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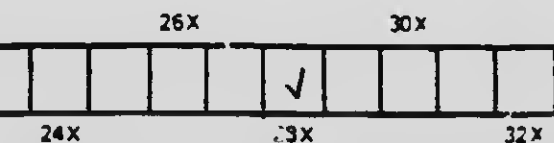
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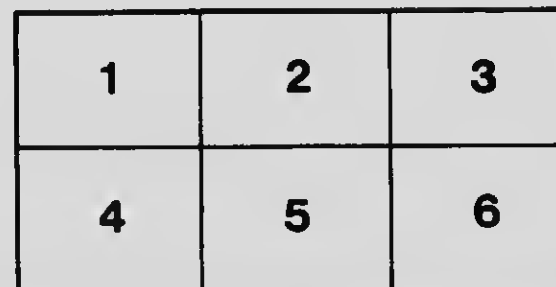
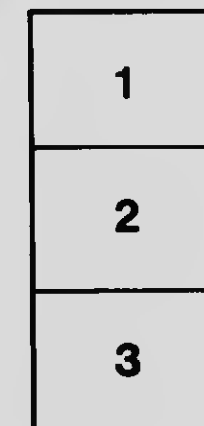
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Dominio

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THE

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Dominion of Canada

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Dominion of Canada



Introduction



RESPONDING to a world-wide demand for a descriptive and statistical Encyclopedia on Canada, the Wonderland of the Western Hemisphere, this work has been carefully compiled, and it is herewith presented to the seeker for information, to the booklover, to the press, and to the public.

The gathering of the information and the assembling of the illustrations have been, owing to the vast territory the Dominion embraces, slow and laborious, and in many instances and localities we have had to overcome an apparent reluctance on the part of the people to lighten our task by their co-operation.

As a pleasing contrast, however, we have met with much kindness and willingness to assist us in every way, from Government officials, City Councils, Boards of Trade, Publicity Bureaux and from private individuals, for whose invaluable services, so cheerfully rendered, we feel deeply grateful.

It being the first time in the history of Canada that a publication of so wide and comprehensive a scope has been attempted, we have had no precedential combination of facts which we could utilize advantageously; also, in some parts of the Dominion, we have found it extremely difficult, if not entirely impossible, to obtain accurate data. If, therefore, carping critics are inclined to find fault and to consider our work not as exhaustive as they, in their wisdom, judge it should be, we say to them that we have done all that was possible to human endeavour, and that it is the best that could be accomplished under the circumstances as they exist.

THE PUBLISHERS.



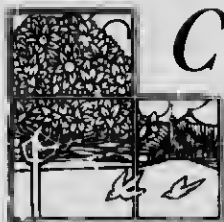
Dominion of Canada

2



1. Grimsby, Ontario.
2. Grimsby Vineyard
3. Trinity, Ontario.
4. Group of Government Buildings.

CLEVELAND BIDDLE ENGRAVING CO.



CANADA is the greatest of the British Dominions Beyond the parallel and the Great Lakes, except the peninsula of A square miles, being the largest country under one govern

Her climate is more varied than that of any other tobacco plant flourish, to those latitudes where winter col

Her proved area of cultivable land aggregates more every year being enlarged as the adventurous settler pushes grasses flourish in the great central plains and valleys.

Her forests of timber cover probably 400,000,000 acres, and their splendide the ubiquitous spruce and poplar.

Canada has the largest area of inland waters, lakes and rivers of any count miles on the Pacific. For navigation and for sanitary and climatic purposes these annual yield of 35 million dollars' worth of fish, and as yet only a fraction of the rich feeding grounds of the South-eastern Coast; the mackerel, cod, halibut and seal, whale and walrus inhabit the icy Northern waters. On the Pacific Coast everywhere teem with salmon, trout and other food fishes.

Her mines include every variety of useful and precious metals and minerals. hearing area has been prospected and there are known deposits of mineral fuel and

HOW CANADA HAS GROWN: Canada, the Dominion, is but a ch divided provinces—viz., Ontario, Quebec, New Brunswick and Nova Scotia—co of racial, religious, financial and commercial strife the Federal Union has passed to settlement by thousands of miles of railway, and peopled with a million and a and British Columbia, have been won to the cause of Union, and three great daughter complete the group of nine great Provinces which lead the way in the world-con offers welcoming arms, free lands, just laws, broad education and religious freedom bloodless conquest of an empire the vastness of whose riches can only be surmised

WHAT CANADA HAS ACHIEVED: Although Canada's greatest yet in other things which older nations treasure she is already rich. Eight million pe and enterprise of the pioneer and conqueror; 33,000,000 acres of growing crops; 20,000 factories, representing an investment of \$1,250,000,000, employing more to their total capital; 14,000 post offices, handling 600,000,000 communications p schools wherever they are needed; colleges and universities in every province, and the indicia of Canada's achievements in self-development.

WHAT CANADA PRODUCES: Canada is becoming widely known lumber, minerals, fish and furs each year contribute increasing supplies for the ho all past records, while her quick development as a manufacturing country claims fo reaches more than \$600,000,000 per year, her forests yield \$182,000,000, her mi pulp, paper, vehicles, machinery, agricultural implements and leather hold honour yet but partly developed, her great water-powers only beginning to be harnessed markets of Europe and the Orient, Canada's productions are sure to increase bey

WHAT CANADA OFFERS: To men with enterprise and ambition, would rear families amid peaceful, healthful and prosperous surroundings; to m commercial and industrial opportunities, Canada offers special attractions. For t agriculturist with sufficient money to start a farm in even a small way there is a qu occupation and cultivation; for the man with means to enter the industrial field t

Canada

What Canada Is

As Beyond the Seas. Occupying the whole of the continent of America north of the 49th parallel, the peninsula of Alaska and the coast strip of Labrador, she has a land area of over 3,600,000 square miles, the largest of any one government in the world, excepting China and Russia.

Climate. Of any other country, ranging from the mild regions where the grape, the peach and the apple flourish, to the severe winter cold discourages even the hardy cedar and poplar.

Arable Land. She aggregates more than 358,000,000 acres within the boundaries of the provinces, and this is why the pioneer settler pushes the arable boundaries farther northward and finds that grain, vegetables and fruits flourish in the wide valleys.

Forests. Their splendid growth includes every sort of tree from the towering tulip and Douglas fir to the

Coastal Resources. Of any country in the world, and a coast-line of 3,600 miles on the Atlantic and of 3,000 miles on the Pacific, her resources these play a most important part in her internal economy. Already her waters give an indication of the fraction of their immense possibilities has been exploited. The oyster and lobster fatten on the coast, halibut and herring frequent the bays and gulfs of the Maritime Provinces; and the hair seal, the fur seal, the halibut and salmon, whilst the inland lakes and rivers

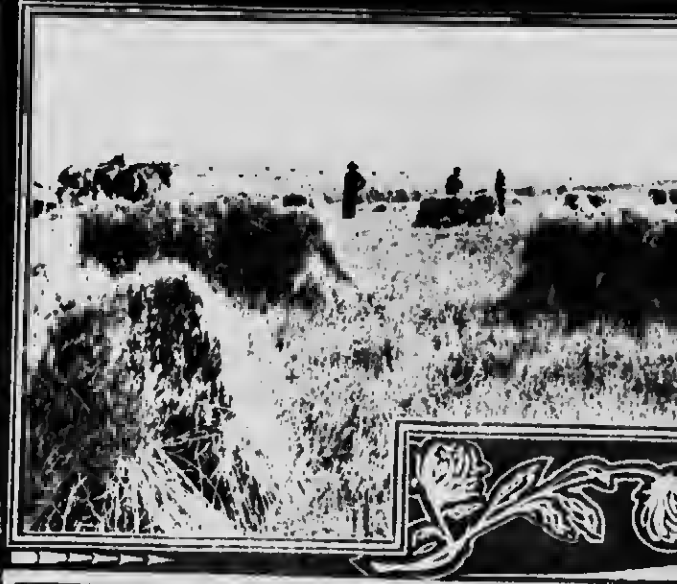
Mineral Wealth. Her coal and minerals and now yield \$133,000,000 a year, though only a small portion of her mineral wealth—her coal, her mineral fuel and oil which miner's pick or drill has never tested.

History. Her origin, is but a child among the nations. Only forty-six years have elapsed since four unlike and widely separated—Nova Scotia—combined their fortunes to build a new British nation in America. Through stress and adversity she has passed unshaken. The vast regions of the North and West have been acquired, opened up and settled by a million and a half of souls. The two sister-colonies on the seaboard, Prince Edward Island and New Brunswick, the great daughters of the plains, Manitoba, Saskatchewan and Alberta, have sprung up to the westward, the world-conquest of peace and plenty. Canada has demonstrated her possibilities, and now she offers the religious freedom to the world-wide recruits who yearly flock to her standard and share in the life she has surmised.

Resources. Canada's greatest wealth is to be found in her boundless opportunity and her undeveloped resources. She has a population of eight million people, drawn from that element in all races which combines the courage, hardihood and energy of the pioneer; 30,000 miles of railway; canals which carry 44,000,000 tons of traffic per year; employing more than 500,000 workers and turning out a yearly product almost equal in value to the value of her communications per year; 35,000 miles of telegraph lines; 400,000 telephones; churches and schools; a population of 10,000,000, and an external trade now far surpassing a billion dollars per year—these are some of

Exports. She is widely known as a great world-source of raw and partly manufactured products. Her grain, her lumber, her furs, her minerals, her products for the homes and workshops of Europe. To-day her production of these materials exceeds the value of the country claims for her the attention of the world's buyers of finished products. Her farm produce is valued at \$1,000,000,000, her mines \$133,000,000, her fisheries \$35,000,000, while of manufactured goods, her products hold honourable place in the marts of foreign lands. With her forest and mineral resources as yet but partially harnessed, her splendid transportation systems and her unrivalled situation between the Atlantic and the Pacific, her increase beyond any present means of estimation.

Opportunities. Her energy and ambition, with mental, moral and physical strength, who want homes of their own, and who are seeking employment: to men with money to develop her resources and utilize her unexcelled financial resources; to men with money to develop her resources and utilize her unexcelled financial resources; to men with money to develop her resources and utilize her unexcelled financial resources. For the agricultural labourer without capital there is remunerative employment; for the farmer there is a quarter-section (160 acres) of wheat land to be won by only three years of partial cultivation; for the industrial field there are mines to be opened, forests to be cut, railways to be constructed, towns



Dominion of Canada



CLARENCE WOODS BROWN ©

1. Logging Scene.
2. Harvesting in the North-west.
3. Opening of the House of Commons.

to be built, and thousands of openings to manufacture such lines of goods as Canada has. As a Canadian, the Dominion holds out many attractions. Her government, municipal authorities, and business opportunities, combining safe investment, sure profits, and the prospect of constantly increasing wealth.

TRANSPORTATION: Canada's 30,000 miles of railways are practically all owned and operated by the Government.

The Grand Trunk, in the beginning a main line from Montreal to Toronto, and by the acquisition of many smaller roads, to be the principal system and it was the great collector and distributor of traffic to and from the ocean ports of the United States. It now has a length of 3,117 miles.

Following the acquisition of the Great West and the accession of British Columbia, a line was completed from ocean to ocean in 1886. It also entered the general transportation system and soon rivalled its older competitor in local services. It is the largest railway system in the world.

About fifteen years ago the acceleration of development in the West gave rise to a new company, organized by the Grand Trunk and known as the Canadian Pacific, which is now running mostly to the north of the existing line of the Canadian Pacific. A new route will be completed and in operation in 1914 and will reach from Montreal to the Pacific.

From small and unobtrusive beginnings another great company has entered the field of Canada—viz., the Canadian Northern. It has built and purchased lines in eight provinces, with a large mileage in Nova Scotia, and will comprise in main lines and branches over 10,000 miles.

The Government of Canada, in pursuance of the terms of Confederation, has built lines from Pictou, Halifax and St. John in the Maritime Provinces, to Montreal, and a line from Montreal to the Pacific. In addition, there are in Canada numerous short railways serving local needs.

Taken together, the railways of Canada form an overland transportation system, with their termini at the principal ports on both oceans, afford direct routes from any part of the country to any other part, and give access to every part of the country for both freight and passenger traffic from all directions.

All these railways have numerous branches and cross lines, acting as feeders to the main lines, and serving small towns and farming communities.

The latest Canadian railway under Government construction is designed to connect the Atlantic Ocean. It joins the Canadian system at Le Pas with Port Nelson, 418 miles from the Atlantic. Commerce will flow between Canada and Europe. From Winnipeg by this route the distance to the Atlantic is 2,734 miles, with the shortest present route via Montreal of 1,421 miles by land and 2,734 miles by sea.

The railways in Canada are under the supervision of the Board of Railway Commissioners, for the convenience of the general public.

Railways, great and important as they are, are not Canada's sole resource. The St. Lawrence waterway of enormous utility. The route from the Atlantic to "the head of the continent" is the centre of the continent. By this channel millions of bushels of grain and great quantities of lumber and other goods find their way to the ocean, and the return traffic is composed of heavy import freight and goods manufactured in the interior. Natural obstacles to free navigation have been overcome by locks, canals, channels and other canalized waters. In 1912 the vessel tonnage through the St. Lawrence was 20,275,120 tons. The enlarged Welland Canal will equal, in some details, the Erie Canal. The navigation system in Eastern Canada, while the principal rivers of the prairie region are, or are being, improved, the navigation system is the great relieving factor in the transportation problem of Canada.

In the matter of external communication the Dominion is fortunate. Halifax, Vancouver, Victoria and Prince Rupert are all within a few days' sail of a thousand miles from the open sea. Lines of splendid steamships, aided often

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What Canada Is

goods as Canada now obtains from other lands. To the man with capital who cannot become merchant, municipal, railway and industrial bonds offer, to the discriminating investor, unequalled opportunities of constantly increasing values.

ways are practically organized into five great systems, one of which is owned and operated by

the city of Toronto, built more than half-a-century ago, gradually grew, by construction of new trunk and principal system of the country. Its divisions and connections tapped all parts of older Ontario, and the ocean port of Montreal, the numerous Great Lake ports and points of communication with

the province of British Columbia to the Dominion, the Canadian Pacific came into being, and its main trunk a general transportation field in both old and new Canada, and, by purchase and construction, the largest railway system in the world operated by one company, having a total mileage of 11,601 miles.

The West gave rise to the demand for another link with Eastern Canada, and the Government authorized the line known as the Grand Trunk Pacific, for the purpose of building a new route from the Atlantic coast to the Canadian Pacific and opening to settlement a vast region capable of great development. This line runs from Moncton, N. B., to Prince Rupert, B. C., and have a main trunk length of 3,546 miles.

The Government has entered into strong competition with these older rivals for the growing carrying business. It has built lines in eight provinces, and within a year will possess a road from Quebec to Vancouver, and branches a rail length of over 5,600 miles.

The Dominion Government has built and now operates the Intercolonial Railway, extending from Sydney, Nova Scotia, to Halifax, and a line of railway in Prince Edward Island. The total mileage is 1,500. Besides the main trunk serving local needs, several of which are electrically operated.

The Canadian transportation system of which any country might be justly proud. The three transcontinental trunk lines afford direct routes for the export of the products of the most inland provinces, and likewise afford easy access to the seaboard from abroad, no matter at what port it may enter.

The Government is acting as feeders and distributors for the main lines and bringing transportation facilities to the

interior. The new line is designed to open up the shortest possible route to Europe via Hudson Bay on the North coast to the town of Nelson, 418 miles distant, whence it is hoped that for at least four months in midsummer the distance would be 886 miles by land and 2,960 miles by sea, as compared with 2,734 miles by sea.

The Board of Railway Commissioners in all matters relating to rates, services, and the safety and

the Government's sole resource for inland transportation. The St. Lawrence River and Great Lakes form a "waterway to the head of the Lakes" is approximately two thousand miles in length and reaches almost to the head of the Lakes. The main and great volumes of general produce annually find their way to the seaboard, while the bulk of the lumber and ore produced in the East for consumption in the West. The coal, lumber and ore traffic on the Lakes has not yet been overcome by the building of canals aggregating eighty miles in all, apart from improved navigation through the Sault Ste. Marie canal amounted to 25,832,244 tons, while through the Suez it was 100,000,000 tons. In some details, the great Panama channel. Numerous smaller canals connect lakes and rivers in the interior, or are being made, navigable for many stretches of hundreds of miles each. The inland waterway is one of the great problems of Canada.

is fortunate. Halifax, St. John and many smaller Atlantic ports are open all the year round, as are the ports of the Gulf of St. Lawrence and the Bay of Fundy. In summer ocean craft of 15,000 tons penetrate by the St. Lawrence to Montreal, and, aided often by Government subsidies, give frequent service to all parts of the world.

Dominion of Canada



1. Cathedral In Quebec City
2. Lake Louise, B. C.
3. Parliament Building, Ont.

Canada

What Canada Is

SCENIC AND SPORTING ATTRACTIONS: Canada is the land of contrasts. From ocean to ocean, scenes of natural beauty, centres of commercial industry, and spots hallowed by the deeds and sacrifices of her pioneers are found side-by-side. The railways, the settler and the town-builder are seen everywhere in the newly settled districts, and all three realize the beauty and value of mountain, river, lake and forest, and unite to preserve them from needless defacement and pollution. This appreciation of natural attractions has been emphasized by the Federal and Provincial Governments, which have set aside large forest and game reserves and enacted rigid game-protective laws, assuring to posterity the preservation of those unrivalled natural features which have been the wonder and delight of explorers and travellers for almost four centuries.

Few peoples are so fortunate as Canadians in having their workshops and their market-places side-by-side with their playgrounds, while to the tourist the Dominion offers unsurpassed combinations of luxurious transportation, good accommodation and unrivalled scenic attractions.

Seldom, even in the largest cities, is one more than a few miles distance from the scene of primeval Nature, worth long journeys to behold. Halifax combines the activity of a great port, the charms of a famous watering-place, and the halo of antiquity which ever hangs about an ancient fortress; while busy St. John stands sentinel over the Ocean Portal of New Brunswick at the mouth of the mighty St. John River, which, with its numerous affluents, constitutes one of the most beautiful and attractive inland water stretches of the world. Louisburg's ruins lie amid the beauties of Cape Breton close by the great ironworks of Sydney.

From Quebec's ancient citadel the spectator gazes down upon the busy wharves and shipping, fronting the striking pictures of the Lower St. Lawrence; while Montreal, Canada's largest city and greatest port, opens one gate upon her magnificent river and another upon the most unique feature of the famed Laurentian belt, Mount Royal.

Ottawa, dignified as the Dominion's Capital, now a City of over 100,000 people, is the portal of the Gatineau and Algonquin Park regions; and Toronto, the distributing and manufacturing metropolis of Ontario, lies between the garden peninsula of Niagara and the pleasure-land of Muskoka.

From Winnipeg, built on the site of historic Fort Garry, the ways East, North and West lead to the scene of charming variety. Calgary and Edmonton are the gateways to the Rockies, from whose heights a land of wondrous beauty stretches down to the long coast-line from Prince Rupert to Vancouver, where the shipping of the Far East finds its Western goal.

So, everywhere, the dweller in even the largest cities has his playground at hand, and the tourist finds that he may revel in the scenes of unsurpassed beauty while he still enjoys all the comfort and luxuries that a modern city affords.

The railways of Canada, realizing the great value to the country of her scenic attraction, have, while penetrating to the loveliest regions, taken care not to destroy their natural charm, and, to make them popular with the traveller, have erected attractive modern hotels in close proximity to the chief points of interest. Thus, in the fascinating wilderness region of the Lake St. John country, in the meze of lakes and hills called "the Highlands of Ontario," and amid the awe-inspiring wonders of the Rockies, such facilities and comforts are provided that the invalid as well as the most hardy traveller may undertake a pleasure tour without fear or misgiving.

To the sportsman or seeker for athletic amusement Canada offers unusual attractions. Golf, tennis, bowling, football, cricket, baseball, the national game of lacrosse, and the unique winter sports of hockey, ski-running, tobogganing, ice-boating and snow-shoeing may be widely enjoyed. Canoeing, rowing, yachting and motor-boat racing have become great popular aquatic attractions, and teams and crews of picked athletes from the United States and the United Kingdom and other parts of the world visit the Dominion to contest with Canadian organizations for the honours of the athletic field.

To the angler every part of the country sends forth special call. The bays, lakes and streams of the Maritime Provinces, Quebec, Ontario, Alberta and British Columbia, are all famed for their salmon, trout and bass, while each has such special and characteristic species of other game-fish that the angler who passes from ocean to ocean, casting his line in each enticing spot en route, finds a new delight in every fresh experience. On his behalf Governments have intervened. Restrictions necessary to the preservation of the supply of game-fish have been imposed, and millions of fry are planted every year to provide against depletion.

For the small game hunter in every Province, woodland, plains and lakes abound with game birds of many species. Twice per year innumerable flocks of plover, duck and geese pass over Canada on their way to the summer breeding grounds of the North, and back again to their Southern winter homes, affording at their feeding and resting places abundant game for sportsmen. The woodcock, partridge, snipe, quail, wild turkey and prairie chicken are also found, and pheasants are rapidly being acclimatized on the Pacific slope. Fur-bearing animals are also found within easy distance of many towns and railway lines. The red deer, the fox, the raccoon and common bear may be hunted in districts little more remote, and afford sport each season for the city men who need only light equipment and very few holidays to indulge their favourite pastime.

But it is for the big game hunter that Canada holds the strongest lure. The home of the moose, the elk, the caribou, the big-horn and the grizzly has attractions which no other land can rival. These kings of the wilderness are to be hunted with almost the ease which attends the pursuit of their lesser kin. Railways penetrate their stamping-grounds, guides and equipment are easily procurable, and the quarry may be pursued amid scenery and climatic conditions unrivalled by any hunting-ground in the world.

Dominion of Canada



1. Mount Whitehorn.
2. In the Felkirks.
3. On the Summit of Whitehorn.
4. Valley of Thousand Falls.

5. Mt. Robson Glacier.
6. Transcontinental Glacier.
7. Tumbling Glacier.
8. A Crevasse on Mt. Robson.

Canada What Canada Is

In exploration and mountain-climbing outdoor sport has a strenuous climax, and for both of these Canada offers unusual opportunities. There are thousands of square miles of the public domain where the foot of white man has never trod, hundreds of lakes and rivers unmapped and unnamed and geographical problems of every sort awaiting their solution. To the hardy adventurer opportunity beckons. Here is a land of peace and health and sunshine where he may become a pathfinder and pioneer, winning a place in the nation's history, and yet not incur the grave perils of disease and native savagery which haunt the wilderness of other lands.

To the mountain-climber there is equal promise. Alpine clubs attempt, each season, the conquest of some virgin peak of the Rockies or the Selkirk, and the ranges of the Western region are so vast that there will be heights unscouted, glaciers uncrossed and stream sources shrouded in mystery when the twentieth century is closing.

To all who seek restoration of health, relaxation from business, or opportunity for amusement and sport, Canada offers the most varied and attractive field in the world.

TRADE AND COMMERCE: The broad basis and great development of Canada's productive power are strikingly shown by the remarkable progress of her trade and commerce during the last two decades. The first twenty years of Confederation constituted a period of preparation. A vast area had to be consolidated, explored, surveyed and opened up to settlement. Communications by water and land had to be established and an extended mechanism of production and transport culled into being. Population increased at first slowly and immigration came gradually.

In due time her hour struck, and during the past two decades Canada's commercial development has been a world-wonder. From 1893 to 1903 her trade expansion was 88 per cent., while from 1903 to 1913 it touched 132 per cent., an increase in 20 years from \$247,638,620 in 1893 to \$1,085,264,449 in 1913.

Successive increases during the last four years have been: \$121,942,454; \$76,232,684; \$105,193,889; and \$210,626,655.

There is no system of accurate statistics from which to calculate the volume of interprovincial trade, but it undoubtedly far exceeds the figures of external trade.

Three great factors of Canada's commercial progress are: The diversity of her products, the complementary character of the different parts of her vast domains, and the globe-encircling range of her overseas trade channels. Were Canada to be entirely isolated from the rest of the world, Canadians could feed, clothe, house and maintain themselves unassisted. Except cotton and tropical products, the country grows practically everything necessary for modern life. Each principal product has its special use. Thus, lumber, pulp, paper and furniture are manufactured where the finest forest growth is found; grain and cattle practically monopolise the Prairie Provinces and Ontario; fish abound on the seaboards and inland waters; fruit and every sort of vegetable have their appropriate regions; and manufacturing establishments have sprung up where power, transportation and the supply of raw materials combine to make industry most profitable.

The interchange of these diversified products gives rise to an immense interprovincial trade carried on between widely separated and stimulated by varying supply and demand.

British Columbia is a mining, lumbering, fishing and fruit-growing province, with comparatively small areas as yet devoted to the production of food products. The Prairie Provinces are prolific in food products, but raise little or no fruit and comparatively little lumber. The northern portions of Ontario and Quebec are the home of the lumbering and mining industries chiefly, and food products are supplied by the rich producing areas of the southern portions of these Provinces. The West has comparatively few manufactures; the East is the home of industrial production and withal prolific in ocean food-fish. The exchange of these diverse products over long distances provides material for extensive transportation systems and totals up in aggregate exchange to vast proportions.

The development of Canada's overseas trade has been the pride of succeeding Governments. By means of generous subsidies trans-oceanic services have been established, both on the Atlantic and Pacific Oceans. On the Pacific there is a service every two weeks, both summer and winter, by fast, commodious steamships, from Vancouver, calling at Victoria, to Yokohama, thence to Kobe, Nagasaki, Shanghai and Hong Kong, being a total steaming distance from Vancouver of 6,271 miles. From Vancouver also there is a sailing every four weeks to New Zealand and Australia, calling at Honolulu in the Sandwich Islands and Suva in the Fijis, to Auckland, thence to Melbourne and Sydney.

It is, however, only natural that greater strides should have been made in the size and speed of the steamships employed in the Atlantic services. Subsidized lines have been established from Canadian Atlantic ports to the British West Indies and South America, South Africa, France and Belgium, and to the principal ports of England, Scotland and Ireland.

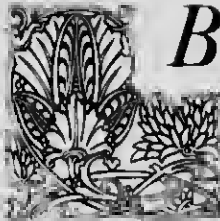
Palatial steamers of 15,000 tons and over and capable of steaming 20 knots an hour now ply regularly between British ports and Montreal in the summer, and St. John and Halifax in the winter. The famous scenic St. Lawrence River route attracts tourists from all parts of the world, as it permits a voyage crossing the Atlantic from England of only four days from land to land, thence up the majestic river to Quebec and Montreal, where the landscape on either side is dotted as far as the eye can see with the picturesque farms and cottages of the habitants. Beyond Montreal, steamers providing every modern comfort for passengers pass daily through the far-famed Thousand Islands in the St. Lawrence River, which great waterway has its source in the magnificent chain of lakes extending inland for 1,000 miles, through which millions of dollars' worth of commerce pass every year from the central portions of Canada and the United States to the markets of Europe.



British Columbia



British Columbia House of Parliament.



B *BRITISH COLUMBIA*, Canada's Maritime Province on the Pacific coast, in 1911, being 355,855 square miles. It is a great irregular quadrangle, 400 miles, lying between latitudes 49 and 60 degrees north. It is bounded on the north by the provinces of Washington, Idaho and Montana; on the west by the Pacific Ocean; on the east by the Province of Alberta. From the base of the Rocky Mountains, and thence north to the 120th meridian.

The last Census (1911) places the population at 350,000.

Previous to 1858 British Columbia—then known as the Colony of British Columbia—was a possession, but in that year it was constituted a Crown Colony owing to the large immigration of the Hudson's Bay Company in 1843, and was made a Crown Colony in 1849. In 1871, on July 20, 1871, British Columbia entered the Canadian Confederation, and is represented in the Parliament of Canada.

The vast tract comprised within the limits of the Province—extending as it does from the coast to the Rocky Mountains—naturally affords a great diversity of climate.

The Coast region has been described as "having a climate wonderfully like that of the Pacific Gulf Stream (Japan Current) striking the Coast gives to Vancouver a mild climate, and there is a difference of at least ten degrees of latitude in favour of place. The interior is subject to greater extremes, both of heat and cold, but nowhere are the extremes so great as in the interior. It is for the most part drier and the snowfall consequently less.

The Provincial Government is administered by a Lieutenant-Governor and a Council known as a "responsible government." The Assembly is elected for four years, every member is registered, being entitled to vote. The present Legislature consists of 40 Conservatives and 40 Liberals (after a general election (1912)).

A complete system of free education was established by Act in 1872. The members of the Executive Council. The Minister of Education directs the general management of the schools. Rural school district trustees are elected to attend to the local affairs of the school, and (first, second, or third class) trustees are elected for this purpose.

There are at present 30 High Schools in the Province. The number of scholars is 46,755 pupils. The schools are free and non-sectarian. The highest morality maintained. School districts are formed wherever there are 20 children between the ages of 6 and 16.

The Legislature has set aside two million acres of land as an endowment for the Province of Vancouver.

The trade of the Province is developing rapidly. In 1912-13 the imports were valued at \$93,683,848, being an increase of \$24,065,847 over the previous fiscal year. Exports (chiefly salmon, halibut, herrings, whale products and oil), lumber, furs, skins, etc., are sent to Germany, Eastern Canada, the United States, the Hawaiian Islands, Australia and other countries. Great quantities of lumber are shipped to Great Britain, South Africa, Japan, China, and other countries. Furs and other peltries—are sent to Great Britain and the United States. China also buys large quantities of furs, principally obtained from whales and dog-fish, are consigned to Great Britain, the United States, and other countries. The fur trade of the Province is rapidly developing, the fruit growing industry is rapidly developing, the fruit growing industry finds a good market. Whaling, a new industry, makes an important item in the exports.

British Columbia

Province on the Pacific Ocean, is the largest in the Dominion, its area, according to the Census of 1901, being an irregular quadrangle about 700 miles from north to south, with an average width of about 200 degrees north. It is bounded on the south by the Straits of Juan de Fuca and the States of Washington and Oregon; on the west by the Pacific Ocean and Southern Alaska; on the north by Yukon and MacKenzie Territorial boundaries. From the 29th degree north to the 54th degree the eastern boundary follows the 120th meridian.

Population at 392,480. In 1901 the population was 175,657.

Province then known as New Caledonia—formed a portion of the Hudson's Bay Company's concession for large-scale immigration consequent on the discovery of gold. Vancouver Island was leased to the United States in 1849. In 1866 the colonies of British Columbia and Vancouver Island were united, and the Province, and is represented by three members in the Senate and seven in the House of Commons of Canada.

Province extending as it does through nearly 12 degrees of latitude, with a varying breadth and elevation

is wonderfully like that of England, only the summers are much drier." The warm, tropical waters of the Gulf of Georgia, Vancouver Island and the Coast generally a mild and agreeable climate; there is little frost in the interior. The climate is more favourable to agriculture in places on the Coast as compared with corresponding positions on the Atlantic Coast. The extremes of climate nowhere are the extremes so great as on the eastern slope of the Rocky Mountains; the climate

is governed by the Governor and Legislative Assembly of 42 members on the system of executive administration for four years, every male adult (British subject) having resided six months in the Province, duly qualified, elects 40 Conservatives and two Socialists, the Liberals having failed to return a member at the last

election in 1872. The central control is vested in the Council of Public Instruction, composed of the Governor and the general management of the schools through the Superintendent of Education. In each of the 40 school districts, and in the city school districts seven, five, or three (according to grade, whether

primary or secondary) number of schools in operation in 1912-13 was 646, under 1,597 teachers, with an enrolment of 100,000. The best morality must be inculcated, but no religious dogma nor creed is permitted to be taught. The ages of 6 and 16 years available for school purposes.

There is an endowment for a Provincial University, a site for which has been chosen at the City of Victoria.

In 1913 the imports amounted to \$66,596,479, and the exports to \$27,087,369, or a total of \$93,683,848 for the year. Exports consist of minerals (chiefly gold, silver, copper and coal), sea products (fish, furs, skins, etc.). A large portion of the salmon (canned and pickled) goes to Great Britain, Australia and Japan. The United States consumes a large share of the exported coal, and Canada, China, India, Australia, Mexico and South America. The valuable furs—seal, sea otter and marten—also buy a considerable amount of lumber, timber and furs. Valuable shipments of oil, wool, and other products to Great Britain, the United States and Hawaii. A large inter-provincial trade with Alberta, Saskatchewan and Manitoba, the fruit grown in British Columbia being largely shipped to the Prairie Provinces, where it is a valuable item in the export trade.

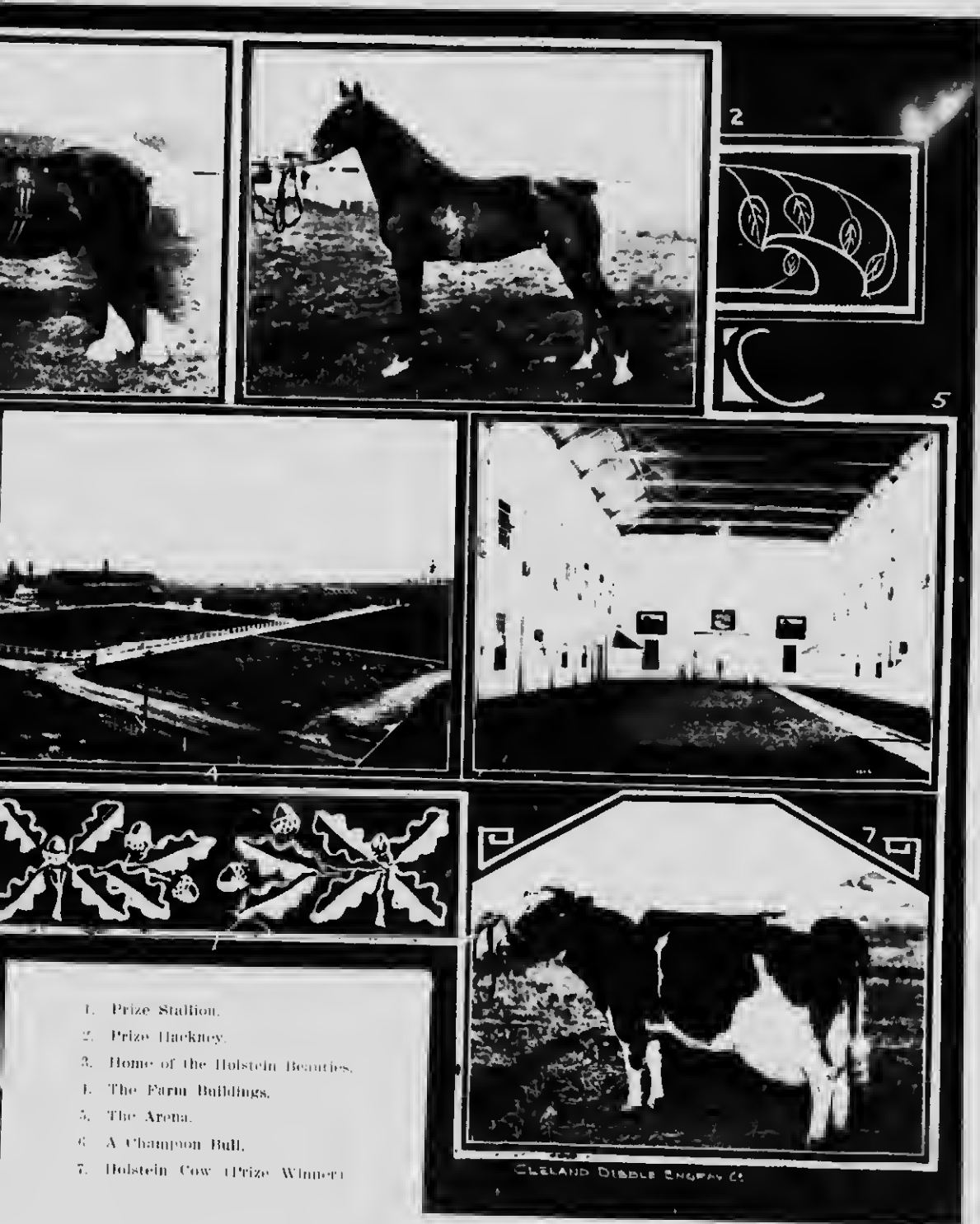


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British Columbia



1. Prize Stallion.
2. Prize Hackney.
3. Home of the Holstein Beauties.
4. The Farm Buildings.
5. The Arena.
6. A Champion Bull.
7. Holstein Cow (Prize Winner)

CLELAND DIBBLE ENGRAVING CO.

The number and tonnage of vessels entered and cleared at British Columbia

INWARD		
From the sea	5,729 vessels	4,672,058 tons
Coasting trade	29,243 "	12,025,510 "
Total	34,972 vessels	16,697,568 tons
OUTWARD		
For the sea	5,629 vessels	4,564,137 tons
Coasting trade	29,698 "	11,852,814 "
Total	35,327 vessels	16,416,951 tons

Some of the principal cities and towns are:—Victoria (the Capital)—pop. 8,168; Nanaimo, 8,168; Nelson, 4,476; Prince Rupert, 4,184.

The mineral production of the Province to the end of 1912 amounted in value to \$16,344,751. A great advance has been made in metalliferous mining; the oldest districts have increased their production, clearly shown by the increase in production since 1900, which was \$16,344,751; 1912, \$16,344,751.

British Columbia's coal measures are estimated to contain 40 billion tons of coal. The Province has a compact area of merchantable timber in North America. The importance of the forest resources is shown by the immense deposits of magnetite and hematite iron of the finest quality which still remain to be explored. 60,000,000 acres, and less than one-tenth of the available land is settled upon, much of it is still unexploited. Petroleum deposits, but recently discovered, are among the most extensive in the Province.

The Canadian Pacific is at present the principal railway in the Province. It has a main line from Vancouver to Regina, and several branches connecting with United States railway systems; also a number of coasting steamers. The railway mileage of the Province is about 5,000 miles.

The Grand Trunk Pacific Railway is progressing rapidly with the building of a main line from Vancouver to Regina, and it has trains operating as far as Rose Lake, a distance of 300 miles. The steel for the main line of the Canadian Northern Pacific is under contract to build six hundred miles of railway from Vancouver to Regina within four years from June, 1910. The building of the Pacific Great Eastern Railway is also progressing on with all possible speed.

PROVINCIAL FINANCE

	Revenue	Expenditure	Debt (Net)
1903	\$ 1,736,445	\$ 3,395,182	\$8,539,878
1904	2,331,164	2,862,794	8,764,412
1905	2,613,385	2,302,417	8,788,228
1906	2,737,366	2,677,645	8,106,152
1907	4,137,519	2,849,479	6,525,233
1908	5,436,978	4,590,673	4,226,818
1909	4,664,500 (9 mos.)	3,745,349	3,294,577
1910	8,874,741	6,649,994	801,644
1911	10,492,892	8,414,825	1,497,694
1912	10,745,708	11,189,024	1,054,378
1913	12,510,215	15,412,322	1,846,228

British Columbia

British Columbia ports for the fiscal year ended March 31, 1913, were as follows:

BRITISH COLUMBIA PRODUCED IN 1913:

tons	Minerals (estimated)	\$ 30,158,793
"	Lumber	28,000,000
tons	Fish	14,455,488
"	Agriculture	22,269,768
"	Manufactures	45,000,000
tons	Total	\$139,884,049

(Capital)—population, 1911, 31,660; Vancouver, 123,902; New Westminster, 13,199;

amounted in value to \$430,137,522, towards which sum coal contributed \$132,871,155. As they have increased their production, while new fields have been opened up. This advance is \$6,344,751; 1905, \$22,461,325; 1912, \$32,440,800.

million tons of bituminous coal and 61 million tons of anthracite coal. It possesses the greatest abundance of the fisheries, apart from salmon fishing, is only beginning to be realized. There are vast areas which still remain undeveloped. The area of agricultural and fruit lands is estimated at 10 million acres, much less cultivated. The Province has millions of acres of pulpwood as yet unexploited extensive in the world, and most of the territory is unexplored and its potential value unknown.

Province. It has two main lines—the Canadian Pacific Railway and the Crows Nest Pass Railway systems; also steamboat connections on the land lakes, besides its large fleet of ocean-going vessels, 5,000 miles, either built or in course of construction.

The building of its main line eastward from Prince Rupert, near the mouth of the Skeena River, to Fort George from the Yellowhead Pass due west; and the building of a railway from Tete Jaune Cache to Barkley Sound on the west coast of Vancouver Island and the Eastern Railway line between Newport, Howe Sound, and Fort George is being carried

VITAL STATISTICS

	Births	Deaths	Marriages
1909	4,264	2,784	3,448
1910	5,005	3,221	3,280
1911	5,841	3,660	4,509
1912	8,008	4,313	5,235

This Province still finds favor with emigrants, as during the fiscal year ending March 31, 1913, there were over 6,000 arrivals more than the previous year:—

1909-10	30,721
1910-11	54,701
1911-12	51,843
1912-13	57,960



Victoria, B. C.



W. L. LINDSAY & CO.

1. Unloading Fish in Cannery
2. A Private Residence.
3. Victoria Harbor
4. One of the many Schools.
5. Empress Hotel and Vicinity
6. C. P. R. Dock
7. Timber Scene



VICTORIA, British Columbia, as a Pacific Canadian seaport in proportion to population, with any Pacific Coast metropolis or American cities. Residentially it has very great advantages. It is important every year, although it may be rightly said to be the Province of British Columbia it is the seat of Government.

It is Canada's first and last port of call on the Pacific coast. It is 80 miles nearer the sea-roads than Vancouver, its nearest British Columbia port. Its access to the deep sea water is secured by expending almost five million dollars in preparing a great Outer Harbour to meet the summer Harbour improvements and one of the largest dry docks ever built. It is the City of Victoria.

The following table of tonnage for ten years shows an increase of 168.2 per cent in 1912 indicates pointedly the marked growth in tonnage figures. In 1909 Victoria

Year	Tonnage of Vessels
1903	3,371,759 tons
1904	3,252,862 "
1905	3,158,330 "
1906	2,915,036 "
1907	4,138,934 "

Increase 168.2%

As a commercial centre and distributing point Victoria has always been the great departments of the City's business, as well as the coastal trade south with the Pacific Car Ferries transportation facilities with the Mainland of Canada and the bridge will make Victoria an Island-Inland metropolis which will touch hands.

Building Permits and Bank Clearings for 1909, 1910, 1911 and 1912

Building Permits	
1909	\$1,773,420
1910	2,373,045
1911	4,260,315
1912	8,182,155

The year of 1912 was a phenomenal—a banner year. What does it mean of the money-strings? The bank clearings at Victoria were \$176,977,074, or a little over forty-two million dollars in excess of 1911.

Victoria, B. C.

Canadian seaport, ranks first, and as a commercial centre and distributing point it measures high, Pacific Coast metropolis. Climatically and scenically it is admittedly pre-eminent among North West Coast ports. Its great advantages indeed. From a manufacturing standpoint it is becoming more and more highly regarded. It is rightly said to be in its infancy so far as manufacturing is concerned. As the capital of the vast Province of British Columbia, it is the seat of the Government. So much, in a nutshell, for Victoria's values.

Call on the Pacific to the United States and to the Panama Canal, when that is completed. It is the gateway to the West, its neighbour on the Mainland. It has less than half the fog or rainfall of any British Columbia port. Its water is straight, close, and free from obstruction. And finally, the Dominion Government is building a new harbour to meet Panama Canal and steadily growing Oriental trade necessities, including in this new harbour a pier ever built. This last will be placed at Esquimalt Harbour—a harbour practically in the limits of Victoria.

Increase of 168.29 per cent. in that period, and the steady advance during 1909, 1910, 1911 and 1912. In 1909 Victoria exceeded any other port in Canada by 50,000 tons, Montreal ranking second:

Number of Vessels	Year	Tonnage of Vessels
1,759 tons	1908	4,852,481 tons
2,862 "	1909	4,826,769 "
3,330 "	1910	5,673,697 "
4,036 "	1911	7,307,274 "
4,934 "	1912	9,046,113 "

Increase 168.29 per cent.

Victoria has always been in the first class among Coast cities. Trade with the Orient has been one of the main features of the city's life. Trade with the United States. With the advent of the Canadian Northern and Grand Trunk Railway, and the United States will be greatly widened, and the huddling of the Seymour Narrows touch hands, by rail and sail, with all countries.

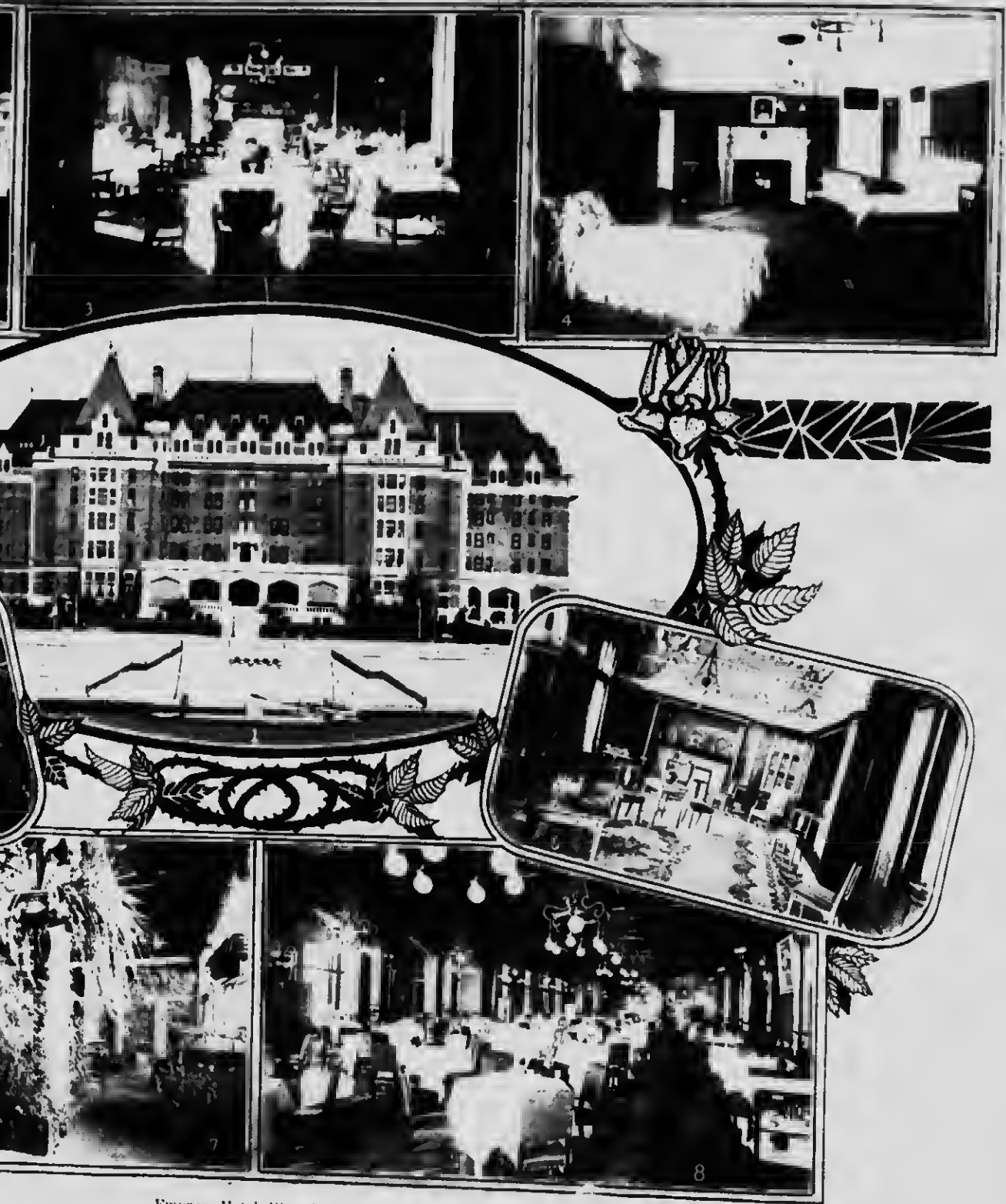
Bank Clearings for 1911 and 1912 were as follows:

Year	Bank Clearings
1909	\$ 70,695,882
1910	101,567,074
1911	134,929,816
1912	183,544,238

What does 1913 show—the year of the financial stringency—the year of an all-world tightening of belts? It shows a drop of only a little over six millions and a half from the great year of 1912, and



Victoria, B. C.



Empress Hotel, Victoria, B. C.

That Victoria justly claims climatic advantages is convincingly shown by the following table from 1903 to 1912 inclusive:

<i>Annual Temperature</i>	
1903	49.3
1904	50.3
1905	50.2
1906	51.3
1907	50.0
<i>Average Temperature</i>	

As to scenery, the Naples of the North (as Victoria has been named by its

Residentially, Victoria has very remarkable advantages. Its death-rate for the year in 1913 was 7.23. Its churches, libraries, theatres, parks, places of amusement, and its climate make it one city in ten thousand for enjoying life; while its superb attractions as the Queen City of the Sundown Seas.

Flowers are found blooming nearly every month of the year in Victoria garden. The annual snowfall ranges from half-an-inch to possibly five to seven inches. Roads lead from the city to the mountains, the forests and the seashore, and trips by

As regards manufacturing—coal, iron, timber, copper—all the essentials for industry are obtainable with all ports and ferry-railway connection with the Mainland of Canada and the West Coast. Paper and pulp mills offer the best openings for large manufactories. Of the smaller ones, machinery, woollen mills, piano and automobile manufactories, agricultural implements, jam factories, and various other manufactures.

Already there are something over one hundred and thirty factories, large and small, and their scope in the business world of the Capital City and make known the importance

Therefore from the point of a great shipping port, as a commercial centre and a manufacturing status and possibilities, Victoria, British Columbia, Canada, sets down the investigation concerning her claims to be reckoned with among the West Pacific cities.



Victoria, B. C.

ly shown by the following figures, which give the annual temperature for ten years, running

		<i>Annual Temperature</i>		
49.3	1908	.....	50.0	
50.3	1909	.....	48.5	
50.2	1910	.....	49.6	
51.3	1911	.....	48.8	
50.0	1912	.....	50.3	

verage Temperature 49.83

named by its admirers) has no equal, let alone superior, among the cities of North America.

death-rate for ten years has averaged 10.9. In 1911 the rate was 8 1-6; in 1912 it was 6.41; amusement, all-year opportunities for outdoor exercise and sport, its clubs, societies, museums, superh attraction in the way of situations for the building of beautiful homes completes its charm

in Victoria gardens. Most years there is not a month in which flowers of some variety are not five to seven inches, and this rarely stays for more than a day on the ground. Magnificent motor , and trips by boat and railway are to be had all the year round.

ne essentials to a great manufacturing city are at the very threshold of Victoria. Water connec- of Canada and the United States, furnish the present means of transportation. Steel mills and Of the smaller manufactures, there are openings for mining, lumhering and wood-working cultural implement manufactories, nail, glass, match, hrush and hroom factories, fruit canneries,

ctories, large and small, in Victoria, and manufacturing has of late taken active steps to enlarge the importance of its undertakings.

ercial centre and distributing base, as to climate and scenery, residential advantages and manu- , sets down the above facts and figures, and invites the closest comparison and the most rigid est Pacific cities, either in the United States or Canada.





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Uplands

Vancouver Island, B. C.



1. View of Olympic Mountains 5. Entrance Gate
 2. Islands in Cadboro Bay 6. Midland Road
 3. Maple Trees 7. Cadboro Bay
 4. Under Uplands Oaks 8. A Sandy Beach
 9. One of the Residences

W. G. L. AND W. B. L. L. ENGRAVING CO.



NANAIMO, BRITISH COLUMBIA, the pivotal point of Vancouver Island, 3,341 feet high in the background, and in the front the superb Islands of Newcastle and Protection, which in turn constitute at the same time, land-locked harbours along the Pacific Coast.

It is some thirty-three miles from the opposite Mainland, and only six miles by the navigator's route to the City of Vancouver Province, is only, in a direct line, some sixty miles, by rail seventy and by sea seventy.

The beauty of the situation alone might well account for the City that is now the dominant note of optimism which has never failed to resound from the voice of every citizen.

Nanaimo has an artery of commercial and industrial life attributable to no other city as rich as it is in timber and lands, as well as in minerals and mines, one-third of its market is covered; and now that railway development has begun and the competitive construction is unfolding of its marvellous riches and resources.

The magnificent Coal Mines lying underneath her streets and all around her, of various descriptions, and her adaptability to many more; her Fisheries and their accessories.

