be found everywhere, and its scenery is a constantly-changing panorama of interesting variety; its climate, extending over a territory which runs 800 miles north and south, is varied but, in general terms, is warm in summer and cold and bracing in winter; its agricultural resources are many, from the small but fertile valleys of Algoma to the Great Clay Belt, comprising an area of at least 24,000 square miles, or 15,680,000 acres. This almost unbroken stretch of good farming land is nearly three-quarters as great in extent as the whole settled portion of the province south of Georgian Bay, Lake Nipissing and the French and Mattawa rivers.

Mining is the chief industry of that part of Northern Ontario served by the Temiskaming and Northern Ontario Railway. From the silver and gold mines which have been developed during the past sixteen years, a total of \$240,911,729.85 has been produced in new wealth. Nor does this appear to comprise more than the result of having developed what mining geologists declare to be only the southern fringe of the Canadian pre-Cambrian Shield.

The silver production from this district up to the end of 1919 having amounted to 303,610,836 ounces valued at \$182,039,972, and the gold output which only commenced in 1910 having reached \$58,871,757 at the end of 1919, marks a commencement which compares favorably with the world's most important precious metal mining areas.

Beginning at North Bay and extending to the northward is the great Canadian Pre-Cambrian Shield above referred to. It has its narrowest point at North Bay, and spreads like a giant fan to the north, north-east and north-west, attaining a width of perhaps two thousand miles at its widest point where it reaches into the arctic circle. This great stretch of territory has been described by geologists as the vertebra of the earth. This is believed to have been the debutant of geological time, having probably been the point where earth first projected above the sea. The series of rock formations over the greater part of the area are essentially metal-bearing.

**Ontario's
Silver
Mines**

Silver was first discovered in Cobalt in 1903. The discovery was the direct result of the construction of the Temiskaming and Northern Ontario Railway. The veins at outcrop were exceedingly rich, but were extremely narrow—being measured in inches. Not a few experienced mining men predicted a short life for the mines that were subsequently developed. The production of

303,610,836 ounces of silver bears testimony to the inaccuracy of the early predictions. The dividend record of \$81,000,000 is material evidence that the deposits have been worked with a high degree of commercial success.

As to the present, the silver mines of the district are producing at the rate of about \$1,250,000 monthly. An average of about 30 mines are being operated.

. CANADA — *East and West* .

The important producers amount to about one-half that number. Working forces engaged total about 2,700 men. An abundant supply of motive power is generated in hydro-electric plants located on the Montreal River, within a few miles of Cobalt. For the operation of machines, etc., compressed air is supplied by a 5000 h.p. hydraulic air compressor plant located at Ragged Chutes about nine miles from Cobalt.

The largest silver producing mine in the district is that of the Nipissing Mining Company. This property produced 3,731,892 ounces of fine silver during 1919, thus clearly demonstrating great physical strength despite its age. The mine is rated among the leading silver producers in the British Empire.

Silver deposits in Northern Ontario are not confined to the producing area of Cobalt. The silver-bearing formations cover a large area. The Casey-Cobalt mine situated fifteen miles north-east from Cobalt has been a heavy producer of silver, while the Wettlaufer mine, 15 miles south from Cobalt, produced large quantities of silver ore. In the Gowganda district about seventy miles north-west of Cobalt the Miller Lake-O'Brien mine is located and is producing about \$1,000,000 a year. The intervening territory offers abundant scope for further exploration.

The Gold Mines

The gold mines of the Porcupine district, though having only commenced production in 1910, had up to the end of 1919 produced \$54,205,836 out of the total of \$58,871,757 produced by the entire province of Ontario during the ten years referred to. Perhaps the most significant feature in connection with the gold mining industry of this district is the fact that during 1919, the province of Ontario produced a total of \$10,451,688 in gold, of which Porcupine accounted for \$9,941,804. Both for the province as well as for the Porcupine mines, the 1919 achievement was the best in their history.

The leading gold mine in Canada, in fact the leading gold mine in the western hemisphere, is the Hollinger Consolidated Mines, Limited, located in the Porcupine field. This mine during 1919 recovered a net value of \$6,722,266.81. It closed the year 1919 with an ore reserve estimated at \$39,928,430.

The vast area over which gold-bearing formation occurs has caused a significant phrase to be coined among even the most conservative mining engineers, which is this: "The North has scarcely been scratched."

Gold mining, while having attained leading proportions in the Porcupine district, is being carried on successfully on other localities throughout Northern Ontario. For instance, at Kirkland Lake, some sixty miles south-east from Porcupine, there are four mines which are equipped with modern mills, each with a capacity of from 60 to 150 tons of ore daily. Mining has been carried to a depth of 700 feet, the average grade of the ore being \$11.99 a ton. This compares with an average of \$9.19 a ton as demonstrated to date at the mines of the Porcupine district.