The supply of Coal is practically inexhaustible. The demand for it comes from all quarters. The Steamships are among its greatest patrons. Every appliance is provided for passengers to economise one hundred and twenty miles by coaling at Nanaimo rather than ports further west.

For the encouragement and development of future industries this splendid and fertile land.

The Fisheries of Nanaimo are the most extensive and valuable on the Pacific Coast. They do not by any means include the whole, for the waters yield a large supply every season. The catch each year exceeds in value half-a-million dollars and affords employment to a large number of the population.

The Timber on the Island, standing in vast array in the territory contiguous to the city, is a rich source of raw material. There are Lumber Mills, Sash and Door Factories, and a Box Factory.

The Nanaimo Foundry is not only a highly successful establishment in itself, but also a source of employment. The Timber used in the production of furniture of the highest class is well known.

The Clay which is found in Nanaimo and in the contiguous lands has already been discovered and is being organized.

Nanaimo, B. C.

al point of Vancouver Island, is delightfully situated, with Mount Benson towering some front the superb Gulf of Georgia, from the full force of whose waters it is protected by the turn constitute the outer limits of two of the most splendid, easily accessible and, at the Pacific Coast.

opposite Mainland, whose towering snow-clad mountains glint forever in the sun; only thirty- of Vancouver itself; while the distance to Victoria, the capital of the Island and of the by sea seventy-two miles.

ty that is now extending and asserting itself as it never hitherto has done, and for that voice of every Nanaimoite within the past thirty years.

utahle to no other Vancouver Island city. Great as is the area of British Columbia, and third of its magnificent revenue is, and for years has been, derived from the Island of Van- itive construction of them in all directions the City looks forward with confidence to the

all around her Harhours; her superb Harhour and facilities for shipping; her Manufactures and their accessory business of canning, etc., are assets of great value.

for it comes not only from all British Columbia, but from as far South as San Francisco, ovided for promptly supplying the demand and economising time, and the ships claim to r than ports farther North.

is splendid and cheap Coal supply will be an item of indubitable value and importance.

on the Pacific Coast; and though herring, salmon and cod form their essential basis, they supply every season of halibut, flounders, oysters and mixed fish, and it is estimated that the employment to about 1,000 men.

ory contiguous to Nanaimo, has called into existence many industries where wood is used as d a Box Factory—all in full operation.

ment in itself, but it gives indication of being the prelude of a great shipbuilding industry. s well known, and the demand will ere long call into existence a staple industry in Nanaimo.

nds has already called into existence three brick and tile industries, and other concerns are



CHITCHIKOT

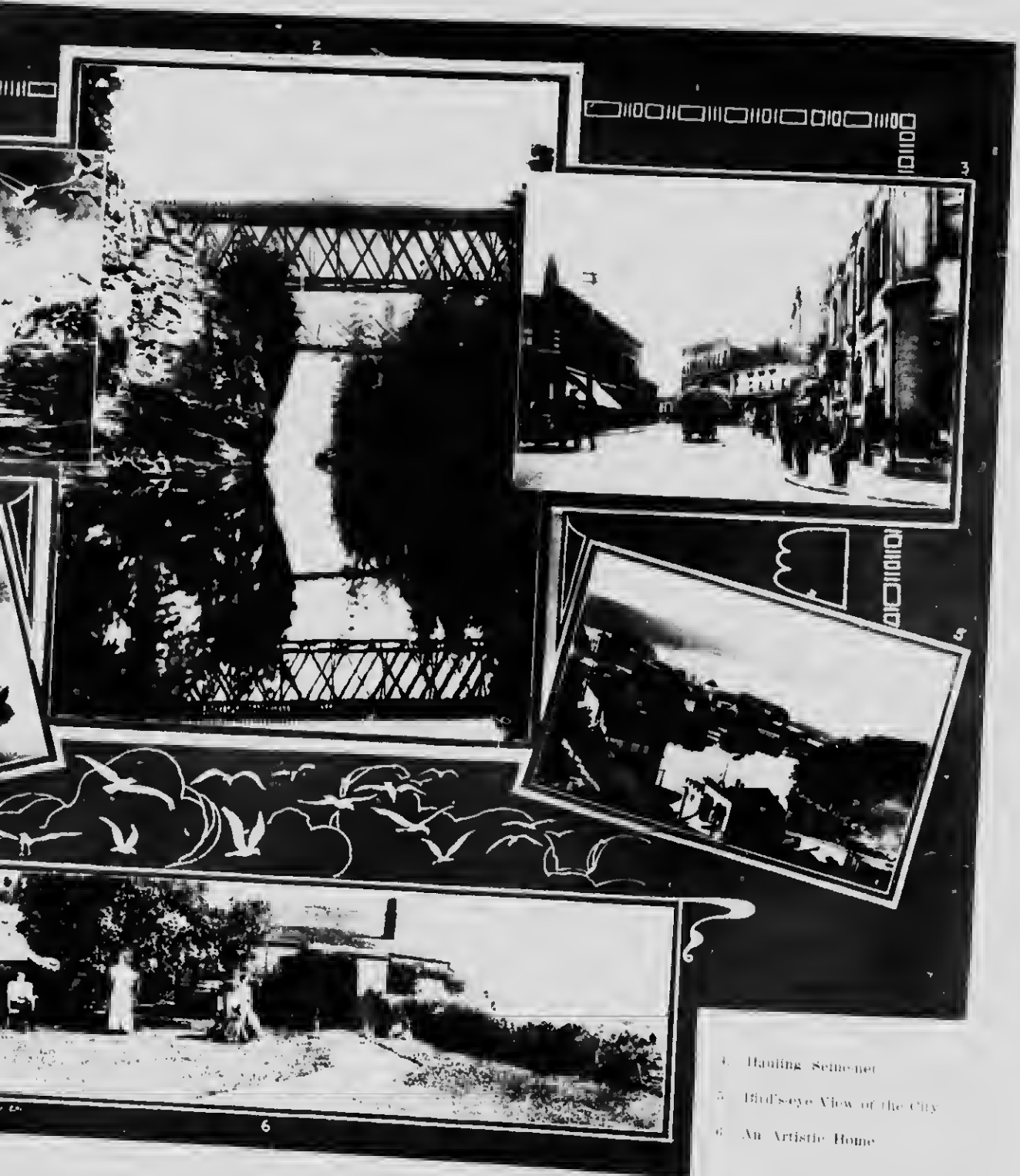
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1. Gulls Fishing for Herrings
2. Nanaimo River Canyon
3. Clatch Street

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Nanaimo, B. C.



Nanaimo, B.C.

These are indicative of the potentials of Nanaimo, but they do not exhaust her resources. Cigar factories, a creamery, bottling works, laundry (established entirely by local money concerns, all flourishing and progressing.

Immediately surrounding Nanaimo and stretching far into the interior are splendorous farms. From drought, and median moisture render them particularly favorable to the production of fruit.

Poultry-raising is an industry which in and around Nanaimo has received considerable attention, and has carried off prize after prize in every important show on the Mainland, as well as in Seattle.

The City has been active, especially in laying out, paving and concreting sidewalks. This work will be before the end of the present season. Then there is a capacious and thoroughly modern harbor, being regularly augmented, and includes the most modern motor-driven apparatus, wharves, etc.

There is also a complete system of Gas and Electric Lighting, with which the City is constantly making expansions and improvements it is not hard to perceive the installation at an early date.

The Banks, too, have evinced their interest and participation in the City's growth. The Bank of British Columbia, the Bank of Commerce, the Union Bank, the Royal Bank, and the Merchants Bank.

The City boasts of two daily papers, an Opera House and three Theatres, with a variety of amusements.

As a residential City Nanaimo has no compeer even among the Island and Mainland.

The beautiful lawns and gardens with which her citizens delight to surround their homes, and the little doubt that the tremendous era of development and expansion which must ensue on our shores instead of in the East, will bring to the streets of Nanaimo the fruits of her matchless opportunities, and by becoming Citizens themselves will establish a part in consummating the City's great destiny as a leading centre of Commercial, Industrial and Manufacturing activity, and of the routes to this unequalled wealth of Timber, Minerals and Land.

Nanaimo and each one of her Citizens are prepared to play their part in this great future.



Nanaimo, B. C.

not exhaust her active industries. There are canning factories, breweries, powder works, and several other (by local money and whose plant is said to be the best in the Province), and several other

superior are splendid Agricultural Lands. These are rich in soil, and the climate, freedom to the production of fruit and vegetables.

has received considerable attention in recent years, and Nanaimo District Exhibitors have done well as in Seattle, Tacoma and Portland.

concreting sidewalks, and there are twenty miles of concreted footpaths today, or there will be a thoroughly modern system of water supply, and an efficient fire-fighting system, which is a complete apparatus, while electric alarms are being added to it.

with which the houses and streets are supplied and illumined, and in view of present date an early date of an electric car system covering both City and Suburbs.

in the City's growth and belief in its future, and already there are branches of the Canadian Merchants Bank,

theatres, with a Dominion Biological Station on Departure Bay.

Island and Mainland's proud vaunters of splendor.

to surround their homes testify to their devotion to her progress and success, and there is much to be expected as a corollary of the opening of the Panama Canal, and the landing of thousands of Nanaimo vast numbers who, perceiving her many attractions, will proceed to avail themselves of the many opportunities which will establish new industries along some of the lines indicated, and thus contribute their share to the commercial, industrial and shipping activity, and the inevitable gateway of Vancouver Island.

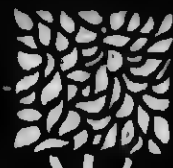
will take their part in this glorious unfolding and achievement.





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Port Alberni, B. C.



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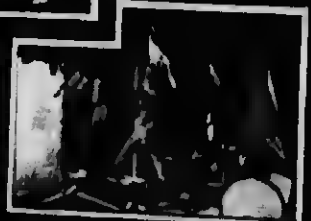
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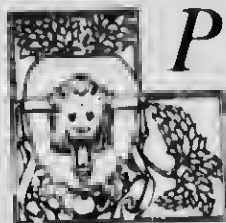


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- 1. Shipping Oil.
- 2. Deer for the Market.
- 3. River Scenery.
- 4. Lumber Industry.
- 5. Waterfront.
- 6. A group of Residences.
- 7. Logging Train.
- 8. Farm Scene.
- 9. Giant of the Forest.



PORT ALBERNI, British Columbia, is one of the newer cities now a population of about 1,500 (within the City limits), and

Situated as it is geographically, on Vancouver Island, and rich in minerals, Port Alberni gives every promise of becoming a port of call from rocks, with an average depth of from 60 to 300 feet and the interior, are valuable assets which cannot fail to be of great place of no mean importance.

There is considerable building activity in Port Alberni, and many handsome two fine hotels, a commodious office building, and a large hospital. The Dominion an expenditure of \$25,000, and will contain the Post Office, Telegraph, Fisheries

Two Banks are now located in Port Alberni, and two others have secured sites. The total building assessment of the City during 1913 was over half-a-million dollars.

In the residential district of Port Alberni many beautiful homes are situated, pretentious cottages shelter the working people, of whom quite a number own their

The payroll in Port Alberni amounts to \$57,000 a month, and forms a large this is no small showing.

The present and future commercial development of the City is carefully managed by wide-awake business men who are ever active in the promotion of their City's expansion.

Port Alberni stands at the head of the Alberni Canal, a waterway which the C. P. R. has its extreme western terminal station here, and the C. N. R. is now in service by steamboats to and from Vancouver—to which City it is only a five-hour

In the consideration of Port Alberni's future the enormous value of its timber there is enough standing timber of first-class quality to provide for a cut of 1,500,000,000 board feet provides for the payment of seven dollars in wages and ensures the employment of 10,000 men; it can readily be seen of what importance this industry alone is, and will be, to the

Fishing and its allied industries form another great support for Port Alberni for wealth of fish, from the famous British Columbia salmon and halibut to the herring for the markets, find an inexhaustible supply during all seasons in the waters of the fishing can satisfy their desires in that respect to their fullest satisfaction.

From a mineral point of view, Port Alberni lies not only in a region where there is of a good quality of bitumen underlie the City itself and its immediate surroundings of the Alberni Canal. The country has only partly been prospected, but gold and silver from many of the creek beds. Shale and clay for vitrified and common brick, also

Back from the Alberni Canal, in those valleys drained by the Somass and other rivers only await cultivation to be made productive and profitable. Alberni valley is rich in vegetables find a ready market at good prices. Peaches, plums, pears, apples, cherries have been placed on exhibition, on account of their fine appearance and superior flavor.

The social life in Port Alberni is pleasant, and every facility in that direction, houses, tennis and ball grounds, swimming and bathing beaches, etc., afford ample

Educational facilities are not neglected. Besides the Public Schools, the new school when completed, will cost \$10,000.

Presbyterian, Methodist and Anglican Churches are established in the City, and a new Church in the near future.

Taking all probabilities into consideration, Port Alberni will steadily advance on the Western Coast of the Dominion of Canada.

Port Alberni, B.C.

the newer cities of the Province, having been incorporated since March, 1912, only. It has (City limits), which is rapidly growing.

Vancouver Island, and being surrounded by a wealth of raw material, such as coal, timber and fisheries, becoming a prominent factor in the development of the Western Coast. A fine harbour, free to 300 feet and easy of access, and railroads connecting the port with the vast resources of the interior, will be of great advantage to the City's future as a shipping, manufacturing and commercial center.

Many handsome business blocks have been erected during the past year, among the latter being the Dominion Government is about to erect a building which, when completed, will represent the Fisheries and Customs Offices.

They have secured sites for buildings, with the intention of locating branches here in the near future. The cost of these buildings is estimated at ten-million dollars.

They are situated, surrounded by shady grounds and flower-dotted lawns, and a number of less than a dozen own their homes.

It also forms a large part of the retail merchants' revenue. For a new City still in the making

is carefully nursed by the Port Alberni Board of Trade, which is composed of progressive, business men for the City's expansion.

The waterway which divides Vancouver Island in the centre and is twenty-four miles in length. The Canadian V. R. is now constructing a line connecting Port Alberni with Victoria. Passenger and freight service is a five-hour run—is frequent, and a regular schedule is in operation.

The value of its timber resources occupies a most important place. At a very conservative estimate a cut of 1,500,000 feet per day for forty years. Every thousand feet of rough lumber cut employs an employment of 2,500 men, drawing an annual payroll of two million dollars. From these figures it will be seen that the value of the timber resources of Port Alberni is enormous.

Port Alberni's claim for commercial recognition. The waters adjacent cannot be surpassed for the variety of fish. Sportsmen, as well as the men who fish for herring and other varieties of smaller fish. In the many streams around Port Alberni those who prefer fly fishing will find the waters of the West Coast. In the many streams around Port Alberni those who prefer fly fishing will find the waters of the West Coast.

In a region where large coal mines have for a great many years been in active operation, but situated in the immediate surrounding territory. Copper ore in promising quantities has also been found on both sides of the Alberni valley, but gold and magnetic iron ore have been discovered in the vicinity, and vice gold has been taken from the Alberni valley. Limestone, also fireclay, sandstone and block marble, are found in the Alberni valley.

The Alberni valley, with its tributaries, are approximately 30,000 acres of fertile lands, which are very adaptable for mixed farming, poultry-raising and dairying. Fruits and vegetables, apples, cherries and grapes grown in this vicinity have received much praise whenever they have been tasted for their superior flavor.

Amusement in that direction has been provided. Places of amusement, such as theatres, halls, clubs, etc., afford ample opportunity for enjoyment. The Alberni Public Schools, the Provincial Government is this year erecting a High School building which

is being completed in the City, and the Roman Catholics have secured a site upon which they will build a church.

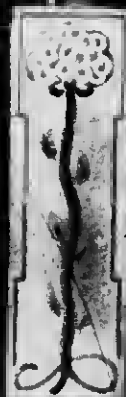
The City will steadily advance, and within a comparatively short time will become one of the leading cities of the Province.

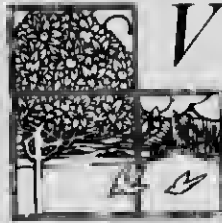
1. C.P.
2. C.P.
3. Pano
4. Com
5. Stan
6. Who



Vancouver, B. C.

1. C.P.R.S.S. Empress of Russia
2. C.P.R.S.S. Niagara
3. Panorama of the Business District
4. Court House.
5. Stanley Park.
6. Wholesale District.





VANCOUVER, British Columbia: There are few places in the world so well maintained as in Vancouver, the Western Mainland terminus of the Pacific Coast of Columbia. Built on a peninsula, with tidal water almost sure of business life into the peace and beauty of Nature's lap, Vancouver: there are winding bays and sinuous inlets along the coast; ocean scenery; and to the North and East there are the mountains

"Their mighty grandeur
With valley, lake and

The mountains broken after a fashion that might be the very consanguinity of caps of snow to relieve the sombre browns and purples of their breasts, and, on cer-

"O those mountains, their
Still moving with you;
For ever some new head
Thrusts into view!"

Out to the west is the Gulf of Georgia, framed by the headland of Stanley Park, its beautiful beauty diffusing and reflecting their colours on the bosom of the ocean; and the tourist, "Emerald isles and winding bays" such as few busy cities can offer.

In Burrard Inlet, Vancouver possesses one of the finest natural deep-water harbours, the principal shipping port on the Pacific. The products of the Orient and of Australia and the Panama Canal will begin the western flow of the grain from the Prairies for shipment to Europe.

In Stanley Park, Vancouver possesses a magnificent playground of nearly 400 acres of beauty and wondrous charm and commands endless vistas of mountain and ocean views. The rocky shore-line of several miles bordering Burrard Inlet and English Bay, combining beauty and grandeur, is beyond words to describe.

Besides this great pleasure there are bathing beaches at English Bay and several years has been fully equipped as a pleasure resort, and at Kitsilano elaborate gardens extending the scheme of ornamental gardens. Hastings Park, eastward of the City, is another important pleasure ground for the Citizens of Vancouver. Across the Inlet, the Indian River and Bowen Island are other beautiful spots near this highly favoured city.

Within the City magnificent business blocks are rising with amazing rapidity to the almost incredible progress of the City within the last decade. In 1886 the population of Vancouver was 1,500; today, including its suburbs, the population of Greater Vancouver reaches 202,000. It has been discovered by the world. Its immigration at the present time exceeds its emigration. It is closed against the man who can bring nothing but the potential wealth of his arms.

The year 1913 has been an abnormal year owing to the financial stringency. The City Council has been one of the severest economy; but for the year 1912, when the City was at its peak, The Customs receipts in the fiscal year ending March 31, 1913, amounted to nine million dollars; the exports exceeded eleven million dollars and the imports forty-four million dollars, which for 1902 amounted to fifty-four million dollars, in 1912 reached the figure of

In harbour development Vancouver is responding to the challenge of the future. It is reaching out to the industrial enterprises that will make it less dependent on

Vancouver, B. C.

few places in the world where the pride of city is so quickly contracted and so permanently inland terminus of the Canadian Pacific Railway and the commercial capital of British water almost completely surrounding it, at any moment it is possible to escape from the presence of Nature's resting-place. Like the fur-fumed Killarney, beauty wanders everywhere about its various inlets along the shore-line, and easily accessible headlands commanding glorious views of the mountains with

mighty grandeur jewelled oft
"valley, lake and stream."

consummation of artistic design, carrying for the greater part of the year lines and curves undisturbed, and, on certain days after rain, hiding in their hollows masses of white moving clouds.

mountains, their infinite movement
"going with you;
"bring some new head or breast of them
"into view!"

and of Stanley Park and West Vancouver, and there, night after night, are sunsets of indescribable beauty over the ocean; and out there, too, within an hour's cruise are sheltered nooks for the week-ender cities can offer to the pleasure seeker or to the tired business man.

of the world's deep-water harbours in the whole world, and in consequence Vancouver is becoming the gateway for the goods of Australia reach this port in ever-increasing quantities, and with the opening of the Panama Canal the shipment to Europe and other markets of the world.

of nearly 1,000 acres, almost completely surrounded by water. It is characterized by wild beauty and ocean view. Giant trees, luxuriant verdure and foliage of every kind, together with a view of the Bay, combine to make Stanley Park a spot whose manifold enchantments transcend the power

of English Bay and Kitsilano, within a few minutes from the centre of the City. English Bay for the past few years elaborate and far-sighted plans are in operation for the building of a promenade and park of the City, is the home of the Exhibition Buildings, and in the years to come will be the most beautiful. Across the Inlet are the beautiful canyons of the Capilano and Lynn Creeks, and North Arm, the most highly favoured City.

of amazing rapidity, giving abundance of room and light for those who work in them and testifying to the progress of the city. In 1886 the population of Vancouver was 1,000; in 1900, 24,750; in 1910, 93,700; and in 1914, 202,076. Captain Vancouver discovered Burrard Inlet in 1793. Vancouver City has exceeded its capacity for assimilation, and for the early part of 1914 the door has had to be closed to the influx of his urn and hain.

of financial stringency that has more or less affected the whole civilized world. The policy of the city in 1912, when conditions were more normal, the building permits exceeded nineteen million dollars. The total assessed value amounted to nine million two hundred and seventy-eight thousand eight hundred and twenty-six dollars; the total assessment two hundred million dollars. The bank clearings, for the year ended, reached the figure of six hundred and forty-five million.

of the challenge of the Panama Canal by the proposed expenditure of sixty million dollars, and on all of which is dependent for its supplies upon foreign manufacture.



- 1. Panorama of Office Buildings.
- 2. Hastings and Main Streets.
- 3. Post Office Building

5

SEATTLE

Vancouver, B. C.



CLLAND DIBBLE ENGRAV. P.

- 1. A Part of Hastings Street.
- 2. English Bay Bathing Beach.

Vancouver

The Harbour Improvements now in course of construction or to be started

BURRARD

South

*Reinforced concrete dock, 800 feet long and 300 feet wide, contract let by
Piers and warehouses now building for Canadian Pacific Railway Company
Reinforced concrete dock just completed for Great Northern Railway Company*

North

Dominion Government docks projected upon acquisition of title to Indian reserve

*Floating dry dock, depth 30 feet, lifting 20,000 tons, and four shipbuilding
employ 2,000 men. Estimated cost, \$4,000,000.*

Widening First Narrows channel, entrance to harbour, from 400 feet to 2,200 feet

FALSE CREEK

*Dredging channel to a width of 300 feet from mouth to Canadian Northern
Canadian Northern Railway terminals and docks, including causeway and
approach*

FRASER RIVER

*Sea-wall and dredging main channel of Fraser River and at mouth of Pitt
Lulu Island harbour project, along lines of Bush terminals of New York
New Westminster fresh-water harbour under civic control. Estimated cost
\$1,000,000.*

TONNAGE AT PORT OF

<i>Vessels Inward Bound</i>	<i>10,657</i>
<i>Vessels Outward Bound.</i>	<i>10,928</i>
<i>Total Tonnage for 12 months ending December 31st</i>	

Vancouver has been described as "the centre of the fastest growing section of the Pacific Coast."

*To provide for the comfort and welfare of the vastly increasing tourist trade
Vancouver, making of it the largest and best equipped hotel on the Pacific Coast.
pared with 300 rooms before the construction was started.*

*Being the latest of the Canadian Pacific hotel system the Vancouver will
convenience and representing an investment for building and equipment in the new
city.*

*The climate of Vancouver is mild and equable the entire year round. The
85, while the average lowest point reached was nine above zero. The summers are
paratively little snowfall. The average rainfall for the last three years was about
prising element to the visitor. The result of this combination is seen in the ex-
thousand, compared with fifteen to seventeen for England and Scotland. Vanco-
disease.*

*The "Terminal City," as Vancouver is frequently called, has one of the
the seat of the new University of British Columbia. Its water supply is secured from
the finest quality.*

*In 1886, when the Canadian Pacific Railway came, through the site of Van-
only sign of life. Today it is a great and beautiful City with endless promises and
ince, rich beyond measure in natural resources and transportation facilities.*

Vancouver, B. C.

or to be started within a few months are as follows:

BURRARD INLET

South Shore

Contract let by Dominion Government. Estimated cost, \$1,250,000.

Railway Company. Estimated cost, \$750,000.

Railway Company. Estimated cost, \$600,000.

North Shore

Lease to Indian reserve waterfrontage. Estimated cost, \$1,000,000.

and four shipbuilding berths, two 750 feet long and two 350 feet long. Yards and dock will

be 1,000 feet to 2,200 feet. Estimated cost, \$600,000.

FALSE CREEK

Canadian Northern terminals. Estimated cost, \$1,000,000.

causeway and reclaiming of about 160 acres of tide lands. Estimated cost, \$10,000,000.

FRASER RIVER

at mouth of Pitt River, at Port Coquitlam. Estimated cost, \$1,000,000.

at New York. Estimated cost, \$30,000,000.

Estimated cost, \$10,000,000.

PORT OF VANCOUVER FOR 1912

10,657	Total Tonnage	5,237,010
10,928	Total Tonnage	5,475,335
December 31st		10,712,345

growing section of the world," and the opinion can scarcely be considered a serious exaggeration.

Increasing tourist traffic the Canadian Pacific Railway is now engaged in rebuilding the Hotel Pacific Coast. When finished it will be sixteen storeys high, with 750 rooms and suites, as com-

mercial Vancouver will typify the most advanced ideals in hotel building, containing every modern amenity in the neighbourhood of two million dollars.

year round. The average highest point reached in temperature during the past three years was 60 degrees. The summers are delightfully cool and balmy, while the winters are mild but moist, with snowfall was about 51 inches. Absence of disagreeable winds is another feature that forms a surprise seen in the extraordinarily low death-rate of the City, which is considerably less than ten per cent per annum. Vancouver during the course of its history has never had an epidemic of contagious disease.

It has one of the most efficient school systems on the continent of America, and is shortly to be supplied with water. The city is secured from the mountains to the north of the City, and is practically inexhaustible and of

the site of Vancouver was a stretch of unbroken forest with a small and shabby village as its nucleus. It promises and potencies of commercial and industrial life. It is the ocean gateway of the Province, and its facilities.



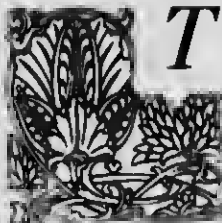
1. Stores in Lynn Valley.
2. Lonsdale Ave., North Lonsdale.
3. Second Canyon, Capllano.



District of
North Vancouver, B. C.



- 4. Municipal Hall.
- 5. One of the School Houses.
- 6. Residential Row, N. Lonsdale.



THE DISTRICT MUNICIPALITY OF NORTH VANCOUVER

Capilano River to the North Arm and running from the water to the mountains. It has approximately fifteen miles of water-front on the North Shore, and the balance for summer homes.

This district offers the finest selection of homesites, and the best locations at present are Lynn Valley, North Lonsdale, Capilano, and

LYNN VALLEY nestles in the mountains to the north of the City, and offers unpassed views of mountains and stream. It is situated about three miles from the water. It has a population of upwards of 2,000, has a car service, telephone facilities, electric-lighting for homes and streets, sidewalks, and

NORTH LONSDALE lies directly behind the City and is the favourite residential section at an altitude of from 600 to 900 feet, with a magnificent view of the Harbour and the City. It has a fine Avenue, a fine highway. There is a population of about 1,000, stores, Churches, a modernized roads, and sidewalks.

CAPILANO is just coming into favour as a residential section, and lies in the mountains. It is a tourist resort is sufficient testimony of its charms. It has a population of between 400 and 500, telephones, electric-lighting and water services, and good roads.

QUEENSBURY HEIGHTS lies between the easterly boundary of the City and the water, and is rapidly becoming a high-class residential community. The population is about 250, and has water services.

SUMMER HOMES: The North Arm of Burrard Inlet contains some of the finest summer homes. In fact, a large number of people live there the year round, and go into the City for shopping which give a regular service to this part of the district.

There are beautiful lakes lying hidden in some of the plateaus, where skating and fishing under the First Narrows these would be brought within half-an-hour's journey of the City.

The sportsman will find plenty of bear, deer, mountain goats and winged game birds. Swimming and all aquatic sports can be indulged in. A trip up the North Arm of Burrard Inlet

Little need be said to prove the advantages offered by the North Vancouver District. The assessment of the District of North Vancouver amounted to \$800,000. The total assessment for the year 1913, was about \$33,000,000, the increase being forty-fold. What will it be in 1914?

There are six miles of water-front suitable for industrial sites. We have 1,000 acres of land and railway terminals, and a never-failing supply of the purest water of inestimable value. The mountains stand in the valleys, and a rich mining district is near by.

No place within the Dominion contains within itself such a variety of beauty and interest as the District of North Vancouver, and all that appeals to the tourist and sportsman.

Within easy reach lie Grouse Mountain (4,250 feet), Crown Mountain (5,200 feet), and many others.

Out of these mountain fastnesses spring many rivers and streams, the chief are the Capilano, Sisters and Cypress Creeks. Good fishing may be had on the three first named, trout and salmon.

Of the beauties of these rivers no tongue can tell. At the moment a rushing mountain stream comes down with a roar of thunder, to emerge into a bubbling, seething cauldron, and so on to the sea.

The railways are coming to develop these vast resources. The Pacific Great Eastern Railway. This will connect the Grand Trunk Pacific Railway with Burrard Inlet and will open up the coast. It has purchased over fifty acres for terminal facilities in the District of North Vancouver.

The Canadian Pacific Railway has just obtained approval of its plans for a new line to the water-front. Vancouver's water-front is crowded. The shipping on Burrard Inlet is rapidly increasing. The development of the North Shore must follow.

District of Vancouver, B. C.

NORTH VANCOUVER, B. C., surrounds the City of North Vancouver, stretching from the water-front on Burrard Inlet to the mountains behind.

front on the Harbour, of which six miles are ideal for shipping and manufacturing purposes, homesites, and is equal to any place on the Pacific Coast. The principal centres of population are Capilano and Queensbury Heights.

lies to the north-east of the City at an elevation of from 500 to 700 feet, and has unsurpassed about three miles from the Ferry Wharf, and is fifteen minutes' journey on the car of 2,000, has excellent store accommodation, three Churches, a magnificent school, good sidewalks, and an up-to-date water system.

is a favourite residential section. Indeed, it does not aspire to become anything else. It lies at the foot of the Gulf. Access is obtained by the main street from the Ferry Wharf—Lonsdale. It has churches, a modern school, car, telephone, electric-lighting and water services, macadam-

and lies in the west end of the district adjoining the Capilano River. The fame of Capilano is due to its elevation of between 400 and 500, which is accommodated with stores, school, car service, tele-

phone service of the City and Lynn Creek. Like North Lonsdale, it has magnificent harbour views and its elevation is about 250, and it has a fine school and is served by car, telephone, electric-lighting and

gas service. It contains some of the most beautiful scenery, and is specially adapted for the making of summer homes. It is reached into the City of Vancouver daily, either on their own gasoline launch or one of the steamers

operating there where skating on clear ice can be enjoyed as late as April, and with the advent of a tunnel will be a short journey of the City of Vancouver.

is a winged game in the inland part of the district, while on the harbour yachting, rowing, and fishing in the North Arm of the Inlet will reveal the beauties of the noted Kyles of Bute.

is a Vancouver District to Investors. It is sufficient to point out that eleven years ago the total assessment of the three Municipalities covering the same area as the old district, for the year 1910, was what will it be when the railways commence operations?

They have 1,000 acres of tide flats, constituting an unrivalled location for wharves, dockage and other purposes of inestimable value for industrial purposes. Over 1,000,000,000 feet of the finest lumber

is available. A variety of beauty spots, combined with opportunities for hunting, fishing, boating, mountain clim-

bing, etc. Goat Mountain (5,200 feet), Goat Mountain (4,500 feet), the Lions (6,500 feet), and several

others, the chief among which are the Seymour, Lynn and Capilano Rivers, and the McCartney River, all named, trout and salmon being plentiful in season.

is a rushing mountain torrent, the next a placid stream. Then, again, plunging into a gorge and finally so on to the sea.

The Pacific Great Eastern Railway is nearing completion, and steel is being laid in the district, and will open up the rich country between Fort George and Vancouver. This railway has been built from Vancouver.

It has plans for an extension of its line throughout the whole length of the district.

The North Vancouver Inlet is rapidly increasing, and will make vast strides with the opening of the Panama Canal.



- 1. Lonsdale Avenue
- 2. Reception to H. R. H. The Duke of Cornwall
- 3. Entry Landing



City of
North Vancouver, B. C.



City of
North Vancouver



THE CITY OF NORTH VANCOUVER is situated on the north-western coast of British Columbia, with a population in the neighbourhood of 8,000 people. From its location it is a residential City of the Canadian Pacific Coast. It lies on a slope at the foot of the mountains, a distance of approximately five miles.

From any part of the City there is a good view of the surrounding mountains, and on any clear day Mount Baker, situated in the State of Washington, is visible.

The natural advantages of the City from a spectacular point of view, viz., the Capilano, the Lynn and the Seymour, each of which rushes through unbroken forests to the sea, are a great attraction to visitors.

North Vancouver possesses an equable climate, never being too warm in summer or too cold in winter. The water supply (one of the finest in the world) is obtained from Lynn Creek at a point above the city, and can deliver an average daily supply of about 25,000,000 gallons. The pressure is so great indeed that relief valves are required to reduce the pressure for domestic use. The main pipe which carries a pressure of from 150 to 250 lbs.

Great developments are expected in the near future, as final arrangements have been made for the extension of Burrard Inlet, which will give direct railway and vehicular communication with Vancouver. A railway will run from Fort George through North Vancouver to Vancouver, has been approved.

The Ferry system (consisting in the meantime of three well-appointed vessels) is a great convenience, the approximate time of crossing being from twelve to fourteen minutes.

This City is well supplied with breathing spaces. One noteworthy feature is the extensive park system, which runs through the principal residential sections and occupying a commanding position on the opposite shore. For the greater part of its length, this magnificent residential thoroughfare is a pleasure to the world.

At the City's side doors stand the entrances to the wonderful canyons of Capilano and Seymour, which attract all parts of the world who visit the North Pacific Coast every year.

The school system of North Vancouver has kept pace with advancement along the coast and are in advance of many older and larger cities. There are three modern Public Schools, each with twenty teachers. In addition to the Public Schools, there have been established a High School and a Technical School.

North Vancouver is well supplied with Churches, all the leading religious denominations having some edifices.

The City of North Vancouver at the present time is enjoying an ideal residential environment. The natural facilities of deep water and good anchorage the Dominion Government are making improvements are in contemplation.

The natural resources of the City of North Vancouver, together with the public facilities, will in the near future combine to realize the hopes and aspirations of the inhabitants of the city.

City of Vancouver, B.C.

located on the north shore of Burrard Inlet. It contains an area of 3.76 square miles and a population of 100,000. From its admirable situation the City is rapidly taking a foremost place as a leading port. It lies on a southern slope, which rises gradually from the water's edge northward to the mountains about five miles.

A panoramic view of the Gulf of Georgia, Burrard Inlet, English Bay, Point Grey and Vancouver Island in the State of Washington, one hundred miles to the south, can be seen.

The spectacular points of view are unique. There are three rivers within easy walking distance—Fraser, Burrard and False River, though an enormously deep canyon, the beauty of which attracts annually thousands of tourists.

The climate is warm in summer, while in winter the temperature is seldom below freezing point. The City is situated at a point about five miles from tide-water. The Lynn drains an entirely uninhabited watershed of 100,000 acres. The water flows into the City by gravity, and very high pressure is obtained, so that it is available for domestic use. The City has a high-pressure fire main entirely independent of the service mains.

Arrangements have been completed for the erection of a steel bridge across the Second Narrows connecting the City with Vancouver. The right-of-way of the Pacific Great Eastern Railway, which has recently been approved, and the construction work on the grade is now in progress.

The City (via motor vessels) maintains a twenty-minute service between the City and Vancouver, the fastest in the world.

A prominent feature of the park system is the Grand Boulevard, several miles in length, running through the heart of the City. Its position on the beachlands overlooking the City, Burrard Inlet, and Vancouver on the water front. The principal thoroughfare is 346 feet wide, and is said to be the longest and widest boulevard in the world.

The City is the headquarters of the Canyons of Capilano, Lynn and Seymour Creeks, the Mecca of thousands of tourists from all over the world.

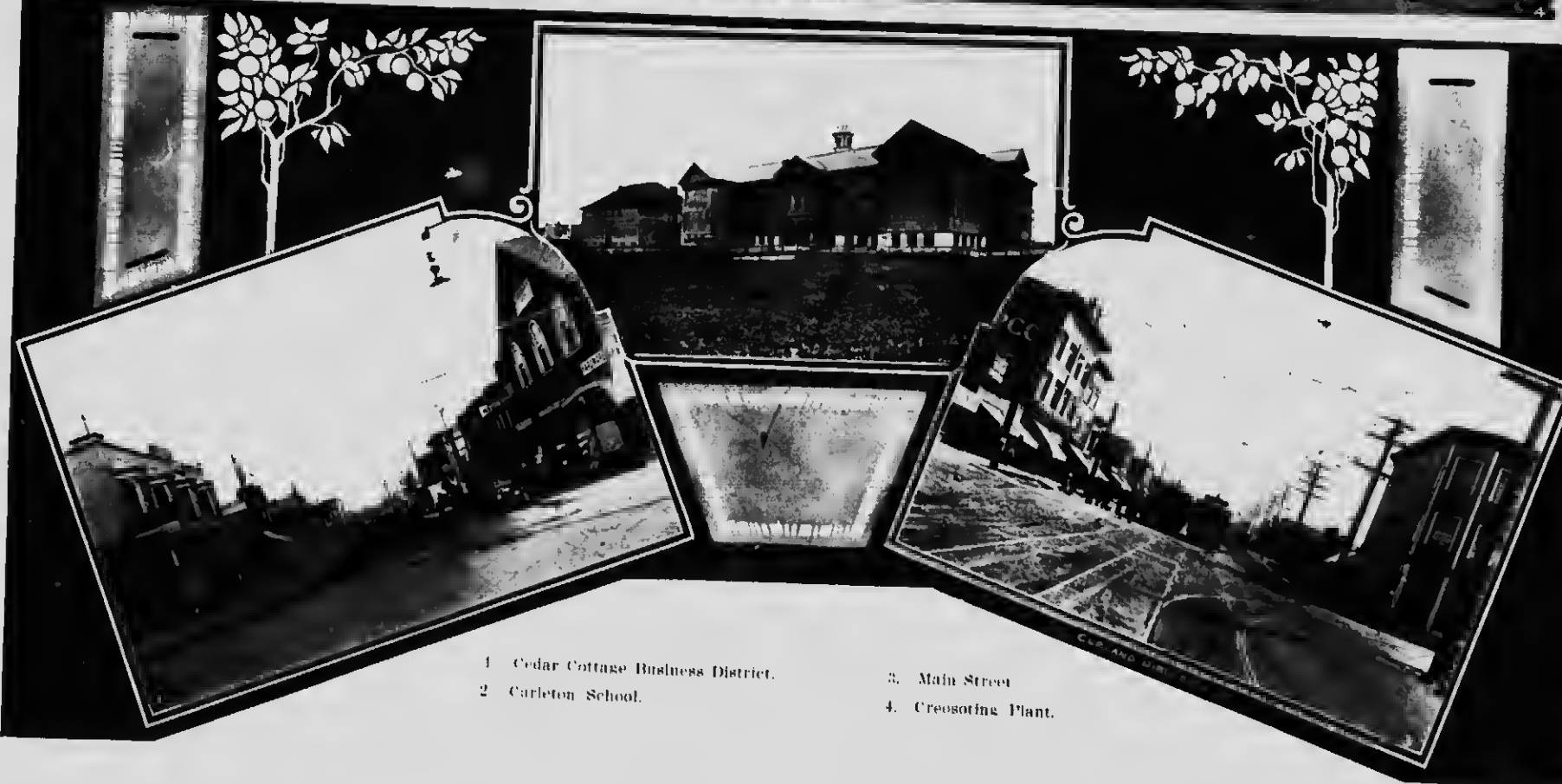
Advancement along other lines, and the educational advantages now available are most complete. There are 15 modern Public Schools in the City, with an attendance of seven hundred pupils and a staff of 100. The City has also established a High School and a manual training department connected with the Public Schools.

Of all religious denominations being represented, and the various congregations are housed in handsome buildings.

The City is a beautiful residential City. In the near future it will be a great seaport town, as in addition to its present facilities the Government are making arrangements to construct a large public dock, and other extensive harbour works.

The City, with the public spirit of its Citizens and the beauty of its surroundings, will without doubt in the future be known throughout the Pacific Coast as "THE AMBITIOUS CITY."

South Vancouver, B.C.



1 Cedar Cottage Business District.
2 Carleton School.

3. Main Street
4. Creosoting Plant.

South Vancouver, B. C.



THE MUNICIPALITY OF SOUTH VANCOUVER, B. C., embraces a territory of 9,200 acres, extending from the southern boundary of the City of Vancouver to the Fraser River, and has at this time a scattered population of about 40,000. It is a thriving and rapidly growing community, connected with all the railroads running into Vancouver; and being located at the junction of the North Arm of the Fraser River with the Gulf of Georgia, it has a fine fresh-water harbour, governed by a Commission, which is actively promoting the shipping and fishing industries.

These excellent transportation facilities will doubtless establish South Vancouver as the principal distributing centre for the productive valleys of the Fraser for all time to come.

At the present time the chief industry of the City is Lumber, there being ten lumber and shingle mills in operation; but many other industrial enterprises are contemplated and will materialize in the near future.

An idea of the City's growth can be formed from the fact that the assessed value of property in 1912 was \$34,091,927; the total value of improvements, \$8,239,372; and building permits to the value of \$2,600,000 were issued. There are 150 miles of sidewalks, 35 miles being macadamized.

South Vancouver has sixteen School-houses (eleven brick and five frame), eight Banks, three Hospitals, sixteen Churches, a Municipal Hall and a Public Library. The City has complete modern Sewer, Electric-light and Water Systems, the latter being owned by the Municipality.

The single-tax system has been in operation from the time of the City's incorporation to the present day, and it has given general satisfaction. The tax rate is twenty-two and one-half mills on wild land and twelve and one-half mills on improved lands.

As a residence and home town South Vancouver offers great advantages, especially to people of moderate means and to the working classes, although some fine large residences are to be found in various sections of the City. Property values are by no means so inflated as yet as to make it hard for the middle-class or working man to have a home of his own.

From a climatic and scenic point of view South Vancouver is a most attractive place to live in. Rising on a slight elevation from the banks of the North Arm of the Fraser River, from its southern slope a magnificent view of the Gulf of Georgia presents itself, with the hamlets of Lulu Island nestling at its feet, and with the mountains of Vancouver Island rising in all their grandeur in the distance.

To the south-east snow-capped Mount Baker, in the State of Washington, is plainly seen towering to the skyline.

As far as municipal institutions are concerned, South Vancouver is a strictly modern city. The Police, Fire and Water Departments compare favourably with those of larger and much older civic centres in their personnel as well as in equipment.

The School and Health Departments are in competent hands, and their officers are ever alert in keeping the City's educational and sanitary conditions up to the highest standard.

A Board of Trade, composed of a number of wideawake and progressive citizens, is doing excellent service for the good of the community by active promotion of every enterprise or improvement contemplated and by propagating the superiority of South Vancouver near and far.

For some time past there has been a movement afoot to amalgamate South Vancouver with its northern neighbour Vancouver, and there seems to be but little doubt that ultimately such a merger will be accomplished. Many, however, doubt the wisdom of any action in that direction at this period or in the immediate future. This question will sooner or later come before the people for decision, but no matter what may happen in the years to come, favoured by natural advantages, surrounded by fertile valleys, possessing miles of fine water-frontage, and being in direct connection with the commercial centres of the world, South Vancouver can confidently look to the future and feel sure of an ever-increasing prosperity.

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West Vancouver, B. C.



1. Private Residence.
2. Municipal Hall.
3. School House.
4. Mountain Scenery.
5. The First Narrows.
6. Pacific Great Eastern Car.
7. Wharf.
8. Ferry.
9. Conservative Hall.

West Vancouver



WEST VANCOUVER was incorporated as a separate Municipality in 1907, and a favourite pleasure-ground for lovers of scenic beauty. It is now a well-settled residence and business community.

This new City comprises the territory lying between the north shore of English Bay to the line of the north boundary, an area of 10 square miles.

The shore-line of West Vancouver extends from the north shore at Horseshoe Bay and Howe Sound, and all along the coast line are points which are of great interest, such as Dundarave, Hollyburn, Eagle Harbor, White Cliff and Horseshoe Bay.

This area consists largely of gentle slopes and level bench lands, rising steeply to the mountains which frame it in. The locality is well protected by its natural surroundings, and offers a more pleasant climate than that of its near-by southern neighbours.

West Vancouver is essentially a place of magnificent vistas. From any point on the drives and walks leading to the surrounding territory offer a great many attractive views.

Hollyburn is the principal city in the West Vancouver district, and a fine Municipality. Improvements and additions to the existing civic facilities, such as fire protection, etc., are constantly being made, and as fast as the finances of the district permit.

The report of the Municipal Engineer states that 137 structures were erected in 1907, which makes a total of 272 buildings in two years—an excellent record indeed for a new Municipality.

The district is connected by ferry service with Vancouver, and at the beginning of the year 1907 the towns in the district with each other and with North Vancouver. An 80-foot main viaduct is being built from the city to Horseshoe Bay, which will be the finest in Greater Vancouver. The Pacific coast road, which is rapidly nearing completion, will traverse the West Vancouver district, and will connect the North Shore with the vastly fertile lands lying between Burrard Inlet and the mountains.

West Vancouver, now only in its infancy, will in a short time become a city of great importance, and its expert knowledge of its possibilities.

Vancouver, B. C.

separate Municipality on April 6, 1912. Prior to this date it was only a part of North Vancouver of scenic beauty and the joys of outdoor life. Since then it has developed rapidly into

lying between Capilano River on the east and Howe Sound on the west, extending north from the north boundary of the district of North Vancouver. Its area is approximately twenty-five

tends from the mouth of the Capilano River at the First Narrows, around Point Atkinson points which have become familiar names as settlement has proceeded, such as Caulfields, Bay.

lands, rising step by step from the shore in easy gradients back to the foothills and the mountain surroundings against severe winds and heavy fogs, and as a consequence the climate is milder

From any point in the district splendid scenic views of marine and mountain can be had, and many attractions to the seeker of Nature's bountiful and varied resources.

and a fine Municipal Hall is located here, where the Council and the officials conduct the bustling civic facilities, such as sewers, paving, water and electric service, streets and sidewalks, finances of the district permit. Private enterprise is also doing much to rapidly advance the growth

houses were erected in West Vancouver in 1913, while in the year previous 135 were built, and indeed for a new community.

and at the beginning of this year an electric railroad commenced operation, connecting all the 80-foot marine drive, to cost \$250,000 when completed, is now being constructed from Capilano. The Pacific Great Eastern Railway, which will make North Vancouver its terminal in the West Vancouver district, and this will make the latter place a link in the chain that will connect the Inlet and the waters of the Nechako and Upper Fraser Rivers.

will become a place of no mean importance. Such is the inevitable conclusion of all who have

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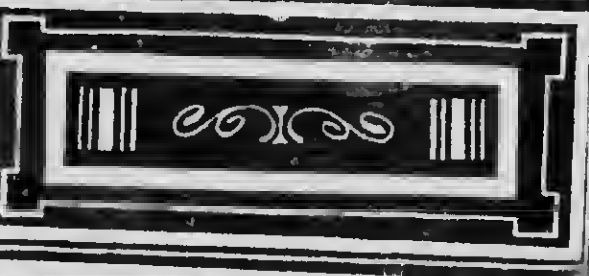
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- 1. Arena
- 2. Westminster Trust Building
- 3. Residence

New Westminster, B.C.

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CLELAND DIBBLE ENGRAV CO

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- 1. Bank of Commerce
- 5. Provincial Orphanage
- 6. Panoramic View



NEW WESTMINSTER, founded in 1859, was for the first ten years a small village. In those early, straggling days the population of the City was even at that time New Westminster was the market-place for the surrounding country along the shores of the mighty Fraser River.

When in 1868 the capitol was removed to Victoria, the City in 1897 had a population of only 5,000. A great fire in 1892, which was then considered a great calamity proved to be the beginning of the City's rapid forward movement of New Westminster's affairs had its beginning.

At this present time New Westminster's population numbers 17,000, and over \$2,500,000. Large business blocks line the busy downtown streets and manufacturing districts. The whistle of the locomotive and the hum of the trolley pass with husky stevedores handling freight for and from the numerous craft that line the river.

Situated about 17 miles from the sea on the banks of the Fraser River, New Westminster is an ideal site for manufactories on the one hand, and an accessible market for former level lands lying along the deep water of the Fraser lend themselves to easy development and demand similar facilities.

Three great trunk railroad systems serve New Westminster—the Canadian Pacific, the Great Northern, and the Vancouver and Victoria—parallel the water-front and radiate out into the farming country in such a way as to connect the City with the surrounding country. Three of these connect the City with the Fraser side, where one of the largest sawmills in the world is located; and still another, serves the most fertile agricultural district in British Columbia.

The City owns all of its most important public facilities, including the water supply and sewerage systems. The water-frontage of 1.7 miles, belonging likewise to the City, is on the Fraser River.

In the Fraser Valley—which is so largely contributory to the general prosperity of the Province—engaged in raising farm products, favoured by an excellent climate and an exceptional soil, a portion of some 30,000 acres raised produce valued at \$1,350,000 in one year, while the timber, valued at 500,000,000 feet, consisting of fir and cedar.

The fishing interests of New Westminster are of great magnitude. The population of the City is 17,000, and there are also 60 carloads of halibut frozen in the City every year.

Westminster, B. C.

For the first ten years the capital of British Columbia, although at that time only a small settlement of the country was a very limited one, and there was no chance of expansion. But a market-place for the small farmers, truck gardeners, and little sawmills in the valleys and

to Victoria, conditions changed much in New Westminster, and after minor fluctuations the City. A great fire in 1899 wiped out nearly the whole City and caused a loss of \$2,500,000. It proved to be really the dawn of a future prosperity, for with the rebuilding of the stricken City beginning.

Over 100, and over sixty thriving industries are located within its boundaries, with a payroll annually \$10,000,000. Broad town streets; fine residences adorn the avenues; and a forest of smokestacks indicates the busy life. The trolley proclaims a lively travel to and from the city, and the water-front is ever crowded with that line the docks.

On the Fraser River, New Westminster lies at the western end of great transcontinental railways, offering a market for farmers on the other. A gently rising slope forms a beautiful townsite, while the easy development by transportation companies, sawmills, elevators and other businesses that

the Canadian Pacific, the Canadian Northern, and the Great Northern Railways, all of which have a way as to make the City a railroad centre. The B. C. Electric Company has several lines from the City with Vancouver; one with Steveston, the great canning town; another with Millstream, another, seventy miles in length, running through the Fraser Valley, which constitutes the

the waterworks and electric-lighting system, and it derives a handsome annual revenue. The City, is an asset of incalculable value.

The general prosperity of New Westminster—lives a rural population of about 70,000 people, on an exceptionally rich soil. There are about 2,000,000 acres in this district, and a small section of about 55,000 acres has standing timber estimated at

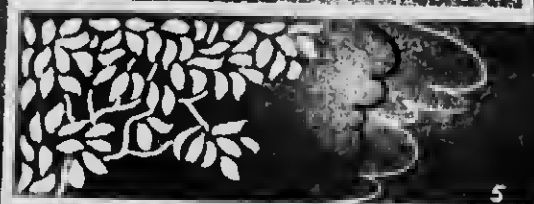
100,000 cords. The pack of the river averages about 250,000 cases per annum of Sockeye salmon, and



1. Columbia Street.
2. A Business Block.
3. Residence.

New Westminster, B. C.

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- 1. Fifth Street.
- 2. Second Street
- 3. Fraser River Bridge

New Westminster

Metal industries account for a production of nearly \$1,000,000; packed meat, these different industries the B. C. Electric Railway carshops employ over 100 men, a tons of coarse paper a day.

Recognizing that a great fresh-water harbour on Canada's Pacific Coast will opening of the Panama Canal and the export of the prairie grain via the Pacific, the C which will make New Westminster one of the most important ports on the Pacific Coast the Citizens for this purpose.

The future before the port of New Westminster is difficult to foretell; but th hut rather in estimating to what heights the success will soar. Its advantages are mani, exception of Portland, which has far greater difficulties to contend with in the shape o

The Civic administration of New Westminster is all that can be desired. All Departments are well officered, manned and equipped. The City is well paved, sew of every denomination have been erected.