In the order of their importance, the five leading gold producing mines of Ontario are the Hollinger Consolidated, Dome Mines, McIntyre-Porcupine and Porcupine Crown, all four of which are located on the Porcupine field; and the Lake Shore, which is the leading property on the Kirkland Lake field. These five mines are each earning substantial profits, in the case of the Hollinger amounting to close to \$2,500,000 a year net, after paying all costs and providing liberal allowance for depreciation.

At Superior Junction the branch line from Fort William connects with the main line. Smith Station is the centre of a district where hunting and fishing is good.

Re-entering Ontario Sept. 5

From Allenwater, 14 miles distant, the St. Anthony gold mines are located. At Ogaki there is a fine view of Sturgeon Lake, and the railway passes through a canyon of wonderful scenic beauty. Armstrong, population 300, is another railway divisional point. A mile east of Willet station the Mud River, a deep and navigable stream, flows into Lake Nipigon. The Kenah, Rapid, Seymour, Roaring, Marten, Camp and Mountain streams, all teeming with speckled trout, empty into the northern end of the lake.

Lake Nipigon is 852 feet above sea level, 70 miles long and 40 miles wide. Called "Great Bay of the North" by the Indians, it was not until 1860 that any official survey was attempted and in 1905 the Ontario Government set aside an area of some 7,300 square miles around Lake Nipigon as a forest reserve.

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CANADA — *East and West* .

Between Penequani and Grant, a distance of seventy miles, the line is through a territory where gold discoveries have been made and claims have been staked in every direction.

Great water power awaits development along the Kenogami River, passed at Ogahalla, which flows through a virgin wilderness, heavily timbered with spruce and balsam, and with many smaller rivers emptying into it. Excellent farming lands extend to the east and west of the river, and several gold, silver, copper and zinc claims have been staked by prospectors along its shores.

The Ontario Government have an experimental farm underway along the Nagogami River and have been very successful in raising corn, cabbage, potatoes, wheat, oats, peas and barley.

Hearst is a divisional point and junction with the Algoma Central; population 500. At Macpherson, locally known as Kapuskasing, there is an experimental farm. The land was cleared by interned Austrians and Germans during the war. The land offered by the Ontario Government for homesteading reaches from Hearst to Cochrane and includes fifteen townships, exclusive of the two townships at Jacksonboro.

Cochrane is the northern terminus of the Ontario Government Railways and the junction with the Canadian Government Railways Line from Quebec and Winnipeg. It has extensive railroad yards and its future as one of the principal towns of the north is assured by its splendid geographical position. It has a population of 2,000.

At Cochrane the trains transfer from the Canadian National Railway lines to the Temiskaming and Northern Ontario Railway, owned by the Ontario Government. Then comes a twenty-five mile ride through two walls of spruce forest.

At Iroquois Falls on Lake Abitibi, on the branch line east, there is located one of the largest wood-pulp and paper plants of America.

Timmins Sept. 6

Timmins, with about 5,500 population, is a mining town and the chief place in the Porcupine gold area. Its chief industry, apart from mining, is the Mattagami Pulp and Paper Mills. Porcupine, on Porcupine Lake, 479 miles north of Toronto, really includes Timmins, Schumacker and South Porcupine in its bounds, with a total population of 8,500. Near Sesekinika the trains cross the height of land—the Ridge Pole of Canada. Swastika, named after the Swastika Gold Mine which lies nearby, is as romantic as its name is old, for tumbling waterfalls and precipitous cliffs mark it as a centre of former volcanic activity. Near Dane a low-grade copper property is being opened up and development continues to go on in the goldfields at Larder Lake. Engleheart is a thriving point where over \$200,000 has been expended in erecting a handsome depot, attractive parks and greenhouses, and homes for the railway employees. No better farming land can be found anywhere than in the vicinity of Englehart.