Socially, as in business, New Westminster is the centre of a large district, an and halls are numerous, making it a most desirable residential City in every way.

Few cities in the West to-day enjoy such solid prosperity as New Westminis



Westminster, B. C.

packed meat, \$1,400,000; dairies, \$100,000; and cigar factories, \$100,000. Besides
or 100 men, and the Western Paper Mills is another important business, producing fifteen

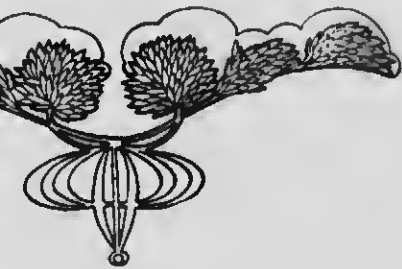
the Pacific Coast will be necessary to handle the immense development of trade that will follow the
Pacific, the City has prepared a harbour plan for the development of the Fraser River
the Pacific Coast. Work is to begin immediately, \$500,000 having already been voted by

foretell; but the difficulty does not lie in determining whether it will be a success or a failure,
ages are manifold. It will be the only great fresh-water port on the Pacific Coast, with the
in the shape of sandbars than exist on the Fraser River.

desired. All the various departments are well taken care of. The Police, Fire and Street
well paved, sewered and lighted. Educational facilities are abundant, and many fine Churches

the city district, and every convenience for the pursuit of pleasure can be found. Clubs, theatres
every way.

new Westminster. Few have such bright prospects for the future.





- 1 Old Orchard
- 2 Clark Street
Out Works
- 4 Loading East On
- 7

Port Moody, B. C.



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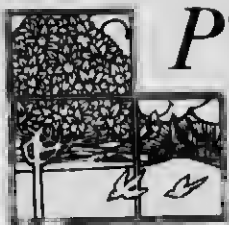
Finston Flavelle
Lumber Mill

Government Wharf

A View of the Harbor

McNair Wharf

Port Moody



PORT MOODY is the youngest incorporated City in British Columbia. An Act was passed making Port Moody a City, and since that time many improvements have been made.

Situated on the main line of the Canadian Pacific Railway, it has excellent facilities, having six miles of deep water-front and seven miles of wharves. These advantages are of the greatest value, and fine scenery.

Up to the present time there are three lumber mills and the plant of other enterprises are contemplated for the near future. The C. P. R. is preparing a pipe line, a large storage tank for oil, and will also erect a pumping station. It is expected that the Inlet and on the north shore, within the City limits, trackage facilities for connection with the coast.

A new road connecting Port Moody with Vancouver is now being constructed. Walkways have been laid, and an electric-lighting system has recently been added to the streets. Meetings and entertainments, and plans for a City Hall are under way.

The present population of Port Moody is about 1,500, and nearly every family has a telephone. There is a good school, two hotels, three general stores and quite a number of smaller shops.

The men in charge of the Municipal affairs of Port Moody have in the past they have laboured with a necessarily limited financial budget. But, taking their new City to the front row of industrial communities in Western British Columbia.

Members of the Governmental Grain Commission, who recently inspected the port as a most suitable location, and there is every possibility that, acting upon their recommendations, they are contemplating to do likewise, which will mean that in the near future many millions of bushels of grain will be shipped from the port for grading and transfer from rail to water transportation.

Like all other Pacific Coast ports, Port Moody will be largely benefited by the new water transportation. There is very little doubt that the grain shipments from the Prairies will be made by water, for the distances are much shorter to the Pacific ports and the expense of the railroads is causing grain blockades, and the traffic will proceed uninterrupted.

Port Moody's prospects for the near future are very bright, as its superior



Port Moody, B. C.

in British Columbia, although it is one of its earliest settlements. In April, 1913, a special act was passed and since then much work has been done in developing the town and in making civic

improvements. The Canadian Pacific Railway, at the head of Burrard Inlet, Port Moody has unsurpassed harbour facilities and seven miles of main line trackage, where rail and water first meet. For industrial purposes, and fine sites for factories are offered at most reasonable terms.

The plant of the British Columbia Oil Refineries located there, and several manufacturing plants are preparing a pipeline from Port Coquitlam to Port Moody, and at the latter place will construct a wharf to accommodate the oil ships will follow. Around the head of the Burrard Inlet for connection with North Vancouver's industries have been established.

Many streets are being constructed, and the streets in the heart of the City have been much improved; sidewalks have been added to the City's improvements. A large public hall has been built, suitable for public

use. Nearly every family owns its home. There are three Churches, of different denominations, and a number of smaller places of business.

In the short time the City has been incorporated made much progress, especially since taking their accomplishments in the brief past as a criterion, the coming years will elevate the City of Port Moody, British Columbia.

Recently inspected the various sites offered for the erection of grain elevators, favored Port Moody. Upon their recommendation, the Government will build its elevators there, and the C. P. R. is of the opinion that many millions of bushels of grain from the Middle West will be shipped to Port Moody

and will be benefited by the Panama Canal, which, when open, will greatly shorten and facilitate water travel from the Prairies will in the future travel westward, instead of going towards the eastern waterways. The expense of the haul is far less. There will then be no more complaints of frozen rivers and

and its superior claims for recognition cannot be denied.





FOR a period extending over about eight years the Mill previously owned and operated by Thurston and Flavelle.

This establishment (which is among the largest in the Province) is now owned by the Thurston-Flavelle Lumber Company, and the new firm, being composed of the two old firms, has placed the management into their hands, already noted.

The plant is so complete in all its details that the operation of its various departments. Gigantic logs are manipulated in a very short time they are transformed into smooth lumber, shingles, etc. The process of transformation is extremely fascinating and instructive.

The log booms, with a capacity of from three to five million feet, are provided with every measure to protect them from the onslaught of the teredo, the millworm, etc. The booms form the basis of supply for the mills. The two proprietors, being always sure that only the best quality of logs come to their establishment.

The daily output of the Thurston-Flavelle Lumber Company is about 100,000 feet. About a hundred and twenty-five men, preferably white, are employed nearly all the time in business interests in Port Moody.

Contributory to the mills in the way of storing and transporting logs to the main line, and wharfage for vessels loading lumber cargoes for the market, is about \$100,000 the year, which in itself is a most convincing testimonial to the popularity of the establishment.

Both Mr. Thurston and Mr. Flavelle are from Lindsay, Ontario, and were engaged in the lumber business before they entered into the present partnership. Mr. Thurston is a manufacturer and merchant of to-day.

Port Moody, B. C.

For eight years the most prominent of Port Moody's industrial establishments has been the Lumber and Shingle mill, operated by various other men, but of late under the personal management of the present owners, Messrs. Thurston and Flavelle.

(which is among the largest in that line in British Columbia) is now known as the Thurston-Flavelle Lumber mill. The mill, being composed of decidedly enterprising material, has, although only a short time has passed since they took possession, already made many improvements.

The mill, in all its details that to the visitor it presents a most interesting illustration of marvellous ingenuity in the manipulation of wood, is manipulated by clever mechanical devices as easily as if they were of toothpick dimensions, and in a wonder-working manner, shingles, laths or other wood products. To the man not familiar with modern mill machinery, this process is a most interesting one.

Five million feet of logs, are situated on the tide-flats at the head of the harbour near the mill, and precautionary measures, the much-dreaded pests and enemies of the timber industry, have been effectively taken. These measures, being experienced in the timber business and having large personal holdings in that line, are the result of their establishment.

The mill's plant is at this time 50,000 board-feet of lumber, 100,000 shingles, and 20,000 laths. One million feet of lumber is produced nearly all the year round, and the weekly payroll of this establishment contributes largely to the business of the town.

For the storage and transporting their products, are large warehouses and sheds, side tracks connecting with the C. P. R. and the B. C. R. for the markets of the world. All these accessory facilities present scenes of activity at any period of the year, and are the cause of the popularity and prosperity of the Thurston-Flavelle Lumber Company.

The owners, Messrs. Thurston and Flavelle, are from Lindsay, Ontario, where the former's father owns large lumber mills, and both had considerable experience in the lumber business in partnership. They are energetic, aggressive and enterprising men of the stamp which marks the successful business man.





FEW of Canada's institutions, public or private, have so prominently

Farm, situated at Essandale, in the Province of British Columbia.

The new Hospital was opened on the 1st day of April in a new building (which is considered to be one of the finest on the Continent) and economical handling of insane cases. The congregation is under constant supervision. In this new Hospital almost every patient receives a mixed impression of the Club and Hospital is gained. On the billiards; while on the other, he notices patients in beds in

Outside in the grounds patients are engaged—some in various amusements, other in the stables that the greatest surprise is felt. And what a farm it is! Visitors are unanimous in the finest in Canada, and probably it has no peer on the Continent, while on every side

As to the great benefit obtained from this method of handling patients, the Hon.

"After several years' experience with the Colony Farm, we are now more than ever convinced of the value of this method of treatment of mental disease. That suitable employment is the best remedy for many ills of the mind has begun to be more generally appreciated; also the important fact that its benefits can

"Among no class of patients are the beneficial effects of employment more manifestly instructive to similar institutions, in other Provinces, to consider and study the remarkable results conceded to be one of the most modern to-day on the American Continent."

Dr. C. E. Doherty, the Medical Superintendent of the British Columbia Hospital.

"Work, and especially work in the open air amid healthy surroundings, is of the greatest benefit to the patient, and better satisfied with themselves. Being a factor in the production of health, work for patients is carefully organized, the mortality rate is decreased, mechanical work of the patients are brightened, the labor of those who attend them is ameliorated, and the custody, but also for the recovery of their patients, is ennobled. Hence every good benefit

Dr. Bayard Holmes, the Chicago alienist and author of numerous monographs.

"I have conferred with Dr. Doherty on his visit to this City, and consider that his views are undoubtedly correct, and far in advance of the time-dishonoured methods of caring for the insane."

"A nucleus of chronic quiet patients, accustomed to useful and regular occupation, constitutes an excellent and salutary source of companionship for convalescent patients. In the Colony Farm, doors and no single rooms, the female may be housed in a similar dwelling of homely character, which requires a very small staff of attendants, who share in the work of the patients. It is a system of work which patients who, whether workers or not, have not yet entirely recovered their tranquillity and unreservedly adopted. If under such a regime there does occur an occasional escape or a fault, but will serve to impress upon the patients and the public the liberal spirit of the Colony Farm."

The best advertisement the Colony Farm has is their "30-pound" Holstein cow, which has been duplicated. The Holstein was chosen as the breed that best suited conditions at the Colony Farm, started in 1910, and at that time numbered 22 head. So rapidly has this department grown that while the herd has carried off highest honours from coast to coast in Canada, their production of records, and in this connection the effort has been admirably repaid. In the history of the Holstein breed that is a great credit to British Columbia and to all Canada. The best

The Colony Farm has procured the best in Clydesdales that Scotland could produce. He was champion at the Dominion Exhibition, Regina, in 1911. He is all that is to be desired. The prizes of the horse department are the Clydesdale mares. To mention the famous mares is sufficient to indicate that Canada has no better. At the recent Chicago Show, in connection with the Colony Farm was the most noted winner in the yield mare class, and looked well there. Peerless, the Horviestoun Baroness, the champion mare of the show, in as strong a brood mare class, stood first in the 3-year-old mare class, and a yearling by Baron's Pride as fourth in the class. The admiration of all who saw them at Chicago. Much more might be said of the animals, but to find a stud indicates the most brilliant future for Colony Farm Clydesdales.

British Columbia

so prominently come under public notice as that of the New Mental Hospital and Colony British Columbia.

day of April, 1913, but the Colony Farm has been in operation since 1908. The Hospital (next on the Continent) has proved itself in every way perfectly adapted for the proper treatment. The congregated dormitory system has worked most admirably, patients behaving much better than almost every old asylum feature has been abolished, and to the layman passing through, it is gained. On the one hand he sees patients engaged reading good books, playing cards or sitting in beds in dormitories as spotlessly clean as those of any of a large general hospital.

Amusements, others at gardening, etc. But it is when one passes along to the wonderful farm that they are unanimous in their opinion that for the size of the farm, its equipment is unquestionably the best on every side are seen patients engaged at pleasant farm work.

On this subject, the Hon. Dr. H. E. Young, Provincial Secretary, states: "I am now more than ever convinced of the value of occupation as a remedial agent in the treatment of many ills of mind and body has long been recognized. Of late years, however, its value and its benefits can be extended to a much larger number than was formerly believed. The treatment is more marked than among the insane, and it cannot be otherwise than interesting and profitable by the remarkable results obtained in British Columbia's new Mental Hospital, which is

the Columbia Hospital for the Insane, and Colony Farm, says:

"The findings, is of the utmost value for mental patients. It renders them more composed and more obedient, and in the production of health and happiness, it also becomes a means of cure. In those asylums in which mechanical restraint is reduced to a minimum, and recoveries are more frequent: the spirits are improved, and the mission of the Province or State, which thus provide not only for the treatment of the insane but every good hospital for the insane should possess an Agricultural Colony."

In various monographs on insanity, the best known of which is "Friends of the Insane," says: "I consider that the ideas advocated by him and carried out in the Coquitlam Mental Hospital are the best methods of caring for the insane.

"Regular occupation and enjoying a certain degree of liberty, in addition to carrying on outdoor work, is the best for convalescent patients. While the male workers live together in a large home, with open air and of homely character, where they can employ themselves in suitable work. Each house is occupied by a few patients. It also serves as a place of probation, and perhaps also of discharge for those who are fit for their tranquillity. In these agricultural colonies the policy of the open door may be freely carried out, and the occasional escape that might not otherwise have taken place, it does not constitute a danger to the liberal spirit of the institution."

"Holstein cows. Such a handsome string of show animals and milk producers can scarcely be found in any other conditions at this farm, and the best the breed can produce is found there. The herd was developed in this department developed that to-day there are 119 head to gladden the eye of the visitor. In this department, their glory does not end in the show ring. All energy is being directed toward the production of milk. In all, over 20 head are recorded in the R. O. M. test, and every cow is making a profit. The beautiful string of young black-and-whites are as fine as can be found anywhere. The beautiful string of young black-and-whites are as fine as can be found anywhere. Scotland could provide. At the head of the stud is Bowhill Baron, by Baron's Pride, who is the best that is to be desired in Clydesdale perfection, unless it were rather more scale. The real test is the famous mares Nerissa, Peggy Pride, Opal, Colony Lady Begg and Boquhan Queen. In the Show, in competition which has never before been seen at the International, the Colony Farm won first place. Peggy Pride, by Baron's Pride, got no more than her due at second place to the first place in the broad mare class as the International has ever seen. Colony Lady Begg, by Royal Favorite, got fourth in a very strong class. The six-horse team of Clydesdale geldings was the best of the animals on this farm, but space prevents. The purchase of such high-class stock is a matter of course.



Coquitlam, B. C.



1. A Cozy Home.
2. Bridal Veil Falls.
3. Bridge Building.
4. Coquitlam River Bridge.
5. Shoe Factory.



6. Shipbuilding.
7. Maple Ridge.
8. A Private Residence.
9. Hospital.
10. Home Builders.

G. BLAND DICKIE ENGRAVER

Coquitlam, B. C.



MARVELLOUS as the rapid progress of the entire Western part of Canada has been during the comparatively short period since the white man first discovered its possibilities, there is no more striking example of how quickly an unknown locality can from its obscurity step into the limelight of considerable prominence than that offered by the City of Port Coquitlam, a thriving Municipality seventeen miles southeast from Vancouver, B. C.

Port Coquitlam owes its importance to various circumstances which in their combination are so strong that, once started on a progressive march, there is no possible chance of it ever slackening in its speed.

First of all, Port Coquitlam's geographical situation is an ideal one for manufacturing, shipping, industrial, or agricultural enterprises. It is bounded on the south by the mighty Fraser River and on the east by the Pitt River, which latter is bordered with fertile farms and productive timber lands. On the north lie the mountains of the Coast Range, and westward are large lumber mills and factories, interspersed with bustling towns, covering all the distance to the ocean's shore. The Fraser is navigable, and deep-sea vessels discharge and load their cargoes right here, establishing thereby a direct link between Port Coquitlam and the other ports of the Commercial world.

Every transcontinental or coastwise railroad must necessarily run through Port Coquitlam, or very near by, on its way from ocean to ocean or from the north to the south, and it is indeed as a railroad terminal that the City is destined to become most important. The C. P. R. has now plans for large shops, round-houses and freight depots, which will be located here, work on these improvements having already been started. It will take considerable time, the expenditure of large sums, and the employment of many men to complete the work this Company alone will carry out here in the near future.

Other transportation companies likewise realize the importance of Port Coquitlam as a strategic point for the traffic from rail to ship and vice versa, and with the opening of the Panama Canal the superior advantages offered here for time-saving handling of freights will become a highly valued asset. Concessions for the erection of elevators for the vast tonnage of grain from the Eastern Prairies which will soon flow in this direction have been applied for, and several companies will have men on the spot in time to be ready for what will be the beginning of a new era in the history of water transportation.

From an industrial point of view Port Coquitlam is equally fortunate, as it possesses unlimited water power, and within sixteen square miles which comprise its area there are many sites not yet utilized, but which offer exceptional opportunities for factory purposes. The added advantage of a water-frontage of five miles in length cannot fail to attract the host of manufacturers who are seeking locations on the Western shores. Several flourishing factories are already located here, principally among them being several large Sawmills, a Shipbuilding Yard and Marine Railway, Railway Switch Factory, Shoe Factory, Stone and Staff Works, Glove Factory, and a number of smaller concerns.

Great Carbuilding Shops are one of the industries which are certain to be established here, and both the Government and the C.P.R. are now engaged in building fine steel bridges across the Pitt River which jointly call for an expenditure of nearly two-and-a-half million dollars and give employment to a large force of men.

The proximity to a large Farming and Dairying district makes Port Coquitlam a distributing point for the marketing of the fruits and vegetables of the farm gardens in the rich valleys of the Fraser and Pitt River country, as well as for the large amount of dairy products this section supplies annually. As a matter of fact, the agricultural advantages the immediate surrounding territories offer are at this time not nearly enough exploited, and there is opportunity in plenty still awaiting the coming of small farmers who, if they establish themselves now, will in a brief period be the possessors of fine paying truck gardens or poultry ranches, with a market close at hand for all they can raise; and the same conditions prevail in connection with the dairy industry.

It is to the credit of the land owners of this section that they do everything possible to make it easy for the industriously inclined to acquire a piece of land large enough for any of the purposes mentioned above, at low prices and on very easy terms.

From a municipal and residential standpoint Port Coquitlam is also to be considered as a fortunate community, for it has a wise and progressive administration, which has the welfare and improvement of the City always in consideration. The City has a first-class water system of its own, and the streets are well lighted. There are 15 miles of sidewalks and 12 miles of macadam roads, and 50 acres of City property are reserved for park purposes. The public buildings include five Schools, a City Hall (now small, but soon to be replaced by a fine structure), an Agricultural Hall for exhibition purposes, a Post Office and a Fire Hall.

The B. C. Telephone and two electric companies have establishments of their respective lines in suitable buildings, and several substantial business blocks line the down-town streets, while the residential portion has fine and in most instances new, handsome homes scattered picturesquely on the higher levels.

An idea of the present size of the City of Port Coquitlam can be had from the fact that the value of assessed property is \$6,400,000, the estimated population numbers 2500, and the Building Permits issued for five months in 1913 were eighty.

Another important factor in the upward and forward motion of Port Coquitlam is that the City has an excellent weekly newspaper, which owns and operates a very much up-to-date printing plant, and which is ever on the job when it comes to letting the people at large know what a fine place Port Coquitlam is, and how much more attractive it is becoming every day.

There are undoubtedly many things about Port Coquitlam's immediate and future prospects not mentioned in this short sketch, but enough has been said to make it clear that in a short time it has accomplished much, and that there can be no doubt as to its brilliant and prosperous future.

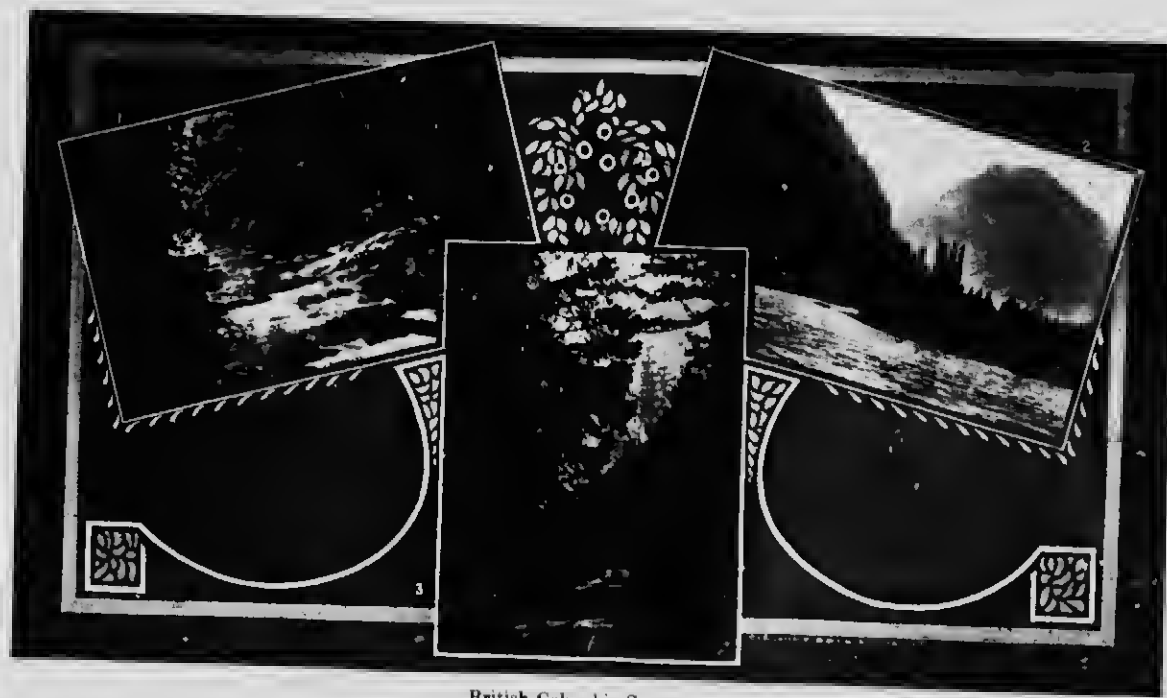
British Columbia



Agricultural Hall, Coquitlam, B. C.



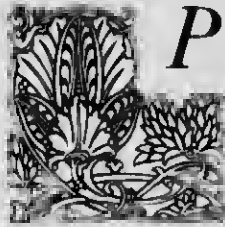
Logging Scene



British Columbia Scenery



Port Moody, B. C.



PORT MOODY, like many another growing city in Western Canada, owes a considerable amount of its prosperity to the fact that some of those who have taken up a stake in the City have done all in their power, spending many thousands of dollars, in order to advertise the City's resources and prepare it for the destiny which lies immediately ahead.

In this respect no history of Port Moody would be complete without a recital of the work done by the prominent real estate brokers of Vancouver, Messrs. Leitch & Taylor, who have expended not only large sums of money in clearing the land in Port Moody, but who have also expended lavishly in advertising the City far and wide as a town with a great future ahead of it.

A little more than a year ago Leitch & Taylor, who owned a considerable amount of property on the north shore of Port Moody, decided that the time was now ripe to bring home to the people a few of the outstanding facts regarding the City. They went over the ground thoroughly and investigated with an open mind the possibilities for the future of the City, and, with a faith born of a definite knowledge of conditions prevailing there, decided to carry on a gigantic campaign in the interests of the then thriving town. That great campaign has been accomplished through the strenuous activities of this firm of brokers.

Much has happened during the past twelve months. A year ago Port Moody was practically an unknown town. To-day it is a thriving City. It is safe to say that had it not been for the forethought and courage of this firm taking up the cudgels on behalf of a town which everyone considered "a dead one," Port Moody would still be reclining in a stage of semi-somnolence.

Recently the members of the Grain Commission decided that Port Moody was the finest out of twelve sites that had been presented for the location of the Government elevator. Port Moody, as has been stated on another page, won out of twelve competitors, and this signal victory is largely attributable to the fact that Messrs. Leitch & Taylor had for long hammered into the people a fact which at the time they did not recognize, that Port Moody and no other site was the most logical and rational for the location of so mammoth an industry.

"A town to-day: a city to-morrow," was the slogan which Leitch & Taylor adopted in their effort to obtain recognition for Port Moody. This firm went down to Port Moody and told the people there what they wanted. Leitch & Taylor proclaimed almost over the whole of Canada that Port Moody would rapidly rise to greatness. They did more. They convinced the people that Port Moody was something more than a wild-cat realty freak. Attacks by the prejudiced, the ignorant and the misinformed flowed fast and furious, and the idea of Port Moody ever becoming a city was flouted with scorn.

Not long after, the news was given out that Port Moody was asking the Government for incorporation. A few months later the City received its Charter and took a great step in the direction of prosperity.

It is to the efforts of Leitch & Taylor, who were courageous enough to stand by Port Moody in its dull days, that that City owes much of its prosperity. Thousands of dollars were spent by them in clearing the ground, opening up the north shore, advertising the City's resources, and bringing home to the people the fact of the City's existence.

Many gigantic enterprises are about to be started in Port Moody, and according to the highest authorities the City will soon be in the high-day of its career. Many developments have taken place since Leitch & Taylor first put their shoulders to the wheel in the effort to advance Port Moody's prosperity.

The days of the near future will see a wonderful awakening in Port Moody, and coming generations will not fail to recognize the great part which Leitch & Taylor took in the initial steps of building up a great city, and the debt they owe to these pioneer advertisers for placing Port Moody in a position of permanent prosperity.

At their offices, 307-309 Cambie Street, Vancouver, they daily receive numerous callers interested in the City which they have done so much to make prosperous and famous.

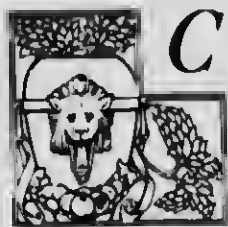
Chilliwack, B. C.



- | | |
|-------------------------|-----------------------|
| 1. Wellington Street. | 6. Vedder River Road. |
| 2. Post Office. | 7. Typical Homes. |
| 3. Presbyterian Church. | 8. High School. |
| 4. Hop Field. | 9. City Hall. |
| 5. Electric Tramway. | 10. Garden Exhibit. |

W. H. DIBBLE ENGRAVING CO.

Chilliwack, B. C.



CHILLIWACK, B. C., is a thriving little City sixty-three miles east of New Westminster, in the centre of a beautiful and fertile valley, for the produce of which it is the distributing point.

The Chilliwack Valley is dotted with numerous small farms, orchards and dairies, which form the principal sources of supply for the larger cities on the Coast and along the Fraser River, transportation to which is made easy and rapid by their being traversed by an electric tramline that operates between Chilliwack and Vancouver.

The City of Chilliwack has at this time a population of about 2,000, and its principal support comes from the surrounding agricultural district. It is a pretty rural town, well governed and prosperous in a business way. The residential part of the City is composed of many cozy homes, with flower gardens and shade trees in abundance.

Much attention is being given to road building and improving by the Municipal and Provincial Governments, and a great deal has already been done in this direction, with the result that Chilliwack and the adjacent valley have become an attraction for the automobilist and the tourist, who delight in visiting the "Garden spot of the Fraser Valley," as the district is appropriately named.

The area of the Valley is about 60,000 acres, stretching from the foothills on the east to Sumas Lake on the west. It is all splendid farming land, of rich silt formation, mixed with the volcanic washings from the Coast range. It is of considerable depth and in many places shows deposits formed by decayed vegetable matter. The whole is underlaid with sand and gravel, thus forming an excellent medium of sub-irrigation, which is one of the chief reasons why crop failure is practically unknown in this community.

The soil is productive even and up into the foothills, and the slopes are valuable orchard lands. Oats yield an average of 100 bushels to the acre; wheat, barley and rye 40 bushels to the acre; and potatoes 20 to 22 tons per acre. The fields are pastured up till June, and still yield from two to four and a half tons of hay per acre. Sheep and swine are successfully raised, and a good milch cow brings a profit of from \$6 to \$10 a month, many farmers with a small herd earning in this way \$500 a year, while his chickens, berries and garden produce bring him easily as much more. Apples, pears, peaches, and all kinds of small fruit are much in cultivation and bring handsome profits.

Cleared land can still be bought at prices from \$150 to \$500 per acre according to location and improvements, while uncleared land on the lower levels sells from \$25 to \$200 per acre.

The dairies and creameries in the Valley form another large industry, most of their output being shipped by electric trains to the cities of the Lower Mainland. It is estimated that these shipments amount to about 800,000 gallons of fresh milk and 10,000 gallons of fresh cream. A local milk condensing company also consumes about 2,500 gallons daily. The total value of the dairying industry's products annually is about \$1,000,000.

Today there is a wholesome demand for Chilliwack Valley hops in all the markets of the world. Their reputation for quality is envied by many other hop-producing districts. The hop yield of this vicinity has proved a publicity source worthy of honorable mention, for the quality causes the words "Chilliwack Hops" to be uttered times without number by buyers in every market.

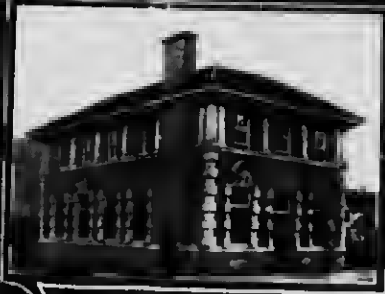
Taking into consideration that the development of the vast resources of the Chilliwack Valley have only in recent years become known to the world at large, and that their exploitation is yet in the beginning, much has been accomplished and many happy settlers have reason to be grateful for the luck that prompted them to build their homes in that favoured section. With the inevitable advent of more railroads the fame of Chilliwack's fertility will keep on spreading, until before many years have passed there will not be any vacant spaces left, and the resources of the Valley, great as they are, will be taxed to the utmost to supply an ever-growing population's demand.

The City itself, aside from its picturesque and idyllic appearance, is fast becoming a very lively little business town, and its importance in this respect is growing at the pace set by the contributing territory that surrounds it. The well-illuminated and paved business district of Chilliwack has quite a metropolitan appearance, with fine massive buildings and handsome stores lining the streets. There are imposing public buildings, among them being a fine new City Hall and a new Post Office, and schools as well as Churches are plentiful and well housed.

The following lines, in which a writer of a recent magazine article gives expression to his prophetic opinion of Chilliwack's future, doubtless are well founded, and in quoting them here we share the optimistic views they voice:

"The rapidity with which the Province of British Columbia is being populated means as much to the farmers of the Chilliwack country as any other part of the Province. The more the harbor facilities come to participate in the development, the more will be demanded from the Chilliwack Valley in the way of agricultural products.

"As this demand upon the Valley increases, so will the importance of the City of Chilliwack grow. As the acreage set to trees, planted to hops and numerous other field crops, and tilled in gardens, becomes greater, so will the City become greater. For it is the one spot in this grand community that must always reflect the activities of the Valley as a whole. Its powers of distribution must be increased; its transportation facilities must be extended; its importance as a shipping centre will grow and its prestige as a market will become far known, for it is the very heart of the greatest agricultural district in the most capable province in the Dominion of Canada."



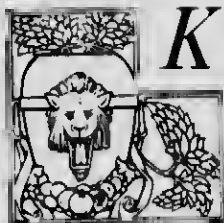
1. Bank of Commerce.
2. One of the Public Schools.
3. Bank of Hamilton.
4. Court House.
5. Cattle on the Range.
6. In the Springtime.

Kamloops, B. C.



- 7. An Industrial Establishment.
- 8. A Private Residence.
- 9. Imperial Bank.
- 10. Fragrant Blossoms.
- 11. Royal Bank of Canada.

CLLOND BIRBLE ENGR. CO.



KAMLOOPS is a thriving City in British Columbia, situated on the north-west's famous pioneers, who established a trading post and its subsequent Indian village is derived from that of "Kamloops Waters."

During the century that has passed since the adventurer's wilderness, his rude camp has been transformed into a fine City with ample surrounding territory for expansion.

Kamloops owes its first claim for recognition—like all cities of the West—to the later, when the C. P. R. was completed, was transformed into the Divisional point.

At first the growth of the new City was slow, and it was not until 1907 that there have been made in the way of expansion, and with the influx of many enterprising men made rapid progress.

The Building Permits of 1912 amounted to \$590,000, and the assessment for

Kamloops owns its Water System and Electric-lighting Plant. The Hydro-electric will furnish ample power and light for years to come.

The Fire Department is regarded as one of the best in the whole West. It has a fire wagon. These modern appliances, coupled with the Gamewell alarm system, furnish

The Police Department, under an excellent Chief, has the reputation of being

The Provincial Government Offices in Kamloops are comfortably housed in the offices of the Commissioner, Registers of Supreme and County Courts, Provincial Police, Mining,

The Dominion Government has appropriated \$85,000 towards a new building for the Customs, Inland Revenue and Indian Agency. The Dominion has also set aside \$50,000 to \$75,000.

The Provincial Home of Pioneers (which has about one hundred inmates) has had large improvements, new buildings being in process of erection of reinforced concrete.

Educational facilities are ample and in the hands of a very competent School Board. The School, which has the reputation of being the finest of its class in the Province, is a well-kept and ample recreation grounds. Besides a good number of resident pupils there are also of all, Sisters included, as they march to matins or vespers, the relations between tea

The Hospital, which was completed last fall and opened by His Highness the Governor, is on spacious grounds, which are now being laid out at a cost of \$3,000. The operating room will be cared for.

In regard to financial institutions, Kamloops is especially fortunate, for here the Bank of Hamilton, Imperial Bank and Royal Bank of Canada, there are also three

The Canadian Northern Railway brought its steel down the North Thompson River where it meets the Canadian Pacific Railway, and, like that railway, established a District. Along with this excellent railway service is the certainty of the establishment

Taking all things into consideration, the optimistic Citizens of Kamloops have

Kamloops, B. C.

situated on the Thompson River, which latter is named after David Thompson, one of the first to establish a trading post here in 1812. The river's two branches meet here, and the name of the City is derived from that fact, for Kamloops means in the language of the natives, "Meeting of the Waters".

The adventurous explorer, hunter and trapper made his headquarters on this spot in the early days of the fur trade, and it grew into a fine City of some 6,000 inhabitants, and covering an area of about 922 acres, with a population of 10,000.

From the West—to the advent of the railroad, for it became in 1880 a construction camp, which has since become a Divisional point which it has been ever since.

In 1907 that the merits of the locality gained recognition. But since that year great strides have been made, and enterprising new-comers, added to the indomitable spirit of the old-timers, Kamloops has become a City of the future.

The assessment for 1913 to \$5,269,040, the tax rate being 21 mills.

The Hydro-electric Plant at Barriere River, about 40 miles up the North Thompson River, is one of the largest in the West.

It has one 80 horse-power auto chemical engine and one 80 horse-power hose engine, which, in addition to the fire department, furnish great protection.

The reputation of being one of the best in the Province.

The City is centrally housed in a fine Court House, where one will find the Provincial Land Office, Gold Mines Office, Police, Mining, Sheriff, etc., etc.

A new building to be used as Post Office and to have quarters for the Dominion Land Office, and also set aside an appropriation of \$25,000 towards a Drill Hall, which will cost some \$100,000.

The Penitentiary (for 200 inmates) is located in spacious, well-kept grounds. This property is now undergoing extensive repairs, and will be completed in concrete and stone. The total cost will reach \$225,000.

The Normal School Department. The buildings are handsome modern structures. The Convalescent Home, in the Province, is a solid brick building, admirably located on high elevation, with beautiful view of the mountains. There are also many day scholars. If one may judge from the bright, contented faces of the children, the relations between teachers and pupils must be very happy.

His Highness the Duke of Connaught, is a handsome red-brick building on elevated ground. The operating rooms are equipped with all modern appliances, and about 100 patients can be treated at one time.

The City is fortunate, for besides branch offices of the Bank of Montreal, Canadian Bank of Commerce, and others, there are also three Trust Companies.

The extension of the North Thompson to Kamloops, making this City the only one in Central British Columbia to have a direct line, has established a Divisional point. Not content with that, it is building a line to the Okanagan, and the establishment of a line of river vessels, which is now being proposed, to cover both rivers.

Kamloops have every reason to have great faith in the future of their City.

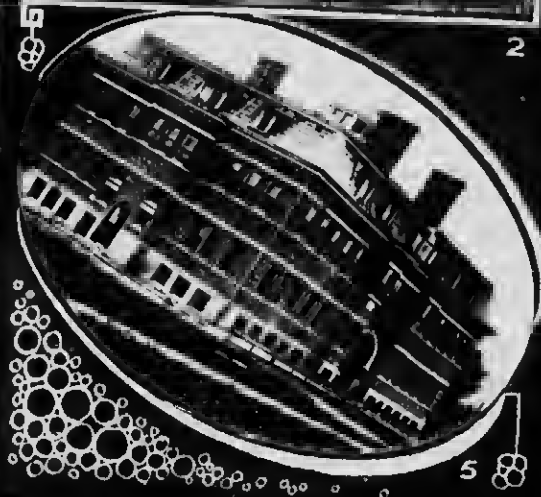


3



6

Vernon, B. C.



1. Typical Home
2. Meet. of Auto Club
3. Kalamalka Lake
4. Post Office
5. Public School
6. Bank of Montreal
7. A Lumber Mill

CLELAND DIBLE ENGRAVER



VERNON, B. C., was incorporated twenty years ago, has 4000 Provincial Government Offices and Court House.

The new Court House, now being erected, is the finest of granite, quarried a few miles from Vernon, is being used. 97.3% carbonate of lime) is also available in the vicinity. A new Hospital costing \$75,000. More than eleven miles of road owned by the Municipality, has been \$210,000. There are 25 miles of macadam have been laid, costing \$51,290, and there are 25 miles of gravel amounted to \$54,816.00.

The property assessments in Vernon amount to \$4,484,352, and those of the surrounding district \$446,142.

Among the industries established in the City are two sawmills, a sash and door packing plant, steam laundry, jam and fruit-canning plant, and limestone and granite quarries, one High and two Public Schools, four Banks, seven Churches and two Hospitals.

The City has fifty miles of macadam roads, twenty miles of which skirt the mountains.

Vernon is the supply centre for seven rapidly growing towns, 23 distributing hotels are taxed to their capacity during the summer months. There is an opening for jam, pickle, evaporator, pulp, brick and tile factories are needed.

Electrical industrial power at an extremely low cost has been generated, and Vernon grants generous concessions to bona-fide manufacturers, and an excellent water supply from the Canadian Northern Railway, twenty-eight miles from the City, which will facilitate the industry.

Vernon has daily train connections with the Canadian Pacific Railway main branch line to be built by the C.N.R. from Kamloops to Vernon, Lumby, and Kelowna. The city has the charter for an electrical system radiating from Vernon, and has already spent \$100,000.

Provincial fruit has won the Gold Medal at the Royal Horticultural Show, aggregating \$4,423 at the Spokane National Apple Show, for 43 exhibits. Vernon is famous for sheep, and mixed farming.

A value of more than \$1,340,000 to the growers was represented by the fruit of the first eleven months in 1913. A total shipment of 1,791 carloads have been sent to the coast.

Spitzenberg, Newton, Winesap, Greening, St. Lawrence, Baldwin, Golden Gravenstein, Wealthy, Jonathan and Northern Spy are a few of the varieties of apple orchards are paying 30% and over on the investment.

Earl Grey owns 1,000 acres of these fertile orchard lands at Vernon, L. J. Duran, owns 2,500 acres and will come to reside here next year.

The natural beauties and recreative advantages of the locality have attracted their turn have added to and developed the social life of the district. The population is the Old Country.

Business men who have succeeded in the commercial struggle of the City, retired Army officers, colonials from less-privileged areas of British Columbia, and others, have found in the benefits of their strenuous endeavours by engaging in a pleasant and profitable industry.

Fish and game are abundant, and the climate is pleasant all the year round. Summer days are warm and sunny, with cool nights. The winter is short and was 10 degrees of frost, with from one to one and one-half feet of snow. The earliest carnations, violets and pansies were blooming.

Up to December 15, 1913, there was no snow, nor was there any zero weather.

Vernon, B. C.

go, has 4000 population, and, as principal City of the Okanagan Valley, is the seat of

use. is the finest structure planned for interior British Columbia. A remarkably fine quality is being used, such as will be marketable throughout the Province. Limestone (analyzing the vicinity. A new Post Office and Customs House has been built, at a cost of \$50,000; also eleven miles of sewer are laid, with 360 connections. The total cost of Vernon's water system, \$1,000,000. There are 28¾ miles of water mains and 600 connections. Ten miles of cement sidewalk and 25 miles of board sidewalks. Customs Revenue collected at the Port of Vernon in 1913

and those of the school district to \$903,372. The amount of Building Permits in 1912 was

a sash and door factory, a newspaper, electric-light and power plant, brick yards, meat-house and granite quarries. A good telephone system connects the entire Valley. There are three Hospitals.

which skirt the lake shore, also a Park area of twenty-three acres.

23 distributing points, and a large agricultural district within a radius of 132 miles. Seven miles of road, and an opening for a first-class tourist hotel and apartment-house. Ice and cold storage, can, box,

generated, and manufacturers appreciate a practically uninterrupted service. The City of Vernon has an excellent water-power, capable of producing 20,000 horse-power, is being developed by a dam which will facilitate further industrial activity.

Railway main line, and the British Columbia Government has guaranteed the bonds for a dam at Kamlay, and Kelowna, which is to be completed by July 1, 1914. The C.N.R. has also acquired the right to spend large sums in preliminary work.

Agricultural Show in London, open to the British Empire. Okanagan Valley fruit won prizes at the show. Vernon and district is also being benefited by a growing interest in poultry, hogs and

exported by the full carload shipments of fruit and produce alone from the Okanagan Valley for 1913. There have been sent out, with an average valuation of \$650 per car.

Baldwin, Golden Russet, Ribston Pippin, Wagner, Rome Beauty, Macintosh, Canada Red, and other varieties of apples which are grown in the Vernon district of the Okanagan. Full-bearing

at Vernon, Lord Aberdeen 10,000 acres, and Sir Eric Swayne, ex-Governor of British Hon-

ty have attracted a very desirable class of immigrants to settle in and around Vernon, who in the past. The population of the locality has been recruited largely from the great centres and from

people of the City and who desire to enjoy and bring up their families among the advantages of the Okanagan Valley. Immigrants from less-favored climes, successful farmers from the plains—all join together here to reap the fruits of a profitable industry in a mild and salubrious climate and among beautiful surroundings.

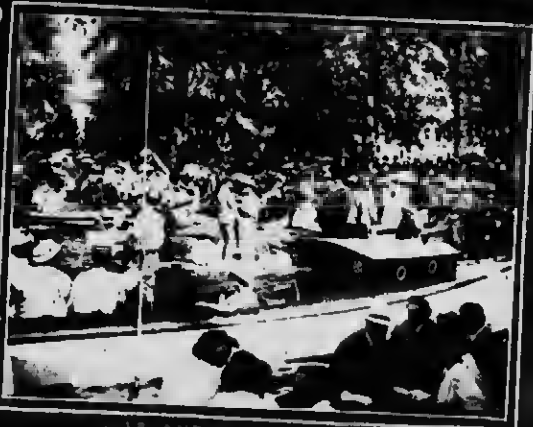
all the year round. There are magnificent lakes and mountain views, and many camps by the water. The winter is short, and a blizzard is unknown. The average temperature for four months in winter is above freezing. The elevation of Vernon is 1200 feet, and sheltering hills protect the City from winds.

There is never any zero weather, and at Christmas roses, mignonette, petunias, honeysuckles, sweet peas,



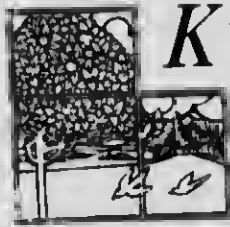
- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

Kelowna, B. C.



1. Mixed Farming.
2. Crawford Falls.
3. Magnificent Hay.
4. Harvesting Apples.
5. Main Street.
6. Typical Apple Orchard.
7. A Natural Beauty Spot.
8. Cherry Blossoms.
9. Regatta Day.

SOLE AND RETAIL ENGRAVERS



KELOWNA is situated on Okanagan Lake, in British Columbia, "Orchard City of the Okanagan."

It has a population of over three thousand in the City property of close upon five millions, and the City owns its Market.

The geographical location of Kelowna is amidst beautiful scenery and has a fine lake frontage and promenade.

The City's growth during recent years has been phenomenal. The population from June 30, 1913, have increased 147 per cent., compared with the corresponding period of 1903.

Kelowna has been raising fruit commercially for over twenty years. The name of Kelowna and her apples take first prize wherever shown.

The climate and soil conditions of Kelowna cannot be surpassed. This is no sweeping triumphs at the leading fruit shows of Great Britain and America. Special mention at the National Apple Show, Professor Van Deman, of Washington, D.C., the highest award ever placed on exhibition and the best he had ever seen.

The maximum amount of fruit per acre can be grown, and the elaborate irrigation system, costing many thousands of dollars, enable the grower to carry on his work with scientific precision and definiteness.

"Everything grows in Kelowna" is a slogan that might most fittingly be applied to tobacco. This industry will most assuredly play no mean part in the development of the fruit and other industries in the Province.

Several other important industries have also located in Kelowna, chief among them the pulp and paper plant, and several flourishing Packing Houses. In this connection the recently established Central Selling Agency, ensures for growers the best possible market facilities.

The City is quite up to date, and owns and operates an electric-light plant which ensures efficient protection in case of fire, supplemented by an excellent fire brigade. Three of the chartered banks have branches established in the City, one of which is the Bank of Montreal.

The rarefied, bracing atmosphere of Kelowna gives an impetus to sport, and the ever-increasing volume of tourists. Kelowna's annual regatta is perhaps the chief celebration of the season.

The educational advantages are second to none in the Province, and the schools are of the highest quality. A new Public School has been built, at a cost of \$100,000, and is now in operation.

Great improvements are being effected in transportation. The C. N. R. are building a branch line from Kamloops to Kelowna. This line will connect with their main line at Kamloops. The C. P. R. are making a branch line from Kelowna to the Okanagan Valley Railway, when they have completed their line, will run a special boat service from Kelowna to Vancouver, leaving the Orchard City late in the afternoon to be in Vancouver early the following morning. The proposed branch line operation at an early date—will place Kelowna in an enviable position for competition with other cities.

Kelowna has an energetic Board of Trade whose officers are members everywhere and whose members are everywhere. Visitors welcome. The Publicity Commissioner of this body busily dispenses information about Kelowna broadcast over the land.

Kelowna, B. C.

British Columbia, and by reason of its prominence in fruit-raising it is familiarly known as "The Fruit Capital of the West." The City is situated in the heart of the Okanagan Valley, and is surrounded by some of the most fertile and beautiful land in the City and about an equal number in the immediate district; a total assessment of the City owns its Municipal facilities, such as electric-light, sewer and water plants.

amidst beautiful surroundings, and the City is the possessor of a splendid public park, which has been phenomenal, and according to official figures, its Building Permits from January 1 to the corresponding period of 1912.

years. The name is known in the markets of the world, even in the interior points of China,

and this is no mere haphazard statement: it is supported by the unparalleled series of prizes won in America. Speaking some little time ago of a carload of prize Jonathans at the Vancouver Fair, the highest authority in America on pomological matters, pronounced the fruit to be the finest

fruit ever raised in the Okanagan Valley, and the elaborate irrigation systems of the district, which were installed at a cost of five million dollars, are a further proof of the fertility and definiteness.

of the district, and by no means the least important product of her fertile land is the fruit, which is being developed in the near future will become one of the most important

industries of the district, chief among which are a large Canning establishment, two Saw Mills, a Brick and Tile Works, and a recently established Kelowna Growers' Exchange, which works in conjunction with the newly established market facilities and prices.

The City is also equipped with an electric-light plant and water plant. The tested fire pressure of the waterworks is 120-lb., and the City has an efficient fire brigade. An efficient sewage system is in operation, thus affording perfect sanitation. One of the new buildings which has just erected a fine new building.

As to sports, and the excellent fishing and shooting that the district affords are attracting an increasing number of tourists, and the chief celebration event of the Valley. Polo, tennis, lacrosse and baseball are very popular. The schools are well equipped and staffed. Pupils are prepared for matriculation into the University of British Columbia, at a cost of \$85,000.

The C. N. R. have acquired a right-of-way and have purchased a station site at Kelowna. The C. P. R. are making their present steamship service on the lake more effective, while the Kettle Valley Railway is operating a special boat service between Penticton and Kelowna which will enable passengers and freight to be transported in the early morning. All these transportation improvements—which will be in actual operation for coping with the ever-increasing volume of passenger and freight traffic.

The members are ever active in promoting the welfare of their City in every way, and who gladly make every effort to dispense information and advice to all inquiring strangers, besides spreading the fame of



1. Victoria Day
2. Illellowaet Canyon
3. Central School
4. New Illellowaet

Revelstoke, B. C.

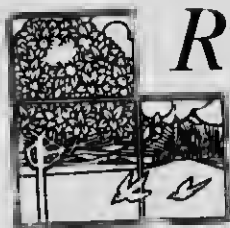


Victoria Day
 Hlloawaet Canyon.
 Central School.
 Hlloawaet Bridge.

- 5. Plencking on Mt. Revelstoke
- 6. New Wharf.
- 7. Power Dam.
- 8. Columbia Canyon

CLELAND DIBBLE ENG'G

Revelstoke,



REVELSTOKE, B. C., is beautifully situated on the main line between the Selkirk and Gold Ranges of mountains. This accessibility from all points, make it the natural centre of trade and west, can be quickly and comfortably reached.

Incorporated in 1899, the City has now a population of 10,000. It has a plentiful supply (gravitation) of light and power. It has a sufficient watershed to supply a city twenty times its size. A water-plant capable of considerable expansion when required, has been installed. It has two large Public Schools and a High School valued at \$100,000. It has one of the finest Court Houses in the interior of British Columbia, costing \$150,000. The Provincial Government has installed the most modern equipment and efficient staff; cost \$150,000. The Provincial Government has a district trihutary to Revelstoke. For the past three years this has averaged \$100,000. Their splendid structure cost \$100,000. Their appropriation for roads, trails and bridges completed a \$12,000 wharf on the Columbia River, and they have required a site of \$50,000 in last year's appropriations to commence the erection of a building.

Revelstoke is headquarters of "District One, B. C. Division" of the Canadian Pacific Railway. Employees of this company's large mountain district make their homes there. In addition there are machine and repair shops, gas-producing plant, roundhouse, yards, and other facilities. The payroll at Revelstoke is from \$85,000 to \$90,000, but to this should be added the payroll of the Columbia Limited, which are operating four large sawmills (three of the largest of the kind in the Province) here. Their average monthly payroll is \$60,000. The Provincial Government spends \$100,000 in Revelstoke, and the Dominion Government proposes to expend in the neighbourhood of the Columbia River adjacent to this City. It also has a planing-mill and sash and door factory.

The Trihutary to Revelstoke lies a very large area of timbered country covered with forest.

A great variety of minerals are known to exist, distributed over the district. Some of its trihutaries north of Revelstoke, and some of these properties are being further developed, but as yet little more than prospecting has been done. All these indications point to a rich mineral future.

An automobile road is now being constructed, on easy gradients, from the City to the mountains in length, with a new and ever-lovelier view with each ascending turn. On the top of the mountain is a prairie-like level and openness, but dotted with clumps of balsam trees, knee-high. Without doubt it is the most wonderful and lovely natural park contiguous to any other in the Province (as botany, entomology, geology, etc.) and mere out-of-doors pleasuring will be found in the valleys for the cooling and invigorating airs of its high altitude.

Other local points of interest are the Columbia River Canyon, Jordan Falls, the Power-plant and Dam on the Illecillewaet River, etc., etc., all of which can be seen on a day's ride.

Big game hunting, fishing and shooting can be had close by. Guides, pack

Revelstoke, B. C.

the main line of the Canadian Pacific Railway where it crosses the Columbia River Valley, contains. This splendid mountain environment and valley and river contrast, together with its central centre of tourist travel, from which all surrounding scenic attractions, north, south, east and west.

with a population of 5,000, and has acquired and now owns all public utilities, such as water, sewerage (gravitation) of the purest water in the country direct from the mountain tops, and controls the same to its size. It has built a concrete dam and installed a hydro-electric power and lighting system as required. About 1,200 horse-power is now generated. A complete sewerage system has been installed valued at \$100,000. It has a large and well-equipped Y. M. C. A., costing about \$35,000. The town of Revelstoke, B. C., costing \$160,000. Its Public Hospital is one of the very best in the Province, and has the approval of the Provincial Government. The Provincial Government spends large amounts annually constructing roads, trails and bridges in the district valued at \$100,000 per year, not including the highway bridge across the Columbia River. This bridge, which was completed in 1913, cost \$124,000. The Dominion Government have just approved a site for a new Post Office, Public Works Office and Customs Offices, and provided a building.

of the Canadian Pacific Railway, consequently all the officials and a large number of the employees are there. In addition to district offices, the Company maintains a large tourist hotel, extensive shops, and other facilities necessary to its ever-increasing traffic. The company's average monthly revenue is \$100,000. The Forest Mills of British Columbia (the largest of these being directly tributary to Revelstoke), have their headquarters and offices in the district. The Provincial Government spends over \$100,000 annually for public improvements in the district tributary to the Columbia River. The Dominion Government have just approved a site for a new Post Office, Public Works Office and Customs Offices, and provided a building.

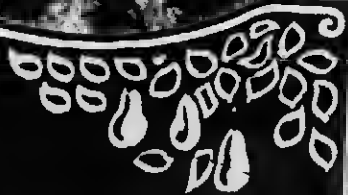
The country covered with fir, spruce, cedar, pine and hemlock.

over the district. A large quantity of placer gold has been taken out of the Columbia River and is being further developed; and of lode-mineral, gold, silver, lead, zinc, mica, etc., occur in deposits. The geological conditions point to a yield of wealth with capital and transportation assistance.

On the top of Mount Revelstoke (6,150 ft.), a ride of a mile in height and fifteen miles, knee-high with grass and flowers in season, and studded with gem-like lakes and tarns. The climate is equable to any city in Canada, and its opportunities for sport (as golfing, ski-ing, etc.) and study are numerous. The summer months will be gratefully welcomed by thousands glad to leave the summer heat of plains and cities.

from Jordan River Falls, Canyon Creek Falls, Silver Tip Falls, Illecillewaet River Canyon, City of Revelstoke, which can be easily reached over good roads and trails by auto or carriage.

Guides, ponies and outfits can be locally secured.



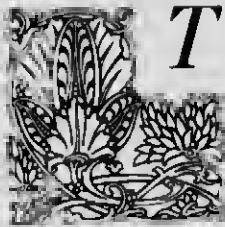
CLELAND DIBBLE ENGRAV CO

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Nelson, B. C.



1. Nelson's Water Power.
2. A Trout Stream.
3. One Day's Catch.
4. Berry Pickers.
5. City of Nelson.
6. Rootenay Lake.
7. Hotel Strathcona.
8. The Logging Industry.



THE DISTRICT OF KOOTENAY, of which the City of Nelson is a portion of South-eastern British Columbia mainly watered by the Columbia River, is a country of some 27,000 square miles in extent, containing the most beautiful scenery on the Continent.

The glaciers of the Selkirk, the beautiful chains of lakes and mountains, afford an attraction to the tourist which, while competing with the scenic assets.

But it is not in the scenery alone that the wealth of this portion of the Province interests are of great and increasing importance.

The population of this district is comparatively sparse, but it shows a steady and healthy increase. The population was 31,962 had increased to 50,772 in 1911.

A satisfactory feature of this increase is that it is principally in the rural or productive portion of the district. The population has increased only 4%.

The chief industry of the district is Mining, and the following figures show its importance.

Total mineral output for the Province, 1912.....	\$32,440,800
Total mineral output for East and West Kootenay and Boundary, 1912	20,604,665
Total 1911	12,440,077

In addition to the above are several smaller mines whose figures of profit cannot be given for the properties.

The Lumber Industry of the Kootenays is also an important one, not only to the Province but to the West. The lumber which cannot be produced there.

There are in the district some 100 mills with an annual capacity of 300,000,000 feet of lumber, which is about one-third of the total output of the Province, which for last year was approximately 1,000,000,000 feet.

The action of the Provincial Government in extending the operations of the Forest Service has already having good results.

The demand for lumber for the Prairie Provinces is rapidly increasing, while the value of the great heritage the district enjoys in its vast wealth of virgin forests is becoming more and more recognized.

Fruit-growing is in its infancy, but during the last few years the land that has been planted, while some millions of trees have been planted.

The Valleys of the Kootenay and Slocan Rivers, and the shores of the Kootenay Lake, are the most fertile and contented community.

The high keeping qualities and splendid appearance of Kootenay apples have attracted the consumers on the neighboring Prairies, where fruit cannot be grown. A large part of the crop is used for small fruits for export and for jam-making is proving of valuable assistance to the rural population.

Climate and soil render fruit cultivation easy and profitable, and as irrigation is being extended the industry is becoming more and more important.

The comparatively small City of Nelson reflects the general prosperity of the Province. It has its own hydro-electric plant, its waterworks, its gas plant, its sewer system, and this year has nearly so small possesses.

The bonded indebtedness of the City is \$699,759. The City has in cash and other assets \$488,072. Building Permits for eleven months in 1913 amount to \$1,000,000 for the City last year, after being charged with interest and proportion of the sinking fund on the bonds.

As the debentures mature in a period of from four to fifteen years, the City will be able to pay them on a sinking fund basis will equal the present taxation of the City.

on, B. C.

ty of Nelson is the commercial, judicial and political capital and centre, comprises that watered by the Columbia and Kootenay Rivers.

extent, containing in the Rocky and Selkirk Mountain Ranges some of the loftiest peaks
ains of lakes (the Kootenay, the Slocan, and the Arrow Lakes) lying between these
while comparatively unknown at present, will before long be one of its most valuable

alth of this portion of the Province lies. The Mining, Lumbering, and Fruit-growing

steady and healthy increase. According to the Census, the population which in 1901

rural or producing population, which shows 132% of increase, while the urban popula-

es show its importance in the relation to the figures of the whole Province:

**PRODUCTION OF METALS, ETC., IN EAST AND
WEST KOOTENAY AND BOUNDARY, 1912**

Gold, oz.	230,168	Lead, lb.	35,084,886
Silver, oz.	2,522,746	Zinc, lb.	7,694,760
Copper, lb.	35,186,909	Coal, tons	1,474,816

profit cannot be obtained, or which have used their profits in paying for the purchase of

not only to the district, but to the Dominion at large, as furnishing to the adjacent Prairie

300,000,000 feet, and in value these mills produced in 1912 nearly \$6,000,000, or
as approximately \$17,000,000.

ons of the Forestry Service and in increasing fire protection throughout the timber districts is

using, while the mines, through their development, are taking much larger supplies for their
wealth of virgin forest of Fir, Cedar, Hemlock, Tamarac, Pine, and Spruce is yearly

and that has been cleared and brought under cultivation numbers many tens of thousands of

of the Kootenay, Arrow, and Slocan Lakes, are now dotted with the homes of a prosperous

y apples have now thoroughly established this product in the markets, especially among
A large part of the orchards, however, are not yet bearing, and in the meantime the raising

ance to the rancher.

as irrigation is not needed, the keeping qualities of the fruit are much enhanced.

perity of the district. With a population of about only 7,000 people, the City owns its
and this year purchased the electric railway system - something no City on the Continent

s in cash and in its own re-purchased debentures \$211,519, and the valuation of the profit-
in 1913 amounted to \$128,100. These public utilities or profit-earning investments earned

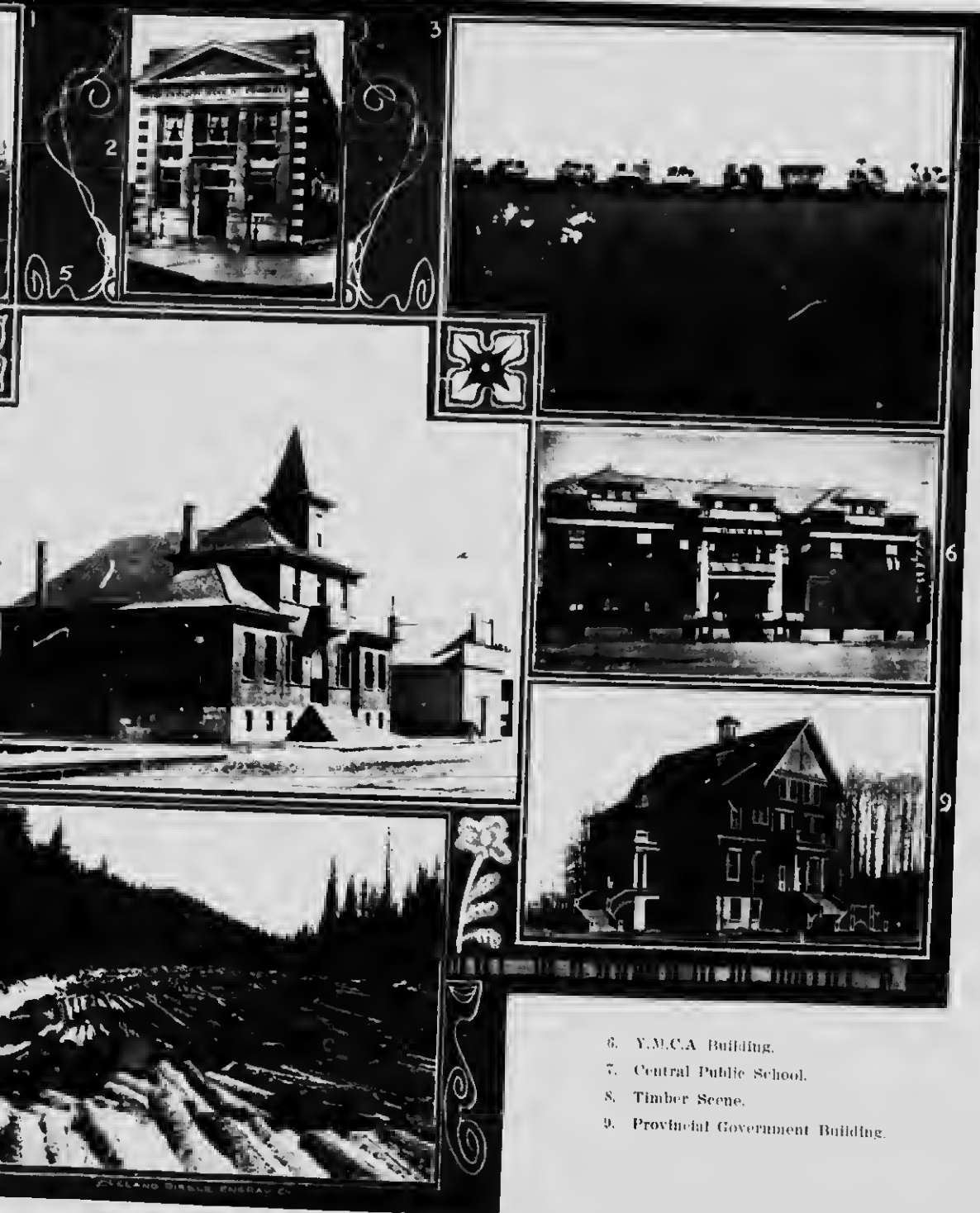
f the Sinking Fund for the debentures issued, \$29,542, or about 6%.

s, the City will have paid for these public utilities, and the income from them upon the exist-



1. Orchard Scene.
2. Canadian Bank of Commerce.
3. Automobiles In Wheat Field.
4. Imperial Bank of Canada.
5. City Hall.

Cranbrook, B. C.



- 2. Y.M.C.A. Building.
- 3. Central Public School.
- 4. Timber Scene.
- 5. Provincial Government Building.
- 6. Y.M.C.A. Building.
- 7. Central Public School.
- 8. Timber Scene.
- 9. Provincial Government Building.



CRANBROOK, B. C., is the industrial centre of East Kootenay, and is remarkable in material prosperity and per capita wealth, and is remarkable progress. It may also be said to possess the best climate in British Columbia. The assessed value of land and buildings within the City district, immediately adjoining the City limits, is \$1,261,566. Cranbrook is a Divisional point on the Canadian Pacific Railway. The City is situated on the banks of the Kootenay River. The City has five Churches, three Banks, large Public Buildings (the other on the northern limits of the City), Manual Training School, and no saloons. The City is the owner of its own high-pressure waterworks, paying all expenditure—wages, upkeep and all outgoings—the net revenue from the waterworks is used for the complete sewerage and septic treatment system has been installed by the City authorities at a cost of \$100,000. The improvement being paid for by the Citizens by the use of a

FRUIT-GROWING AND MIXED FARMING: Some years ago the late Mr. W. J. E. Baker began to preach the doctrine that there was only one Banana Belt on earth, and that it was in British Columbia, and out of season, and his abiding faith, backed by the logic of facts, worked wonders. He has secured the McCure Ranches, and the big Staples farm on St. Mary's prairie, near Wapiti, and has made hundreds and thousands of dollars within the past three years around Cranbrook, and it is only a matter of time before he will be able to do the same in other parts of the province.

Referring to the Cranbrook district, Mr. H. B. Hicks, engineer of the Waterworks, in his Report of the Minister of Lands, 1912:

"There is not, in my opinion, any country which has the combined natural advantages of British Columbia, with its hundreds of thousands of acres of tillable soil, its millions of feet of coal, its immense coalfields, with natural power lying dormant in the mountain streams."

On page D. 199 of the same Report Mr. W. J. E. Baker, M.Inst.C.E. says:

"The seasons are fairly well defined, and conditions are about ideal for horticulture."

LUMBER INDUSTRY: More capital is invested in the lumber business in the Cranbrook Forestry District embraces 4,780,000 acres. Allowing a strictly conservative estimate, there are fourteen billion three hundred and forty million feet of lumber, easily worth \$100,000,000. It is not surprising, therefore, that the Forestry Service is now establishing observatories on the Kootenay, and telephone, so that when the first smoke of a forest fire is noticed the fighting forces are immediately alerted.

Travellers over the Canadian Pacific Railway note the manner in which all the Kootenay is protected from fire. This is to prevent the spread of fires which may be started by chance sparks from the locomotives. The Rockies oil-burning engines are being extensively used in order still further to minimize the risk of fire on all its lines in the summer time.

The various lumber companies operating in the Cranbrook district employ in the aggregate 10,000 men, and constitute a most important factor in the prosperity of the locality.

MINES AND MINERALS: Cranbrook is the centre of an area of excellent mineral resources. It is the famous St. Eugene Mine, for years the largest lead and silver producer in Canada. In 1907, this mine has produced over a million tons of ore, of a gross value of \$10,390,000. The owners of the St. Eugene, have been engaged in extensively developing the Sullivan Mine, near Kimberley. This fine property has already added to the wealth of the country to the amount of \$22,000,000.

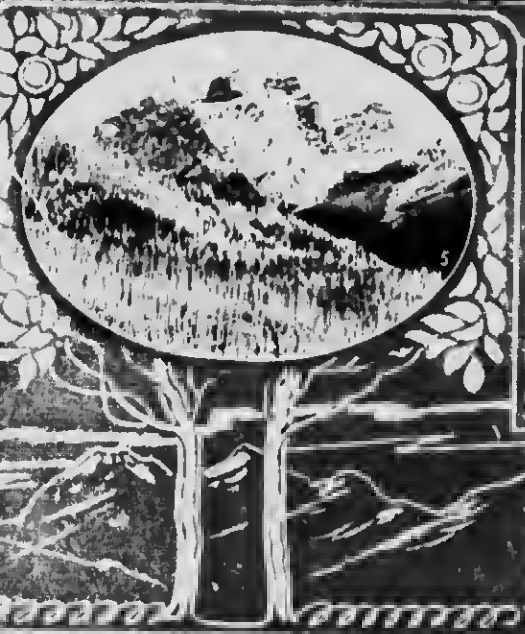
To the north-east, some sixteen miles or so, is the historic Wild Horse placer. In 1862, \$22,000,000 in placer gold was taken. Those were the true pioneer days, when the pioneers of Walla-Walla, Washington, to exploit the shallow gold-bearing gravels of Findley, and the animals running out of feed and finding some at the point where Fort Steele now stands.

To the west is the country bordering on the valley of St. Mary's Lake and the Kootenay River, an entirely undeveloped copper and lead resources. With transportation along the Kootenay River, the mineral wealth of that most richly endowed but almost wholly unknown region. The iron mines around Elk, and north to the iron beds above Bull River, while around Fernie

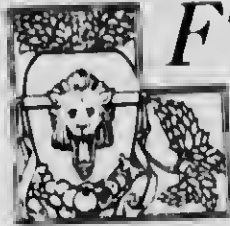


1. Railroad Depot.
2. Coke Oven.
3. A School House.
4. Coal Creek Mine.
5. Trinity Mountain.

Fernie, B.C.



6. Victoria Avenue.
7. City Hall and Court House.
8. Fernie-Fort Steele Brewery
9. Cutting Ice.



FERNIE, B. C., is located in the Crows Nest Pass, British Columbia, with a population of 6000 people. Its principal industry is Coal-mining, having a production of 100,000 tons of coal, and shipping 100 cars daily to the markets of Western Canada.

The Lumber manufacture amounts to 300,000 tons annually.

The Lumber industry is next in importance, there being 100,000,000 feet of standing timber, and the yearly shipments amount to 100,000,000 feet and 100 cars of telephone poles and piling.

Other industries flourishing in Fernie are a Carbuilding plant, a Foundry, and a

The Fernie-Fort Steele Brewing Company is one of the most prominent industries, employing 40 men all the year round.

This brewery has a capacity of 450 barrels per day, and produces, besides its own, 100,000 gallons of water.

The City of Fernie owns all the public utilities and gives the citizens a twenty-four hour fire and police service, besides owning 10 miles of sewers, treating the sewage by the

The water pressure is 100 lbs., and the City has a modern fire department, with 10 fire engines, and so are the police force, the latter numbering eight men.

There are 20 miles of streets and 20 miles of sidewalks. The public and semi-public buildings include a Power Station, Hospital, a large Court House, Post Office, Customs House and Inland Revenue Office. The City also owns a perfect natural park of two hundred acres immediately adjacent to the city.

Four banks are established in Fernie, and the assessed value of property is \$2,000,000, with a potential of developing 15,000 horse-power.

Ten first-class passenger trains make daily stops, and five new railways are now under construction. The volume of business transacted by the Customs Office is large, Fernie being a Port of Call.

The social life in Fernie is pleasant. A fine Opera House is well patronized for theatricals, hockey and other sports, serving also as an assembly hall when required. There are also several orchestras and musicians under the leadership of a professional paid bandmaster.

Fernie is the judicial centre of East Kootenay and the Provincial Police headquarters for the Mining section of South-east Kootenay is also located here.

The scenery around Fernie is grand beyond description, its mountainous location affords a fine view of Goat Mountain Park, a new game reserve, comprising 450 square miles and forming a natural park; mountain sheep and goats, deer of various kinds and small game, and trout fishing in America is offered.

An alluvial soil and a splendid climate make the immediate environment of Fernie a healthy place, ready buyers and consumers right in the City, thereby not being burdened with freight.

With an industrious population, rich in minerals and other natural products, a healthy climatic location, Fernie occupies a most enviable place among the Cities of the West, which are constantly going on in every direction, and which for ever add to the growth of the province.

Fernie, B. C.

British Columbia, 3400 feet above sea-level. It is an incorporated City, with a population of 1,500,000 tons of fine bituminous steam and coking coal annually, and employs 1,200 beehive ovens, with 1,000 more in prospect.

There are 15 saw mills in Fernie, furnishing 180 million feet annually. The available lumber shipments are 1,000 cars of lumber, 500 cars of railway ties, 500 cars of fence posts,

and a large Brewery, the total monthly wage disbursements being \$290,000.

The most prominent industrial enterprises in the City. It covers extensive grounds and gives employment to

many persons, besides its famous "Unity's Extra" beer, large quantities of ale, porter and aerated

beverages. It has a twenty-four hour electric-light and power service, supplies water for domestic, manufacturing and fire use, and sewage disposal by the septic process.

The fire department, with the best apparatus and three teams of horses. The firemen are paid and

maintain public and semi-public buildings are: City Hall, Fire Hall, High and Public Schools, Post Office, Customs House and Inland Revenue Building, five Denominational Churches, and eleven modern, fire-proof buildings, covering 100 acres immediately adjoining the residential section.

The assessed property is \$2,677,479.00. The unharnessed water-power of the Elk River Falls is capable of

producing 100,000 horsepower. The railway is now in process of construction. Telegraph and postal services are excellent, and the City is being a Port of Entry and the third largest in this connection in British Columbia.

The rink is well patronized, and a huge corrugated iron rink, costing \$25,000, is used for skating, curling, and other winter sports. There are a number of clubs and societies, and a City band consisting of thirty first-class

musicians. The City has a Municipal Police headquarters for the district. The Government Agency for the Land Division and

the Game Warden's office are located here. The location offering many attractions for the lover of Nature. It is the gateway to the mountains and forming a veritable paradise for the sportsman. Bear, grizzly, silver tip, black and brown, abound in the mountains, and in Elk River and its tributary streams some of the finest trout

are raised. The environment of Fernie a most desirable location for market gardening, and all the produce finds its way to the coast with freight charges for outside shipping.

The City produces a variety of agricultural products, a well-regulated and wide-awake municipal government, and in the enjoyment of the City by the people of the Cities of Western Canada, and it forms an important link in the chain of developments that have added to the growth of the country's fame.



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Province of Alberta



2



GOVERNMENT HOUSE



CLELAND DIBBLE PHOTO

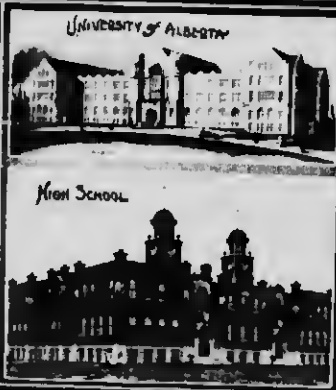
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UNIVERSITY OF ALBERTA

HIGH SCHOOL

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1. Horse Ranch.
2. Travelling Agricultural Exhibits
3. Alberta Nurseries.
4. Dairy Herd, Government Demonstration Farm.
5. Capital of Alberta.
6. High Level Bridge.
7. An Alberta Home.
8. Government House.
9. University and High School.



ALBERTA, with an area of 253,540 square miles, is the largest of the It is over twice as large as Great Britain and Ireland together. It of the City of Edmonton. Approximately three-fifths of the area of

While Alberta is essentially prairie, it shows much greater an average elevation of about 3,000 feet. It is sometimes called the Province runs along the summit of the Rocky Mountains. This prairie and coulees for a distance of about sixty miles from the crest of the elevations beyond the groups of hills in the central and northern parts

The variety and grandeur of the physical features, the diversity and extent of the variety and opportunity of life within its borders. Its development bears an important role in the Empire. Its importance lies in the fact that it contains one of the largest and richest and can sustain a dense and permanent population.

The official history of Alberta began in 1882, when Rupert's Land was organized and Athabasca. From 1870 up till 1905 it formed part of Rupert's Land and the North Dominion of Canada. At the time the districts passed under the control of the Canadian Hudson's Bay traders. From that time there has been great material advancement, especially 185,000. The Census of 1911 gave a population of 385,000. To-day the population in ten years, the population of the Province will be nearly a million.

Settlement progresses so rapidly here that pioneering is shown of its desolation. It up in a single summer. A pioneer will always have neighbours in his new Alberta home. Government to small Municipalities by recent legislation affords the machinery for local communities of the East. Commercial life develops more rapidly here. The settlement of telephones. Land is cleared and prepared for cultivation at comparatively small cost. The land is transformed into a prosperous community.

The farmers of Alberta are rapidly adapting themselves to their new conditions and a stronger class spirit among the farmers, and where they are better organized to bring the results that will raise the standard of comfort in rural communities.

The records of the last three years show that a new school was built for every mile increased from 20,000 to 65,000,000 bushels. The number of live stock from 1,000,000 from \$18,000,000 to \$267,000,000; and expenditure on account of revenue and capital from

Three transcontinental railroads are already built across the Province and are raising Alberta systems and gives the Province a new and shorter outlet to the East. In fact, the railway systems of Canada which radiate to Vancouver, Prince Rupert, and Port Mann Duluth on the Great Lakes, on the east. In addition to the transcontinental lines, branch railroad mileage since 1905 has more than trebled.

Local transportation and communication are being developed as rapidly as the the Government appropriated \$1,000,000 for building trunk roads. Over 1,800 miles next three years. Over 16,000 miles of Government owned and controlled telephones

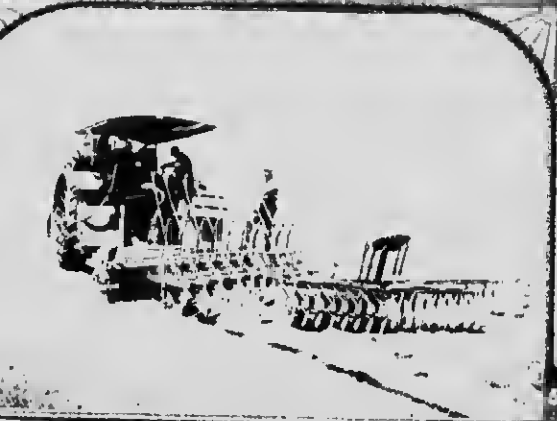
Intellectual and social advancement has kept pace with material growth. In the provinces of Canada and other British communities. Education is under the complete control and justice according to British traditions. The Statute Book respects all classes and affords forms that distinguish those of the East, but more rapidly.

Albertans have a healthy pride in their Province. Its resources and the development of a great people, and at the same time one which public duty and patriotism shall enrich our national life with elements as pure as the vitalising air of her hills and forests.



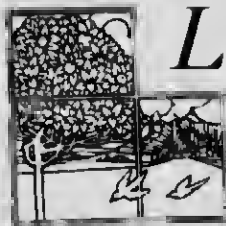
1. C
2. F
3. P
4. C
5. S
6. A
7. G

Lethbridge, Alta.



1. Coal Mine in Operation.
2. Factory District.
3. Part of 5th Street, looking south.
4. Canadian Bank of Commerce.
5. Foam Ploughing.
6. A Flock of Sheep.
7. Galt Park.

Lethbridge, Alta.



LETHBRIDGE, Alberta, is a City of 11,000 inhabitants, situated south-east of Calgary, and 764 miles west of Winnipeg. It is on the Canadian Rockies on the Crows Nest division of the Canadian Pacific Railway in Alberta and the Crows Nest Pass coalfields. It is the centre of large coalfields. Its vicinity is the largest in Canada west of Nova Scotia.

Lethbridge is spoken of by the travelling public as being the most beautiful city in the West. Its well-kept parks and boulevards merit the admiration of all. As the city is situated on a hillside (or garden) covering ten acres, or four blocks, in the centre of the city, the streets run through wide streets bordered by rows of trees, and boulevarded on one side. The city contains an artificial lake fed by irrigation ditches.

At present the City is served by one railway company—viz., the Canadian Pacific; but it is not far distant when the Canadian Northern, Grand Trunk Pacific, and Great Northern have completed the plans of the first two companies mentioned embrace the construction of lines to this place and to the City.

The assessed value of property is \$19,000,000, and the Building Permits for one year amount to over eleven miles, and there are two miles of paved roads.

The lighting system is by electricity supplied by a Municipally owned power plant. In Canada, the fuel used being supplied by a Municipally owned mine within a stone's throw of the city, purposes at 8c per K. W. H., and for power purposes, at from \$12.00 to \$16.00 per H. P.

The telephone system embraces the latest models of automatic phones, and is owned by the City. It is fed from the Belly River, which has its head-waters in the Canadian Rockies and affords a water supply to the river into large mains and distributed throughout the City.

The City government of Lethbridge has been progressive. Lethbridge is the first City in the West to have Three Commissioners, with defined responsibilities and giving their whole time to their office. The City is maintained by the Municipality for the promotion of Commerce and Manufacture.

This City has a fine class of School buildings for the 2,100 pupils. The Schools are well equipped with all modern conveniences and consist of four Public Schools, one Roman Catholic School, and one High School.

The discovery of natural gas has lately provided another valuable attraction for Lethbridge. The gas is unfailing, the quality good, and the cost to consumers very low.

This City is situated in the centre of a vast Agricultural and Coal-mining area and is engaged in mining, agriculture, dairying, milling, malting, clay products manufacture, manufacture of iron and steel.

The average annual rainfall is between 15 and 16 inches.

Lethbridge commands the eastern entrance to the Crows Nest Pass through the Rocky Mountains, five miles, stretches a fertile plain—the western border of the great prairies. Across this plain, the same wonderful prairie stretches to Winnipeg and southward to the International boundary. The agricultural products of this vast and fertile prairie require an outlet to the Western United States and the world's markets. The most important channel for this commerce is through Lethbridge.

At Lethbridge, mills, elevators, factories and stores required for the storage, manipulation and distribution of these products are being provided as the traffic develops. The Canadian Pacific Railway will complete the line from Winnipeg to Vancouver through Lethbridge and the Crow's Nest Pass. The line through the Crows Nest to the Kootenay country of British Columbia, now serves a large and growing traffic.

Fruit, produce, forest and mineral products from these localities, and imported from the States, are finding Lethbridge the logical gateway and the most convenient outlet. Lethbridge is likewise in command of a most important railway line to and from the United States. The States constantly promote the importance of this traffic. Lethbridge also commands the trade of the Dakotas, Minnesota, and the Central United States.

ge, Alta.

s, situated forty-five miles north of the International boundary line, 133 miles
peg. It is a Prairie City on the banks of the Belly River, just east of the
Canadian Pacific Railway, and is the commercial centre and supply point of Southern
centre of large coal-mining operations. The development of coal-mining in this

ic as being the most beautiful of all the Prairie Cities. It is clean and sanitary. Its
f all. As the traveller steps off the train the first thing that greets his view is a park
centre of the City. By getting on the street cars and travelling eastward he passes
elevated on each side when he reaches Henderson Park, which covers 200 acres and

dian Pacific; but it is certain that with railway development in the Province the time
Great Northern Railways will be operating in and out of Lethbridge. It is a fact that
s to this place. The present service of the C. P. R. consists of eight lines entering

expenditures for one year amounted to \$1,358,250. The street railway system stretches

power plant, which is one of the most up to date and economical in Western
tone's throw of the plant. This enables the City to sell electric current for lighting
00 per H. P. per annum.

and is owned and operated by the Provincial Government. The water is supplied
d affords a never-failing supply of water. The water is forced up the banks of the

is the first City in Western Canada to adopt the Commission form of government.
me to their official duties, administer all the Municipal affairs. A special department
manufacture.

The Schools are all constructed of brick, with stone or cement foundations. They are
a Roman Catholic Separate School, one Manual Training School, one Kindergarten

traction for Lethbridge. The City is well piped, the pressure is strong, the supply

mining area and affords ample opportunities for the investor in various lines, such as
manufacture of flax products, glass and soap manufacturing, and various other lines.

through the Rocky Mountains. Between the City and the mountains, for some seventy-
Across this plain the mountains are easily visible from Lethbridge. Eastward the
national boundary. To the north the same plain reaches an unmeasured distance. The
Western United States, British Columbia, and, through the Pacific Coast ports, to the
Lethbridge and the Crows Nest Pass.

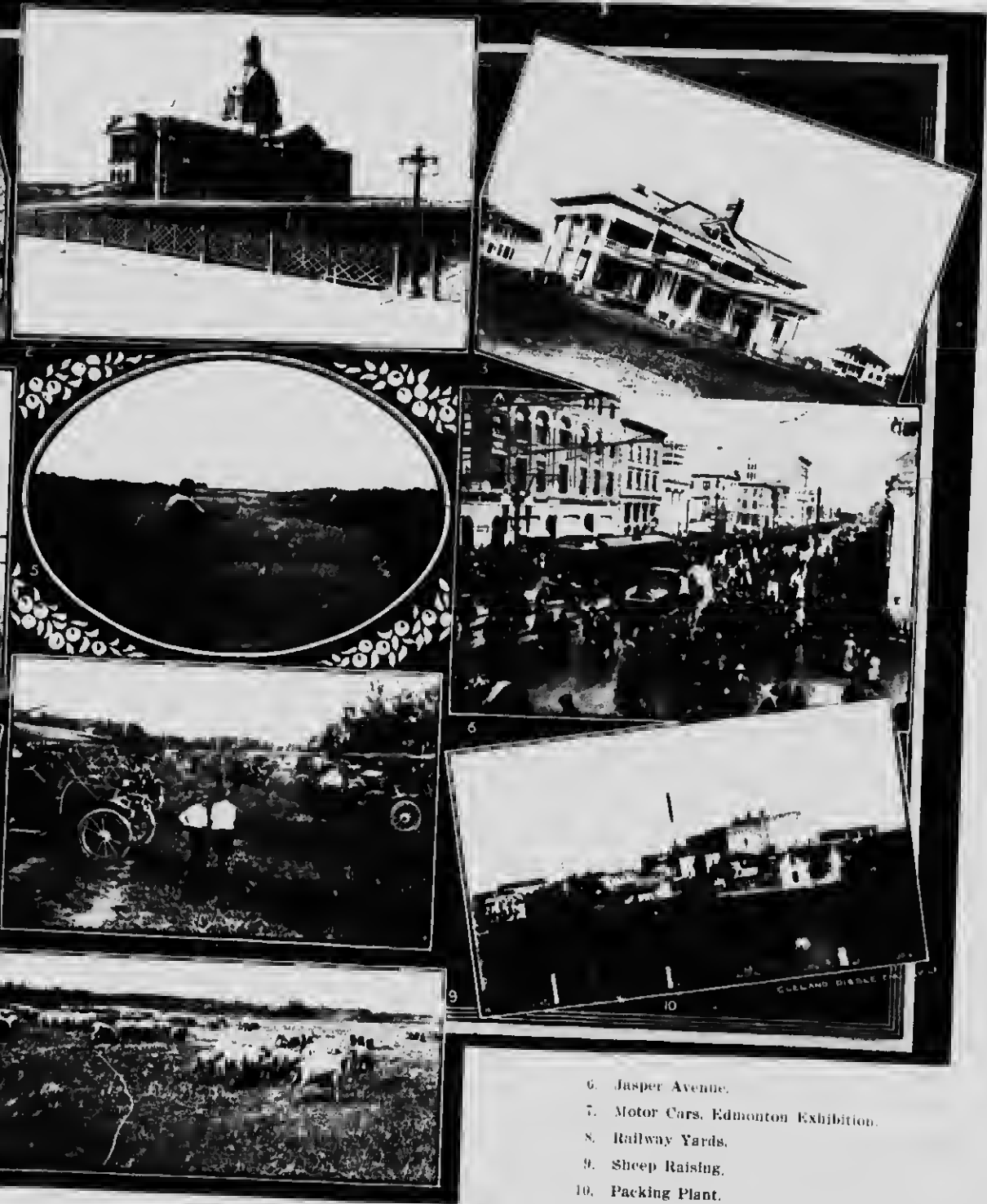
storage, manipulation, manufacturing, marketing and shipping of this growing business
will complete its line through the Crows Nest Pass to Vancouver in 1915. When this
line and the Crows Nest will be shorter than the line through Calgary and the Kicking
of British Columbia, and via Kingsgate to the States of Washington, Oregon and Cali-

and imported merchandise intended for consumption by the rapidly increasing population
most convenient point for storage, assembling, assorting, marketing and reshipping. Leth-
the United States via Coult's. The freer trade relations between Canada and the United
commands the short line via Weyburn and Portal to and from Northwestern Canada and



1. Road Scene, Edmonton Park.
2. Parliament Building.
3. A Typical Home.
4. Lake Shore.
5. Shooting Prairie Chicken.

Edmonton, Alta.



5. Jasper Avenue.
6. Motor Cars, Edmonton Exhibition.
7. Railway Yards.
8. Sheep Raising.
10. Packing Plant.



EDMONTON, ALBERTA, the city present and the city prospective post, an outfitting point for trappers and prospectors of a wild and modern appliances for trade, commerce and industries, and well known as 1901, Edmonton had only 3167 people; the card census of 1912, 11,250,404, faster than any city in North America in the same period of time.

At the same time Edmonton's growth has been solid, substantial, and well laid out and paved; its civic government is based upon proper principles and is a model for other cities.

Edmonton is strong in municipal ownership. The city owns and operates its street car system, which embraces an area of 801 acres, and more than two hundred acres to be devoted to industries. Edmonton also employs single tax and a modified form of civic government by co-operation.

The following comparative figures show something of how Edmonton has made headway:

Building permits 1905, \$702,724; for 1912 \$14,446,819.

Property assessment land only, 1905, \$6,620,985; for 1912, \$187,941,920.

There are twenty-six chartered banks and branches in Edmonton, and handling over \$220,727,624. For the seven months ending July 31st, 1912, \$117,533,015. Coal mined, 1911, 1,100,000 tons; for 1912, 1,200,000 tons.

Passengers carried on street cars: 1911, 6,296,824; 1912, 11,250,404. For 1912, 11,250,404.

Edmonton has excellent public schools. These are housed in twenty modern and comfortable buildings, from primary to collegiate grades. There are four good schools for higher education—the University of Alberta and Alberta College, with an excellent preparatory school in the Westward Ho! School, and complete business courses of instruction. The City has as recently opened a school for the deaf.

There are twenty-nine churches in Edmonton, including all regular denominations and a number of new ones. Edmonton is on the Orpheum vaudeville circuit, and has several new moving-picture houses.

Edmonton has coal beds containing 60,000 million tons of coal directly under the city, suitable for steam purposes, and for \$4.50 a ton for domestic use.

Three great railway systems centre on Edmonton—the Grand Trunk Pacific, the Canadian Northern, and the Great Waterways. The city has built a high-level bridge and is completing terminals at a cost of \$2,500,000. The new bridge will be opened in July, 1914.

ton, Alta.

city prospective, is a highly interesting proposition. A few years ago a small trading post in a wild and unknown Northwest, Edmonton is today a city well equipped with modern conveniences, and well found in those things that go to make a city of home comforts. So lately the 1913 census of May, 1913, showed a population of 67,243. Edmonton has grown rapidly in a short period of time.

Edmonton is a well planned, solid, substantial in every respect; its buildings are of sound construction; its streets are wide and its administration is administered with a high degree of efficiency.

Edmonton operates its street railway, power plant, and water works system; has a public parks system devoted to industrial sites, leased on long terms and at low rental cost, to new industries, and is administered by commissioners.

Edmonton has made headway under its plan of conducting civic business:

1911, \$941,920.

Edmonton, and having clearing figures show these increases: 1908, \$38,484,496; for 1912, \$533,015. Corresponding period of 1913, \$124,211,339.

1913, \$50,404. For seven months of 1913, 8,556,479.

Edmonton has many modern and well-equipped buildings and follows approved educational lines from primary to university education—the University of Alberta, Robertson Presbyterian, the Oblate Fathers' College and the St. Mary's School for boys. The Alberta College and McTavish Business College give instruction in a wide variety of subjects and a school for technical courses.

Edmonton has churches of all denominations. Amusement features are presented by three theatres and a number of other places. A new theatre for legitimate drama was opened recently, costing \$250,000.

Edmonton is directly under the City. Thirty mines are operated and coal is sold as low as 75 cents a ton.

Edmonton is served by the Grand Trunk Pacific, the Canadian Pacific and the Canadian Northern. The Canadian Pacific has a hotel in Edmonton, costing \$500,000. The Grand Trunk Pacific is building a hotel to cost \$2,000,000. This hotel will



Canadian Mountain Scenery

Edmonton, Alta.



Edmonton, Alt.

Edmonton is the chief central point of the Edmonton, Yukon and Pacific Railway, the Alberta and Northwestern Railway. These roads are under construction, or soon to be.

Twenty-eight passenger trains run to and from Edmonton daily.

Edmonton is the capital of Alberta, a Province with an area of 253,540 square miles and a population of \$3,000,000.

The country about Edmonton is very rich in agricultural and other resources, only a few miles had at Edmonton the year round.

At present, four railways are building into the Peace River Valley and country north and south, and boundless resources of minerals, timber, natural gas, water and cattle ranges.

No other city in the prairie provinces has the scenic advantages that Edmonton has. At Edmonton post, the North Saskatchewan River has cut a deep gash in the high plateau, forming a fine stream. The land bordering on the river at Edmonton is both low and high-level, but luxuriantly on the rich soil and the country around about Edmonton is not the treeless plain, but plenty of clean land, but hill and plain may be covered with dense growth of poplar, spruce and willow, which grow abundantly throughout the summer, and the country is truly beautiful to see.

Climatic conditions are good; Edmonton is well within the influence of the Chinook winds blowing across the mountains from the Pacific Coast. It is quite usual to see Edmonton streets free from snow in a few hours. At the worst, there is no great depth of snow, the annual precipitation being fully three-quarters of the annual precipitation falls in the form of rain in July and August.

Edmonton is a well-developed City socially. The fact that Edmonton is the capital of Alberta is aided by the presence of the University of Alberta and Alberta College as important institutions.

All of this goes to make Edmonton a highly desirable place in which to live and a valuable railway, business and trade centre, and is doing excellently as an industrial point in the West, two thousand to five thousand miles nearer the great market of Western Canada than any other city of desirability as a manufacturing point for Edmonton. The course of the empire of the West is a city better fitted for its seat of government in the West than Edmonton, nor any more



Edmonton, Alta.

Canadian Pacific Railway, the Dunvegan, Peace River and British Columbia Railway, and the
soon to be.

140 square miles. New Parliament buildings were completed recently at a cost of

resources, only partly developed. Ready market and good prices for farm products are

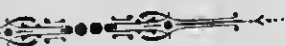
and country north and west of Edmonton. This district contains 40,000,000 acres of
little ranges.

Edmonton has. At the place selected by the Hudson's Bay pioneers for the site of their
the high plateau. Like other Western rivers, the North Saskatchewan is a rushing, wind-
d high-level, but the city proper is on the heights. All manner of vegetation grows
the treeless plain that is found in so many parts of Western North America. There is
h of poplar, spruce, tamarac, birch, and other varieties of trees and bush. Wild flowers
ul to see.

of the Chinook wind and winter's rigors are softened by this warm wind that carries
Edmonton streets free from snow in midwinter and to feel the warm Chinook that takes away
annual precipitation of about 20 inches not allowing this to take place, particularly since
in July and August, at a time highly favorable for crop growth.

Edmonton is the capital of the Province adds much to the social life of the City, and this is further
as important educational units.

to live and a vantage point for carrying on business. Edmonton has made much progress as
industrial point in what is, as yet, a comparatively small way. But the advantage of being from
in Canada than any industrial city of commending consequence, will tell heavily in the scale
the empire of industrial growth is taking its way westward at a rapid rate, and there is no
nor any more pleasant and profitable as a place of residence.





1. Centre Street South.
2. St. George Island Park.
3. In the Residential District.
4. Street Cleaning Brigade.

Calgary, Alta.



- 1. A Wheat Field.
- 2. Eighth Avenue.
- 3. Workingmen's Homes.



CALGARY, Alberta (the City Phenomenal and Progressive): years have never been exceeded by any City in Canada or the United States. It has progressed in such a remarkable manner as has Calgary. In that year it could be placed on the map to represent Calgary. In that year that time on the real growth of Calgary began. Nestled as it is in the Bow and Elbow Rivers, its ideal location soon attracted the eye of the world. A metropolis was only a mere trading post and a Royal Northwest Company post followed, and later on a city. Today Calgary is the commercial, industrial, financial and most fertile virgin soil in all America. It is the chief commercial point between Winnipeg, the American boundary line on the south to the Arctic Circle on the north.

The most striking feature responsible for the marvellous growth of Calgary can be found where at hand can be found natural gas in abundance; anthracite, bituminous and lignite forests of the north and the Rocky Mountains to the west can meet the demands of an Empire.

Railway facilities are unequalled anywhere in Canada. Three transcontinental lines connect the Provinces of Saskatchewan, Alberta and Eastern British Columbia, including the Canadian Pacific. Special freight rates granted Calgary by the various railways make it possible for the whole continent to trade with other such firms in Eastern Canada and the United States.

The climate is ideal; the winter season is comparatively short and mild, enabling the farmer to protect his crops from the elements except that which Nature offers. The spring season commences in March; the snow melts from the mountains—which begins during this period—places the ground in excellent condition for the crops. In the months of May, June, and July copious rainfalls visit the Province and district, thus ensuring a bountiful harvest.

Just a decade ago Calgary could not boast of one wholesale house with the head office in the City. Now two thousand commercial firms have their offices and warehouses in Calgary. Two thousand commercial firms have their offices and warehouses in Calgary. At least 75 per cent. of these have their homes and families in the City, and the balance are scattered throughout the Province.

Practically every line of goods manufactured in the universe can be purchased in Calgary. The extent of the prosperity of the Canadian West can be seen from a look at the large, commercial and manufacturing trade.

ary, Alta.

gressive): The growth and commercial development of Calgary in the past few years in Canada or the United States—in fact, it may be well said that no other City in the world has developed so rapidly as Calgary. In the year 1883 just a few tents and two or three log cabins were all that constituted the settlement. In that year the Canadian Pacific Railway reached Calgary with its steel rails, and from that time the city has grown as it is in the foothills of the mighty Rocky Mountains, and surrounded by the most fertile prairie land that has attracted the eyes of the commercial and industrial world. At first the present western city was a small settlement, a Northwest Mounted Police post; then a village sprang into existence; the town soon grew into a city, a financial and educational centre of a vast area consisting of some 50,000,000 acres of the prairie, 860 miles to the East, and Vancouver, 640 miles to the West, and from the

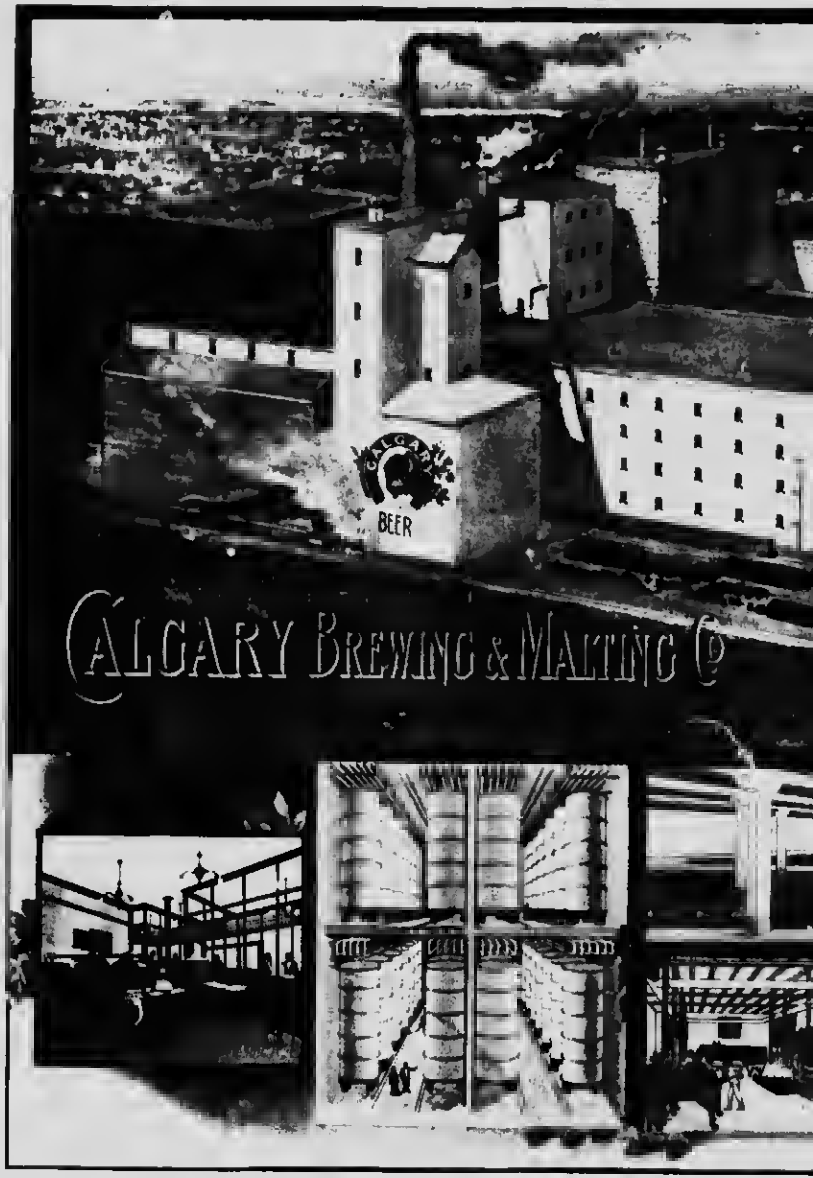
Calgary can be attributed to the natural resources surrounding and adjacent to it. Every-thing is abundant, and lignite coal sufficient to supply the needs of the West for ages to come; the fertile prairie lands of an Empire.

Transcontinental railways supply sufficient ways and means to meet all the requirements of the West, including the Crows Nest and Boundary district of Southern British Columbia. Preference is given for the wholesale and manufacturing firms located in Calgary to successfully compete

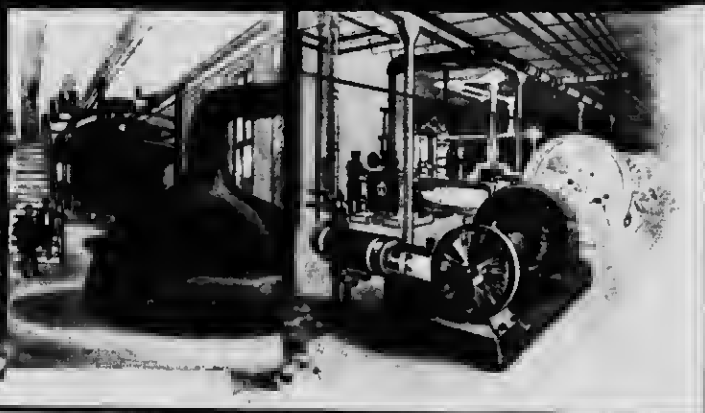
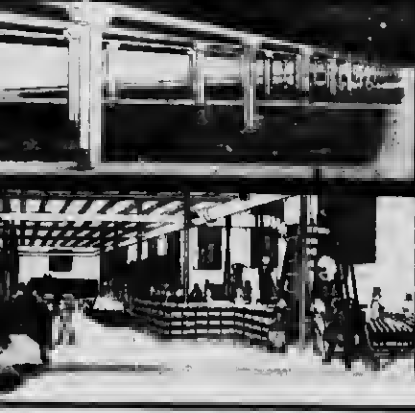
with the prairie, enabling horses, cattle, and other stock to range on the open prairie without any other restrictions. The weather is mild in March; then seeding operations are in full swing. The melting of the winter snow in the spring is in excellent condition for ploughing and cultivating purposes. During the growing seasons of the year the weather is so mild, thus ensuring an early harvest before the fall frosts arrive.

Calgary is the centre with the head office located in Calgary. At the present time over 200 wholesale and manufacturing firms, and commercial travellers, representing these various wholesale firms, call Calgary their home. The balance of them make Calgary their week-end headquarters.

Goods can be purchased at a moment's notice in the various wholesale houses in Calgary. An evidence of the city's growth is the large, commodious, costly and handsome buildings required for the wholesale and manu-



Calgary, Alta.



Calgary, Alta.

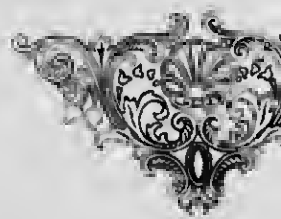
Banking facilities are quite equal to the demands required. There are in Calgary two of which is in direct connection with all parts of the business world. In 1908 the Customs receipts were \$1,738,473.23, and in 1912 they reached a total of \$2,801,116.97. Since 1885 the assessed value of the city has increased from \$1,000,000 to \$2,800,000. This assessed value is made on a two-thirds valuation of the selling price of land and a twenty

Calgary is municipally owned, controlled and operated. All public utilities, such as gas, water, and electric light, are operated on a most satisfactory paying basis, all of which speaks well for the commercial

Calgary has many delightful outings to attract the tourist. The rivers running through the prairie afford good shooting and fishing, and the Rocky Mountains, which can be seen in every direction, are a constant source of interest and pleasure to the tourist.

One of Calgary's leading industrial establishments is the Calgary Brewing and Malting Co., which employ one hundred and fifty people.