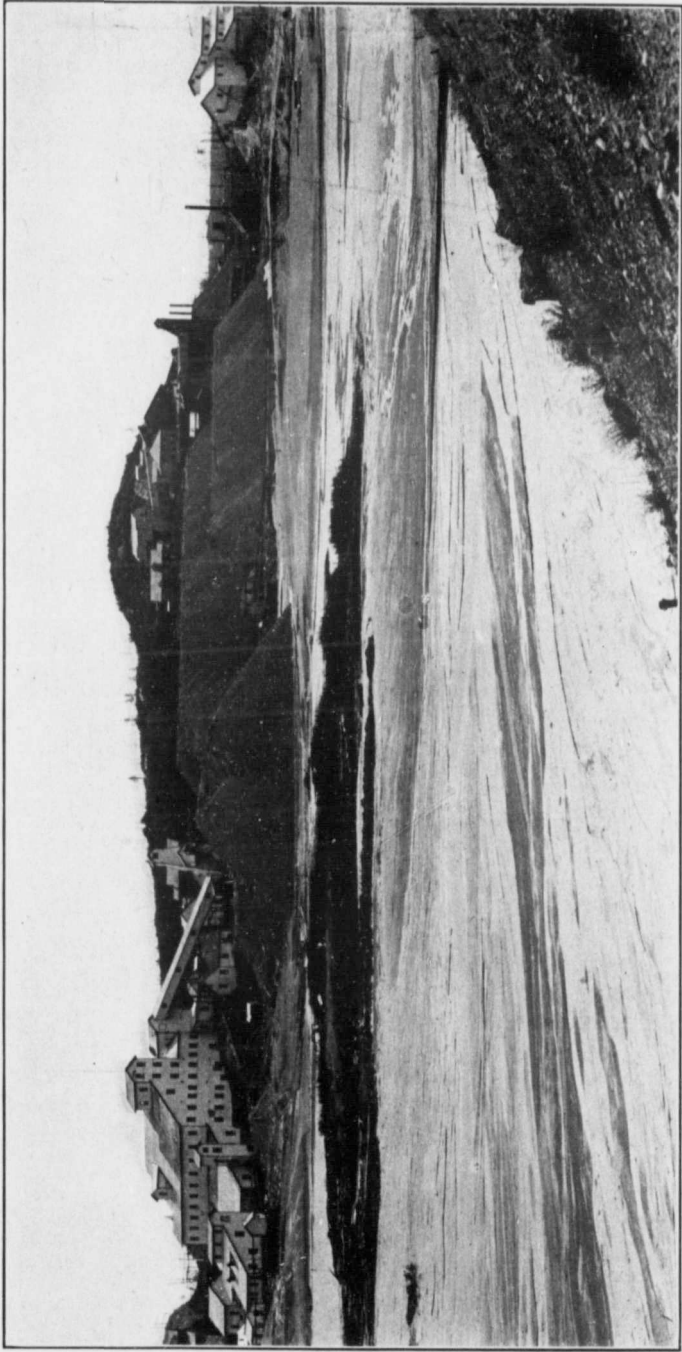
New Liskeard Sept. 6

New Liskeard is the distributing centre for a rich country, known as the "Clay Belt." This is a vast new land which, roughly, may be said to extend from the Bell River in Quebec to 400 miles west of the Ontario-Quebec boundary, varying in depth north and south from 25 to 100 miles. The clay belt proper comprises an area of at least 16,000,000 acres of level or undulating ground, with an entire absence of stones. The soil is a rich clay or clay loam, and it is a safe statement that from 65 to 75 per cent. is good farm land.

Haileybury is the home of many of the Cobalt mining men. It is connected with Cobalt by the Nipissing Central Electric Railway, is the judicial seat of the new district of Temiskaming and one of the oldest and most beautiful towns in Northern Ontario.

Cobalt Sept. 6

Cobalt is the famous centre of a silver region which has established itself in mining history. The most modern mining methods are adopted here and the underground workings extend in every direction. At Cobalt station can be seen one of the enterprises initiated with a view to winning an increased supply of the precious white metal. This is the basin of Cobalt Lake, now practically dry. This lake was pumped out in order to allow of mining operations under the bed of the lake and some of the



A FAMOUS SILVER MINE IN COBALT, ONTARIO

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richest veins in the camp are now being worked here. Kerr Lake, a short distance from the town, was also removed from the map in a similar way in order to ensure the safety of mining operations under the bed of the lake. One of the great ore-crushing plants, the Nipissing, may be seen on the hillside across the lake from the railway, overhead ore conveyers taking the mineralized rock from the mine to be rushed. There is enough ore in sight to keep Cobalt busy for many years.

Leaving Cobalt, the trains pass Bay Lake, Johny Lake, and for six miles skirt Rib Lake, and then comes Temagami. Ten years ago an unknown wilderness, the Temagami Forest Reserve is the summer home of thousands of tourists, year after year. Lake Temagami has 1,600 islands and islets. There are 1,259 islands surveyed and marked on the Government map. Visiting four islands each day and remaining forty days each year, it would take you ten years to merely pay each one a flying visit.