The malting of this brewery amounts to 100,000 bushels, and it has a capacity of 1,000,000 bushels alone, to which are to be added the considerable quantities of ale, porter and aerated water



y, Alta.

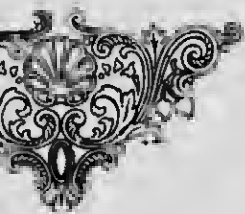
in Calgary twenty-three branches of Canadian chartered banks, each and every one
the Customs receipts for the year were \$426,425.00; in 1910 they were \$1,010,000;
since 1885 the assessment of the City has increased from \$386,863, to \$132,000,000.
and a twenty-five per cent. valuation of all buildings.

ities, such as street railway, electric light and power, waterworks, and paving plant
the commercial prosperity of the City.

s running through and adjacent to the City abound with fish; the lakes and sloughs on
can be seen in the distance, afford the hunter after big game every opportunity he may

wing and Malting Co., whose plant covers nine and one-half acres of ground and who

a capacity of 100,000 barrels per annum. Its yearly output, 75,000 barrels of beer
aerated waters they also produce.

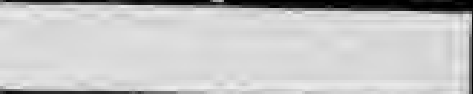
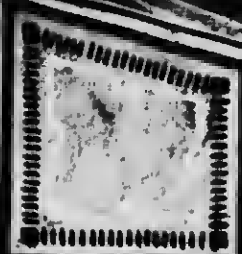




1. Brass Foundry.
2. Post Office and Customs House
3. Lined Oil Mill.
4. Flour Mill

Medicine Hat, Alta.

2



- 5. Park Scene.
- 6. Clay Produce.
- 7. City Hall.



MEDICINE HAT, ALBERTA: What is considered one of the greatest natural gas, which is found in some localities in almost inexhaustible quantities in such matters. Some idea of the vast volume of this most economical resource when it is known that engineers with a lifetime of experience in old fields with people and factories fast enough to use up, in this century, the confines of these fields are constantly being enlarged by the use of the blessings of plenty of cheap natural gas. But that is another story.

Medicine Hat is the acknowledged centre of the Alberta natural gas supply. Other cities have it, and those same cities, for the most part, pay for the same, being from 100 to 300 per cent. more than in Medicine Hat. Within the City limits there is an open flow daily of about 50,000,000 cubic feet, which is equal, under gas engine, on a ton of coal, on tap at almost no cost to the user. For domestic use natural gas costs the householder in Medicine Hat while for manufacturing it can be obtained for from one to five cents per thousand.

Right there one can see the reason for Medicine Hat's substantial growth and the interest of travellers after going through Medicine Hat's industries for the first time. Natural gas is being used here or have signed contracts to build there, half of which are now turning out manufactured goods and even to the Pacific Coast.

With its population estimated at about 17,000, Medicine Hat is a live, hustling city. It is the terminus of the Crow's Nest Pass Railway. The Canadian National Railway and it is an open secret that the Grand Trunk Pacific will also reach that point, to share the business.

More than 60 different kinds of articles are now being manufactured in Medicine Hat. It uses natural gas, yet there is a coal mine within a mile of the City limits, having some 77,000,000 cubic feet of gas. Then the South Saskatchewan River flows through the City and affords a never-failing source of water suitable for industrial or park purposes, has six miles of industrial railway spurs and other new locations.

In many respects Medicine Hat is unique among cities in Western Canada. It has the lowest cost of living in the West, the dollar, which is likely to be even lower for 1914. It is not over-paved or over-built. It owns all its public utilities, and has gas, coal, water, land and other advantages that make it a manufacturing centre.

One feature of Medicine Hat worthy of special note is the apparent permanent increase in the number of wells since that time, notwithstanding the constant increase in the number of wells and the purposes, with the growth of the place, there is no diminution in either the rock pressure or the amount of gas. The fields that have been exhausted had a population drawing on them that is equal to the population of the City of greater extent. Then, again, the Medicine Hat gas is the purest ever discovered and the most economical—about 100 per cent. more than most manufactured gas. It is also absolutely

Hat, Alta.

One of the greatest of the many natural resources of the Province of Alberta is the most inexhaustible supply—at least, according to the opinions of world-travelled experts—most economical heat, light and power agent yet discovered by man can be secured. Experience in other natural gas fields assert that the Medicine Hat district cannot be filled in this century, the supply that has already been discovered there. And, of course, the use of the drill bit, and some other places are gradually learning the manifest of another story.

Of the Alberta natural gas fields, and it is the only city in Western Canada owning and for the most part, pay a private corporation whatever the charge may happen to be. Within the City limits of Medicine Hat there are now twenty natural gas wells, having an engine, on a ten-hour-day basis, to about 200,000 h.p.—which is some power to have. Every householder in Medicine Hat the large sum of $13\frac{1}{2}$ cents per thousand cubic feet, a thousand.

Growth and prosperity—the cause of the favorable remarks made constantly by shrewd observers. Natural gas is used in every one of the 35 factories that are either in operation, building, or manufacturing goods, the products being distributed all over the Prairie Provinces of Canada.

A live, hustling divisional point on the Canadian Pacific, about midway between Winnipeg and Edmonton. Canadian Northern is under contract to commence construction to Medicine Hat in 1914, and will, it is expected, share in some of the heavy freight traffic originating there.

One of the best in Medicine Hat, and the list is being lengthened each year. While the industries all over the province are enjoying some 77,000,000 tons of good lignite, which local people call insurance on natural gas, and the City owns some 1700 acres of land, it has a never-failing supply of the best water. The City owns some 1700 acres of land, and the spurs and other advantages that the far-seeing industrial captains look for when seeking a site.

Canada. It has single tax—taxes on land only—and the rate in 1913 was but 15 mills on the dollar. And, in addition, it is well built and over-built, there being practically no vacant business houses or residences in the City. It has all the advantages that many cities lack—advantages that are conditions precedent to the growth of a city.

Permanent permanence of the gas supply. The first well was drilled nearly ten years ago, and the steady increase in the amount of natural gas used for industrial and domestic purposes is a fact of which there is no doubt. It should be remembered that the American gas fields are equal to the entire population of the Dominion of Canada—and the Medicine Hat field is no exception. It was discovered and has the most heat units, containing 1140 British thermal units to the cubic foot, and is absolutely dry, never freezing in the coldest weather.



Medicine Hat, Alta.



1. Alberta Potatoes.



2. Tall Oats.

Medicine Hat, Alta.

In still another respect Medicine Hat, during the last year of more or less financial stringency. The Building Permits for 1913, for instance, were \$3,851,572, being an increase of 40 per cent. Customs receipts showed an increase of 70 per cent., and postage stamp sales an increase of 50 per cent. or marking time during 1913, Medicine Hat was steadily forging ahead. During that year no less than 700 homes and residences were constructed, and as many or more are expected to be built this year. If these things were done during a year of comparative quietness, clouds have rolled away, as they are now doing?

It may also be stated in this connection that the prospects for 1914 are decidedly encouraging. The building programme will be on the boards, running up to several millions of dollars, and including in addition to Federal Building, Telephone Building, \$70,000 in Fire Halls, several Apartment-houses, and 700 homes and residences were constructed, and as many or more are expected to be built this year. From present indications, including a number of industrial plants that were projected in the past year, the future is bright.

This "Pittsburg of the Plains" has eight chartered banks, ten Churches, some with \$100,000 in deposits. The School Board has been put to it to provide sufficient accommodation for the scholars that desire to attend. The Superintendent has recommended that the School Board arrange at once for increased facilities, stating that never in recent years has the City been so far behind its school building programme.

On January 30 last the first issue of Medicine Hat debentures was placed on the market. The reception was cordial and pronounced, the entire issue being subscribed within the limit set, and the cash required for the most necessary improvements for this year. The issue of Medicine Hat has a foundation of the most solid nature—industrial.

During 1913 one of the most modern pumping, filtering and electric generating plants was completed on the river, at a cost of over \$400,000. Here a water supply is now available for an estimated population of 10,000. The City can be provided as the City grows—in fact, another unit is now being arranged for. The electric generating plant will be added this year, to care for the increased industrial demands made thereon for a constant or intermittent supply.

When one figures the host of advantages that are available in Medicine Hat, one is not surprised to find that it "was born lucky." While the place is more than thirty years of age, it is only within the last few years that it has become a leading town in the West—formerly it was merely a good ranching and railway town. It is now known far and wide for its industrial development, and one that cannot fail to wax fat and grow and be known far and wide for its industrial development in Canada.



at, Alta.

financial stringency, has been clearly shown to be in a class entirely by itself. It is a record of 40 per cent. over the totals for 1912—a record for any city in Western Canada. An increase of 50 per cent. over the previous year. While most places were pausing last year no less than ten industries completed their construction programme and in comparative quietude, what may be expected of such a place when the financial

is decidedly encouraging, not to put it more strongly. It is evident that an important programme is being carried out, and including a \$300,000 Technical and High School, Immigration Building, Apartment-houses, Factories, Business Blocks and Residences. Last year some 100,000 sq. ft. of buildings were built this year. The factory construction itself will be no small item in the programme projected in 1913 but which had to be deferred on account of the money strin-

gencies, some with \$100,000 homes, and ten substantial schools, mostly of brick. The schools are so full of scholars that those who desire to attend, there being a waiting list at the several schools most of the year. The need for increased accommodation to the extent of at least a score of additional rooms, is being met by a new building programme.

and on the London market, and local financial men were confident of the result. Its price is at the limit set, and at a satisfactory price. This will clear up all the outstanding business of the year. The incident shows that Old Country investors appreciate the fact that

the electric-generating plants in the West was completed by the municipality about two miles up the river. It has an estimated population of 40,000 people, and is so constructed that additional units can be added at any time. The electric-generating plant has a capacity of some 1500 h.p., and another and another are being made thereon. Electric power is sold as low as one cent per k.w.h., in quantity, in

that, one is not surprised at the remark of Rudyard Kipling that this is a "town that has grown within the last three or four years that it has had an appreciable growth, and particularly in its railway town. To-day it is recognized as one of the substantial young cities of the West for its industrial interests, whose wares are being sold and shipped all over Western





Province of Saskatchewan



Reaping Wheat.



Hereford Cattle.



SASKATCHEWAN is passing through an evolutionary stage. The change in the mind of the Province that it was the first to recognize the advent of the co-operative movement is truthfully said that Saskatchewan, since its formation as a Province, has been the cause of discontent among the farmers, not with the country itself or its fertility, but with the marketing of the products of that soil and of their labour, it has made itself

In the years of exceptional prosperity land values increased and their crops so long as they were convinced their property was worth the price. Thus the tendency to direct their vision from the earned increment

It was not the financial stringency of 1912 alone that changed the mind of the farmers, but the dropping, until in 1913 the farmers received from twelve to fifteen cents per bushel less for their grain than in 1912, of machinery, labour, transportation charges and the ordinary necessities of life which the cost of present methods impossible. After careful investigation by Government Commissions a remedy takes a co-operative form, and there has been placed on the statute books an Act with the unanimous approval of the grain-growers of the Province. Facilities have been provided for the formation of central rural co-operative associations for purchasing and selling farm products and supplies, and others are in the process of formation in all parts of the Province, while the Province is forming a central purchasing agency. Their operations will cover the purchase and sale of live stock

Half-a-million dollars have been set aside for the purpose of increasing and improving the live stock is being purchased by the Department of Agriculture and sold either for cash or on credit to be patrons, or must agree to become patrons of the co-operative creameries, or must be members of the co-operative chief outlet. The action of the Department has hastened very considerably this tendency to co-operation, who has not already made some preparation for this change. The greatest difficulty in the Province, however, is being done to meet the situation, and the prospects are that, except in a few districts, a central purchasing agency. Their operations will cover the purchase and sale of live stock

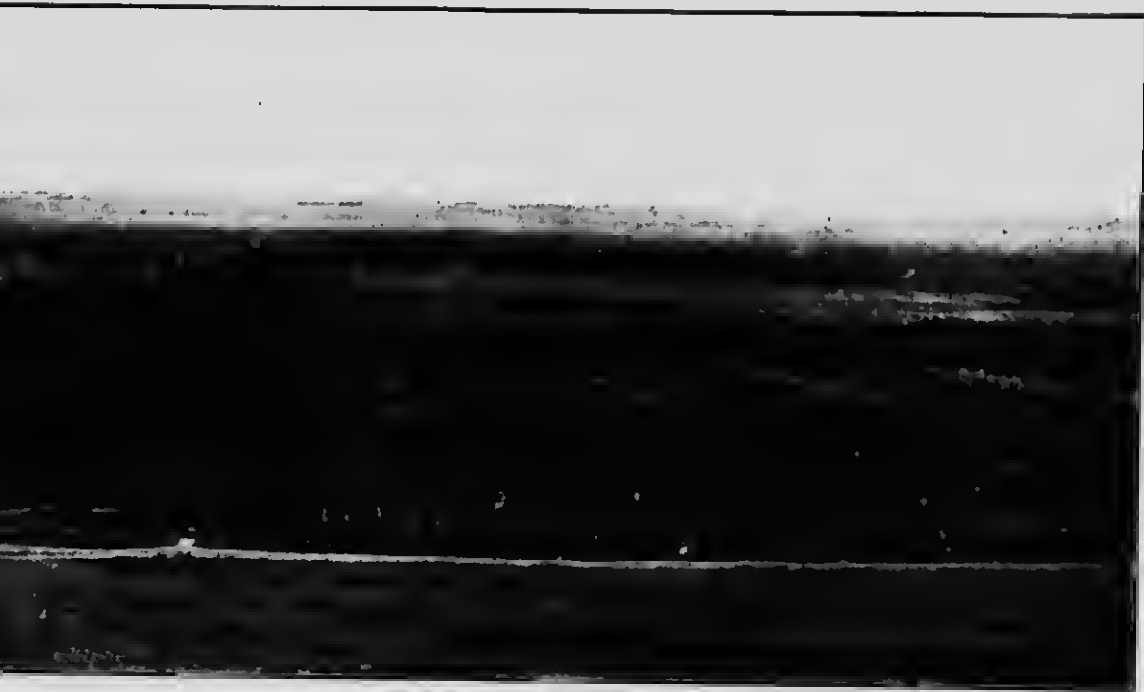
No one questions the lack of a beef market for many years to come. Recent statistics show that in 1913 and 1912 the number of beef cattle in the United States decreased by sixteen million, or about ten per cent, and increased by about ten million people. Since 1900 Canada's population has increased by about ten million people. South America show that the ratio of increase in the number of cattle is away below that of the United States. A general shortage of meat supply and is likely to do so for the next five or six years at least, in a manner as Saskatchewan has taken hold of it.

The increase in live stock in Saskatchewan in 1906 over 1901 was 113 per cent. In 1913 the increases were 315 per cent. and 1,284 per cent. respectively, and in 1913 over 1901 for grain acreage. This shows conclusively that the number of live stock is not nearly so large as it was in the preceding year live stock is falling more and more behind. Including the ranch stock in the districts of the Province there is an average of twelve to fifteen head per farm. If the number of head on their farms to that on the farms in the older settled districts, it would mean an increase of not an impossible task, and with care and the proper preservation of female stock it can be attained.

Up to the passage of the present co-operative Act, the principles of co-operation in Saskatchewan—namely, to the dairy industry, the marketing of grain, and hail insurance. New creameries are being added each year. The patrons and shareholders are well satisfied in quantity, so that the co-operative creameries may be justly considered a complete success. Marketing started as early as 1901, and culminated in the formation of a co-operative elevator which operates 192 elevators with a total capacity of 5,840,000 bushels. It has some thirteen million bushels of grain. Since its establishment many of the disabilities from



Province of Saskatchewan



Experimental Plots.



Wheat Field.

The next step co-operatively was the passage of the Hail Insurance Act in 1912. As Commission, which sets the rate of the special tax. In 1913 one hundred and fifteen rural municipalities derived from the rate of four cents per acre was approximately \$800,000. The claims for loss of cultivated land, or 3,000 sections, or 83 townships, or nine complete municipalities. Claims \$10,000. Despite the fact that 1913 was the most disastrous (from the standpoint of damage) proved a success.

Another branch in which Saskatchewan shows material progress has been along the Improvement Districts at the time of the formation of the Province there are now 295 thorough municipalities, that deals with cities, towns and villages, has also contributed its share toward the Government service to be devoted to municipal welfare generally. British Columbia and the five Eastern Provinces are asking their governments to establish similar departments.

The system of assessment in rural municipalities has been changed from a flat rate for taxes to be collected for the school district during the current year.

Saskatchewan has received many encomiums from the financial press of both Canada and the United States, through the exercise of whose powers Saskatchewan secured. In many respects capital for legitimate municipal developments in Saskatchewan. The revenue has increased now, in round figures, \$18,000,000, or slightly over \$27 per capita. The revenue has increased in 1913 it amounted to \$20,400,000. Not quite one-third of this Provincial revenue is derived from subsidies, and of the remainder a large proportion is derived from taxes and fees paid by municipalities to raise money by taxes has been used very sparingly up to the present time, and this fact should be borne in mind, considering the Provincial indebtedness, is that out of the \$18,000,000 producing undertakings, and of the remaining sum which does not produce revenue the amount

Before concluding this general outline of the progress during 1913 some reference they have been developed. The total area under cultivation in 1913 was 13,520,493 acres of the Province. On this acreage \$110,000,000 worth of grain was grown last year, or place among all the Provinces of the Dominion and the States of the Union as a wheat and it exceeds the largest producer of these cereals in the States by twenty-five million bushels.

The value of live stock on the farms is placed at \$150,000,000, and the value of hay, at twelve and a half millions of dollars. It is not anticipated that there will be any conditions, they should be imbued with greater confidence in the continued prosperity of the Province and the many other problems incident to the development of a new country.

A steady industrial development is also taking place. The Province has now increased per cent. in two years.

While the total value of buildings recorded in 1913 was less than in 1912, the figures which shows that Saskatchewan is going ahead at a fair pace.

Saskatchewan

in 1912. As in the case of the elevator company, it is administered by a special fifteen rural municipalities came under the operation of the Act, and the revenue claims for loss or damage by hail numbered 5,300, representing 1,920,000 acres of land. Claims to the amount of \$752,000 were allowed, leaving a profit of over \$1,000,000. (In the case of damage by hail) the Province has experienced in many years, the scheme has

been along the lines of municipal government. From a few small and scattered Local Governments to 295 thoroughly organized rural municipalities, with almost full powers of self-government, is a fascinating page in the history of the Province. The Union of the Saskatchewan has done its share towards the safe administration and development of Saskatchewan's urban centers. It has emphasized the importance of municipal life and activities by the establishment of a portion of the Province. Columbia recently followed suit, and now the municipal unions and associations of the Province are being organized in departments.

From a flat rate per acre to a valuation basis. No taxes will be paid on buildings, improvements, or machinery which may borrow on the credit of the school district up to eighty per cent. of the total value.

The confidence of both Canada and Great Britain for their action in appointing a Local Government in Saskatchewan will be made more attractive to the investing public and a more ready flow of capital into the Province in many respects Saskatchewan occupies a very enviable position. The public debt is small, and the revenue has increased by large amounts since the inauguration of the Province. In 1912 the revenue is derived from the people of Saskatchewan. Half of it is made up of Dominion taxes, and the other half is made up of fees paid by corporations and persons outside the Province. The power of the Province is increasing, and this fact should have great weight with intending investors. Another factor which should be mentioned is the fact that of the \$18,000,000 nearly seven and a quarter million dollars are invested in revenue-producing enterprises. The amount sunk in land and building sites has appreciated enormously.

Some reference should be made to the resources of the Province and the extent to which they are being developed. Saskatchewan has 1,520,493 acres, or 15.57 per cent. of the area of the southern half and surveyed portion of the continent. In the last year, of which \$70,000,000 were for wheat. Saskatchewan holds the premier position as a wheat and small grain producer. In the production of wheat, oats, barley and flax the Province produces 1,000,000 bushels.

The value of crops other than the four principal grains, including potatoes, roots and fruits, is increasing. There will be any decrease in the area under crops this year as a result of the tendency to plant along more healthy lines, and instead of interested parties taking fright at the changing conditions of the country by the businesslike way in which Saskatchewan has faced this year's crop.

The Province has now 240 factories employing over four thousand workers, an increase of fifty per cent. since 1911.

In 1912, the figures exceeded those of 1911 by nearly three million dollars, a healthy growth

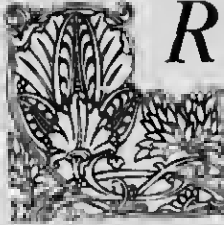


- 1. Fire Truck
- 2. Victoria Park.
- 3. Eleventh Avenue.

102

Regina, Sask.





REGINA is the Capital of the Province of Saskatchewan. It was a city of 50,000 population that is attracting attention. Regina's history is one of the most interesting of Western cities. Each city has its own attractions, and in that respect Regina is the greatest point of distribution in Saskatchewan, and the greatest point of attraction.

Regina is, comparatively speaking, a well-developed young city as the records show. A canvas town sprang up near where the Fort was built in 1883 an officer of the Royal North-west Mounted Police was

Regina was incorporated a City on June 19, 1903, and it was after reaching this point that its population was but 3,000, whereas at the present time it is conservatively estimated at 50,000. A photograph taken yesterday becomes as obsolete as the examples shown in Regina's march of progress.

With the rapid increase in population came a general broadening out of business. Thirteen banking institutions have commodious quarters in Regina and do a good business. The City shares very liberally in the \$25,000,000 of business handled by the City in the implementation of the program.

This progress has also resulted in an increased assessment, higher values for real estate, and higher rates for

To show the rapid growth in building operations and several other lines of business. The amount of building in 1911 was \$516,656, whereas for 1912 they were \$8,047,000. The amount of building in 1911 postal revenue was \$60,000.04, whereas for nine months of 1912 it was \$129,767.39. The Clearing House was not established in 1908, but the figures as to the bank's business in 1911. The figures for 1911 were \$73,032,088 as against \$115,727,648 in 1912 and \$115,727,648 in 1913.

All these figures go to show in a measure the development of the City. The low rates and low power rates. Municipal ownership has been a Regina hobby, and it is one of the reasons for keeping the tax rate down to what it is. Considering the immense programmes of civic improvements on the dollar is considered remarkable, and is much lower than the tax rate in the major cities of the West. The extent to which municipal ownership has paid Regina may be gathered from the following table. The general affairs of the City during the present year will be provided by the same methods as in the past, and are readily recognized.

However, although municipal ownership has its advantages, it also has its disadvantages. The Civic Fathers bore in mind one all-important fact—the civic borrowing power. A city with a city growing at the rate Regina has, practically all of the borrowing power for works and sewers. Accordingly to finance the municipal utilities, considerable property has been mortgaged. The power plant has been one of the largest investments. \$20,833.75; 1908, \$16,062.40; 1909, \$27,844.03; 1910, \$38,436.69; 1911, \$50,000.00.

na, Sask.

an. It was but a few years ago an insignificant town, but it has grown into a City of Regina's history is modern, extending back only to 1882, like that of practically all and in that regard the Capital City of Saskatchewan is no exception, claiming to be the the greatest point of implement distribution in the world at this time.

developed young City. The first settlers of the district arrived in May, 1882—so far where the Royal North-west Mounted headquarters barracks are now situated. Early ed Police was sent to select suitable headquarters for that body, and chose the present site.

r reaching this stage of Cityhood that Regina's development really started. In 1903 the estimated at 50,000. The past three years have been remarkable from the point of e examples shown between the years 1892 and 1912," one writer states in describing

ut of business in general, until at the present time Regina is a veritable hive of industry. a good business. Over 30 implement companies have warehouses in the City, and each in the implement trade yearly. The City also has about 30 factories.

r values for realty, and larger postal business and Customs collections.

r lines of business, comparative figures may be given. The building figures for 1908 were uilding in 1913 exceeded \$6,300,000, despite the financial stringency. In 1908 the \$129,767.39. In 1908 the Customs figures were \$312,712.22 as against \$1,051,000 in as to the banking business in 1911 and 1912 will show the extent of the growth during that in 1912 and \$132,000,000 in 1913.

City. The Regina City Councillors have always been broadminded, hence the low tax and it is one of the means which the City has employed to good advantage in the matter of ammes of civic improvements, the fact that the City has kept the tax rate down to 15 mills e in the majority of Western cities. The City at the present time owns a power plant, a water- a municipal gas plant, and preliminary steps have already been taken with that end in view. ered from the fact that it is estimated that one-third of the total amount of money required to ded by the surplus of receipts from the utilities, and what this means to the taxpayer can be

also has its disadvantages unless carried out within reason. In constructing municipal utilities, ng power. All moneys raised for utilities are chargeable against the general credit of the the borrowing power was required to provide pavements, sidewalks, and extensions of water- derable property held by the City, which was not producing revenue, was sold. Now Regina been one of the big revenue producers, the surplus yearly from this source having been: 1907, 9; 1911, \$56,297.34; 1912, \$71,200.00; 1913, \$70,000.00.

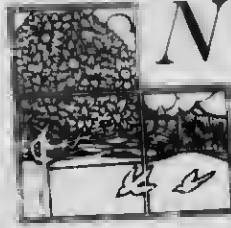


1. One of the Hotels.
2. Dominion Express Office
3. Grain Elevators.
4. Stock Barn.
5. City Storage Reservoir

Swift Current, Sask.



- 6. Yager Block
- 7. Canadian Bank of Commerce Bldg
- 8. Private Residence
- 9. Presbyterian Church
- 10. Threshing Scene



NO place in the West probably has a record of more marvellous progress in more than five years from a sleepy little village to a thriving commercial center than the close of the year 1913 to incorporation as a City. Nestling in the arms of the Cypress Hills, seemingly out of the path of the marvellous development of the cities across the vast prairie lands of the West.

The south-western section of Saskatchewan is the richest farming district is the most fertile of those famous lands. The discovery that years ago, when homeseekers began to pour into the district, and its progress to this present day.

The Swift Current district is estimated to contain about 16,000 square miles, and is found throughout the length and breadth of the Dominion. Nearly every kind of soil can be found here, as evidenced by the enormous grain shipments from Swift Current, which last year (1912) amounted to over 1,000,000 bushels.

Over 5,000 homesteads were taken up during 1912 through the Swift Current Land Office. It is noticed that this district offers far better opportunities than other districts in Canada, as no large tract of acres of the greatest grain-growing land in the world can be purchased at reasonable prices. A fine agricultural quarter can be pre-empted at \$3.00 per acre. Plenty of unimproved land may be secured at prices ranging from \$25.00 to \$40.00 per acre. The climatic conditions are the best, from finest to most severe, and ample and irrigation nowhere necessary.

Many farmers are going into mixed farming, which they find very profitable. Dairy farming is also the demand is ever increasing. The soil in this district is admirably adapted to the growing of crops which must be seen to be believed.

Situated in the centre of this great agricultural territory is the town of Swift Current, which is a divisional point, one hundred and ten miles from Moose Jaw and one hundred and ten miles from Regina west respectively. With Saskatoon some two hundred miles north, and no other large town so important to the south, Swift Current stands without a rival in some 16,000 square miles of territory.

The growth of the town has been on a par with the development of the surrounding territory, while at the close of 1913 it was considerably over 5,000.

Today Swift Current has its stock-yards, telephone, flour mill, five stores and over 500 houses, five fully modern hotels, High and Public Schools, Churches of nearly every denomination, and a hospital.

The electric-light and power plant, sewerage and water system and hospital are all modern. The water supply is obtained from the rapidly flowing river in the Cypress Hills, some 90 miles south of the town. According to the Dominion Government, the water is excellent both for drinking and manufacturing purposes. Across this river the town has a Amberson type, which will conserve 100,000,000 gallons of water, thus ensuring sufficient water for all purposes thereto.

The sewerage system is constructed on the European plan, which is acknowledged to be the best, and is chemically treated and rendered perfectly innocuous at the modern sewage disposal plant.

The electric-light and power are furnished by two high-speed compound vertical turbines, each of 1,040 h.p. capacity.

Fire protection is developed by two turbine pumps capable of delivering 1,040 gallons of water per minute in the business section sufficient to allow six streams to play on top of a five-storey building. The fire department is to give a good even light all over the town.

With the advent of two more transcontinental railways—the Grand Trunk Pacific and the Canadian Northern—to enter the town during 1914—Swift Current will enter upon an era of progress which will make it one of the great cities of the West while Swift Current is laying the firm and sure foundation of a future great City—a city of progressive ideas.

rent, Sask.

...ous progress than Swift Current, Saskatchewan. It has risen in the space of a little living commercial centre, and so rapid has been the progress that it was entitled at Nestling in the bluffs of an ancient waterway, it lay hidden, with its two hundred development that had created, as if by magic, a line of rigorous, healthy towns and

...e richest farming country on the North American continent, and the Swift Current discovery that these lands were suitable for grain-growing was made but six short rict, and its fame spread abroad. An era of progress began which has been increas-

...quare miles, or nearly 10,000,000 acres of the richest grain-growing land to be of soil can be found in this district, and its importance as a grain-growing area is ar (1912) amounted to 6,000,000 bushels.

...ift Current Land Office, not to mention lands bought, and it is particularly to be nada, as no large tracts are owned by railroads or large land companies. Thousands reasonable prices. There are free lands of 160 acres yet to be secured, and an addi- d may be secured for \$10.00 per acre, while improved farms may be obtained at prices st, from finest summer weather to moderate cold in the winters, while the rainfall is

...fitable. Dairy produce—cream, butter, eggs, poultry, etc. — finds a ready market, and to the growing of root crops, and all kinds of vegetables grow to an enormous size.

...f Swift Current. It is on the main line of the Canadian Pacific Railway, for which it ne hundred and twenty-five from Medicine Hat, its nearest competitors on the east and other large town between it and the International Boundary, some ninety-five miles dis- re miles of territory.

...the surrounding country. In the year 1906 the population did not exceed 200 persons.

...e stores and office buildings lining its principal thoroughfares, eight banking institutions, denomination, great granaries, cement products factory, etc.

...ospital are all municipally owned and are so constructed as to be extended and made avail- rapidly flowing Swift Current River, from which the City takes its name, and which rises Dominion Government reports, this river has a flow of 7,000,000 gallons per day. The this river the town has caused to be constructed a large storage reservoir and dam of the suring sufficient water to supply a city of 50,000 people with all the industries incidental

...acknowledged to be the best in the world. No matter is discharged into the river, but ge disposal plant, which has been erected well outside the residential area.

...mpound vertical enclosed engines, direct connected to two generators of 200-h.p. and 400-

...ng 1,040 gallons per minute of 125 lbs. pressure at the power-house. This gives a pressure storey building. Swift Current has now installed 34,000 feet of water mains, giving fire section. The street-lighting system consists of 100-watt Tungsten lamps distributed so

...and Trunk Pacific and the Canadian Northern Railway, both of which are expected progress which will be almost without parallel in the history of Western Canada. Mean- at City— a city of far-reaching commercial importance and of advanced progressive and



1	River	6	Flour Mill
2	Methodist	7	Iron Works
	Industrial Section	8	Residential Street
	Public Library and Park	9	Brewery
	C. P. R. Yard	10	Corner of High and Main

Moose Jaw, Sask.



Street
High and Main Streets

Moose Jaw, Sask.



MOOSE JAW, SASKATCHEWAN, situated on the banks of the wind Prairies. The banks of the river are overgrown with trees and bush, and with the quiet waters of the Moose Jaw running through it. Like a great city, it bears its name from the Indians.

Moose Jaw began to take on the appearance of a thriving town more and more rapidly each year, until now (1913) the population record for Saskatchewan established there, and their investment of 2500 men in and around Moose Jaw, and the payroll amounts to over \$1,000,000, these being the third largest individually owned yards in the world.

As a grain and milling centre, Moose Jaw holds a unique position, being in the very heart of the grain belt of 1912 there was a total of 9,184,814 acres of crop in Saskatchewan, and of this 237,278,400 bushels of wheat, estimated the total crop to be 20% in excess of that of the previous year. To meet the demands of the Government are now erecting Interior Storage Grain Elevators in Moose Jaw at a cost of \$1,000,000.

Being surrounded by such a vast and fertile grain-growing country, Moose Jaw is the centre of the flour and grain industries. One plant in Moose Jaw is turning out 2300 barrels of flour per day, and 500 barrels of bran. Another plant, grain drying plant, and their own cooperage for making barrels in which the flour is stored, has a capacity of 1500 barrels of flour. This plant will be in operation early this year.

A Linseed Company are erecting a flax mill, and have taken out a building permit to immediately adjoining the Government Elevators. This mill, when completed, will have a capacity of 1500 barrels of flax. These industries by the City at from 1/4 to 1 1/2c per h.w. hour.

The Canadian Pacific Railway and the Grand Trunk Pacific during 1912 entered Moose Jaw was the first City in Saskatchewan to have an electric street-car system. The Street Car Company has a service to all the central parts of the City. The building permits for one month of 1913 have ever reached for any one month.

The visitor to any City is first of all impressed by the number and appearance of buildings. Moose Jaw, in this respect, presents a splendid appearance to the stranger. During the past few years \$1,355,000, ranging in individual cost from \$275,000 to \$25,000, have been erected, and many more are still in course of construction amount to a total investment in their construction of \$1,400,000.

The beautifying of the City has by no means been neglected. \$140,000 has been expended in the beautifying of the City. The City now has 180 acres of land laid out in beautiful parks.

The Police Force and Fire Department are equal to the finest in Western Canada. The merchants in Moose Jaw obtain burglar insurance at a reduced rate on account of the efficiency of the Police Force.

The Educational facilities of the City are second to none in the Prairie Provinces. The University of Saskatchewan where the youth of the City receive their education up to the preparatory course for the University. The University whom specializes in one line of education, thus giving the students the benefit of the best of both worlds.

One important branch of farming which has been much neglected in the Province is the raising of vegetables, which the farmer up to a few years ago thought could not be raised profitably. One who goes in for this kind of farming.

To the careful investor Moose Jaw presents a splendid field for profitable investing. The value of land is increasing without leaps and bounds, and the "wild cat" subdivision man has never played so successfully in any other City of Saskatchewan. Unlike many other Cities of Western Canada, the value of land is increasing without leaps and bounds, and the "wild cat" subdivision man has never played so successfully in any other City of Saskatchewan.

With the strategic position as a shipping centre, the boundless acres of fertile soil, and the future of Moose Jaw as a great metropolis is assured to even the most pessimistic.

u, Sask.

of the winding Moose Jaw River, is undoubtedly the most beautiful City of the
s and bush, and Nature has in the course of time laid out a beautiful natural park,
Like a great many other cities of the Canadian Prairie, Moose Jaw received

a thriving town in 1901, the population then being 1,500, which has increased
population reaches 30,000. The Canadian Pacific Railway have their grand
their investment at this point represents over \$5,000,000. This Company employs
amounts to over \$250,000 per month. They have 52 miles of trackage in the Moose

in the very heart of the greatest wheat belt of North America. During the year
this 237,278,446 bushels were harvested. In 1913 the Provincial Government
at the demands of the rapid increase in the grain produced each year, the Dominion
a cost of \$1,000,000, and which will have a capacity of 3½ million bushels of

Moose Jaw is the natural flour-milling centre of Central Western Canada.
and 500 barrels of oatmeal. Besides this they have a porridge oats plant, cornflakes
the flour is shipped. Another company are now erecting a plant to have a daily
year.

ing permit to the amount of \$750,000. Their plant is being erected on the ground
l, will have a daily capacity of 8,000 bushels of flax. Electric power is supplied to

1912 entered the City, and are now giving a limited service to the citizens. Moose
The Street Railway Company are now operating on twelve miles of trackage, giving
month of 1913 (September) amounted to \$2,000,000, this being the highest figure

appearance of the large city blocks which confront him immediately on his entering the
stranger. During the past year or so private buildings to the aggregate amount of
en erected, and the public buildings during the same period which have been completely
construction alone of \$1,225,000.

000 has been voted this year to be spent in beautifying the City's parks and playgrounds.

Western Canada. The force averages 6 feet 1 inch in height and 182 lbs. in weight. The
ant of the efficiency of its police force.

ie Provinces. There are seven schools, Collegiate Institute and the Moose Jaw College,
rse for the University. There are about one hundred teachers in these schools, each of
t of the best possible teaching in every line of education.

u the Province is now being taken up, and with great success. That is mixed farming.
aised profitably in this country, are now grown and large profits are accruing to the farmer

itable investing. Its realty values are conceded by realty experts to be 30% below those
Western Canada. Moose Jaw's real estate has never been boomed, the values steadily
has never played an important part in the City.

es of fertile wheat lands surrounding the City, and the unlimited resources of the Province
o even the most casual observer.



1. An Oat Field
2. Prize Wheat
3. A Good Crop.
4. Pumpkins.
5. Corn Field.

Province of Manitoba



3. Choice Apples.
4. Flock of Ewes.
5. A Truck Farm
6. Boxed Apples.
7. Cattle on Experimental Farm.



of Manitoba

Manitohan history—the days of the Indian and the fur trader. It is only a few short years ago that she produced now the finest of wheat, the world-famous "Manitoha No. 1 hard." It is only a few years ago that she was a proposition, and it is quite within the memory of many when the Red River cart was the only mode of transport as the great countries of the Overseas sent their surplus people to spy out the new continent. The days when the Red River and then Ontario were passed by and the filling process made itself felt in

the narrow span which was to link Manitoba to Ontario and Vancouver to Montreal, and although she was the smallest in area of the Provinces of the Dominion, she fast became

as her growth necessitated, and today she boasts of a seaport. What wealth lies hidden in the moose, the caribou, the wolf and the fox, to say nothing of the mineral and forest resources! Only those of far vision can attempt to imagine what fifty years of progress

has brought her to this day. She has 152,880 acres. Only 25 per cent. of the total land surveyed is under crop. Her agricultural production is the largest in the world. Manitoba is the oldest of the three Prairie Provinces. She has given to those who became her pioneers she has returned just reward. Manitoba is the land of the future and will remain her first choice.

Her resources are abundant, and does mean, much to her. Her land is of more value because of this, as it

has provided her with a generous supply of resources there is every reason to believe in her future. Her rivers represent thousands of electrical horse-power awaiting development. Her power plants which supply the City of Winnipeg with commercial and domestic electricity will shortly double their present harnessing capacity. Wheels of commerce and transportation

are the opposite of heavy, damp, penetrating airs that produce chills; in Manitoba the air is fresh and pure across the great prairies. The "dry" quality of the air eliminates the suffocating humidity from hot summer days and the winter ends in a long, cool evening, conducive to unbroken rest.

In Eastern Canada, where the climate is damp, 20 degrees below zero is hardly felt. The mistake is sometimes made of judging Western Canada's winter by Eastern Canada's. The winter seldom totals more than two or three weeks during the whole season, the greater part of the year is sunny, and the only effect is a sense of exhilaration.

The farmers of the Province to confer with him on the feasibility of securing hydro-electric power. His endeavor within the near future seems probable. The advantage of such a utility is further proof of the immense resources the Province contains. A few years will see the completion of the project. The Growers' Association at Brandon revealed the fact that the tillers of the soil are busy and occupied in reviewing this particular asset.

Manitoha Public Utilities Commission and its functions, having previously referred to it in its annual report having been placed before the Manitoba Legislature only recently. The Commission has heard the arguments of all parties concerned. Transportation problems were the chief concern, as well as telephone communication receiving considerable attention. Besides recognizing the service rendered then has been necessary, but in the majority the Commission was able to arrive at satisfactory decisions.



1. Spring Hill District Ranch.
2. A Manitoba Farm.
3. Horse Breeding, Brandon District.

Province of Manitoba



1. Modern Threshing Operation
2. A Monster Plow.
3. Harness Teams on Parade.

6

CLEVELAND DIBBLE, AMHERST, CA

That this institution is a success and is filling a much-felt requirement is more than evident, value none will gainsay.

Let us now consider briefly some of the other aspects which place Manitoba in the front rank, and this may now be divided into two classes—grain and mixed. Government statistics show 1,939,723 acres of wheat, 1,153,834 acres of barley, 115,054 acres of flax, and 6,364,880, and under all crops 6,632,079, making a total increase of 146,477 acres.

That mixed farming is established and is being more fully gone into each year is borne out by the fact that in the Province, more than 157,000 milch cows, 135,000 calves, 94,000 steers, 10,000 hogs, and sheep also occupy an important branch of the farming industry of today in Manitoba. An increased interest in this branch. A large number of new creameries have been established during the past year, and are being operated extensively than ever before. There are now no fewer than 29 creameries and 17 cheese factories.

Although Manitoba has not been looked upon as a forest country, she has nevertheless extended a large territory has been added which is almost entirely forest land. There are 19 districts of forest land, and if space permitted. These include such woods as white spruce, black spruce, jack pine, white pine, and balsam poplar.

Agriculture being of paramount importance, it is no wonder that thus far little attention has been given to the study of geology and mineralogy. Professor of Geology and Mineralogy, University of Manitoba, says: "If we associate with the fact that in Manitoba it is indeed the case that minerals and good agricultural soil are not as a rule found together, such as clays, shales, sands and gravels, limestones, marls and coals, all of which are frequently found in the Province, and all of which call for development in the agricultural areas of Manitoba."

Gold has been found in some of the belts, and the mining of it in this Province is hoped for in the Hole River and Rice Lake area, there has been considerable activity during the past year. Discoveries of copper ore are not uncommon, and discoveries such as have been made at Sudbury and other places in the Province of the great clay resources the brick and tile industry will undoubtedly occupy a very prominent position.

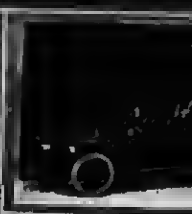
With regard to fuel, Manitoba has her share of this commodity. Of lignites, Turtle Mountain, and other formations in which lie the Lethbridge lignites extend into Western Manitoba. The buried treasure of lignite awaits the development which will ultimately come.

The fall of the year affords an ideal stretch of weather for the huntsman. As a game preserve, chicken flourishes here, while ducks and wild geese are plentiful. The man who prefers golfing has many hunting grounds within comparatively easy reach, if not actually in his immediate district.

In some parts of the Province splendid sport is available for the fisherman. Whitefish, muskellunge, and other large game fish are abundant in nearly three thousand lakes, it is computed, in what is known as New Manitoba, the northern part of the Province, and quality.

Life in Manitoba is not all work and no play. People enjoy themselves in a great many ways. There are many sports, which have not got a baseball team or a football team, a lacrosse team or a hockey team. There is also a very popular game in Manitoba, while good boating, swimming, etc., are not overdone. Many a wealthy farmer derives much pleasure in spinning over the prairie with his family.

Then how can anything but progress be hers? What power can determine the growth and age and destined to become a great, if not the greatest, Province in the fair Dominion of Canada?



5

48



6



- 1. A
- 2. A
- 3. C
- 4. P
- 5. C
- 6. M
- 7. T
- 8. B
- 9. I

Winnipeg, Man.



1. A Street Scene.
2. Auto Driveway.
3. Civic Park Pavillon.
4. Portage Avenue.
5. C. P. R. Yards.
6. Main Street.
7. Technical High School.
8. Banking Section.
9. Industrial Bureau Building.



THE CITY OF WINNIPEG is the Capital of the Province of Manitoba. It is almost midway between the Atlantic and Pacific Oceans, forty miles from the international boundary line between Canada and the United States of America.

In the development of the Dominion of Canada, the central time is reckoned, one vast wilderness) present a most convincing example of how courageous and intelligent men start with a will to exploit the resources and make use of them.

Winnipeg offers a striking example of rapid expansion. Thirty years ago it was a town of under 2000, and to-day it is a magnificent city of commercial, industrial and social importance.

Over three hundred factories, representing a total investment of forty-three million dollars annually over a billion and a half; and the Building Permits for 1912 amounted to nearly 1000 of the Winnipeg Industrial Bureau (from which all the statistics contained in this article are taken) in its claim to the title of "The Metropolis of Central Canada." Winnipeg is now the railway center, radiate from it, and the C. P. R. yard here, with its 135 miles of sidings, is the largest in the world. The point of the Canadian Northern and Grand Trunk Pacific Railway systems, and these companies and their railway employees reside in the City.

Everything that can be done to build up a great city has been considered by the City Council. The general plan of the City is laid out wisely and with a proper regard for the inevitable future. The City contains many imposing buildings, and they are lined with truly metropolitan stores and shops. The municipal utilities, such as police, fire, sewer and water departments are of the best and most modern.

The streets of Winnipeg are generally wide, the principal avenues being 132 feet wide. A water supply of 15,138 acres has been supplied with 246 miles of sewers, 417 miles of paved and graded streets, and 100 miles of water mains. To-day the City contains 192 Churches, 40 Public Schools with an enrollment of 10,000, the Colleges of Manitoba University, Provincial Agricultural College, Academies, Ladies' School, and the offices of the Dominion Government in the West, fine City Hall, a Free Library (costing \$1,000,000) and other systems.

The City owns and operates a hydro-electric plant costing over six million dollars and it is able to sell light to the citizens at three cents per kilowatt hour, and when the power is furnished to the city at a cost of one cent per kilowatt hour.

A By-law, ratified at a recent election, authorizes the City to raise thirteen and a half million dollars from water from a mountain lake about ninety-five miles distant, sufficient for a city of one million people for the next twenty years.

eg, Man.

ance of Manitoba, and is situated at the junction of the Red and Assiniboine Rivers.
ceans, forty miles south of Lake Winnipeg, and sixty miles north of the boundary
a.

a, the central and western parts of the country (which were only a few years ago, as
convincing criterion of what wonderful accomplishments are made possible when
it the resources a bounteous Nature has provided for the benefit of all who care to

rs ago it was only an obscure little trading post "Out West," with a population of
ocial importance, with a population of over 275,000.

three million dollars, employ eighteen thousand hands; the Bank Clearings are
ed to nearly twenty-one millions. Truly these figures, taken from the official reports
his article are compiled), furnish incontrovertible proof that the City is fully justified
is now the railway and business centre of the West. Twenty-seven railway tracks
e largest in the world controlled by one corporation. Winnipeg is the chief central
and these companies have erected a union depot costing \$1,500,000. Five thousand

dered by the people of Winnipeg, and much has been accomplished in that direction.
the inevitable expansion a continued growth will necessitate. The business part of
opolitan stores of every description. All the streets are well paved and lighted, and
f the best and most modern organization in the way of equipment and personnel.

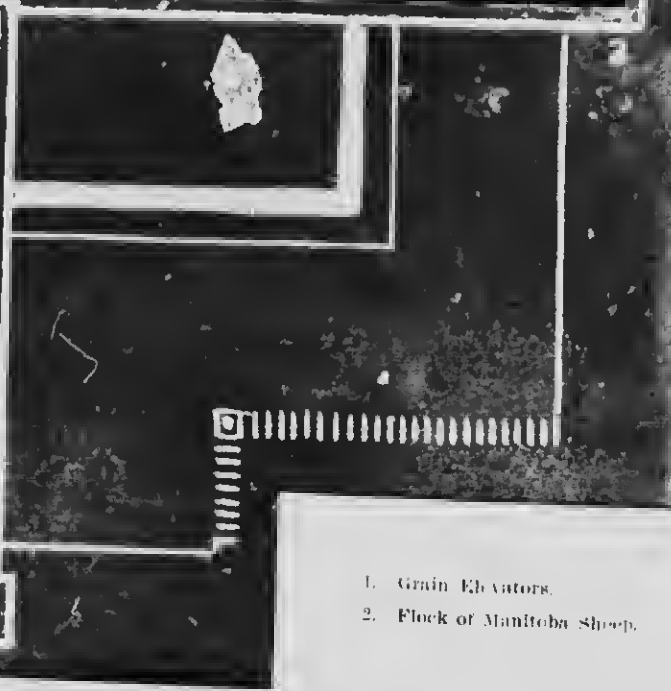
ing 132 feet. One hundred and sixty-five miles of her streets are paved. The area
l and graded streets, and 477 miles of sidewalks. Approximately there are 426 miles
s with an enrolment of 21,000 pupils, also six Parochial Schools with 1,200 pupils, six
ies, Ladies' Schools, the Provincial Government Buildings, Court House, Gaols, chief
Library (costing \$140,000), two Railway Depots and up-to-date Fire and Police

tion dollars and developing 100,000 horse-power of hydro-electric energy, which enables
power is furnished in large quantities, continually, it is furnished at less than half-a-cent

thirteen and a half millions of dollars for the purpose of bringing a supply of pure soft
city of one million inhabitants, such as Winnipeg confidently hopes to become within a



Winnipeg, Man.



1. Grain Elevators.
2. Flock of Manitoba Sheep.

Winnipeg, Man.

Twenty chartered banks have offices in Winnipeg, and the total assessment in 1912 was \$1,349,216. Last year's Customs Returns amounted to \$10,484,092, and the Inland Revenue to \$1,349,216. Last year's

While in 1908 Building Permits aggregated \$5,513,700, in 1912 they reached the so-called "settlement year" throughout the entire world, the permits did not show up quite so well as in 1908 during the last twelve months, and the total for the year amounted to \$18,621,650, representing

Churches of every denomination, housed mostly in imposing edifices, are located in every part of the city. Lodges, and a large number of societies, benevolent, religious, musical, athletic, or simply social, are in the catering to the pleasure-loving public. Theatres, halls, clubs and a variety of other places for amusement and enjoyment.

Considering all these facts, it can readily be seen that Winnipeg's aim is to make the city a reputation as a desirable residential and home city as well. That efforts in the latter direction are being made and pretentious residences which can be seen in a day's wandering around the sections of the city

Agriculture in the prairies and foothills of Central and Western Canada, in the mid-western states, and in the eight per cent. of the rich and fertile soil of the so-called Prairie Provinces is under cultivation. The prairie farmers have attracted widespread attention among the farmers in every land, and a steady influx of immigrants to the idle lands will cease to be non-productive, and industrious husbandmen will extract large returns from the land under cultivation.

The total arable area of the three Provinces of Alberta, Saskatchewan and Manitoba is about some 200,000,000 acres. In 1912 the small part of this acreage under cultivation—where some 200,000 acres of flax were sown in 1912. The money value of that year's grain crop alone was over \$10,000,000.

The greater part of the annual crop from these Provinces is handled at Winnipeg, and the productivity of the agricultural districts with which it is surrounded. In proportion to the size of the city, the expansion of Winnipeg will be, and both are assured beyond any doubt.

Keen interest is taken in the Industrial Bureau. This institution was incorporated in 1908, and is now on one of Winnipeg's most busy thoroughfares and is the largest and most unique structure of its kind between Winnipeg and the Rockies. Here the visitor may learn at once the importance of the Bureau, and the history of the Province. "Made-in-Winnipeg" goods are on exhibition in the immediate vicinity of the City, but also of the Province. A museum displaying mounted specimens of natural history, and art is fostered and encouraged.

Commercially, industrially and financially, Winnipeg has established a record. The city is a greater achievement awaiting her.

g, Man.

nt in 1912 was \$247,601,580, the tax rate in that year being 12 mills. The
216. Last year's Bank Clearings were \$1,634,977,237.

reached the splendid total of \$20,563,750. In view of the fact that 1913 was a
so well as in the previous year. However, there was good, solid building activity
0, representing the erection of 4,125 buildings.

e located in every part of the City. Many Fraternal Orders have established branch
or simply social, have an active part in the moral development of Winnipeg and
ety of other places of amusement offer every possible opportunity for relaxation and

is to make the City, not only a commercial and industrial centre, but to establish
the latter direction have in the past not been in vain is evidenced by the many fine
e sections of the City which contain the homes of its citizens.

da, in the midst of which Winnipeg is situated, is as yet only in its beginning. Only
under cultivation at this time, but the marvellous results obtained in that limited area
eady influx of settlers is the result. Year by year more of these long-neglected and
extract large crops from the soil that heretofore has yielded no returns for lack of

an and Manitoba, exclusive of the territory recently added to the latter Province, is
ltivation—wheat, barley and oats—was 17,329,000. In addition to this, 1,110,000
alone was conservatively estimated at \$250,000,000.

d at Winnipeg, which City owes its prosperity in a large measure to the ever-increasing
roportion to the growth of the volume of the crops of the Prairie Provinces the

as incorporated only a short while ago, but now occupies a large building. It is located
unique structure of its kind on the continent. It is impossible to over-estimate its
arn at once the sort of city Winnipeg is, and may glean a fair knowledge of the country
t exhibition at all times, as well as samples of the natural resources, not only of the
aying mounted specimens of all Canadian wild animals and birds, curios and relics of

ed a record. Built on a solid base, there is nothing but prosperity, advancement and



1. Bus
2. A. V.
3. Mun
4. A. D.
5. C.
6. Priv
7. Pro
8. Resi

Brandon, Man.



1. Business District.
2. A Manufacturing Plant.
3. Municipal Street Railway.
4. A Distributing House.
5. City Hall.
6. Private Residence.
7. Palace Grand Hotel.
8. Residential District.

8

CLARENDON DIBBLE ENGRAVING CO.

Brandon, Man.



WHEN it is said of Brandon, Manitoba, that she is a progressive City, that phrase is said of many Western Canada centres of population. But when it is said that she must be granted at once that she is of no mean importance as a commercial

The fact that men of finance, men of industry, men of keen business, their banks, their factories and their wholesale houses there, is sufficient proof. "Where the big fellows go, that's a good place for me to go," someone has said. The fact that men of smaller means have centred at Brandon, is it any wonder that the man of smaller means

The usual story might again be told, of how only a few years ago she struggled for an existence. Faithful ones, who stood by through strain and stress, have realized the fruitfulness of their faithfulness of success and achievement.

The directors of ten great Canadian Banks have seen fit to establish branch offices in Brandon from this point, growing in receipts since 1904 from something over \$54,000 to \$704,000. Besides these, four institutions of prominence in the financial world boast of their presence.

Implements and machinery, fire engines and pumps, windmills and engines, bricks and other goods, including dairy products, confectionery, sashes and doors, etc., are manufactured in Brandon.

As a railway centre, much might be said of Brandon. The activities of the Canadian Pacific Railway Company while for many years only one track was used from this point to Lake Superior, last summer saw this Company that a four-track system is to be constructed. This means that the many lines of the Northwest, through the great prairie country, will connect at Brandon with the four-track country in the world will converge toward Brandon.

Brandon's distributing area covers 32,500 miles and embraces the most productive farming area of the Province of Saskatchewan. Within this area there are 298 small towns, villages and hamlets, and the farming population of Western Canada. The total value of the crops produced in this area is \$1,541,525.30, roots alone, while the grass seed was valued at \$20,675.00, dairy products at \$1,541,525.30.

Brandon's western connections all contribute to her prosperity. When the Grand Trunk Pacific, which already connects Brandon with Vancouver and Seattle, Tacoma, Portland and Everett, is completed, the trading area is covered by a network of branch lines.

In point of civic utilities Brandon is not lacking, for she has 28 miles of water mains, 2.3 miles of asphalt pavement, and 18 miles of graded and gravelled streets. Her transportation system is municipally owned.

Her attractiveness does not cease at this point, however, for added to her wealth and productive centre, she has the qualification of being a home centre. Brandon has her parks, she is beautiful with many trees, and her boulevards present a restful appearance. Educationally there are six Public Schools, a Collegiate Institute, a Normal School, and Business College, her amusements there are, and music in abundance.

That Brandon will occupy an enviable position in the world of commerce and industry in the first place in the onward march of progress none will dispute. Her destiny is what she

Man.

the City, that phrase must be considered as merely a repetition of what has been said when it is said that she has 33 producing factories and 23 wholesale houses, it is as a commercial and industrial point.

Men of keen business foresight have investigated Brandon's assets and have located them, is sufficient proof of their confidence in this City's commercial and financial value. "Go," someone has said. And because the railways, with their millions of capital, of smaller means should find it profitable to locate there too?

Struggled for an existence, as many another Western city has struggled, and of how the success of their faith. But in dealing with her as she is to-day, one must speak in terms

of which offices in Brandon: a large Fire Insurance company has directed its business to \$704,000; and it is also the headquarters for no fewer than three other financial world hoast of large branches there.

Wheats, bricks and monuments, washing machines and mattresses, cigars and beer—these are manufactured in this thriving Western City.

of the Canadian Pacific alone would require pages to relate: suffice it to say that last summer saw the completion of another, and recently it has been announced by the many lines of the Canadian Pacific which stretch out to the West, Southwest and the four-track system, and that thus the immense traffic of the greatest wheat-growing

productive farming country of the Province of Manitoba and a considerable portion of the villages and hamlets, with 3,500 retail merchants, 141 banks, and about one-third of the produce in this area in 1911 was estimated to be \$63,478,834.48 in grain, hay and straw, \$1,541,525.30, eggs at \$371,790.00, and poultry \$423,882.99.

When the Grand Trunk Pacific and the Canadian Northern Railways are completed to connect with Pacific ports—the three Canadian transcontinental railways and the Hill system, Brandon, Earlton and Everett, on the Pacific Coast of the United States. And, besides, her dis-

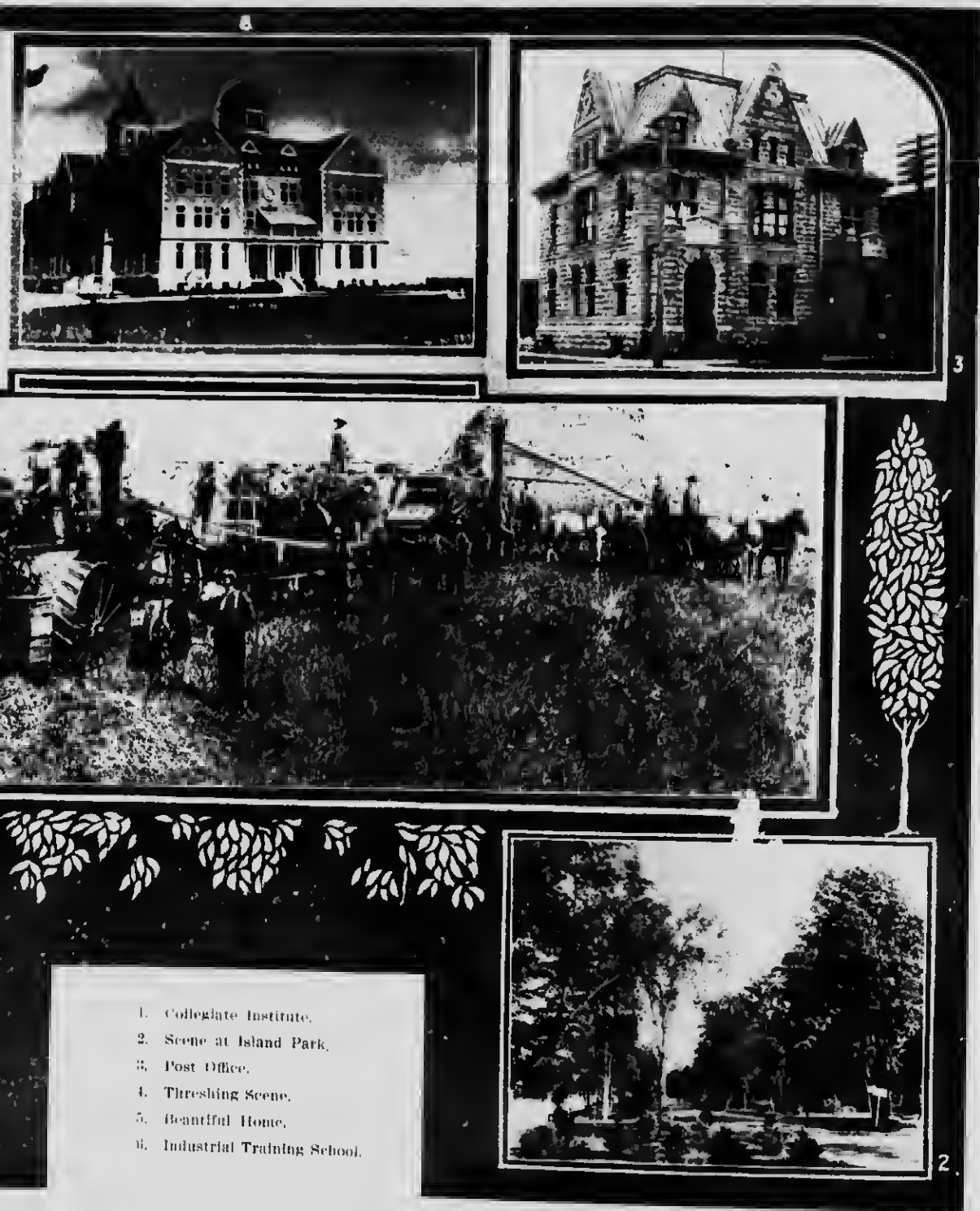
tributed of water mains, 23 miles of sewers, 49 miles of granolithic sidewalks, 15 miles of housetops and streets. The waterworks system is owned by the City, and there are 130 hydrants.

her wealth as a financial centre, as an industrial and commercial centre, as a distributing centre, Brandon has been chosen as a Convention City; she boasts of "the finest rink in Canada"; her educational centre. Educationally she stands high, being the home of the Brandon College. There are also a number of smaller educational institutions of smaller size. Churches of all denomi-

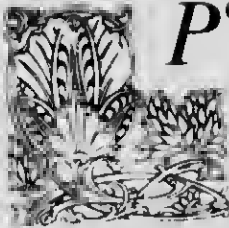
commerce and will be regarded a city of delight none will doubt. That she does occupy a position of what she makes it—hers is but to will.



Portage la Prairie, Man.



1. Collegiate Institute.
2. Scene at Island Park.
3. Post Office.
4. Threshing Scene.
5. Beautiful Home.
6. Industrial Training School.



PORTAGE LA PRAIRIE, Manitoba, the Railroad Centre of Western Canada, situated in the heart of Canada, in the centre of the far-famed Portage la Prairie, is a city of many failures are unknown. Portage la Prairie is the third largest City in the West, and is steadily increasing. (Tributary population, 20,000). The climate is healthy, with intense, bright sunshine, while the summers are the most delightful.

Portage la Prairie is well represented in all lines of business, with a large number of goods stores, four hardware stores, three furniture stores, three harness stores, three millinery stores, two stationers, five confectioners, five boot and shoe dealers, three photograph studios, three wholesale liquor stores, four restaurants, five barber shops, three laundries, three garages, machine companies, head offices of Farmers' Mutual and Urban Mutual Insurance Companies.

Industries in operation consist of flour mills, oatmeal manufacturers, foundry, gasoline engine works, corrugated pipe works, creamery, soda-water works, laundries, wholesale fruit company, three sawmill works, four lumber yards, and elevators with a capacity of 313,000 bushels.

Portage la Prairie has a goodly number of Government buildings—namely: Manitoba Customs and Inland Revenue Offices, Provincial Gaol and Court House, Home for Incurables, and Dominion Government Armouries.

Churches and Schools are in evidence, the following religious denominations being represented: Catholic and Ruthenian Churches, while splendid advantages for education are available, through the University of Manitoba.

All the principal societies and clubs are in the City, and social advantages are here to be had.

This City can properly be called the Railroad Centre of the West, being on the main line of the Pacific Railways; the terminus of the Great Northern Railway, reaching St. Paul and Duluth; and the terminus of the Canadian Pacific and Canadian Northern Railways, which places the City in a very strong position. The sites are available close to trackage, and accessible by all lines of railway represented. The land is so cheap that a free site will be given. In addition the City of Portage la Prairie is so well situated that a free site will be given. In addition the City of Portage la Prairie is so well situated that a free site will be given.

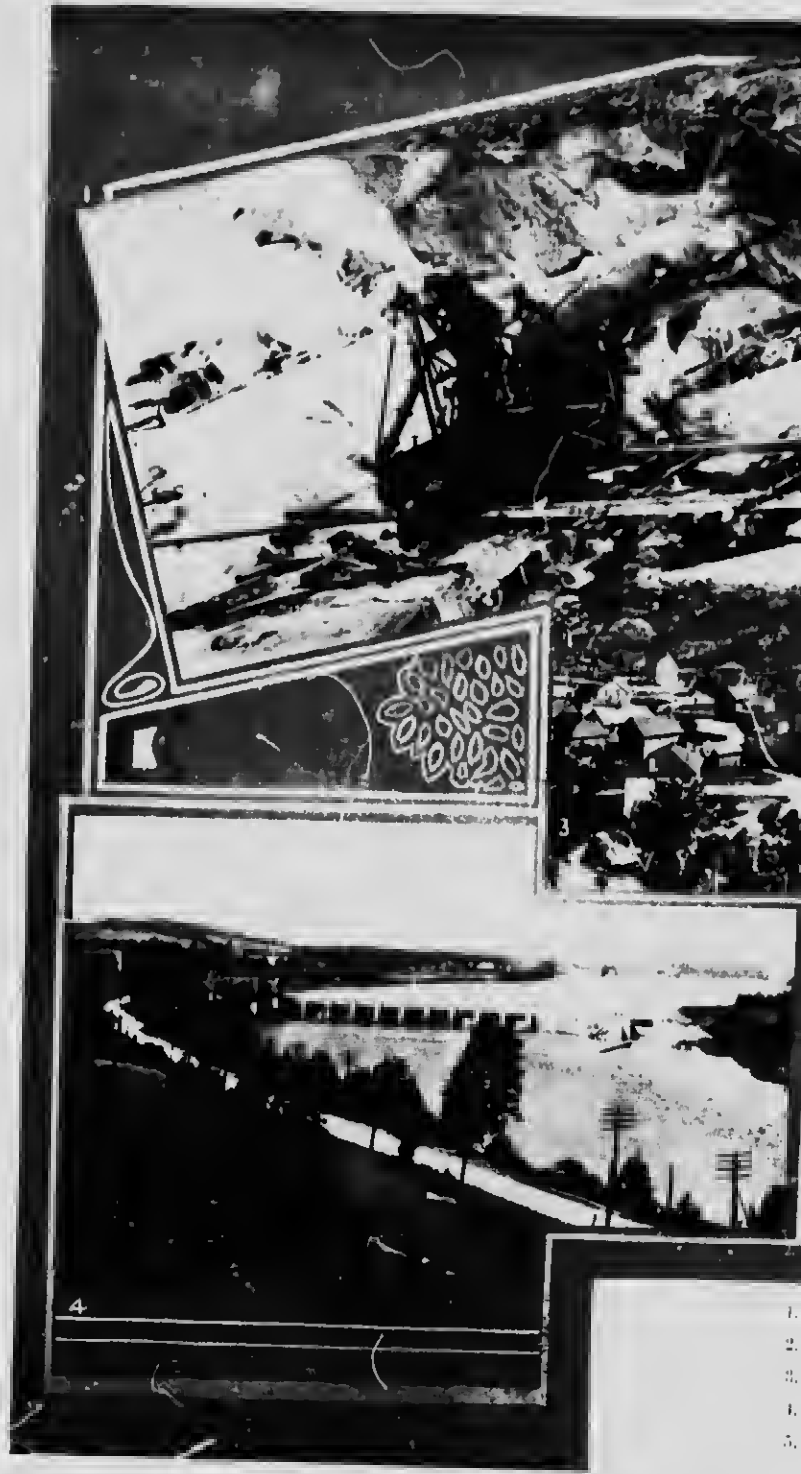
Negotiations are now under way whereby Portage la Prairie will be able to sell their own electric-light and power plant and are now supplying power to industries already in operation. No doubt go ahead by leaps and bounds, as manufacturing concerns have had their eyes on Portage la Prairie for some time. This, along with the other advantages the City has in railroad facilities and low cost of living, will undoubtedly make Portage la Prairie the Industrial Centre of the West.

Excellent opportunities are afforded here for market gardens, as the soil is the best in the West, and raising is rapidly becoming a very profitable investment, and farmers in the vicinity of Portage la Prairie are reaping the benefits.

As a wheat-producing district the Portage Plains produce the record crops of an acre, yielding from 50 to 63 bushels of wheat to the acre, while a large percentage of the yields ran 33, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 bushels per acre.

As a residential place Portage la Prairie, with her wide, shaded streets, well-kept parks, and beautiful depots, is what can be termed the "Beauty Spot of the West," with its flower gardens and lawns, where an exhibition and athletic sports are held every season.

The Portage Development Company, Limited, and Board of Trade are always ready to assist investors and home-seekers at any time.



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3.
4.
5.

Province of Ontario



1. Cutting Marble.
2. Lake Ontario Freighters
3. A Section of Sudbury.
4. Power-house in Trenton
5. Carso Nickel Mine.

Province of Ontario



ONTARIO ranks as the foremost Province of the Dominion, and its cammat adumtted. Possessed of rich and varied resources, an invigorating climate and the advantages of a maritime country, development is hut to be measured

By means of the great inland seas—Superiar, Huron, Erie and the river St. Lawrence. With a tittle deepening and widening of channels brought to Toronto. Already vessels drawing 14 ft. have sailed from Huron to Lake Superior ports. There now passes through the Sault the seven months of navigation, a greater tonnage of shipping, American year.

Ontario has a population of more than 2,500,000. Its primary sources of wealth are f are added manufactures as a fifth. Agriculture is still hy far the most important industry in annual production of more than \$200,000,000.

The Province has an estimated area of 200,000 square miles—not including that port with an extreme length from north to south of 750 miles and a breadth of 1,000 miles. It is can Republic; larger than Maine, New Hampshire, Vermont, New York, Pennsylvania and square miles. It is only 4,000 square miles smaller than the French Republic, and only 8,0 Province has yet been settled, more than 70 per cent. still being in the hands of the Crown.

In addition to having the lurgest per capita wealth of any Province in the Dominion, industries of Canada, and has invested more than 47 per cent. of the total capital employed than 48 per cent. is distributed in Ontario, while the value of its farm products per improved

Inseparably connected with the industrial development of any country is the question Provinces with a mileage of 8,546. Ontario is rapidly becoming grid-ironed with a network to improved highways both by the Provincial Government and the Municipal Councils, aug as a manufacturing province has been the utilization by the Government of the water power, and lighting purposes. Under the Ontario Hydro-electric Commission power for commer power being now transmitted under the scheme as far west as Windsor. The Minister of with his power development scheme, to be financed through the Government and maintained

The manufactured products of Ontario include almost every article and class of g the number of establishments in Ontario as 6,000; capital invested, \$595,394,608; numb and partly manufactured materials, \$297,580,125; and value of products, \$579,810,225. increase in the automobile industry in Ontario alone being almost phenomenal. There c altogether from the Algoma Steel Corporation plant at Sault Ste. Marie, on which upw steelworks are equipped with every modern appliance, and the capacity of the rolling mills

Despite the recent financial stringency there has been little curtailment in the ou making preparations for the busiest season in the history of the Province. The outstand London, Brantford, Fort William, Windsor, Peterborough, Cuelph, Kingston, Port Ar ville, Niagara Falls, Collingwood, North Bay, Oshawa, Orillia, Berlin, Stratford. On Cornwall, Welland, Smith's Falls, Kenora, Cobalt, Pemhroke, Port Hope, Cohourg, S Preston, Dundas, Petrolea, Paris, Simcoe, Bowmanville, Brampton, Carleton Place, T to 1,500.

and its commanding position in an industrial and business sense is on every hand. Its moderating climate, a magnificent system of waterways that gives it many of the advantages to be measured by the character and judgment of the men directing its energies.

From the Great Lakes, Erie and Ontario—this Province finds an outlet to the ocean through the St. Lawrence, a system of channels and canals that already exist. Ocean vessels of deep draught may be sailed from Lake Superior to Europe, and vessels drawing 20 ft. sail from Lake Superior through the Sault Ste. Marie canals, at the juncture of Lakes Superior and Huron, in a whole year.

Its sources of wealth are four in number: its farms, forests, mines, and its fisheries. To these is added its manufacturing industry in Ontario, representing \$1,000,000,000 of invested capital and an

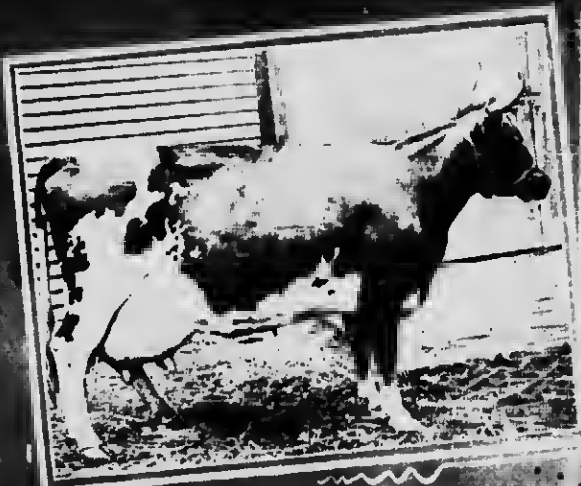
extensive area of land lying along that portion of the Great Lakes that lies within the International boundary,—about 100 miles. It is larger by one-third than the nine North Atlantic States of the American Union, Pennsylvania and Ohio combined; larger than Great Britain and Ireland by 78,000 acres, and only 8,000 smaller than the German Empire. Less than 30 per cent. of the land is owned by the Crown.

In the Dominion, Ontario contains within its boundaries fully 46 per cent. of the total population employed in manufacturing. Of the money paid to wage-earners in Canada, more than 50 per cent. is paid in Ontario. The average per improved acre is higher than that of any other Province.

As to the question of transportation, and in this particular Ontario leads all the other Provinces with a network of electric lines, and this, in conjunction with the attention being paid to the water powers for the generation and transmission of electricity for manufacturing purposes, augurs well for the future. One of the potent factors in Ontario's growth for commercial purposes is now being distributed to all the chief centres. Niagara power for commercial purposes is now being distributed to all the chief centres. Niagara power for commercial purposes is now being distributed to all the chief centres. The Minister of Power has now under advisement a plan for the linking-up of radial lines and maintained by the districts benefited.

The value and class of goods placed on the Canadian market. The Census returns for 1911 give a total value of \$24,608,000; number of employees, 238,817; salaries and wages paid, \$117,645,784; raw materials, \$579,810,225. These figures have been greatly added to in the past two years, the total value of goods placed on the Canadian market. There are some very outstanding manufacturing concerns in this Province, apart from the iron and steel industry, in which upwards of \$15,000,000 has been spent in improvements and additions. The output of rolling mills is 300,000 tons of rails per annum.

The outstanding manufacturing concerns in Ontario are: Toronto, Hamilton, Ottawa, London, Stratford, Owen Sound, St. Catharines, Chatham, Galt, Porcupine, Lindsay, Barrie, Cobourg, Sudbury, Goderich, Ingersoll, Midland, Arran, Hawkesbury, Waterloo, and Kitchener, as well as about forty other towns ranging in population from 4,000 to 100,000.



1. Ayrshire Cow.
2. Shropshire.
3. Clydesdale.
4. Chrysanthemum.

Province of Ontario



CLELAND PIGEON ENERGY CO.

- 5. Old Country Immigrants.
- 6. Cornfield.
- 7. Niagara River Steel Bridge.

Province of Ontario

The forest wealth of Ontario is estimated at 102,118 square miles in extent, of which 18,666 by the Province amounts to more than \$2,000,000, and the approximate estimate of the production is 682,000,000 square feet; lumber other than pine (board measure), 46,220,000 square feet; pulpwood, 3,600,000.

Four forest reserves have been set aside in New Ontario, their area aggregating many millions of square miles; the Sibley Reserve on Thunder Bay, and the district surrounding Lake Nipigon, 5,900 square miles. In addition the Government set apart a reserve in Frontenac County, as well as establishing 1,930 square miles; and the Rondeau Game Park, on Lake Erie.

The district known as Northern Ontario is a vast region rich in promise. Apart from its timber resources, which are second to no other countries in the world, comprising as it does the spectacular Cobalt camp, the recently discovered deposits of the Sudbury district, supplemented by the iron ranges of Mississauga, Atholton and Michipicoten, the development of Northern Ontario is the Timiskaming and Northern Ontario Railway, constructed under the direction of the Minister of Public Works, by a Commission. The Timiskaming and Northern Ontario Railway, the development of the rich agricultural and mineral region adjacent to that lake and its tributary, the line of the Grand Trunk Pacific, and will ultimately be extended to James Bay, thus opening a new market for the province, a project equally advantageous to new and to older Ontario.

Great as is the mineral wealth of Northern Ontario, its development as an agricultural district is also of the highest importance. The agricultural land in the world (certain sections of which are already producing wheat equal to that of the most fertile land, is destined to furnish homes to the teeming millions of the Old World, the timber and the fruit of settling the farms.

The mineral production of Ontario is, roughly speaking, \$50,000,000, the silver output of the province is \$7,000,000 in dividends; while Porcupine camp yielded about \$2,000,000 in gold last year. It is estimated that in the Sudbury district there are 650,000,000 tons in sight, the production in 1907 was 1,000,000 tons.

Ontario's fruit districts are unrivalled in Canada, and the farms in the Niagara, St. Catharines and Hamilton districts return vast dividends to the owners. The fruit belt of the Province extends from east to west for a distance of 50 to 150 miles.

Ontario has a very fine system of education, and at the present time particular attention is being given to the demand made by industrial concerns, banks, trust companies and business houses generally. The prosperity of the past few years, real estate and other values have permanently increased, and in the opinion of experts the outlook for Ontario's future expansion is bright, and there is no cloud on the horizon.



of which 18,669 square miles are under licence. The annual revenue derived from the production of the lumber industry last year is: Pine (board measure), 1,000,000 feet; pulpwood, 75,000 cords; cordwood, 120,000 cords; railway ties,

and many millions of acres. They are known as Temagami Reserve, containing Lake Nipigon, the reserve comprising the magnificent area of 7,300 square miles, as well as establishing the Algonquin National Park, the Nipissing district con-

sidered from its timber resources the district is regarded as one of the richest mineral provinces. It contains many discovered gold mines of Porcupine, and the almost inexhaustible nickel mines of Michipocoten. A factor which is having an immense influence in the development of the district is the new railway, constructed and owned by the Province of Ontario and operated, under the name of the Northern Ontario Railway not only touches Lake Timiskaming, permitting it to reach its tributary waters, but has been carried north to intersect the transcontinental railway, thus opening a direct route from the Capital of the Province to the northern sea-

The agricultural district is bright with promise. Twenty million acres of the finest land (equal to the best in Manitoba) await the settler. The clay belt, with its good crops, and the timber and pulp wood affording a ready revenue during the pioneer period

of the silver output of Cobalt alone being more than \$31,000,000, yielding upwards of \$100,000,000 last year. Ontario supplies about half the world's supply of nickel, its production in 1912 amounting to 22,421 tons.

The Niagara, St. Catharines and Erie districts give employment to many thousands and are traversed by a canal in east to west for a distance of more than 400 miles and from north to south for

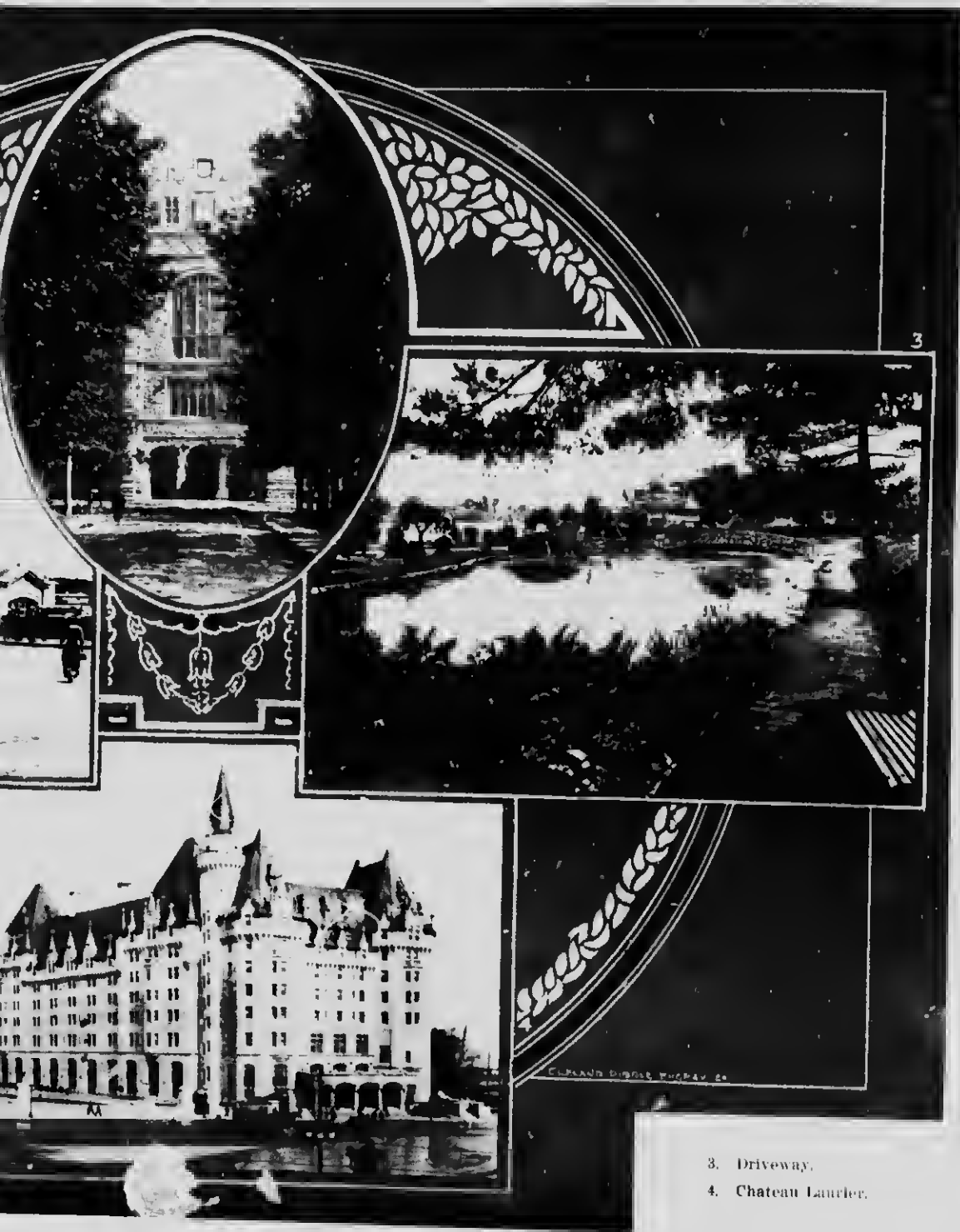
particular attention is being paid to technical and commercial training to supply the demand for trained and skilled help. With the unexampled and uninterrupted growth of the province, and capital seeking investment has poured in from abroad. In the future there is no cloud on the horizon to check its growth.





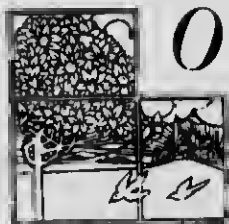
1. Victoria Museum.
2. Grand Trunk Station

Ottawa, Ont.



- 3. Driveway.
- 4. Chateau Laurier.

Ottawa, Ont.



OTTAWA, ONTARIO, being the Capital of the Dominion of Canada, is, as in late years the City has gradually assumed considerable importance as a metropolis in case with reference to the lumber trade, an industry in which it has always held the first position in that line in the Dominion.

Ottawa claims to be the largest individual manufacturer of lumber in the Dominion, producing 100,000,000 feet, board measure, with a monetary valuation of about \$16,800,000. The vicinities on the Chaudiere and Rideau are great hives of industry, and the Parliament Buildings, which have been judiciously in the halls of Parliament is now utilized to create power for the benefit of the Dominion. Millionaires have been founded on lumber.

The population of Ottawa, including its suburbs, totals over 135,000. The area of the City is 115 miles of sewers. There are printed in Ottawa five daily and nine weekly papers. Excellent connection with the outside. The City contains twelve public parks, embracing 237 acres. Its streets are wide, its banks, sixty-two hotels, sixty-seven churches and seventy-seven educational institutions, of which the University of Ottawa is the most important.

The magnificent water-power at hand has been utilized judiciously and will permit of important industrial development. The same power has been harnessed to provide energy for its industries, and in addition to the power supplied from the agricultural country on both sides of the Ottawa Valley.

Freight rates from Ottawa—an important consideration with the manufacturer—are identical with the advantage on the side of Ottawa in that, being on the main line of haul of the three big Canadian railways (the Canadian Pacific and the Canadian Northern), goods loaded on the cars at Ottawa go straight through without the usual delay. This applies to both Eastbound and Westbound freight.

Ottawa prides itself on the fact that the City has no slums. The beautifying has been progressing rapidly. The poor man can have his cottage surrounded with its garden equally with the millionaire. The street railway is well developed, with open lawns, providing easy and rapid access everywhere. In 1905 the street railway carried some twenty-three million.

As the seat of Government, Ottawa is unquestionably the foremost political and social center of the Dominion. Those who desire to seek political salvation or governmental aid must travel. It is the great legislative factory of the Dominion. Practitioners in the country. Some five thousand Government employees, of high or minor importance, are located in the City to approximately \$5,135,000. The varied industrial establishments located in the City—the number of which is constantly increasing—employ a large number of people, whose salaries or wages amount to about \$8,500,000. The above goes to show that the City is a large factor in the Dominion's apparent prosperity.

That the continuous stream of transient visitors to the Capital of the country means much to the City is likewise apparent.

With the flower of official life in constant bloom, Ottawa socially is, of course, by far the most famous for the many magnificent gatherings and entertainments which have taken place there. In fact, Ottawa is no mean rival of the Capitals of the older countries in the splendor and lavishness it displays. When all these gaieties are in full swing the business men of the City have likewise reason to feel that they are enjoying the trade of the City.

Ont.

Canada, is, as a matter of course, best known in that connection, although of
importance as a manufacturing and industrial community. This is especially the
city in which it has always been prominent, and in which it has latterly risen above all com-

parison of lumber on the continent, the output of last year having been 550,000,000
boards, valued at \$6,800,000. The great lumber mills clustered around the City's immediate
vicinity, and the hum of the falls which erstwhile served only to resound melo-
diously the power for the mill machinery. Most of the big fortunes of Ottawa's many

residents in this area of the City is 5,205 acres, with 153 miles of streets, 154 miles of water
frontage, and 154 miles of water frontage. Eight water transportation lines and eleven railways give it con-
siderable importance. Its street railway system covers forty-eight miles. There are thirty-eight
public schools, of which fifty-three are Free Schools.

of important extensions. The City is one of the best lighted on the conti-
nent. In addition to the cheap power thus made available an excellent labor market is

maintained—rates are identical with the class rates from other Ontario industrial centres, with
the three big Canadian railway systems (the Canadian Pacific, the Grand Trunk
and the Northern) without the delay caused by the transfer from branch to trunk lines. This

has been progressing on a scale which takes in the entire City, and the laborer
on the street railway system has assisted largely in keeping the City a metropolis of
the Dominion, carrying some ten million passengers. Last year the number carried was about

one million and social centre of the Dominion. It is the Mecca to which all pilgrims who
visit the legislative factory of Canada and the meeting-place of all the lawmakers and law
men of minor importance, reside in Ottawa, whose combined salaries amount annually
to \$1,000,000—the number is estimated to be 192—give employment to about 18,500
persons, so that the combined payrolls of the Government and of private enterprises

amount to \$100,000,000, which means much additional wealth brought to Ottawa's merchants and tradespeople

and, of course, by far the most brilliant centre in all the Dominion, and it has long been
the scene of the social season. In the height of the social season and when Parliament is assembled,
the city displays at receptions, balls, banquets, musicals and the like, and
it is a good reason to feel joyful, for they mean much expenditure of money and benefit to



Fort William, Ont.



THE CITY OF FORT WILLIAM, 826 miles from Toronto, is situated on the shore of Lake Superior. Dividing into three channels at its mouth the river has, with improvements, constitutes one of the finest harbours in the Dominion. It has regular service from Port McNicoll and the western terminal of the Inland Steam Navigation Company. Regular package freighters, besides numerous other craft trading on the lake, call here. In 1912 was 6,733,386 tons, an increase of 1,258,576 tons over 1911. Exports were transhipped here to the Lake vessels. During the period of navigation in 1912, including the 115,000,000 bushels; there were unloaded at the docks in 1912, 237,360 tons of steel rails; an increase over 1911 of 2,873 tons. Railway facilities include the Canadian Pacific, the Grand Trunk and the former making a total yard capacity of 175 miles of track. The actual figures connected with the tonnage over docks, and cars over railways, are estimated to be greatly in excess of any previous year.

The manufactories include an iron and foundry plant, stove, flour, broom, brewing, brick building and various other industries. New industries which have arranged to establish here and cost \$4,000,000, and involve the employment of nearly 3,000 hands. These industries are railway tubes, nails, steel railway equipment, brick and tile, and pressed brick. The terminal elevator cost 7,750,000; total 28,164,000. The value of improvements carried out in 1912 along the water front houses, reached a total of \$14,000,000.

The water, light, telephone and sewerage systems of the City are municipally owned and is generated from Kaskabequa Falls; 45,000 horse-power has been already developed, and conserved; there are many handsome business blocks, apartment houses and residences; and a building which cost \$120,000, a Collegiate Institute and eight public schools. The population in 1912 was \$24,362,267; for 1913, \$38,895,251.

The City is in a mineral district of hematite and magnetite ore, and adjacent is a large iron mining community. Big game (moose, deer, bear, etc.) are found in close proximity to the City, and many visit Fort William and vicinity.

i, Ont.

situated on the Kaministiquia River, flowing into Thunder Bay, on the western
with the river has about 26 miles of water within the area of the City limits and,
Dominion. It is the terminal port of the Canadian Pacific Railway steamship
Inland Steamship Lines, Limited, and there are a dozen boat companies, all
ing on the lakes. The tonnage represented by 3,824 vessels registered here in
er 1911. Enormous quantities of grain from Manitoba and the Northwest are
including the balance of the 1911 crop, the total grain receipts amounted to
steel rails; and the C. P. R. handled 610,918 tons of general merchandise, on
the Grand Trunk Pacific and the Canadian Northern, the terminals of the two
ected with the freight receipts by the railway companies are not available, but
of any previous record.

brewing, brick and tile, sash and door and lumber plants, brass foundry, ship-
olish here and have commenced operations represent an expenditure of almost
es are railway rolling stock (locomotives excepted), starch, bedding, wire fence,
al elevator capacity in 1912 was 20,414,000 bushels; now under construction,
along the water-front of the City, including dredging, docks, elevators and ware-

ally owned and controlled, as is also the electric railway. Hydro-electric power
eloped, and can be increased to 100,000. The City streets are clean, paved and
idences; and eight public parks and playgrounds. The City has a Y.M.C.A.
he population in 1907 was 13,882; in 1912, about 25,000. The assessment for

acent is a fertile agricultural country where many settlers have located. In the
e Ontario Government new roads construction, which will prove a boon to the farm-
y to the City, while small game abound in the neighborhood. Hundreds of tourists

Fort William, Ont.





1. Can
2. Beau
3. Kaka
4. Blac
5. Harb
6. Gove
7. Cann
8. Cunn
9. Pano
10. Mols
11. Resid

Port Arthur, Ont.



1. Canadian Northern Elevators.
2. Beautiful Homes.
3. Kukuluka Falls
4. Black Bay Beldge.
5. Harbor Scene.
6. Government Elevators.
7. Canadian Northern Hotel.
8. Cumberland and Arthur Street.
9. Panoramic View.
10. Molsons Bank Building.
11. Residential Section.

Port Arthur, Ont.



PORT ARTHUR, Ontario, is situated on the north shore of Lake Superior it is the pivotal point in the Dominion of Canada, the logical place for many beauties the place has to offer.

To the investor the opportunities offered by Port Arthur are many. In the past year, while no "boom" has been experienced, prices have always been at fair valuation, and to the satisfaction alike of both purchaser and seller. This prosperous condition of affairs, and the many handsome buildings, are the result of progress.

As a tourist and sportsman's resort Port Arthur is unexcelled. Here boating, fishing, and Club life can be enjoyed. Lake Nipigon, near by, offers some of the finest trout fishing in the world. Within the City limits, can be found game in abundance. Within easy reach of Port Arthur is St. Ignace, only a few miles away, and within a radius of twenty miles can be found many beauty spots and resorts.

As a grain centre Port Arthur, at the head of Canadian Lake navigation, stands unique. It employs 535 men. During the 1913 season of navigation there were shipped from the head of Lake Superior in excess of the preceding year. Port Arthur boasts of the largest elevator in the world, increased by another one of 2,500,000 bushels, making the total capacity 12,000,000 bushels. It has just recently built the first terminal elevator in Port Arthur, the most modern grain-handling plant. Several other plants for the handling, storage and treating of grain at Port Arthur.

As a City Port Arthur stands supreme in taking the lead in municipal ownership. Its waterworks and, in part, power plants, and she has the reputation of being the best lighted city in the Dominion and today it is 18,025, with ever-increasing numbers being added daily.

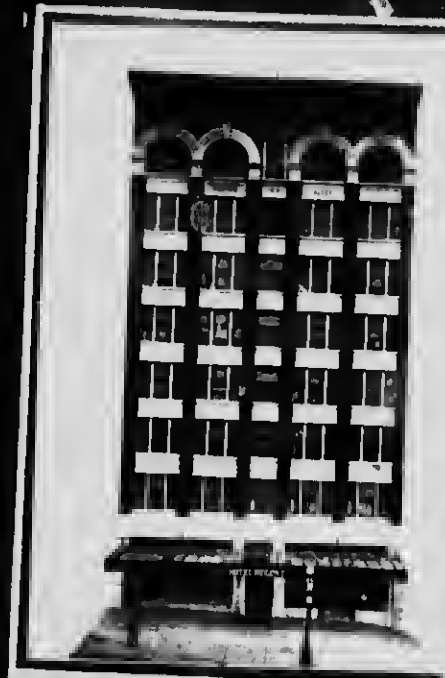
During 1913 the Provincial Government expended \$53,000 in good roads, and 65 miles for 1913 exceeded \$2,000,000. The net assets of the electrical department in 1913 were \$800,000, considered Port Arthur's power asset.

Port Arthur is well equipped with schools and colleges, her attendance at school is the highest in the race. At Port Arthur, in the Western Dry Dock and Shipbuilding Company, is the largest shipyard in the world, building great freighters and passenger boats, and taking into her dry dock (the largest in the world) just now there is building at this plant the largest bulk freighter in the world, 625 feet long, the steamer "Noronic," flagship of the Northern Navigation Company's fleet, the largest passenger steamer ever launched at Port Arthur, at a cost of \$750,000. Other industries such as lumber mills, wagon works, hatcheries, laundries, stone quarries and many others find employment at Port Arthur for over 10,000 men.

Workmen's cottages are to be one of the features of 1914's building campaign, and are being built up by the score of lots and many more are in prospect for 1914, one firm alone contemplating 100.

The Dominion Government, at a cost of \$200,000, is erecting a handsome new fine new Church, which they are building at a cost of \$100,000. Many fine business blocks are in the course of construction, among the latter being a half-million dollar skyscraper. The year 1914 business buildings being already planned, work on which will be started early in the spring.

To sum all up, Port Arthur is one of the finest cities in the Dominion in which to live. In very truth "Along the Imperial Highway," as a halting place it is hard to beat. The winters are never so cold that outdoor exercise is not always full of vigour and a crisp "sun" is never far off. The winter of 1913 will ever live in the minds of the oldest inhabitant as the mildest on record. To Asia or Africa, and to our American cousins across the border, the City would say, and so would the world.



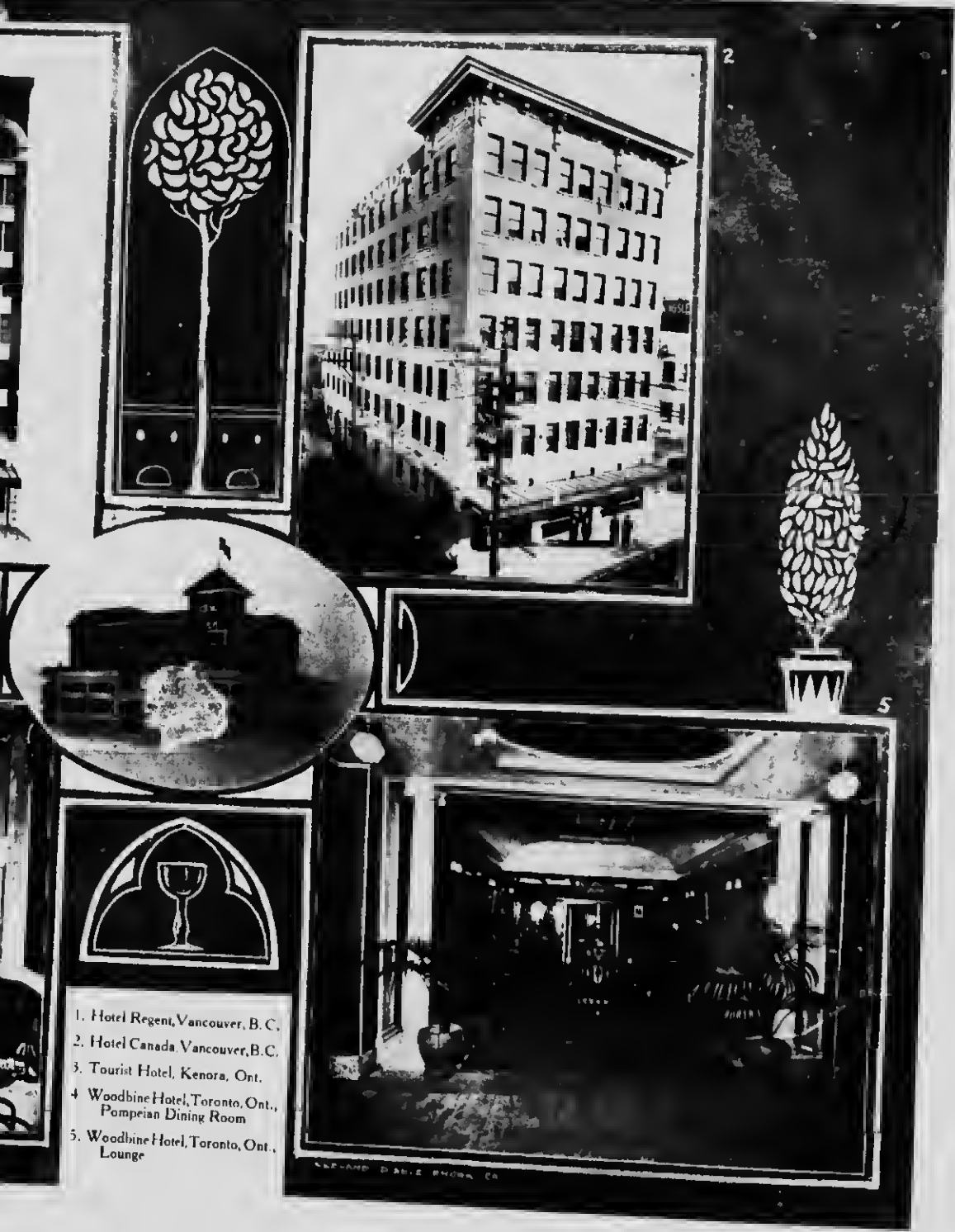
4

3



- 1. Hotel
- 2. Hotel
- 3. Tour
- 4. Wood
- Po
- 5. Wood
- Lo

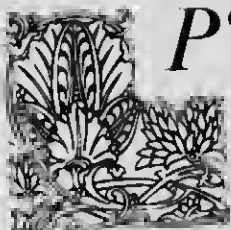
Canadian Hotels



1. Hotel Regent, Vancouver, B. C.
2. Hotel Canada Vancouver, B.C.
3. Tourist Hotel, Kenora, Ont.
4. Woodbine Hotel, Toronto, Ont.,
Pompeian Dining Room
5. Woodbine Hotel, Toronto, Ont.,
Lounge

CLIFF AND DAVID PHOT. CO.

Port Arthur, Ont.



PORT ARTHUR AND FORT WILLIAM, Canada's twin Cities at the
and natural advantages have destined them to become great centres—
Ports to the immense Western wheat fields, and the funnel through which
outlet to the Great Canadian West.

Served by three Transcontinental railroads, the Canadian Pacific
Northern Railway, these Cities hold the key to Western Canada.

Port Arthur and Fort William stand unrivalled in natural resources, and the facilities
are without a parallel and will be the envy of half the Cities on the Continent. They are in the
the abundance of water power available, points to possibilities of profit and expansion impossible

Port Arthur and Fort William are your real
opportunity—the opportunity so many men are
looking for to purchase Real Estate in cities of
assured future and magnitude, but also live,
progressive Cities of today.



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HEAD OFFICE OF THE
GENERAL REALTY CORPORATION.

GENERAL REALTY CORPORATION, L
"WHERE KEEL MEETS

, Ont.

win Cities at the head of the Lakes, are Cities whose geographical position
great centres—Cities of importance and stability. They are the nearest Lake
through which nearly all the grain must pass, being the natural inlet and

Canadian Pacific Railway, Grand Trunk Pacific Railway and Canadian
Canada.

the facilities for manufacturing and industrial enterprise which they possess
They are in the centre of enormous deposits of iron ore, which, coupled with
extension impossible to estimate.



EN BUILDING
OFFICE OF THE
TY CORPORATION, LTD

*Port Arthur and Fort William, the Ports
of Opportunity for every man!*

*We transact a General Business in the pur-
chase and sale of Port Arthur and Fort Wil-
liam Real Estate. Consult us.*

ION, LIMITED, Port Arthur, Canada
"L. MEETS WHEEL"



- 1. A
- 2. A
- 3. Q
- 4. M
- 5. L
- 6. M
- 7. H
- 8. L

Sault Ste. Marie, Ont.



1. A. C. R. Station
2. Agwa Canyon.
3. Queen Street.
4. Montreal Falls
5. Lake Superior Paper Company.
6. Montreal River.
7. High School.
8. Lake Superior Steel Plant

Sault Ste. Marie, Ont
and
Lake Superior Corporation



SAULT STE. MARIE, ONTARIO, lies on the River St. Mary, the great
great falls of that river, where are situated the ship canals. It is a busy,
mills.

In 1890 the population of Sault Ste. Marie was 1,621, and today
increased from \$1,145,000 to \$13,500,000, which is a striking illustration

While legend has it that the white people were known there in 1632
and the establishment of a Mission by Pere Marquette, for the white settlement
in 1632 named Sault du Gaston, it became in 1668 Sault Ste. Marie, and so has remained to this day.
Hudson's Bay Company occupied territory there. In 1783 the Hudson's Bay Company built
the two great Fur Companies joined forces. Of the intervening period between 1823 and 1843
a certain status and grew in importance, till in 1858, on the formation of the district of Algoma
far-off limits of the Northwest—it became the seat of government for the district.

Sault Ste. Marie is midway across Canada. From Sarnia on the east to Fort Frances on the west
connection of the two great nations of this continent can be had except at Sault Ste. Marie.
having adequate railway facilities, it possesses for nine months in the year unrivalled lake facilities
vice east and west from Sault Ste. Marie, employing over forty steamers. The freight rate on
Four hanks operate seven branches, and over sixty millions of capital is invested in industry
for commercial fisheries, and as the doorway to the hunting grounds of this part of Ontario offer

During spring and summer steamers visit all the points on the north shore of Lake Superior

The Algoma Central Railway now has 232 miles in operation from Sault Ste. Marie to
miles of track laid north of the Canadian Pacific, connecting with the Canadian Northern Railway
Transcontinental Railway at Hearst. These railways traverse a very broken and mountainous country
deposits. This virgin territory, with its innumerable mountain lakes and streams, has now been
quantities await the fisherman; moose, deer, caribou, and small game are in abundance for the
passes through "The Canyon of the Agawa," about thirteen miles in length, between Montreal
Gateway is shown in these pages, as well as views of the railway steel viaduct at Montreal
number of commodious log cabins have been erected adjacent to the Lakes, which appeal wonder

It is a new railway in a new country which offers many inducements. Daily passenger
ing with the Canadian Pacific Railway trains to and from Western Canada and shortening the
Route."

The plants of the Lake Superior Paper Company, Limited, consist of a mechanical
mill with a capacity of 70 tons per day; and a newsprint paper mill with a capacity of 200 tons
buildings are substantially built of red sandstone and present a very solid and pleasing appearance
type, there being four Fourdrinier paper machines, the largest of which is 198 in. wide, which

The Algoma Steel Corporation, Limited, operates the following plants: Coal dock and
estimated tonnage handled during season of navigation 1,650,000 tons; by-product coke oven
tons per month; by-product plant—tar 1800 tons per month, sulphate of ammonia 450 tons
hearth furnace, capacity 15,000 tons per month; gas-engine plant, comprising nine 2200-h.p.
gallons per 24 hours; blowing mill, capacity 1800 tons per 24 hours; rail mill, capacity 12
merchant mills, capacity 350 tons per 24 hours; machine shops, etc., comprising machine shop
switch shop.