At North Bay the trains leave the Temiskaming and Northern Railway lines and pass on to the tracks of the Grand Trunk. North Bay is situated on Lake Nipissing and is the principal town in a rich mining and lumbering district. It is an important interchange point between the railways and is the terminal of the northern division of the G.T.R. Its principal industries are engaged in utilizing the plentiful supply of lumber which the region affords.

At Scotia Junction, the Ottawa Division of the G.T.R. joins the northern division. The Algonquin Provincial Park of Ontario, in the centre of "The Highlands of Ontario," comprises nearly three thousand square miles of lake and woodland and is conceded to be one of the best resorts on the American continent for the angler and for the holiday-maker who loves the out-of-doors.

Huntsville is the point of entrance to the Lake of Bays district, a region of great natural beauty, comprising some of the most beautiful water stretches in this country of lakes. At Huntsville the passengers board a steamer of the Lake of Bays Navigation Company for a trip to Bigwin Inn, Canada's largest summer hotel.

Returning to Huntsville and boarding the trains the journey to Toronto is made during the night, passing through Bracebridge, the county centre of the Muskoka district, Gravenhurst, celebrated for its healthful air and its four sanatoria, and Orillia, a tourist centre and one of the most progressive towns in the northern districts, where that intrepid explorer, Samuel de Champlain, spent the winter of 1615-1616 on one of the most hazardous of his expeditions. Barrie, which has a variety of industries, supplied with cheap hydro-power from the Severn River, and serves a rich mixed farming and dairying district, is the next important point, and, one mile further on, is Allandale. Between Allandale and Toronto the prosperous farm is the feature of the landscape, the line passing through the Vale of Aurora. Newmarket and Aurora are prosperous little towns, doing considerable manufacturing. Holland Landing was visited by Sir John Franklin in 1825 on his first visit over land in search of the North Pole, the Holland River being one of the favorite routes used by the Indians and voyageurs en route to the Georgian Bay.

Toronto
Sept. 8

The route followed by the Grand Trunk main line between Toronto and Prescott takes the traveller along the northern shore of Lake Ontario, finally reaching Trenton, which is situated at the mouth of the wide and picturesque Trent River. It is the southern terminus of the Trent Valley Canal. Canal construction and other work

have been completed, making a navigable waterway from Lake Ontario to the Georgian Bay. Twelve miles from Trenton is Belleville. As a market it is acknowledged to be among the best in central Ontario, as it is in the centre of one of the richest tracts of fertile and productive dairy, grain and fruit-growing land in the province.

The city of Kingston was a French fort in 1673 and was founded by Frontenac, the celebrated French soldier. In 1758 it passed into the possession of the British. A party of United Empire Loyalists chose Kingston as the location for their new home, and gradually the place assumed a position of importance in the new Canada. Finally Kingston was chosen as a garrison for British troops. When Upper and Lower Canada were united, Kingston was chosen as the capital. The policy of an all-Canadian Confederation was then the absorbing topic of political discussion. It is a matter of legitimate pride for Kingston that its representative in the first Canadian Parliament was Sir John A. Macdonald, the first Prime Minister of the Dominion. It is the seat of the Royal Military College, an institution which is deservedly famous all over the world. It is also the home of Queen's University, which for seventy-six years has sent out graduates all over Canada, "fitted to

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serve their country in church and state." Last, but not least, it has achieved a steady and enviable progress as a business centre, having a population of about 24,000.

The Thousand Islands begin near Kingston at the outlet of Lake Ontario and extend some forty miles down the river to Brockville. They present everything conceivable in the way of an island, from a bare rock a yard across, to islands covering many acres, some heavily wooded, some covered merely with grass, some cultivated as farms, some containing beautiful summer residences and hotels. Many islands are hilly, while others scarcely rise above the water's surface.

Situated at the eastern end of the Thousand Islands, Brockville is a solid prosperous town of more than nine thousand inhabitants. It is one of the historic centres and in the war of 1812 was raided by United States soldiery from the neighbouring town of Ogdensburg, in the State of New York. Brockville subsequently joined in the assault and capture of Ogdensburg.

Prescott
Sept. 9

Prescott with a population of 2,800 is one of the most beautiful towns in the valley of the St. Lawrence. Among its principal objects of interest are old Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in America. At Prescott the trains are left and a Canada Steamships Lines boat boarded for the boat trip to Montreal and Quebec.

Ogdensburg is the next stopping point and there the running of the Rapids is an interesting and to the inexperienced traveller, thrilling incident. The Galops and the Rapids du Plat are the first and least exciting. Next to come are the Long Sault Rapids, perhaps the greatest of the remarkable Rapids of the St. Lawrence, extending some nine miles down stream and divided into main channels by beautifully wooded islands. The steamer, with reduced speed is carried by sheer force of current through these seething rapids at a speed of twenty miles an hour.