Railroad department includes roundhouse and equipment, also ten standard-gauge
and thirty-two miles of track.

Marie, Ont.

Corporation

ary, the great water highway between Lakes Superior and Huron, and at the
It is a busy, thriving, industrial centre with steel industries and paper and pulp

,621, and today it is 18,500, while in the same period the total assessment has
making illustration of the rapid growth of the City.

own there in 1544, the first real facts are the presence of the fur traders in 1603
the white settlement then there, in 1668. Called by the Indians "Bawating,"
remained to this day. In the earlier days both the Northwest Company and the
Company built their post, and also constructed a lock for small boats; and in 1823
and 1843 little is known, but in the latter year the village appears to have had
ict of Algoma—a district stretching from French River to James Bay and to the

ort Frances on the west, continuously for twelve weeks in each year, no direct
Ste. Marie. To shippers north, south, east or west its location is ideal. Besides
led lake facilities. Five packet freight lines operate practically a continuous ser-
eight rate on coal from Lake Erie ports is 27½ cents per ton.

vested in industrial enterprises in Sault Ste. Marie. It is one of the large centres
Ontario offers great attraction to the sportsman.

of Lake Superior, where the many rivers and bays are the delight of the fishermen.

Ste. Marie to the Canadian Pacific Railway and Michipicoten Harbour, and 50
Northern Railway. In addition to this, 333 miles of grade connect with the National
mountainous country north of Sault Ste. Marie, well wooded and rich in mineral
has now been thrown open to the tourist. Speckled and brook trout in unlimited
undance for the huntsman. The grandeur of the scenery is unsurpassed. The railway
ween mileage 103 and 116 north of Sault Ste. Marie. (A view of the Northern
Montreal River Falls and river north of bridge along the line of railway). A
appeal wonderfully to the tourist seeking a free and quiet spot for genuine recreation.

Daily passenger train service operates between Sault Ste. Marie and Franz, connect-
shortening the rail distance by 240 miles. This line is well named "The Scenic

a mechanical ground-wood mill, with a capacity of 160 tons per day; sulphite pulp
capacity of 200 tons per day. The whole plant occupies about 40 acres. The mill
pleasing appearance. The machinery throughout these mills is of the most modern
wide, which is one of the largest of its kind in existence.

Coal dock and unloading plant; ore and rail docks; total docks—length 3192 feet.
product coke ovens, capacity 36,000 tons per month; sulphur-acid plant, capacity 600
monia 450 tons per month; blast furnace, capacity 28,500 tons per month; open-
nine 2200-h.p. 4-cylinder tandem gas engines; pumping plant, capacity 45,000,000
l, capacity 1200 tons per 24 hours; finishing mill, capacity 1200 tons per 24 hours;
ng machine shop, pattern shop, foundry, blacksmith shop, boiler shop, and frog and

standard-gauge and five narrow-gauge locomotives, fifty cars, nine locomotive cranes.

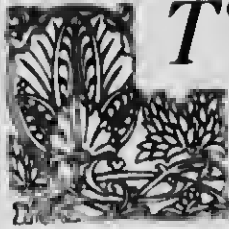


1. Queen's Avenue.
2. King Street.
3. Swan Pond.

Toronto, Ont.



- 4. University of Toronto.
- 5. Palm House, Allan Garden.
- 6. Rosedale Residences.



TORONTO, the Capital City of the Province of Ontario, with a population now Ontario, 41 miles directly north of the mouth of the Niagara River. It is located at an altitude of 220 feet, and occupies an area of over thirty-three square miles. The climate is agreeable; in fact, it would be difficult to imagine a better "throughout-the-year" climate. Here is to be found the bracing weather of a Canadian winter without extreme cold, and the warm, is not excessively hot for any considerable period of time. The

From the time it was first established as a French trading post in 1627, Toronto's history is full of exciting events. Since that date the progress of the City has not without doubling its population every fifteen years. More recently this rate of increase has been greater.

A good illustration of the progress of the City is shown by the increase in the total assessment. In 1827 the assessment was \$69,000,000, with a population of 110,000; in 1895 the assessment had increased to \$146,000,000, with a population of 253,000; while in 1913 the assessment had risen to \$436,000,000, with a population of 253,000.

In presenting these figures as to the assessments, it may be stated that as near as can be ascertained, the assessment is about 50 per cent. of the actual value of the property assessed. With its present population, Toronto ranks fifth and eleventh in the Continent of America.

To understand clearly what the City is and what it will be in years to come, it should be known that Toronto is a trading and manufacturing centre in Canada and is rapidly approaching first place. It is far ahead of all other cities behind it.

The diversity and fertility of the soil, combined with excellent climatic conditions and the skill of the producer, are rapidly developing this Province.

Toronto is rich in residential advantages, there being few cities of equal size in America which possess a series of residential districts. It is essentially a City of Homes, and a striking feature is found in that every house is owned by the occupants.

The public buildings of the City are noted for their architecture. Situated almost in the heart of the City are the Buildings, and to the west of these buildings and in the same park are the buildings of the University of Toronto. The Provincial Law Courts and probably the best law school in the Dominion, is admirably situated. One of the leading thoroughfares is the City Hall, a building containing the offices of the municipality and the City Council.

It is impossible to here mention the many other fine buildings throughout the City devoted to the magnificent new General Hospital which has just been opened, and which has been built on a high and airy site, regard to creed or class. It covers an area of ten acres and is said to be unequalled as to equipment.

As an educational centre, Toronto possesses advantages which are unsurpassed by any other city in the Dominion. Toronto and McMaster (Baptist). In federation with the University of Toronto are several other institutions, including St. Michael's (Roman Catholic), Knox (Presbyterian), Victoria (Methodist).

The Public School system of Ontario has long been noted for its excellence, and the Government has maintained eight High or Preparatory Schools, 74 Public Schools, 20 Roman Catholic Schools, and a number of establishments which will be the largest and most efficient in Canada. In addition to this, under Government control, three industrial schools where incorrigible boys and girls are maintained, and several girls, many of which have a continental reputation, also several excellent commercial and scientific schools.

Ont.

population now of 450,000 people, is situated on the north shore of Lake Ontario. It is located on a plateau gradually ascending from the lakeshore to an area of 100 square miles. Situated in longitude 79, latitude 43, its climate is moderate and more "throughout-the-year" climate than that which Toronto and its vicinity enjoys. It is drier without extremes of cold or moisture, while the weather in the summer, though not so hot, is more comfortable. The mean annual temperature of the past ten years is 53.02.

Toronto was a trading post in 1749 to the year 1834, when it was incorporated as a City. Since that time it has not witnessed a single check and has achieved the remarkable record of having never been greater.

In 1885 the total assessment was \$1,460,000, with a population of 175,000; in 1906 the assessment stood at \$4,360,000, with a population of 450,000.

As far as can be estimated the taxation valuation represents about seventy-five per cent of the total value. Toronto ranks fifty-sixth in the list of the cities of the world, twelfth in the Empire.

It should be necessary only to point out that Toronto is the second largest dis-trict in the Province of Ontario, and as such has the Province's largest dis-trict.

Its conditions and first-class transportation facilities that bring the market right to the door.

There is no city in America containing so many substantial and artistic homes, and so delightful a climate. The feature is found in the fact that fully one-half of the residential property of the City is owned by the City.

Located almost in the centre of one of the principal parks are the Provincial Legislative Buildings, the University of Toronto and affiliated colleges. Osgoode Hall, the seat of the Court, is admirably situated in one of the leading streets, while at the junction of two of the principal streets are the Municipality and the Court House.

The City is devoted to public and business purposes, but special reference should be made to the City Hall, which has been erected through the generosity of the citizens of Toronto, without cost to the City, and is equalled as to equipment and design.

There is no city in America of equal size in which there are two large Universities, and Toronto are several strong colleges with courses in theology and arts—viz., Trinity College (Roman Catholic), and Wycliffe (Anglican).

The schools of Toronto are fully up to standard. Under the Board of Education there are 20 Roman Catholic separate schools, while a Technical School is in process of construction. In addition to this, there are a Model School and a Normal School under Provincial control, and a number of private schools for boys and girls, and commercial and stenographic colleges.



1. National B
2. Yonge Str
3. New Gene
4. Municipal
5. C.P.R. Offi

Toronto, Ont.



Toronto, Ont.

The vast regions of new Ontario contain thousands of miles of lakes and streams, hardly yet been touched. To the tourists from other cities, Toronto itself is a delightful visiting position which the City occupies as a wholesale point is primarily due to its unequalled advantage in its undisputed possession of the most lucrative purchasing market of Canada—viz., the surrounding territory. The pivotal point, is found in the fact that there are more than 200 freight trains entering and leaving the City daily.

Roughly speaking, Toronto's investment in manufacturing industries is a little more than one-eighth of the total investment in the Province. The volume of business transacted has been increasing by leaps and bounds, amounting to \$2,160,229,476, being an increase of upwards of \$300,000,000 over the preceding year. The buildings erected cover an area of 1,200,000 square feet, an increase of \$3,000,000 over the preceding year. The buildings erected cover an area of 1,200,000 square feet, an increase of \$3,000,000 over the preceding year. The buildings erected cover an area of 1,200,000 square feet, an increase of \$3,000,000 over the preceding year.

As a financial centre Toronto occupies a most prominent position. Nine out of twenty banks in the City, with an authorized paid-up capital of \$72,000,000. In addition there are five Trust Companies which practically conduct a banking business. There are seventy-six Insurance Companies connected with the City, five have their head offices there. Besides these organizations there is a Stock Exchange, which deals in all Canadian Stocks, Mining Exchanges, which deal exclusively in Canadian Mining Stocks.

A description of Toronto would indeed be incomplete without a special reference to the University of Toronto, which was founded in the year 1827 in the interest of agricultural education and reform. It was founded in the year 1827 by a group of farmers, manufacturers, business men, etc., and members of the City Council. Its growth has been rapid, year by year to meet the growing demands for space, until now the Exhibition has a splendid building, which is yearly in order to keep pace with the growth of the institution.

Toronto possesses one of the finest natural land-locked harbors in the world, the inner harbor is absolutely protected from the storms of the lake by a natural island, which completely surrounds the harbor. Up to the present time very little has been done to develop the splendid natural harbor. The new Board of Harbor Commissioners will rectify this and will place Toronto in a position to become one of the great ports of transportation in Canada. The Dominion Government have decided on the expenditure of \$1,000,000 to construct a Canal to connect Lakes Erie and Ontario, and this new canal will have a depth of 24 feet, which will enable the Great Lakes to the head of inland navigation will be able to reach Lake Ontario points. This will be accomplished by the canalization of the St. Lawrence River, and when this is done ocean freighters will be able to reach the harbors on the interior of the Great Lakes.

Toronto Harbor development is planned to keep pace with these national works, and in the future, will be in a splendid position to secure the immense business which will result from the development of the harbor.

The entire cost of the work planned by the Commissioners is estimated at \$19,142,088, while the City has undertaken to spend \$1,802,883 in constructing pavements, sidewalks, a new industrial district and the necessary breakwater for the protection of the shore and of the harbor. The cost of the breakwater at an estimated cost of \$6,123,284, and the entire work is expected to be brought to completion in the near future.

o, Ont.

streams, through virgin forests, the resources of which for sport and pleasure have a delightful visiting place, replete with opportunities for enjoyment. The dominant natural advantages for cheap freightage, both by lake and rail, and is assisted by the surrounding Province of Ontario. An index to the traffic, of which it is entering and leaving the City daily.

little more than one-ninth of the whole of Canada, while her wage bill and her output are increasing by leaps and bounds, as the following figures show: Bank Clearings for 1912 over the preceding year. Building permits for 1912 amounted to upwards of 5,675 buildings erected comprise 86 factories, 66 warehouses, 383 stores and shops, and 5,675

out of twenty-five Chartered Banks of the Dominion have their head offices in Toronto, five Trust Companies, with a paid-up capital of about \$5,000,000, three of which are companies conducting business in Toronto, and of that number approximately twenty-five per cent exchange, which does a general business in all classes of Canadian stocks, and two

reference to the Canadian National Exhibition, which exercises a world-wide influence. In the year 1879 with an honorary directorate, consisting of representative stock breeders. Its growth has been steady and continuous, and various buildings have been erected as a splendid collection of permanent structures, which, however, have to be added

world, the inner harbor being about one and one-half mile long by the same width, and is completely surrounded by water, excepting at two points where it is pierced by artificial channels. The splendid natural resources of this harbor, but the carrying out of the work planned by the City is in a position to reap her share of the benefits of the tremendous growth of navigation. The expenditure of fifty million dollars for the purpose of constructing a new Welland Canal, a depth of 24 feet, so that the large steamers which now ply from Lake Erie through the Welland Canal to Toronto points. This development, it is confidently expected, will be followed very shortly and the City's wharves will be able to carry their cargoes direct from England and European ports to

harbor works, and Toronto, by her foresight in planning ahead and preparing for the result from the co-ordination of lake and ocean navigation.

\$19,142,088, of which sum the Commissioners themselves will spend \$11,215,920, for sidewalks, and park treatment on the boulevard location. The ship channel in the extension of the harbor extension work has been undertaken by the Dominion Government and is expected to be completed to completion within eight years.



1. Blast Furnace.
2. City Hall.
3. Bridge Works.

Hamilton, Ont.



1. Bank of Hamilton.
2. King and James Streets.
3. T. H. & B. Railway Station.

Hamilton, Ont.



THE CITY OF HAMILTON, ONTARIO, with a population in 1913 of 100,808, is situated on a land-locked harbor at the head of Lake Ontario. Behind the City is the range of mountains 10 miles to the east. From this range there is a magnificent view of the City and its buildings and wealth of beautiful shade trees; of the clear waters of the bay to the east—a picture of beauty rarely equalled on the continent. Out of this "City" the greater portion of it passing through Hamilton. Situated in the center of the continent, crowded to capacity every day during the summer, the consumers here dealing directly with the

The City has excellent shipping facilities by both water and rail. It is the regular port of call for the Lake Superior; Richelieu & Ontario and Merchants Mutual Lines have tri-weekly service to Montreal. The Grand Trunk Railway, Canadian Pacific Railway and Canadian Northern Railway. It is also the centre of the

Hamilton is essentially a manufacturing city, possessing all the economic conditions required for the more United States capital invested in industrial pursuits than any other Canadian City. It has numerous companies economically generating power from Decew Falls, 35 miles, and Niagara Falls, 42 miles distant, and sells power at cost, while the Dominion Power and Transmission Company serves manufacturing concerns.

From the importance of its manufacturing operations Hamilton has been called the Birmingham of the West. The capital invested \$65,000,000, employees 27,000; yearly value of products (1912), \$65,125,000. Industries include foundries, woodworking machinery, agricultural implement, electrical apparatus and machinery, wire, wringers, hardware, silverware, clothing, hosiery, boots, furniture and many other articles.

The population increased from 54,035 in 1903 to 100,808 in 1913, or at a rate of 86%. Industries already established grew during this period from about \$14,000,000 to over \$65,000,000, being \$6,000,000 more than in 1903, or 75 per cent. The Bank Clearings (1912), \$167,742,700.

The facilities for acquiring an education are good, there being thirty Public Schools, four Normal Schools, one Institute, and several Business Colleges.

Hamilton is steadily progressive and possesses many advantages as a residential and business center.



Ont.

in 1913 of 100,808, is situated on the shore of Hamilton Bay, a beautiful
City is the mountain or escarpment which extends from Niagara Falls, 42
of the City below, with its wide, well-paved streets, fine residences and public
waters of the bay beyond; and of the "Fruit Garden of Canada" on the south-
Out of this "Garden" about a million dollars' worth of fruit is shipped annually.
In the centre of the City is the best farmers' market in Canada, which is
directly with the farmer.

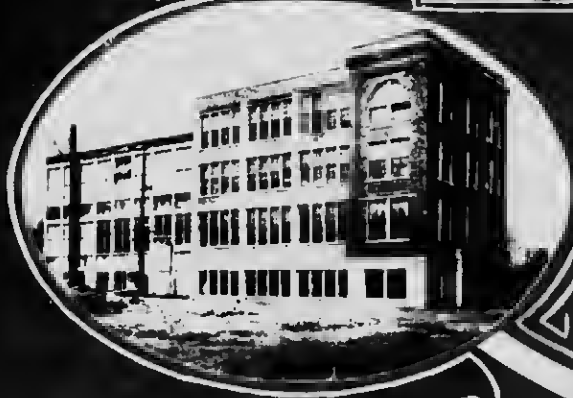
ular port of call for all steamship lines operating from Montreal to the head of
service to Montreal and intermediate ports. Operating through it are the Grand
also the centre of a complete electric railway system for City and suburban travel.
ditions required by large industrial concerns for favorable operation. It has
City. It has a practically unlimited supply of electric energy from large com-
42 miles distant. The Hamilton hydro-electric department is municipally owned
serves manufacturing satisfactorily.

led the Birmingham of Canada. Manufacturing establishments number 400,
, \$65,125,000. The industries include blast furnaces and steel plants, iron
and machinery, tools, wire goods and wire fence, washing machines and clothes
articles.

a rate of 86½ per cent. Capital invested in new factories and in additions to fac-
\$65,000,000, an increase of 364 per cent. Wage bill increased to \$14,000,000,
, \$167,742,727; Customs collected, \$3,510,846; Building Permits, \$5,491,800.
ic Schools, four Private Schools, a Normal School, Technical School, Collegiate

ential and business City.





1. A Manufa
2. Canal Cor
3. Niagara F
4. The Spire
5. Industrial

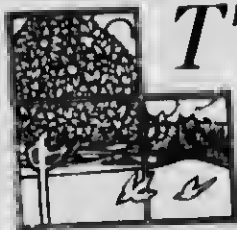
Niagara Falls, Ont.



1. A Manufacturing Plant.
2. Canal Company's Headquarters
3. Niagara Falls.
4. The Spirella Company.
5. Industrial Establishment.

CLELAND DIBBLE ENGRAVER

Niagara Falls, Ont.



THE CITY OF NIAGARA FALLS, Ontario, Canada, and the adjacent Town of Tonawanda, New York, are situated in a manner so advantageous to the manufacturer, because it is at the fountain head of the Niagara River. There are now generating or have in process of development about one-half million horsepower. The Grand Trunk and the New York Central Lines, have here divisional points. The Canadian Northern, will be here in the near future.

A Harbour is in process of development from the Welland Ship Canal, giving the lowest lake and rail freight rates. Combine the above advantages with the fact that Niagara is situated in the heart of the Rocky Mountains, with fruit and farm conditions without peers elsewhere, and it will not be denied that it is the ideal City of Labour.

The advertising value of location at Niagara Falls is world-wide. It is the manufacturing point for labour is of the best: it draws from the centre of an immense population to the south and east, and in population each year. With the immediate suburbs, the City now stands at 15,000, spread over a large area. It is considered that no fewer than 5,000 are industrial workers, railroad and manufacturing. This from the fact that it is situated to low-cost power and quick transportation.

Advertisement of Niagara Falls as a tourist resort is well covered by the various transportation systems. The world-famous Cataracts. The City, however, desires to impress upon the manufacturers of Great Britain and America that it has low-cost electrical power and all the other advantages which combine to give it a unique position. The Welland Canal and the opening of the Great Lakes to the sea by a twenty-five to thirty feet deep canal, will give transportation of an Empire, of the world's granary, to pass by the mouth of the proposed harbour.

Here is the site for the Industrial City of Canada, bounded on the south by the harbour, seven miles on the north by the mighty escarpment of limestone looking out over Lake Ontario; and on the east by the Niagara River. The square miles intersected by transportation systems and good roads, mostly level land of choice farm land, is now world desirous of reaching the Canadian market; now as never before will they reach out to sea.

The City extends to all a hearty welcome, requesting that communication be made direct to the following facts:—

Assessment, 1913	\$8,000,000	Number of Factories
Tax Rate, about	25 mills	Floor space of Factories
Population, City and Suburbs	15,000	Amount of Power
Number of Power Companies	Four	Railroads and Canals

"Welcome to Niagara Falls" is the City's motto.

Ont.

adjacent Township of Stamford occupy a unique position in regard to
here is no other city of Canada which combines these important functions
at the fountain of power at the Falls of Niagara. Three great companies
e-half million of electrical horse-power. Two great International railroads,
divisional point yards. Two more, the Canadian Pacific and the Canadian

land Ship Canal to the boundaries, thus making the City a Lake Port, and
fact that Niagara Falls enjoys the mildest climate in Canada east of the
be denied that at this point is destined to grow up the Industrial Manchester

ufacturing point of products whose quality is accepted as perfect. The market
h and east, and it is increasing under the normal demand about 20 per cent.
spread over about four square miles. Of this population it can safely be
g. This frontier is the gateway of Central Canada, and this City is the key

aus transportation companies. It is therefore not necessary to touch on the
ers of Great Britain, of Continental Europe and of the United States of
chine to give it precedence in the industrial world. The deepening of the
irty feet deep waterway around the St. Lawrence Rapids will cause the
osed harbour.

e harbour, seven miles in length; on the west by the Welland Ship Canal; on
on the east by the great river of Niagara. This is a territory of about 50
of choice farming quality. The opportunity is before the manufacturers of the
each out to seize its rewards; here they are invited to stop and investigate.

e made direct to the Industrial Department of the City Council, and presents

Number of Factories, about.....	Fifty
Floor space occupied about.....	20 acres
Amount of Power developed.....	450,000 E.h.p.
Railroads and Electric Lines.....	Ten

ills" is the City's motto.



1. Privat
2. Bowli
3. Dunda
4. Victo
5. A Sch
6. The V
7. The T

6

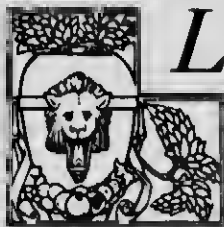
4

London, Ont.



1. Private Homes.
2. Bowling Tournament.
3. Dundas Street.
4. Victoria Park
5. A School House.
6. The Western Fair.
7. The Thames at Springbank.

London, Ont.



LONDON, ONTARIO, has the ambitious title of "An Ideal Canadian Metropolis of Western Ontario, and has earned that distinction as a by educational development; where in the building-up of an immense cultivate the best that life offers twentieth-century civilization.

From Riverside hamlet to Metropolis in some eighty years, London has laid a solid foundation for future advancement which buildings, in financial transactions, in assessment, in wholesale and recorded, and a casual investigation will show that the percentage of increase in these factors of few years. Economic reason for this is found in London's position as a distributing centre Canadian West, which has of late created a hitherto unprecedented demand for manufactures.

London's residential districts and beautiful homes afford convincing proof of an unnumbered artisans and wage-earners, and the palatial residences of the wealthy, reflect the contentment estimated at 80 per cent., of London's industrial workers own their own homes, a fact which wealth of magnificent trees and expanse of parks and boulevards there is no more beautiful balmy summer and autumn days (when plant life indigenous to southern climes, such as the which healthy outdoor sports are practised and enjoyed, making an ideal succession of the seasons.

London claims to be an educational centre of more than usual importance, because it has some eighteen Public Schools, with thirty kindergarten classes, situated in all parts of the City. Education, including arts, medicine and divinity. There are, too, a Normal School for the training of teachers, and a school of epidemiology, pathology, bacteriology, parasitology, chemistry and sanitary engineering. The Board of Education control nine separate schools, with an enrolment of over a thousand pupils. There is also a school of music and business education. A movement is now afoot to greatly improve and enlarge the City's educational facilities. The best universities of the Dominion. A Civic Industrial and Art School is doing fine work.

London is a City of numerous and beautiful Churches. All denominations are represented. In London (Roman Catholic), the City has two magnificent cathedrals—St. Paul's and St. Peter's.

Situated in a rich agricultural district, the cost of living in London is materially reduced. It brings the produce of the farm, market gardener and dealer directly to the consumer. Splendid care of the sick, aged, and orphaned. The City Hospital, the "Victorian," is one of the finest in the Dominion.

London, however, enjoys the proud distinction of being one of the healthiest cities in the Dominion. This fact is largely due to the purity of the water supply and perfect sewerage system. London's parks and boulevards afford splendid opportunities for outdoor recreation for young and old. The Parks Board maintains a number of parks, which are the pride of Londoners. For natural beauty Riverside Park is famous.

The Province of Ontario leads the continent in the operation of public utilities by the municipalities in this respect. The electrical department of the Board of Water Commissioners, at actual cost to consumers. London is one of the best and cheapest lighted cities in the Dominion. At the end of the third year of operation this department shows a handsome surplus of power to consumers.

The Waterworks system, owned and operated by the City, is regarded by experts as one of the best in the Dominion and is exceptionally pure.

on, Ont.

"Ideal Canadian City," and it is conceded that the name is well applied. It is the distinction as a city where industrial and commercial progress has been accompanied by an immense jobbing and manufacturing trade the citizens have taken time to utilize.

In eighty years, with each succeeding year eclipsing the records of progress of the past, an advancement which is equalled by few cities of the Dominion. In population, in new wholesale and retail turnover, and in manufacturing output, no retrograde movement is to be seen. These factors of material advancement shows greatly accelerated growth during the past century, making London a contributing centre for the population of the Dominion as a whole, and especially of the Dominion for manufactured goods of almost every description.

Proof of an unusual combination of advantages enjoyed. The picturesque homes of London afford a contentment which is the prevailing feature of life in London. A large majority of the population enjoy a fact which affords convincing illustration of ideal living conditions. With its climate, it is a more beautiful city than London in the Dominion. Climatic conditions vary from the mild (such as the magnolia and tomato vine, flourish) to invigorating winters, during the winter season of the seasons.

London is famous because it has a most complete selection of institutions covering all branches, from the primary schools of the City, to the Western University, with complete curriculum of higher education, a school for the training of teachers, and the Provincial Hygienic Institute dealing with public health and engineering. The Collegiate Institute is one of the best in the Province, and the Catholic University has a thousand pupils. There are many other private educational institutions and schools which have developed and enlarge the activities of the Western University, degrees from which rank with the highest in the Dominion, doing fine work in increasing efficiency by industrial and vocational training.

Religious institutions are represented, and being the seat of the Bishops of Huron (Anglican) and of the Roman Catholics of St. Peter's.

London is materially reduced. A tri-weekly market—one of the largest of the kind in Canada—exists here for the consumer. Splendidly equipped and thoroughly modern institutions are provided for the amusement of the people, one of the finest in the Dominion.

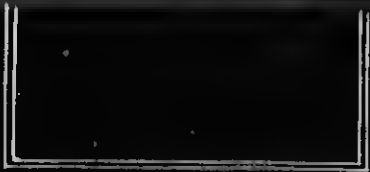
London is the healthiest cities in Canada, and has no slums, typhoid fever being unknown. The latter is a common ailment. London's parks, another aid to healthy living conditions, delight the visitor and the resident. The Parks Board appointed in 1912 controls and maintains over 300 acres of public parks, and its work is famous.

Public utilities by the people, and London affords a striking example even to Ontario. The Water Commissioners distribute electric energy, received from the Ontario Hydro-electric Commission, making London one of the best lighted cities in the Dominion, and it supplies power to manufacturers at remarkably low cost, a handsome surplus, which insures a corresponding reduction in the cost of light and heat.

The water supply is managed by experts to be complete, well-equipped and efficient. The water needs no filtration.



4



- 1. M
- 2. S
- 3. S
- 4. I
- 5. I

London, Ont.

2



3



5

1. Military Camp.
2. Shaded Avenues.
3. Spring Bank Park.
4. Dundas Street.
5. Richmond Street.

London, Ont.

Situated a little over twenty miles from Lake Erie, London is practically "on the lake," so is easily accessible by the City-owned railroad, which will during the year 1914 be electrically operated and appointed by the Council. This municipally-owned railroad provides a competitive water route for its own summer boats at the Port. This unique municipal enterprise is said to have direct connections when electrified provide access to the heart of the City for numerous other radial lines for which passengers.

In addition to the Grand Trunk Railway, Canadian Pacific, Pere Marquette and Michigan Central are seven main lines radiating throughout London's extensive business field, and an interswitching of shippers.

London is the financial centre of Western Ontario, having branches of eleven chartered banks and loan companies, and the head offices of several insurance companies.

The Bank Clearings in 1908 amounted to \$56,785,041; in 1909, \$62,093,337; in 1912, about 50%. The increase over 1911 was nearly \$14,000,000, or 15%. For eleven months of 1912 the increase over the previous year, or 14% increase.

The Customs returns show an increase from \$783,312 in 1908 to \$1,232,440 in 1912, an increase of 56% in 1908 to \$529,356 in 1912, or an increase of more than 60%. London's assessment for the year 1912 is \$31,694,805, or 30% increase.

Building Permits increased from 801,170 in 1908 to 1,136,108, or 40%, in 1912. This is a remarkable showing when compared with other cities of the Dominion. The number of permits issued in 1912 is more than double the permits of five years ago. An extensive building program is projected for 1913. The new City Hall, \$300,000; addition to St. John's School for boys, \$30,000; Church School of the Redemptorist Fathers, \$50,000; addition to St. John's School for girls, \$30,000; new City Hall, \$300,000; addition to Armory, \$50,000; and other buildings and houses together amounting to \$1,000,000.

Real estate transfers have increased in the same period (1908 to 1912) from \$1,294,000 to \$2,200,000, a remarkable increase of the steady and permanent type. In ten years it has advanced from (1908) to \$2,200,000.

In manufacturing, London has steadily forged ahead and now has upwards of 240 factories employing 1200 hands and having an annual pay-roll of over \$4,500,000. They include the largest stove works in Canada, two large breweries, the second largest cigar output of any city in Canada, piano works, furniture, machinery, boots and shoes, pianos and many other articles of trade. The last Dominion census shows London as a manufacturing centre, and that the increase in ten years in the value of manufacturing output is 50%.

London is the second wholesale distributing centre in Ontario, and London travellers commission agents, and the Bureau, an affiliation of all administrative and business bodies of the City, promotes industrial and commercial development regarding the City's opportunities and advantages.



Out.

the lake," so far as shipping is concerned. Port Stanley, London's harbour, is electrically operated by the City, through a Board of Railway Commissioners. It is a water route for the four trunk lines which enter London, and many Londoners prefer it to any other connection with more lines than any other railway on the continent, and will be the basis for which plans are now being prepared.

The Ontario and Michigan Central Railway—all of which pass through London,—there is a most convenient interswitching system connecting all railways adds greatly to the convenience.

London has several chartered banks with numerous urban and suburban offices, six savings and

in 1912, \$84,526,961, or an increase in five years of \$27,741,920, or 33 per cent. In the first eleven months of 1913 the clearings were \$83,678,383, as against \$67,088,330 in

the same period in 1912, an increase of 57 per cent. Inland revenue receipts jumped from \$337,000 in 1908 to \$2,466,715 in 1912, an increase of 730 per cent. The Dominion Census for the same period (1908 to 1912) shows an increase from \$24,663,715

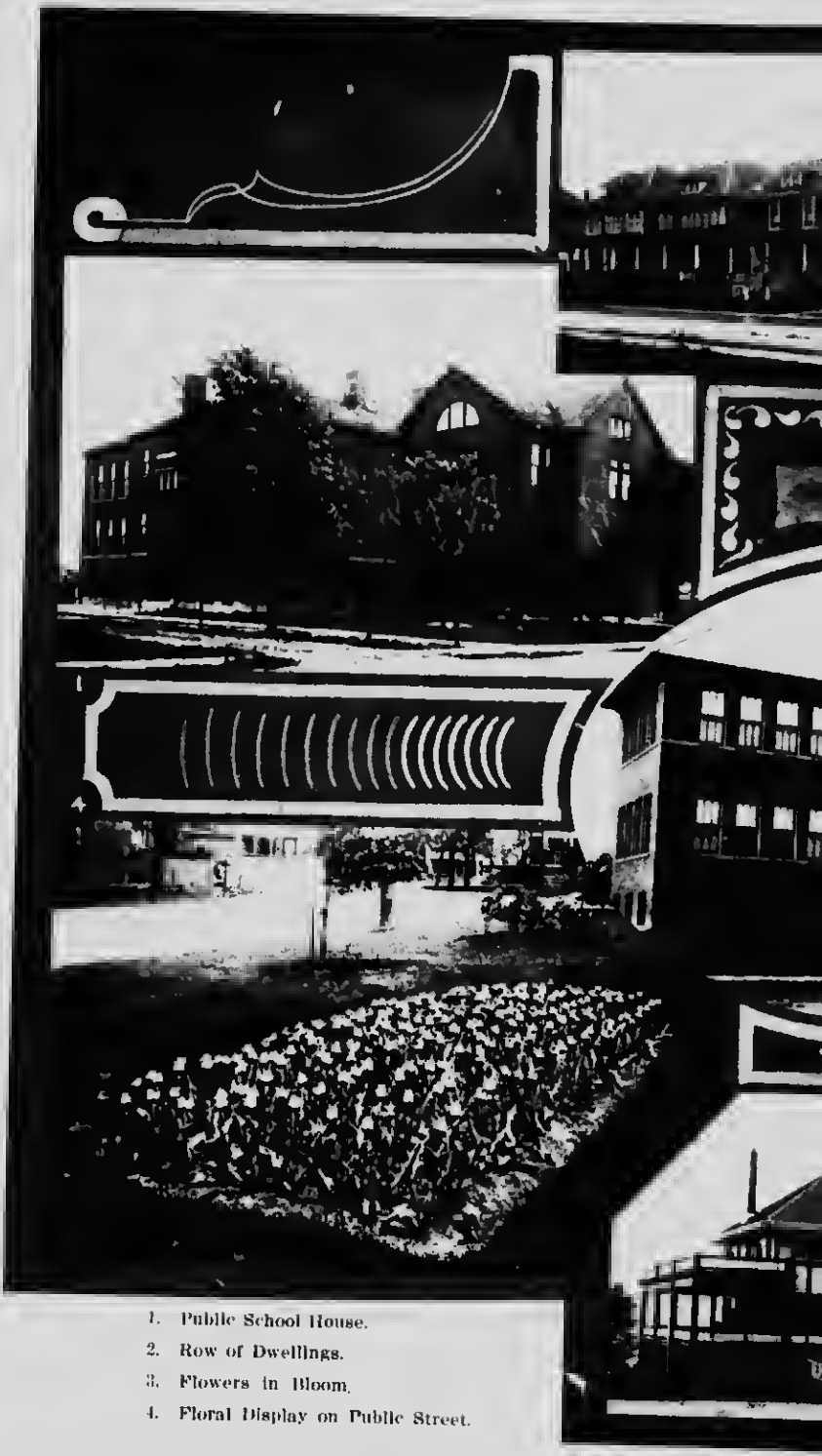
in 1912. The figures for 1913 were expected to reach \$1,800,000, despite the war. The amount expended in 1913 in eleven months was \$1,742,885, which is projected for 1914, including: Catholic Seminary, \$380,000; Catholic addition to St. Joseph's Hospital, \$75,000; addition to McClary plant, \$75,000; and 100 new houses together costing over \$500,000, giving a grand total of \$1,960,000.

The population of London has increased from \$1,294,659 to \$1,923,335, or 50 per cent. The population, too, shows a corresponding increase from (1903) 39,265 to over 55,000 (1913), or 40 per cent.

London has 240 factories, representing an expenditure of over \$15,000,000, employing 100,000 men. The largest stove works in the British Empire, the two largest biscuit and confectionery works in Canada, in addition to the extensive manufacture of agricultural implements. The last Dominion Census shows that London is the seventh city in the Dominion as a manufacturing city, and its output is over 100 per cent.

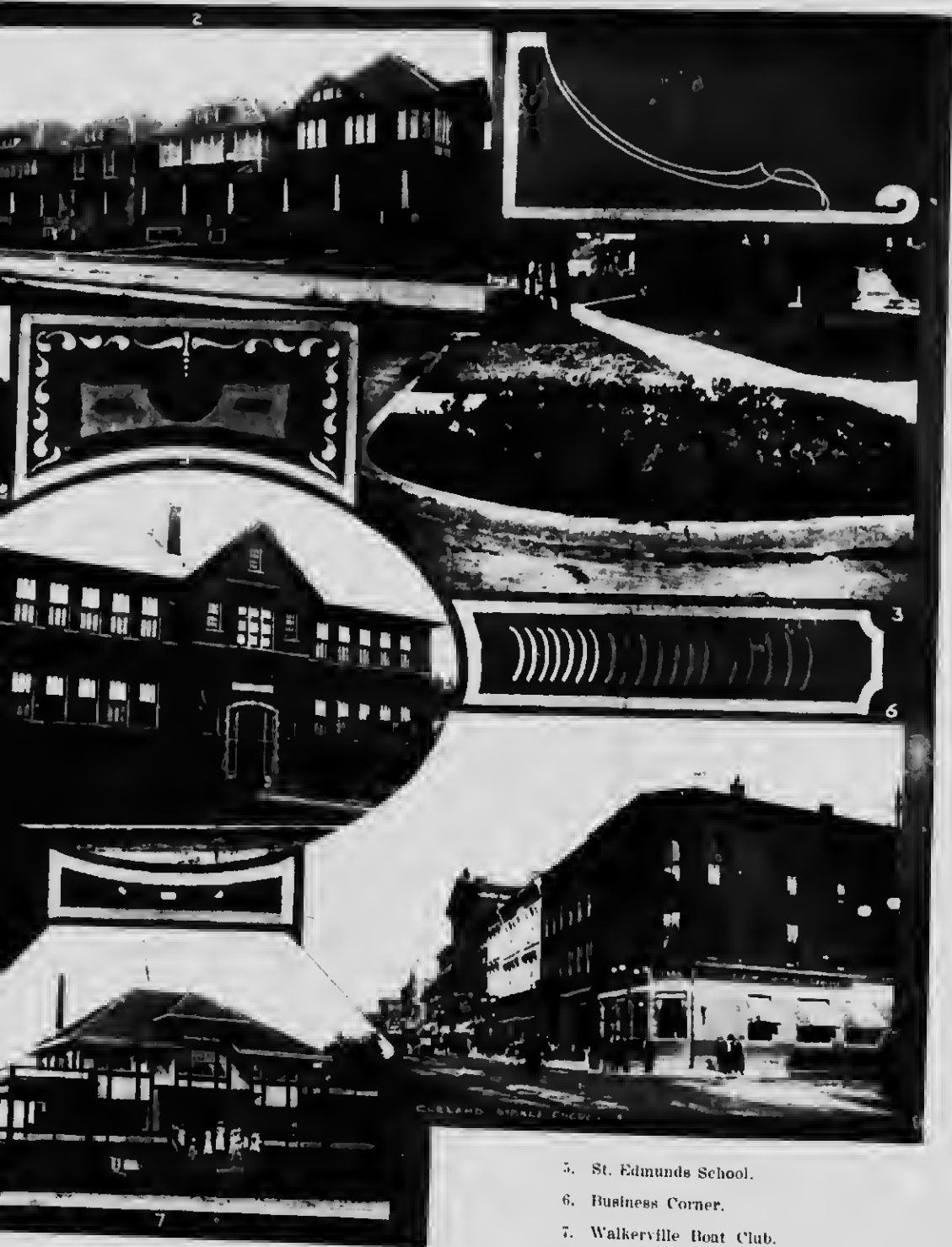
London is a great centre for travellers cover Canada from Halifax to Vancouver. The London Industrial Bureau is a great centre for industrial expansion and supplies free of charge to all inquirers information





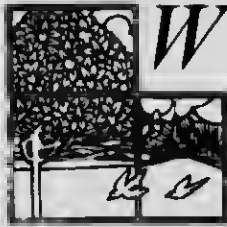
1. Public School House.
2. Row of Dwellings.
3. Flowers in Bloom.
4. Floral Display on Public Street.

Windsor, Ont.



2. St. Edmunds School.
3. Business Corner.
4. Walkerville Boat Club.

Windsor, Ont.



WINDSOR and its environments constitute the most prominent industrial field of the River, which latter is a part of the International boundary line between Canada and the American city of Detroit.

Situated at the apex of a triangular location embracing the south-westernmost southern city in Canada, and may properly be styled as the inland gateway which has an area one-third the size of Europe. Windsor, therefore, possesses east and west bound shipping, unsurpassed transportation facilities by rail and by water of products between Canada and the United States.

Windsor has two City-owned factory districts, hath topped by the Essex Terminal Railway comprising forty acres, was purchased three years ago and has been completely filled up. Part of it has been disposed of. The City sells the land at cost, and grants liberal concessions in the way of tax exemptions for all new factories.

The population of Windsor is 22,000. In 1912 the Building Permits amounted to \$1,098,000; in 1913, \$60,246; Customs receipts, 1913, \$3,970,000.

Windsor has five of the most important railroads in Canada running through it, and each is controlled by the Dominion. Windsor has the advantage of water shipment by the Great Lakes. Windsor is situated at a central point in the Dominion. Windsor is the most southern city in Canada, and is in close proximity to great manufacturing centres in Cleveland, Chicago and Cincinnati. Windsor's geographical location, its liberal industrial policy, its facilities for the east and west bound shipping, as well as the plentiful supply of skilled and unskilled labor, enjoying the benefits of popular resorts along the river, are the potent factors in the argument that this is the logical location for manufacturing markets.

Windsor is the centre of a thickly populated district extending for nine or ten miles along the river, appropriately termed. There are really five separate municipalities—Ford and Walkerville on the east and Sandwich on the west would not know where one place begins and the other leaves off. Sandwich is the county town and the seat of justice by the late Hiram Walker, who established the Walker distillery in that town. Since then it has been the seat of the county. To the east of Walkerville, is the baby village, having been incorporated in January, 1913. Ojibway was the site of the plant to be built by the Canadian Steel Corporation, a subsidiary company of the United States Steel Corporation. The population of the municipalities exceeds 30,000. The value of imports from the United States through the port of Windsor in 1913 were valued at \$5,438,379. Windsor, Walkerville, and Ford have become established as the auto centre for the manufacture of autos and auto parts. Likewise Windsor and vicinity will be admitted to be a pharmaceutical centre.

The automobile industry in Canada has scarcely emerged from the infancy stage. Until a year ago the neighboring Republic. Eighty per cent. of imported automobiles came from the United States, only ten per cent. from France and other European countries. The remaining percentage were of Canadian manufacture. In 1913 these proportions. The Trade and Commerce Department at Ottawa reports that there were 3,488 automobiles imported in the trade almost doubled in one year. The value of autos and motor vehicles imported in 1911 was \$1,443,898. The value of automobile parts imported in 1911 was \$522,223, and the duty paid on these parts was practically double that of the preceding year, and for this year it is estimated that Canadians purchased 10,000 automobiles, nearly all of which were purchased in the United States. By reason of their location, Windsor, Walkerville and Ford have become the manufacturing centre for the automobile industry already established in this district.

Ont.

industrial field of operation in Southern Ontario. It is located on the Detroit River between Canada and the United States, and Windsor is the counterpart of

the south-western peninsula of the province of Ontario, Windsor is the inland gateway to both the eastern and western portions of Canada, therefore, possesses a strategic location, with equalized freight rates for east and west by rail and by water, and unique advantages with respect to the exchange

of goods. The city is served by the Detroit and Windsor Terminal Railway, connecting with five trunk lines. The first industrial area, established in 1892, has since that time become a great factory district of twenty-three acres has been granted various tax exemptions, free water and free light. There is one general policy

of development, and the total receipts of the city for 1912 amounted to \$1,098,093; assessments in 1913, \$20,000,000; Post Office receipts

for 1912, \$1,098,093; and each is connected with the others by the Essex Terminal Railway, which is situated at a central Canadian point. Ontario will always be the workshop of the world, and the great manufacturing centres of the Middle States, such as Detroit, will continue to enjoy the same liberal policy, unsurpassed transportation facilities and equalized freight rates, skilled labor, enjoying the attractive residential advantages of the City and the strategic location for American branch industries that desire an extension of their

operations along the Detroit River, "the other half of the saucer," as it has been called on the east, and Sandwich and Ojibway on the west; but the stranger to the city town and the oldest of the five municipalities. Walkerville was founded in 1827, then it has become an important centre for other manufactures. Ford, to which the city of Ojibway was incorporated as a town on July 1, 1913. It is to be the site of the United States Steel Corporation. The population of the allied city of Windsor for 1912 was \$14,581,838. The total exports in 1912 from Windsor as the auto centre for Canada. There are over a dozen firms in this district which are admitted to be the steel centre for the Dominion, as it is also the drug and

chemical centre. Until a year ago, the trade had been largely supplied by firms in the United States, only three per cent. from Britain, and less than two per cent. from France. It is not anticipated, however, that the imports will continue in the same volume. There were 3,488 automobiles imported in 1911 and 6,500 in 1912, showing that the value of imports in 1911 was \$4,235,196, while the duty paid on same amounted to \$179,889. For 1912 the value of imported automobiles was \$14,581,838. Canadians paid out about three millions of dollars in duties on imported automobiles. Their location, opposite the city of Detroit, which is the automobile centre for the automobile trade in Canada. A dozen or more auto firms are



4



6

7

1. St. Anne Agricultural School.
2. A Farm Scene.
3. Stables, Agricultural School.
4. Tobacco Exhibit.
5. Threshing Clover Seed.

Province of Quebec



- 6. Housekeeping School
- 7. A Typical Farm.
- 8. Institute, Experimental Farm.
- 9. Pekin Ducks.

Province of Quebec



THE PROVINCE OF QUEBEC is really the gateway of Canada, forming the sides of the mighty St. Lawrence River for nearly a thousand miles, from Lake Ontario east to Lake Temiscamingue on the west, while north and south it extends far beyond the precedence of all the other Canadian provinces in respect to dates of discovery and in population. Ontario alone, of all the provinces, has more inhabitants.

Quebec Province contains a superficies of 706,834 square miles, nearly twice as large as France and the British Isles together.

Geographically the Province extends over 22 degrees of longitude, from 45 to 62 1-2 north.

Its present population as shown by the census of 1911 is well over two million souls, which is a population shown by the census of 1901 having been but 1,648,898.

The seat of Government is in Quebec, where the handsome block of buildings, including the principal architectural attractions of the Provincial Capital.

Bathed by the waters of the Atlantic Ocean and traversed throughout its entire length by the St. Lawrence, it enjoys the advantages both of a maritime and an inland country. It not only contains the largest city and the most important ports on the continent, but is the port of call for the great majority of the ships that ply between the Pacific Ocean and the Atlantic. It consequently does the greatest amount of Canada's internal and external trade, and occupies the front rank of the Canadian Confederation.

In its soil, which is for the most part exceedingly fertile and well adapted to all kinds of farming, it possesses vast forests of commercial timber and pulpwood; its still largely undeveloped mineral wealth; its abundant and inland, which are among the finest and most extensive in the world; its unrivalled sporting and picturesque scenery, and the vast extent of its unoccupied public lands, which offer countless inexhaustible mines of natural riches that assure its growth and future greatness.

The climate is the healthiest known, and physicians from many parts of America send their patients to the mountains to the north of Montreal, and to that at Lake Edward, a hundred miles north of Quebec. The Eastern Townships which adjoin the United States, south of the St. Lawrence, and have long been the seat of agriculture, and in the areas in the north, which have been more recently wrested from the forest, the soil is of extraordinary fertility.

Within the last few years Quebec has made rapid advancement in her agricultural, mining and dairy industries. The dairy industry of Quebec is known to be fully thirty millions of dollars. Its butter has taken the highest price paid on the Montreal market by exporters to Europe. Melons raised in the open fields in the New York restaurants, and the apples of the Province of Quebec find a ready market at the States.

The raising of beef cattle is a business of considerable importance in the Eastern Townships, and in many other portions of the Province, and in these townships, where improved or partly cleared lands are abundant, and the English farmers will find conditions prevailing more closely resembling those left in the North-West.

Market gardening flourishes near the cities, especially in the vicinity of Montreal. Dairy farming in Quebec, and has been found to be the most remunerative, because many farmers grow cereals on their own land, and have taken to pasture. Owing to the scarcity of labor in the Province, as elsewhere in America, they have taken to the factory, where they are paid good prices and whence they bring back the savings of labor to the members of the farmer's household is thus enormous.

Quebec

Canada, forming the eastern portion of the Dominion and stretching along both shores of the St. Lawrence River, from Blanc Sablon at the entry of the Straits of Belle Isle on the north to the Gulf of St. Lawrence on the south it extends from Hudson's Straits to the American boundary line. It takes the name of the discoverer, and ranks first in size among them and second in population.

Its area is 1,495,000 square miles, being almost six times as large as the entire British Isles or more than twice as large as the United States.

Its geographical position is defined by its longitude, namely, from 57 to 79 west, and over 17 degrees of latitude, from 43 to 55 north.

Its population in 1901 was 1,100,000 souls, which means an increase of over 25 per cent. in the last decade, the highest in the history of the Dominion.

Its capital, Quebec, including the Parliament House and Departmental offices, is one of the largest cities in the Dominion.

By its length by the river St. Lawrence, the Province of Quebec possesses all the advantages of a maritime province, being the westernmost city and the commercial capital of Canada, but its great rivers and its fertile soil give it the advantages of an inland province by the sea and extends westward to the Rocky Mountains and the Pacific Ocean, while the multitude and variety of its resources place it in the position of a great natural storehouse.

It possesses all kinds of farming, fruit-growing and dairying; its comparatively boundless forests afford it an inexhaustible supply of lumber; its abundant rivers, lakes and water-powers; its fisheries, both maritime and inland; its numerous and varied sporting attractions, the healthfulness of its climate, the diversity and beauty of its scenery, which offer comfortable homes to millions of industrious settlers, it possesses all the elements of a great and prosperous Dominion.

Its climate is so healthy that it attracts tubercular patients both to the sanitarium at St. Agathe, in the Province of Quebec, and to the large agricultural areas of the Province, not alone in the Province but in the Dominion, and has long been known as the garden of the Province, but also in the newer provinces of the Dominion for its extraordinary richness.

Its resources are so abundant that it affords the opportunity of agricultural, mining, dairying and manufacturing development. The total yield of its cheese in 1901 was 1,000,000 pounds, and its cheese commands the highest price in the open air in the district of Montreal sell from two to five dollars each pound, whether shipped to England or to the United States.

Its soil is so fertile that it affords the opportunity of agricultural development. Mixed farming is pretty generally practised here, as well as stock raising, and partly cleared farms may be acquired at very low price, often with farm buildings, and are more profitable than those left behind in the Old Land than in other parts of Quebec, or even the Dominion.

Montreal. Dairying has become the chief feature of farming in the Province of Quebec, and the farmers grow only cereals for their own use, and their fields are mostly in meadow or pasture. They have taken up the making of butter and cheese as being more profitable. This has led to the establishment of butter and cheese factories, all that the farmers have to do is to convey their milk morning and evening to the factories, and the factories return to them the skim milk and whey to fatten their calves and bacon hogs. The



1. Winter Street Scene, Montreal.
2. Medical Building, McGill University.
3. Iron and Steel Foundry.

Province of Quebec



CLARENCE B. BROWN ENGRAVER

Province of Quebec

Its mineral wealth, and especially its asbestos mines and chrome iron have contributed not a few thousands of workmen are employed in these mines, and the latter have in the past fifteen years been de-

The asbestos mines of Thetford, Black Lake and Broughton deserve particular mention. There are 1,578. Three or four syndicates are working the asbestos mines in the towns of Thetford, Broughton, and Black Lake 1,578. Three or four syndicates are working the asbestos mines in the towns of Thetford, Broughton, and Black Lake 1,578.

In 1900 the value of the mineral products of Quebec Province was \$2,546,076. In 1901 it was \$11,187,110.

Last year cement headed the list of the most valuable mining products of the Province, with an output of 111,175 tons, valued at \$3,059,084.

The asbestos mines of the Province of Quebec furnish about 85 per cent. of the world's production. The mines of Thetford and Black Lake, 75 miles south of Quebec, were discovered in 1878 during the construction of the Grand Trunk Railway over some of the richest veins. The mining is practically all open cast and the quarries are close to the surface. The pits, some of which are 500 feet in diameter and 200 feet in depth. Even at the greatest depth yet reached the mineral is observed.

The timber resources of the Province of Quebec are enormous. Portions of the timber lands have been granted to the Government to lumbermen, with the right to cut timber thereon, subject to certain restrictions; the Province.

In absolute possession of the Government are 80,000,000 acres of forest lands in this Province. In some sections have been swept by forest fires, as in the case of many private lands and timber limits. The total area of forest area. Its growth is chiefly of resinous trees, spruce and jack pine being the most abundant. The Province produces millions of cords of pulpwood. Many of the best of these lands, which have hitherto been practically inaccessible, have been opened up by the construction through their midst of the Trans-continental railway. For the protection and improvement of the forests, \$450,000,000, the Government has recently established an efficient forestry service, headed by a Commissioner of Forestry hereafter recruited from the students of a forestry school recently endowed by the Province.