At Cornwall the centre of the river ceases to be the boundary between Canada and the United States. Cornwall is on the G.T.R., a branch line of the C.P.R. and also on one of the N.Y. Central lines and is the terminus of the Cornwall Canal; there are four hotels, nine churches and three parks; its population is about 9,000 and there is good mixed farming, dairying and lumbering in the district with excellent fishing and hunting. The Cedar Rapid Power concern offers great electric power and it has industries which include furniture, cotton, bedsteads, lacrosse, chairs, paper and pulp. For the next thirty miles the river widens into Lake St. Francis. At the foot of the lake on the left is Coteau Landing, Quebec, where the little white houses and the big church indicate French Canada. After passing the village the steamer enters Coteau Rapids. The channel through this group of rapids is very torturous, winding in and out amongst the islands and crossing from bank to bank. Seven miles beyond are the Cedar Rapids, considered by those familiar with the river to be the most beautiful of all. The large electric development plant at this point is of much interest. In a few minutes come Split Rock Rapids, really the most difficult to navigate of them all, and immediately after this the Cascade Rapids, with their white crests.

The Soulanges canal parallels the River on the north side, from Coteau to Cascade Point, and is a most interesting sight, being massively built of stone; operated and lighted by electricity. The river for the next twelve miles widens out, and is called Lake St. Louis, at the east end of which, on the north side is the town of Lachine, and opposite is the village of the Caughnawaga Indians. Lachine was for long the point of departure for the early French trading and military expeditions; from here in 1754 Duquesne set out to seize the Ohio Valley in an expedition which culminated in the defeat of Braddock. Then comes the Lachine Railway bridge, and shortly afterwards the Lachine Rapids, the last of the chain. The channel here is narrow and tortuous. The steamer plunges in among the breakers, and the headlong current carries her on towards insidious rocks, sometimes hidden, sometimes exposed to view, with the dark suggestion of others unseen below the waters; deftly the steamer passes them by, within a few feet of their treacherous edges and through clouds of spray ascending from the churning abyss. A moment more and the descent is completed; very soon the steamer glides into the placid waters underneath Victoria Bridge to Montreal.

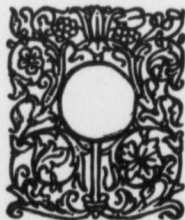
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Montreal
Sept. 9

From Montreal where the tourists transfer to another C.S.L. boat for the last leg of their Canadian trip, to Quebec the scenery is pleasant, charming, tranquil, and places bearing names famous in French and Canadian history—Longueuil, Boucherville, Varennes and Verchères, are passed in rapid succession. Longueuil has 6,000 people and is on the opposite shore from Montreal, with two local railways and the Delaware and Hudson running into it; there are frequent ferries to Montreal, and the town possesses three hotels, three churches, a Roman Catholic college, two convents and three banks; the chief industry is the Armstrong-Whitworth Steel plant. The next important point is Sorel at the mouth of the Richelieu River, the northern outlet of Lake Champlain; it is on the C.P.R. and has four hotels and three churches, a population of 9,500 and large industrial and ship-building interests; its factories include agricultural implements, sash and door, foundries, plumbers' supplies, native wines, clothing, aerated waters and an abattoir. For the next thirty miles the river widens out into Lake St. Peter, and at the foot of the lake a stop is made at Three Rivers, near the delta of the St. Maurice River. This was the third of the French settlements, having been founded in 1634 with Tadousac and Quebec as the other two. It is at the head of tidewater on the St. Lawrence and here is located the Canada Steamship Company's shipbuilding plant and repair shops. It was incorporated in 1857, and is on the C.P.R. while a ferry to the south shore connects it with the G.T.R., the Canadian Government Railways and the Delaware and Hudson; it has a fine harbour, two miles of concrete wharves and is the county seat and the seat of a Catholic cathedral. There is a Roman Catholic college, several convents, nine schools and seven banks with a population of 22,000; the chief hotels are the Sanitarium, Dufresne, St. Louis, and there seven others. It is a centre of the paper, pulp and wood industries with six large lumber mills and three pulp and paper mills; there are four iron foundries, a steel foundry and a cotton mill, while machinery, boots and shoes, caskets, gloves, furniture, biscuits and candy are also made. The electric power is cheap with 250,000 h.p. developed.

Continuing the journey through the night, the boat arrives early in the morning of September 10, at Quebec where the Canadian tour of the second Imperial Press Conference covering 8,589 miles and lasting 46 days comes to an end.







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