Next to its lands and forests, the fish and game of the Province of Quebec are among the most valuable. The total value of the commercial fisheries of Quebec for the year 1911-12 was \$1,868,136, or nearly two million dollars. The total value of the fisheries during the same year was \$1,868,136, or nearly two million dollars. The total value of the fisheries during the same year was \$1,868,136, or nearly two million dollars. The total value of the fisheries during the same year was \$1,868,136, or nearly two million dollars.

The forests of Quebec are richly stocked with game. Red deer may almost always be found in the neighborhood of Lake St. John. Many of the finest furs in the world come from the Province. The fur of the shore of the St. Lawrence surpasses in heat, fineness and lustre those of all other countries. An Inuit was taken in 1890 for \$1,500, which was subsequently resold in Paris for \$3,000. Beavers, wolves, moose, and caribou are also killed, where rare fur-bearing animals are successfully raised in captivity. Some of the black foxes are worth as high as \$15,000 a pair.

Enormous progress in public instruction has been made by the Province of Quebec in recent years. In 1900 the Province, attended by 422,615 pupils.

In industrial development Quebec is making more rapid progress than any other Province in Canada. The value of Quebec's industries at \$158,287,994, and during the last decade their growth has been quite phenomenal. The value of the paper, butter and cheese, boots and shoes, flour, foundries, cotton, printing and publishing, leather, and other industries showed that the industrial establishments of this Province numbered 6,584, with a total output value of \$158,287,994.

Quebec

contributed not a little to attract public attention to this region. Quite a large number of years have been developed to a very great degree.

For mention. To-day Thetford village alone has a population of nearly 4,000 persons in the township of Thetford.

6,076. In 1905 it was \$3,750,300; in 1909, \$5,552,062; and in 1912,

Province, with a total value of \$3,098,350. Asbestos came next with an

the world's production of this substance. The deposits of this mineral at Thetford are close to the railway, the roadbed of which runs in the direction of the railway, the ore being extracted from large excavations or pits to a great depth yet reached no diminution in either the quantity or quality of the

of the timber forest are private property; other portions have been leased by the Government under certain restrictions; but by far the larger part of the forests is still the property of

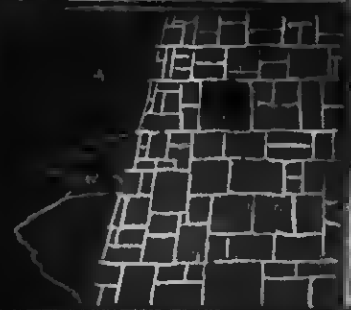
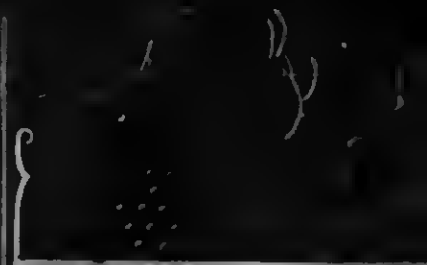
lands in this Province, upon which no timber whatever has been cut, though within the timber limits. No other country possesses such a large and valuable reserve of timber so abundant. This region alone is able to furnish at least a hundred million acres of practically inaccessible, are now being opened up and made immensely valuable for the protection and perpetuation of its forests, which have been valued at no less than \$100,000,000, headed by forestry engineers of the highest standing, whose staff is to be maintained in the Province.

are among the most valuable of its known assets. The value of the total yield of the fisheries is over two millions of dollars. The largest separate items were codfish \$788,640, and salmon \$1,215,532. The total number of people employed in these commercial fisheries and in canneries and fixtures utilized in these fisheries is estimated at \$1,215,532.

is always to be found in the Province where moose are plentiful, and many now come from the Province of Quebec. Those taken in Labrador and on the north coast are also abundant. An Indian hunter on the North Shore sold a silver fox skin some time ago for \$100. In the Province beavers, marten, muskrat, mink and different kinds of foxes are abundant. Within the last few years several fur farms have been established and the black foxes so raised in this Province have been sold for breeding purposes

Quebec in recent years. There are no fewer than 6,856 schools of various kinds

in other Provinces of the Dominion. The census of 1901 gave the value of the output of the Province quite phenomenal. Among the most important of these are lumber, pulp, paper, fishing, leather, fur garments, clothing, tobacco, cigars, etc. The census of 1911 gave the total output valued at \$350,901,656.



1. Son
2. Litt
3. Low
4. Sho
5. St.

City of Quebec



1. Sous le Gap.
2. Little Champlain Street.
3. Lower Town.
4. Snowshoe Club.
5. St. Louis Street.

on a new lease of life. It has been aroused from its three centuries of East. Virility and ambition have supplanted poetic dreams. It is no longer und for historians and archivists. Up to a few years ago all the visitor to Golden Dog, the Montmorenci Falls, the Duke of Kent's house, the famous nothing about the business development of the City, or its present or potential

unities. It is seeking industries as well as travelling parties, and it is selling ulation is increasing rapidly, new industries are being added, its shipping is

f Quebec would have to be reckoned with as a trade centre because of its re Jacques Cartier saw and recognized its military and commercial possi- thin the shadow of the Plains of Abraham, where they could command the me position as Montreal in being classified as a summer port, but with the d is an open port the year through. Another factor in favor of Quebec as a to send the Empresses of Ireland and Britain up to Montreal, but to turn Lawrence port, which has weight to this day, and it was one of the chief

bers slightly over 90,000 people, while in 1911 its population was 78,810. n cities in Canada.

the buildings in picturesque streets have been torn down and replaced with

he City had no railways nearer than Levis across the river. Access to both development of the City back. The completion of the National Transconti- when the Quebec bridge is completed there will be direct access to the south ways besides the Grand Trunk Pacific will have running rights over the at street in the transportation world.

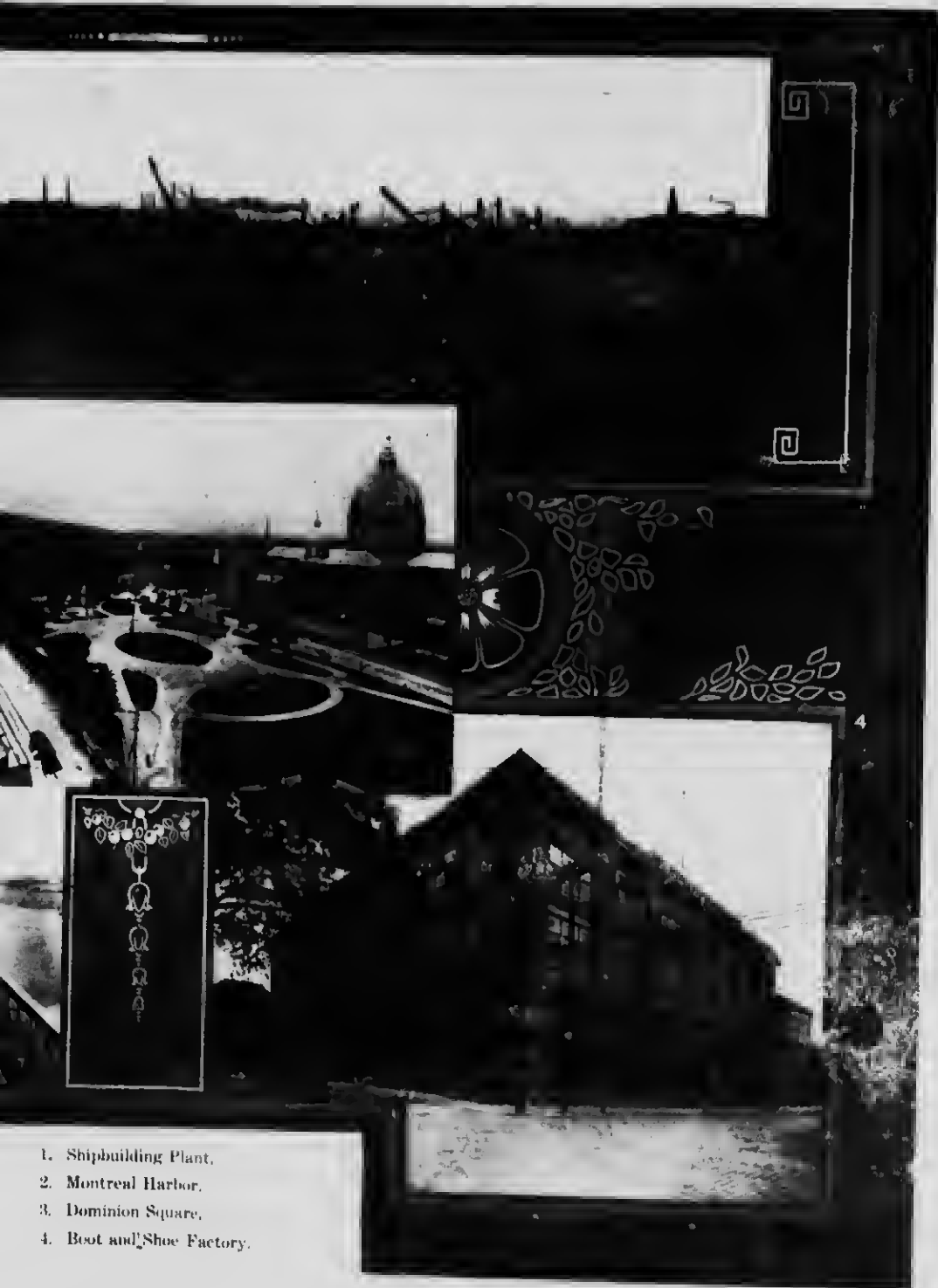
the dock facilities are two of the chief factors in the rejuvenation of this old minion Government had decided to expend the huge sum of \$10,000,000 in ilities will be established to make it an up-to-date port in every particular.

of its chief attractions for new industries is its excellent labour market. No bers of people than the French Canadians, who are steady workers and dis- and shoe industries, while shipbuilding is another important industry. The 1910. One of the latest American industries to establish its Canadian branch s in the year 1913, no fewer than 58 located in Quebec. The Ancient ring, an industry which employs over 40,000 men. It is also the outfitting

s of the Dominion. The bank clearings of the City last year amounted to of business transacted in the Ancient Capital.



Montreal, Que.



1. Shipbuilding Plant.
2. Montreal Harbor.
3. Dominion Square.
4. Boot and Shoe Factory.

Montreal, Que.



MONTREAL, QUEBEC, the grey old City on the banks of the St. Lawrence, of which it is the chief shipping port; its industrial output leads that of any other City in the Dominion; it is the chief railway converging point in the Dominion. It has more than kept pace with the fifteen largest cities on the continent. It ranks even higher, in the general volume of business, than the first twelve. It is the richest City in Canada, a centre of palatial homes and the best of the Dominion.

The population extends all over Montreal Island, from Longue Pointe to the adjoining suburbs contain a population of 650,000. A few years ago St. Henri, Ste. Cunegende and Maisonneuve were annexed. Westmount, the chief English suburb, is independent. Other populous suburbs still outside the City are Longue Pointe, West. Montrealers firmly believe that the City will attain the million people mark during the present decade. The street railway system is totally inadequate to supply transportation facilities demanded. An autobus creation being given to a plan to construct three main tubes to relieve the congestion.

Simultaneously with the growth of the City on the island there has been a rapid development on the New York of Canada—and it is the nearest approach to it now—the south shore will be the Brooklyn of Canada. Laprairie, St. Lambert and Longueuil. The population of these three places is about 15,000, and is increasing for manufacturing enterprises.

A company has purchased several hundred acres on the water-front at Longueuil and will erect a factory to be employed. There is connection with the south shore by means of the Victoria bridge by train and trolley. A tunnel is talked of under the river, and it is a question of only a short time before it is constructed.

Montreal is the leading shipping port in Canada, in spite of the fact that Nature lies up the river from the end of April to the end of November, but there is a possibility that ice-breakers may be made this winter. Among the lines which run from Montreal are: the Allan, the White Star, Dominion, and the Canadian. The Allan has achieved a record in the shipment of grain of all kinds, there being handled 54,205,172 bushels, as compared with 48,000,000 in 1912. Grain handling facilities have been enlarged and brought up to modern requirements. This helped to speed up the export trade from the West, and the cheaper all-water rates for grain from the head of the Great Lakes, and the improvement in the export trade last year was that Montreal exported more grain than ever known, owing to the good grain rates prevailing. During 1913 the totals of the different grains were: wheat, 1,000,000 bushels; corn, 50,821; oats, 7,255,622; barley, 5,181,484; rye, 210,808; flaxseed, 8,253,544. Total value of exports, \$10,726,371, with London second and Glasgow third.

The Harbor Commissioners are in full charge of the harbor affairs and have full control of the navigation. The harbor of Montreal to the sea has been completed at a cost of over \$50,000,000. Several 14,000-ton boats are now in service. The Calgarian and the Alsatian, 16,000 tons burden, will navigate the St. Lawrence. The harbor is being improved, and other equipment, and the sum of \$16,000,000 will be spent in further developing the harbor facilities. A harbor capable of handling the largest ships that enter the port. In a few years the port of Montreal will be one of the best in the world.

Montreal is the wholesale centre of the Dominion. Her travellers cover the country from coast to coast, while all other lines are controlled by English-speaking citizens of the metropolis. Many big fortunes have been made in Montreal. It is also the chief industrial centre of the Dominion. It is the chief centre of boot and shoe manufacturing, and of clothing makers. St. Henri and Maisonneuve are the chief industrial sections. During the past decade many American and French-Canadians make admirable workmen, industrious and disinclined to strike. Many American companies have established their head offices in Montreal in the past few years. Of the new companies incorporated last year no fewer than 396 established their head offices in Montreal.

Montreal is also the great financial centre of the Dominion. It contains the head offices of the Merchants Bank, Royal Bank of Canada, Banque Nationale, Banque Provinciale du Canada, and the Bank of Montreal. The volume of business transacted, and in this particular Montreal triumphantly stands the first in the Dominion. The year 1913 totalled the huge sum of \$2,880,029,101, as compared with \$1,555,737,270 in 1912. In 1913 the volume of business transacted was \$700,000,000 in clearings.

Lawrence, of whom all Canadians are proud, is the chief financial centre of the city; it leads as a wholesale centre, and it has kept pace with the development of Canada, and today it is one of the general volume of business, for its bank clearings place it among the cities and the home of many millionaires.

from the Pointe to St. Anne de Bellevue. The City itself and immediately around it, including St. Henri (one of the chief manufacturing sections of the City), the chief English-speaking suburb, which has a population of 20,000, is still one of the chief centres of the city. The Pointe, Cartierville, Lachine, Sault au Recollet, and Montreal are the chief centres of the present decade. So rapid has been the increase of population that an auto-hub service has been inaugurated, and there is serious consid-

development on the south shore across the river. If Montreal is to be the Brooklyn of the St. Lawrence. There are three prosperous towns on the south shore, each with a population of 10,000, and is increasing rapidly. On the south shore are large areas suitable for industrial development.

and will erect a huge steel and iron works. At least 2,000 men will be employed in the construction of the plant, and by ferry in summer and across the ice in winter. There is a trolley line to be constructed.

up the river for five months of the year. The shipping season extends from May to October, and it may be made that will keep the St. Lawrence channel open for at least two months longer. The White Star, Donaldson, Manchester, and several others. The port last year handled 38,918,264 bushels, as compared with 38,918,264 for 1912. Montreal's elevators and wharves are being improved, and it is helped to swell the total number of bushels going to the port from the lake. The improved service obtainable from the lake line of steamers, induced by the fact that Montreal was favored with the largest number of tramp vessels of the season. The different grains received in that port were as follows: Wheat, 33,252,893 bushels; Corn, 1,065,371; Barley, 1,000,000; Rye, 1,000,000; Total, 54,205,172 bushels. Of this amount the largest percentage

of the money spent on the harbor. The 35-foot channel from the Pointe to the harbor is now running up to Montreal, and this season the new Allan Line is being completed. The harbor is equipped with grain elevators, steel freight sheds and other facilities. A company has established a drydock at Hochelaga which is expected to be one of the best equipped in the world.

from coast to coast, although many of the leading houses have established their headquarters in Montreal. The wholesale grocery trade is largely in the hands of French-Canadians. Many big fortunes have been made in the Montreal wholesale trade. Montreal is a city of manufactures, sugar refineries, flour mills, jewellery manufacturers and other industries. In the past decade many skilled American mechanics have been brought over. Many American firms have established branches in Montreal during the present decade, and have placed their head offices in Montreal.

head offices of the following banks: Bank of Montreal, Molsons Bank, Bank of Canada, and Banque d'Hochelaga. Bank clearings are an eloquent index of the city's business. Montreal stands the test as the leading Canadian city. The bank clearings for the city in 1912. In 1913 Montreal led Toronto, its nearest Canadian competitor,





Vermont

- 1. Machine
- 2. Scale
- 3. Map of
- 4. Cotton
- 5. A Large

Sherbrooke, Que.



1. Machine Shop.
2. Scale Factory.
3. Map of Quebec Province.
4. Cotton Goods Factory.
5. A Large Factory.

Sherbrooke, Que.



SHERBROOKE, QUEBEC, is fast becoming one of the greatest industrial centers in the Province of Quebec, and has made more rapid progress during the past decade. Its growth during the past

Among the reasons for this are the rapid development of the whole Province of Quebec, its cheap power and industrial sites, and the fact that it is one of the finest farming sections in the Province.

The "Eastern Townships" is a name which for years has been applied to the County of Sherbrooke, situated on the River St. Lawrence and having for its southern boundary the United States. It comprises the counties of Missisquoi, Richmond and Wolfe, Shefford, Sherbrooke and Stanstead, and covers an area of about 1,000 square miles.

The present population of Sherbrooke is slightly in excess of 20,000, exclusive of the suburbs. The City is 100 miles east of Montreal, 150 miles south of Quebec City, and only 35 miles from the American border at New York.

The City is well supplied with transportation facilities. The Canadian Pacific and Grand Trunk Railway has its head office there, and the Boston Maine's northern terminus is in Sherbrooke. The City has an excellent connection with all the leading cities in Eastern Canada and the New England States. The Montreal capitalists—has been extended and improved during the past two years, over a million dollars.

One of the greatest drawing cards, as far as industrial enterprises are concerned, is the cheap power which in large quantities is available for industries and at very low rates. The Sherbrooke Railway and Power Company has the lowest minimum rates for industrial purposes. Power is furnished from the Magog River, which is dammed at Sherbrooke, where it joins the St. Francis River after falling some 120 feet within the City limits. The population is estimated at 75,000.

Sherbrooke's industries include pig iron, scales, hoilers, woollen mills, jewellery, tobacco, etc. The City is large and is shipped to all parts of Canada. Several of Sherbrooke's industries have grown up within the City and several thousand men are employed. The City has shared prominently in the movement to establish a free trade zone on the Canadian side of the border in order to compete for Canadian trade. The cheap prices for power are no mean rival of Montreal in securing such enterprises.

Sherbrooke has available raw materials in abundance: timber of all kinds, agricultural products, iron deposits, limestone, granite, marble, etc. Eighty per cent. of the world's supply of asbestos is mined in the County of Sherbrooke.

Taxation is reasonable. The City tax on all real estate for municipal purposes is 12 mills, and the provincial tax is 5½ mills, making a total of 17½ mills. The cost of living is low owing to the City being surrounded by fertile land.

The City is well provided with banks. Among them are the Bank of Montreal, Quebec and the Bank of Commerce. For many years the City was the head office of the Eastern Townships Bank, which was merged with the Bank of Commerce a few years ago. The City has two daily newspapers, one published in French and one in English, and a weekly paper. The Dominion.

Que.

most industrial centres in the Dominion. None of the smaller cities in Canada has during the past ten years had an increase within a fraction of fifty per cent.

of the whole Dominion in the period mentioned, its central position in the fact that it is the distributing centre of the far-famed Eastern Townships,

has been applied to that part of the Province of Quebec lying south of the city. It comprises the counties of Brome, Compton, Drummond and Athol, Megantic, and a part of the county of Montargis, an area of about 4,500,000 acres.

of the suburban university village of Lennoxville of 1,500 residents. The distance from the American border. It is 273 miles from Boston, and 382 miles from

the Atlantic and Grand Trunk main lines pass through Sherbrooke. The Quebec Central and Montreal and Sherbrooke. Thirty-three passenger trains enter the City every day, and there is direct communication with the United States. The street railway system—which was taken over recently by the City—has cost over a million dollars having been expended in extensive and power development.

Water power, is the cheap water-power, municipally owned. Power in almost unlimited quantities is available. The Quebec and Montreal Power Company and the City of Sherbrooke both have surplus power at Sherbrooke, which is the outlet of Lake Memphremagog, and runs from Magog to Sherbrooke. The total horse-power of the St. Francis River available for utilization is about 100,000.

Industry, such as paper, tobacco, clothing, medicine manufacturers, etc. The annual output is very large and has grown up with the City from small beginnings. There are over fifty factories and mills. The movement to establish branch factories of big American industrial enterprises on the banks of the St. Francis River, cheap prices for power and for sites and the excellent labor conditions make it a very attractive place for such enterprises.

Mineral products, such as brick, sand and other building materials, iron and copper, asbestos is mined within 75 miles of Sherbrooke.

The average rate of taxation is 12 mills, and for school purposes 5 mills, with a special sewer tax of 1/2 mill, and is surrounded by a large producing population.

Financial institutions, such as the Bank of Montreal, Quebec Bank, La Banque Nationale, Merchants, La Banque d'Hochelega and the Eastern Townships Bank, which was merged with the Canadian Bank of Commerce in 1900, and one in English, and one of the most aggressive Boards of Trade in the Dominion.



1. Main Street in Kentville.
2. Bear River.
3. Scene in Orchard County.
4. Picking Cranberries.

Province of Nova Scotia



- 5. Blast Furnace, Sydney.
- 6. Drying Fish.
- 7. Lumber Industry.

Province of Nova Scotia



NOVA SCOTIA, which is the nearest Canadian Province to Great Britain, is one of the most progressive in the Dominion. Both general and dairy farming are the splendid crops of hay, roots and green feeds of all kinds, well-watered pastures. The demand for dairy products is far greater than the supply, especially in the rapidly increasing in population.

CLIMATE: Situated in the temperate zone, from 3 to 6 degrees north of Great Britain, and almost entirely surrounded by the sea, Nova Scotia possesses a climate most favorable to agriculture. The warm waters of the Gulf Stream approach very nearly to the coast. The temperature in summer is 62 degrees F., and in winter 29 degrees F. As the rainfall averages about 42 inches per annum, ample moisture for the growth of good crops and for the maintenance of the soil.

Nova Scotia has 328 days out of 365 in which the thermometer goes above 32 degrees. This is the longest period of the year in which the thermometer rises above 32 degrees (Slope excepted). Nova Scotia has 276 days in which the thermometer rises above 40 degrees. The longest day is 16 hours 56 minutes.

Farmers in Nova Scotia have an advantage over those in many parts of Canada owing to their near proximity to Great Britain and the continental markets, with whom she does a large trade. The excellent railway, telephonic and water communication (New Brunswick excepted) is another advantage.

The Provincial Government, too, has done a great deal to encourage agriculture in the Province. It gives disinterested reports respecting farms for sale in the Province, and instituting a farm settlement system, by which farmers may obtain a loan, if necessary, of eighty per cent. of the appraised value of the property selected. The Government also provides for the settlement of immigrants, and a small charge of ten dollars per family is levied. The Government also provides for the settlement of immigrants, and a small charge of ten dollars per family is levied. The Government also provides for the settlement of immigrants, and a small charge of ten dollars per family is levied.

FRUIT-GROWING: Fruit-growing is a very important factor in the industries of Nova Scotia. The Province returns a net profit of twenty per cent. and upwards. Most of the fruit is taken by the English market, and some is exported to other countries. The apple product in 1911-12 aggregated 2,000,000 barrels. Twenty-five years ago only one-tenth of the land suitable for apple culture has yet been cultivated.

Small fruits, too, such as raspberries, plums, cherries, currants, gooseberries and strawberries are raised. One grower picked 4,000 boxes of strawberries last year from half-an-acre, and made a profit of \$500; whilst one grower picked a bush of raspberries, three inches in circumference and weighing one and one-eighth ounces, was picked, and there were nine of them on the bush.

Poultry and bee keeping are often combined with fruit-growing. There are some very fine nests of bees in the interior of the new mammoth greenhouses at the Berwick Nurseries, filled with row upon row of plants.

SHEEP RAISING: Few parts of America offer better inducements to anyone interested in sheep-raising than is this Province. Nova Scotia has more than a million acres of rolling uplands, well adapted for sheep than for any other class of stock. A large percentage of it is clothed with short, nutritious grass, which can be raised most satisfactorily. The ground adjacent to these rolling uplands is usually excellent for the raising of sheep. Owing to the cool, moist climate sheep are generally healthy and free from contagious diseases. Nova Scotia hills remain green throughout the entire pasturing season. This is the happy result of the climate.

The rolling hills of Antigonish, Guysboro', Cape Breton and Richmond Counties are covered with excellent pastures. The bayers state that the lamb of best quality and flavour in Eastern Canada is produced in certain sections of the Province. Almost every farm reaches to and extends up the mountain on either side, and the hill portion of the Province is the neighborhood of Yarmouth, where the atmosphere is humid and grazing conditions above the sea level. Some of the numerous small islands along the south shore sheep are kept in a semi-wild state, and for some judgment and care a profitable industry could be developed in these districts with very little expense.

NATURAL RESOURCES: The natural resources of Nova Scotia are of infinite importance. The Province is one of the richest in the world. No country of its size has been endowed with a greater variety and extent of underground deposits. The coal fields are estimated at forty billion tons. The gold area consists of 3,000 square miles.

Nova Scotia

at Britain, is an agricultural as well as a manufacturing Province, and is one of the few where dairy farming are very successfully carried on owing to the temperate climate, well-watered pastures and the comparative freedom from troublesome flies, especially in the towns, which, in consequence of industrial development, are

to 6 degrees nearer the Equator than the most southerly point in Great Britain. Nova Scotia possesses a temperate, humid climate, well suited to the highest types of agriculture, extending very nearly to the south-western end of the Province, and the average temperature is 50° F. As the rainfall (taking the whole Province into consideration) averages 40 inches, the maintenance of excellent pastures is provided.

degrees. This is 28 days more than for any other part of Canada (the Pacific coast is 12 degrees). This is more by 26 days than any part of Canada save the Pacific

owing to the splendid local markets in the big industrial centres of Halifax, and the proximity to the sea (no part of Nova Scotia is more than 30 miles from the sea), and the large trade.

in the Province, providing a farm inspector free of cost, who inspects and approves any settlement plan under the guidance of the Government by which approved property is selected. The rate of interest charged is six per cent., and repayment is made by the Agricultural College and Farm, which is very excellent in every way and the Government pays 50 dollars per term is made to pupils from other countries. The total Govern-

ment of Nova Scotia, and admits of large profits, well-managed orchards and vineyards, and access to the English markets—though business is now being opened up with several years ago the total yield amounted to only 50,000 barrels, and still not

and strawberries are grown and pay very well. A farmer in Pictou County recently sold 500; whilst recently at Parrshoro' a strawberry, measuring six and a half inches, was one of nine others on the same plant nearly as large.

There are some very fine nurseries in Nova Scotia, and few prettier sights can be seen than a long row of flourishing green things: tomatoes, beans, cucumbers, lettuce, etc.

For anyone interested in sheep than Nova Scotia, and no region in Canada is more suited to the raising of sheep than the rolling, well-watered and well-shaded pasture, which is more suitable for the raising of sheep than any other part of the Dominion, on which sheep of the highest type can be raised. The soil is rich in nutritious grass and white clover, on which sheep of the highest type can be raised. The soil is excellent for the production of roots, rape, and mixed hay for fall and winter. The soil is free from contagious disease. In contrast with most other portions of the Dominion, the soil is free from the pest of heavy dews and frequent showers.

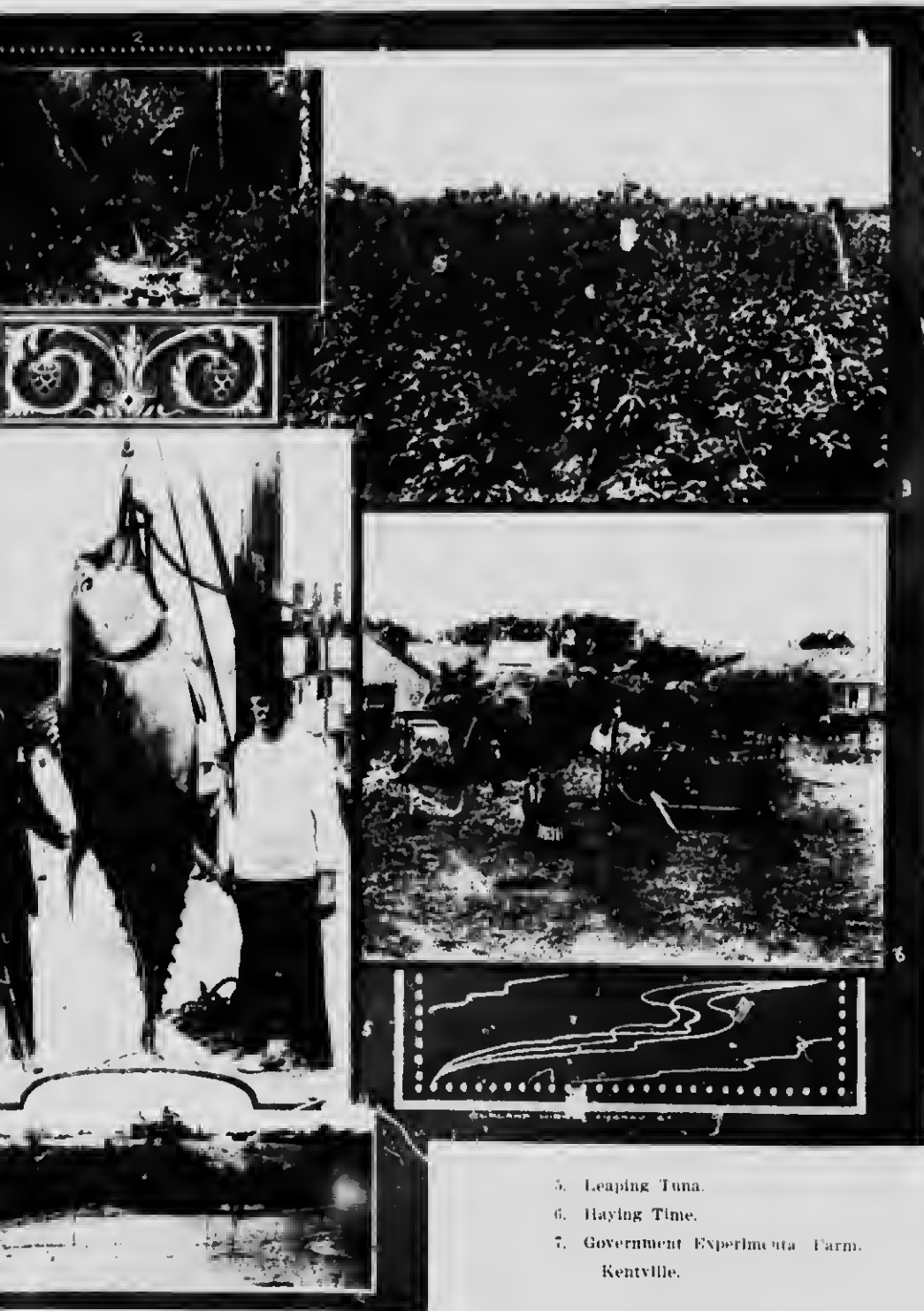
The mountains are covered with sweet grasses eminently adapted for grazing. Lamb raising is carried on in certain sections of these regions. In some portions of the Annapolis Valley the land is not utilized as it might be in carrying many sheep. In some portions above the average, sheep-raising could be developed with much profit. On the coast, the fishery is in a flourishing state, and feed principally on fresh kelp and other kinds of seaweed. With very little expense.

The coal fields are of infinite importance and promise to make it one of the most prominent countries in the Dominion. The extent of underground resources. The coal area embraces 4,000 square miles, and the lignite area consists of 3,000 square miles, principally on the southern shores. The Hon. C.



1. Apple Orchard.
2. Moose Hunting.
3. Potato Field.
4. Horse Racing.

Province of Nova Scotia



- 2. Leaping Tuna.
- 3. Haying Time.
- 4. Government Experimental Farm.
Kentville.

Vey Homan, formerly State Geologist of Maine, and a prominent mining financier, declared of Nova Scotia, if properly developed, would make her the greatest gold-bearing country if silver ores and antimony are found, whilst the gypsum deposits are among the largest in the

Nova Scotia possesses 12,000 square miles of lumber tracts, and the annual cut is

The fisheries of Nova Scotia are among the largest in Canada, nearly \$6,000,000 in 1912 was \$9,367,500.

OPPORTUNITIES FOR INVESTMENT: "Nova Scotia possesses more coal than I have been astonished at the variety and profusion of natural resources within so small a country, and larger return if invested in Nova Scotia." Such is the opinion of the financial editor of the *Financial Review* in ascertaining its industrial possibilities.

If British capitalists knew the chances for investment that exist in Nova Scotia they would attach supreme importance in determining cost of transportation that factories can be erected at the points upon which profitable industries can be established have already been broadly laid; the convenience in assembling large bodies of operatives,—and the incoming capitalists will meet the cordial

The clay and gypsum deposits are unnumbered and capable of great development. It is claimed that Halifax would be a good location for a large tannery, as there is but one route to America by water carriage as well as from the other Canadian Provinces.

The home market in Nova Scotia is now assuming important dimensions, and the Eastern markets. The slight disadvantage that Nova Scotia suffers as to freight rates to the West, the climate, the quality of its workmanship, and the more healthful conditions under which the work is done. And, after all, the difference in freight rates to the West from the Upper and Lower Provinces is what can be achieved in other industries can be gathered from the fact that industries in Nova Scotia will, with profit, to the farthest parts of Canada, and carry on, in some cases, a large export trade in other directions also. The long coast of Nova Scotia, indented by many fine harbours, and affords producers ready access to the markets of the world.

British manufacturers should erect branch factories here and share in the commerce of Nova Scotia. In Great Britain, who have been highly trained in their particular lines, would find here a ready market and the incidental protection by our tariffs. In their native country they are in keen competition in a comparatively free field.

Among articles largely imported into Nova Scotia, but not yet manufactured there are carpets, whitewear, such as shirts, collars, and cuffs; ribbons, iron and steel tubing, many general brass goods and chains. There are openings also for more boot and shoe factories, fertilizer works, soap and fish glue factories, fruit canneries, evaporating plants, cisterns, and bolts. There are no windlasses, pumps or capstans made here, all such goods being imported. Opportunities at the present time are the establishment of rolling mills and a steel shipbuilding business. The Legislature has exempted from taxation all ships or shares in ships of iron built in the Province.

SPORT: Sport is in no wise neglected in Nova Scotia. Moose and bear hunting, and other sports are indulged in. The climate is delightful and salubrious. Statistics show that the Province is in the temperate zone. Ocean air is cleaner and purer than land air, and is generally in more accord with the Nova Scotian climate. There are no extremes of heat and cold, as in other parts of the continent.

There could be no more ideal place to spend a holiday than in Nova Scotia, where the scenery that makes the Province one of the principal summer resorts of America has often been called the "paradise of the North." The exquisite beauty spots that are the delight of every Nature lover.

The entire country is studded with lovely lakes interwoven among winding rivers. On the east are queens among lakes. The numberless bays and harbours that fringe the shores

of Nova Scotia

...ier, declared recently that his geological knowledge proved to him that the goldfields
...ring country in the world. Several rich deposits of iron await development. Copper,
...largest in the world.

...e annual cut is about 400,000,000 square feet, of which 300,000,000 feet are exported,
...y \$6,000,000 being invested in this industry. The total marketed value of fish caught

...esses more compressed opportunities for investment than any other portion of Canada.
...in so small a country. Millions are going in other directions that would yield a quicker
...ancial editor of a great metropolitan journal who lately visited this Province in order to

...va Scotia they would inquire diligently into the conditions that obtain there. It is of
...be erected at tide-water and so he in close touch with all foreign markets. Foundations
...y laid; the conditions of life are similar to those in Britain—an important consideration
...meet the cordial co-operation of the people.

...development. The clay beds could be the basis of a number of important industries. It
...e is but one tannery in the Province—at Pictou. The hides could be brought from South

...isions, and the improving of settlers to Western Canada is broadening the scope of the
...freight rates to the West in comparison with the Upper Provinces is overbalanced by its
...nder which the workmen labour. More and better work can be done in a cooler climate,
...and Lower Provinces is only 8 cents per hundredweight. The very best evidence of
...at industries in several parts of the Province are shipping their manufactured products,
...a large export trade with foreign countries. Moreover, opportunities for lucrative trade
...any fine harbours, facilitates the assembling of raw material more cheaply than elsewhere.

...in the commercial progress of Nova Scotia. Sons of the heads of successful concerns
...uld find here abundant scope for their best energies. They would have the advantage of
...keen competition with numbers of others in the same line; here they would have a com-

...manufactured therein, might be mentioned agricultural implements, silk fabrics, hardware,
...l tubing, many varieties of machinery, fishing nets and gear, cutlery, brass valves, and
...d shoe factories, flour and feed mills, tanneries, furniture, wood-working and clothing fac-
...ing plants, cider and vinegar works, manufactories for fencing, bedsteads, nails, screws
...goods being imported from the United States. Among the most prominent industrial
...steel shipbuilding yard, for which the Province and various localities have offered large
...n ships of iron and steel built and registered in the Province, and the machinery used in

...and bear hunting, all kinds of fishing, canoeing, sleighing, skating and all other forms of
...show that the average length of human life is greater than in most countries in the tem-
...ly in more active motion. This may account for the healthy and invigorating qualities of
...other parts of Canada.

...a Scotia, where natural beauty abounds. Indeed, the charming scenery of Nova Scotia
...as often been described in song and story, but no word-painting adequately portrays the

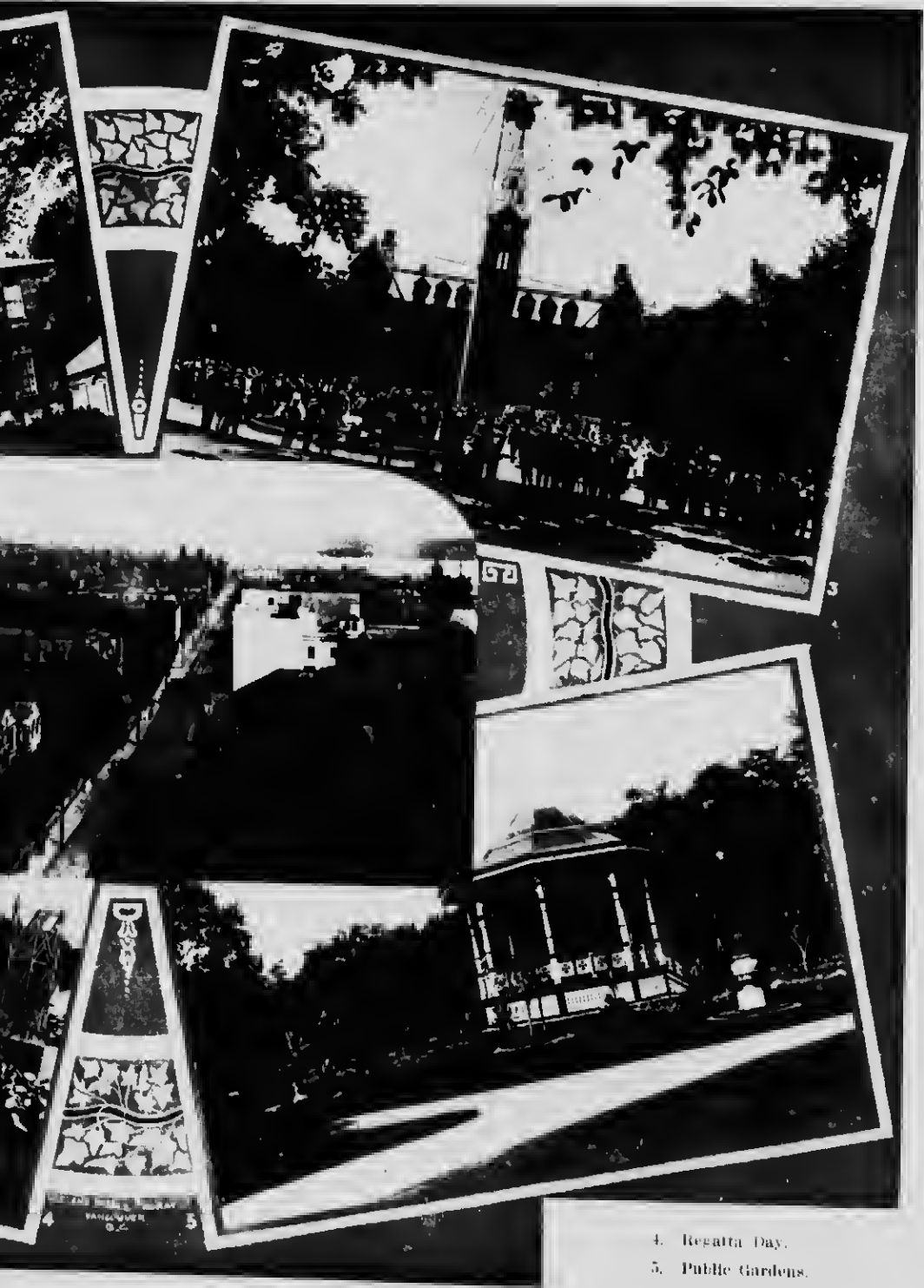
...winding rivers that teem with salmon and trout. Rossignol in the west and Ainslie in
...fringe the shores possess some of the finest water-scapes in America.



1. Barrington Street.
2. Government House.
3. City Hall.

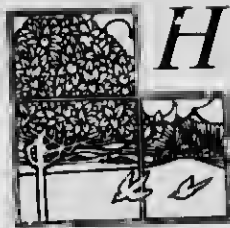
CHELSEA BELL
VANCOUVER
B.C.

Halifax, N. S.



- 4. Regatta Day.
- 5. Public Gardens.

Halifax, N. S.



HALIFAX, the Capital of the Province of Nova Scotia, is the oldest British city in North America, incorporated until nearly a century later—in 1842. It is the wealthiest city in Canada's commerce, and has at this time an estimated population of 100,000.

Four great railways furnish ample land transportation to Halifax from the Atlantic, owned by the Canadian Pacific Railway; the Halifax and Eastern, owned by the Government.

As a great seaport of the northwestern shores of the Atlantic, Halifax has a fine freight service connecting it with all the ports of the globe, being the principal port of the Maritime Provinces, the shipping tonnage for 1912 amounting to 3,111,535 tons.

That the Canadian Government fully appreciates the value of its principal Atlantic port, is shown by the appropriation for new docks and other harbour improvements, which are now being constructed. Work planned in that direction, and when it is all completed Halifax will have the best terminal on the Atlantic.

These terminals will be approached by a double tracked railroad, and ample tracks, wharves and Union station; also proper facilities for the housing of engines and the care of passengers.

To prevent any possible damage by storms the present breakwaters will be extended to the entrance of the harbour to the landing places.

From these official statements it becomes clear that the Dominion Government has the best interests of its citizens of that hustling City by the Sea.

Municipal affairs in Halifax are well conducted and the City is prosperous in every way. It can be arrived at from those of 1912. In that year about eighty industries had a combined value of \$100,466,672; the assessed value of property was \$31,604,750; and there were building permits for \$1,000,000.

The City had five and a half miles of paved streets in 1912, and 123 miles of sidewalk. In that year 5,688,414 passengers were carried.

Fifteen banks and their branches are doing business in Halifax. There are 32 Churches, and among the latter being the Dalhousie University, medical, technical, theological and business schools.

The Government Buildings in Halifax consist of a Dominion Building (Post Office), a residence, and a number of other residential buildings for the use of Government employees.

Halifax has an abundant water supply brought by gravity from a lake five miles distant. The water systems are all that can be desired.

The Police and Fire departments are well organized and equipped, and the whole is governed on liberal principles, with due regard to the best interests of the community.

The greater part of all the natural products of the Province of Nova Scotia is marketed through Halifax. Forests bring a considerable volume of business to that City.

In 1912 the farms of Nova Scotia produced crops valued at \$29,000,000, minerals and fisheries that year yielded \$6,500,000.

Social life in Halifax is very pleasant, and a number of fine parks offer the lovers of nature. Gardens, the largest of the City's parks, cover 17 acres of land and are of rare beauty, and are attended both by the citizens and by the transient visitors. Theatres, concert halls and clubs, and the various fraternal societies are well represented, while the adjacent waters lend themselves to all kinds of recreation.

Taking all things into consideration, Halifax is not only a fine place for business and pleasure, but a tourist visiting Canada can afford to omit from his itinerary.

N. S.

the oldest British city in Canada, having been founded in 1749, although not incorporated. It is the wealthiest (per capita) City in the Dominion, the clearing house for Eastern Canada, with a population of 53,850.

Station to Halifax—the Intercolonial, owned by the Government; the Dominion Atlantic, owned by Halifax and South Western, owned by the Canadian Northern; and the Halifax

of the Atlantic Ocean Halifax has unsurpassed facilities for shipping, passenger and freight, being the principal commercial asset it possesses. It is the main port of entry of the Dominion.

The principal Atlantic seaport is evidenced by the vast amount of money that has been expended in being constructed. Thirty millions of dollars will be expended in carrying out the best terminal facilities to be found in any harbour on the western coast of the Dominion.

Ample tracks will be provided for the economical handling of the business for the care of passenger cars.

The pier will be extended to a sufficient distance to secure quiet water from the lighthouse at the

The Government has great faith in the future of Halifax, which is largely shared by the

business community in every way. Figures for 1913 are as yet not available, but some conclusions can be drawn from a combined output valued at \$21,730,000; the clearing house returns amounted to \$1,500,000 and the building permits issued totalling \$564,720.

There are 21 miles of sidewalks, 21 miles of which were paved. Over 21,047 miles of street car

There are 32 Churches, comprising 11 denominations; five hospitals and 31 schools, 10 technical and business colleges, and two High School Academies.

Buildings (Post Office), Customs House, City Hall, Court House, Lieutenant-Governor's Office, and 1000 employees.

There are five miles distant from the City. Electric light and power, gas, sewer, and telephone

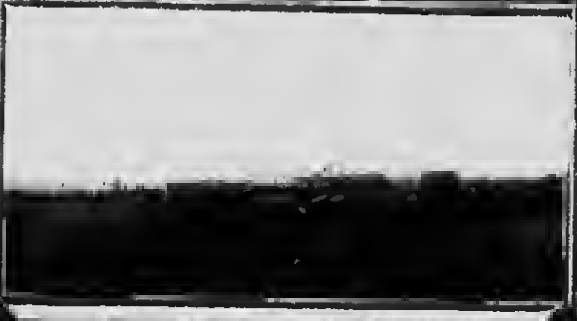
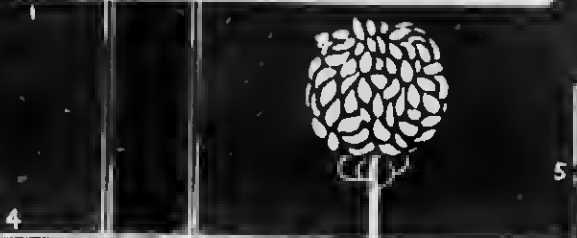
and the whole municipal administration is conducted conservatively on modern

Scotia is marketed through Halifax, and the outputs of the Mines, the Farms, and the

\$10,000,000, minerals and mineral products amounting to \$45,815,000, and the timber of

For the lover of outdoor pleasures plenty of opportunities for enjoyment. The Public Parks are beautiful, and the occasional free public concerts provided by the City are largely enjoyed. Sport halls and social clubs provide amusement for all who care to patronize them, and the City lends itself opportunely to all kinds of aquatic sports.

Halifax is a city for business or investment, but it is also a most desirable residential city and one no



1. Tar and Chemical Works.
2. Shipping Tar
3. Coal Bunkers.
4. Steel Plant.



Sydney, N. S.



- 1. Blast Furnaces.
- 2. Cement Plant.
- 3. Waterfront.



SYDNEY, NOVA SCOTIA, is a seaport and hunker station on C to Halifax, Montreal, Charlottetown and St. John's, Newfoundl South America (south of Cape Roque or Pernambuco) than any time Sydney is the nearest port in Canada to Europe and Africa.

Sydney is the eastern terminus of the Intercolonial Railwa tramlines and ferries connect the City with surrounding towns.

In 1899 Sydney was a town of 3,000 people, while toda harbours in the world, in the centre of Canada's greatest coalfield, the harbour is 25 square miles, with 15 square miles of good anchorage; harbour frontage the total length of streets 75 miles. Sydney's sewer and water systems have cost to date

The Public Schools are large and modern. Two of these were constructed in 191 Twenty-five Churches in the City are sustained by the following denominations: Anglican

Good fire and police protection are provided. Three tramlines operate throughou ing towns. Six branch hauls are located in Sydney, and fourteen altogether in the Count ments and has a naturally advantageous situation.

The Dominion Iron & Steel Company, Limited, operate in Sydney the largest ind ment to four thousand men. The principal products are pig iron, steel blooms, rails, rods, have a huge coal washer and three piers adjoining the steel plant. Here the produ steamers, even large warships, hunker, moored to the pier, without the least risk.

The other Sydney industries are as follows: Tar and chemical works, fertilizer p corn mill. Excellent openings also exist here for new industries in the iron and steel trade and every inducement to new industries is offered by the City.

Eighteen wholesale grocery, meat and produce houses in Sydney have a combin in the County of Cape Breton supply the immediate market for their goods, and they are supplies.

As a Canadian City, Sydney stands fourth in regard to the amount of capital There are 5,000 industrial employees in the City, receiving \$4,100,000 annually in wages

Around the City are 25 collieries, with other industries in Cape Breton County. Eighty-five per cent. of Cape Breton County's population of 100,000 dwell within a fi untouched in this district, the future for the mining and manufacturing industries in and

The following statistics speak for themselves: Cape Breton County produced n Value of Sydney's manufactured products in 1913, \$15,000,000. Civic assessment, 19 of building lots on principal street in 1899, \$1,500; present value same lots, \$18,000. receipts for 1913, \$280,000.

Cape Breton Island is rich in minerals, the chief of which are Bituminous Coal considerable development work has been done on the various minerals, the field is pract

It is said by experts that nowhere in Canada can be found a better market for f County. There is no better soil for general crops, cattle and sheep-raising, etc., and v far greater than the supply, and immense quantities are brought in from other places.

Sydney, N. S.

station on Cape Breton Island, on the Canadian Atlantic Coast, with regular steamers to Newfoundlund. The peculiar coastline of America brings Sydney nearer to ports in (Mexico) than any other point on the North American Atlantic seaboard. At the same time it is nearer to Europe and Africa.

Colonial Railway and northern terminus of the Sydney & Lunenburg Railway. Electric lighting in the city.

Population, while today the population exceeds 22,000. Situated as it is on one of the five best coalfields, Sydney is an important shipping port and hunker station. The area of harbour frontage of the City, $4\frac{3}{4}$ miles. The area of the City is six square miles, and the cost to date about \$700,000.

Completed in 1912 at a cost of \$75,000. The Academy, built in 1910, cost \$60,000. Religious denominations: Anglican, Presbyterian, Roman Catholic, Methodist, Baptist and Hebrew.

Electric light and power are provided locally and in surrounding areas in the County of Cape Breton. In short, the City is equipped with all modern improvements.

The largest individual steel plant in Canada, valued at \$35,000,000, which gives employment to many men, rails, rods, wire, nails, coke and by-products. The Dominion Coal Company, Limited, here the product of twenty collieries is shipped to the various markets, and hundreds of thousands of tons are produced.

Other industries include fertilizer plant, cement and pressed-brick plant, foundries, wood-working factories and machine shops, and steel trade, refined chemical works, boot and shoe factory, high-grade glassworks, etc.,

have a combined yearly turnover exceeding \$6,000,000. One hundred thousand people are employed in the city, and they are within easy reach of Newfoundland, with its ever-increasing demand for coal.

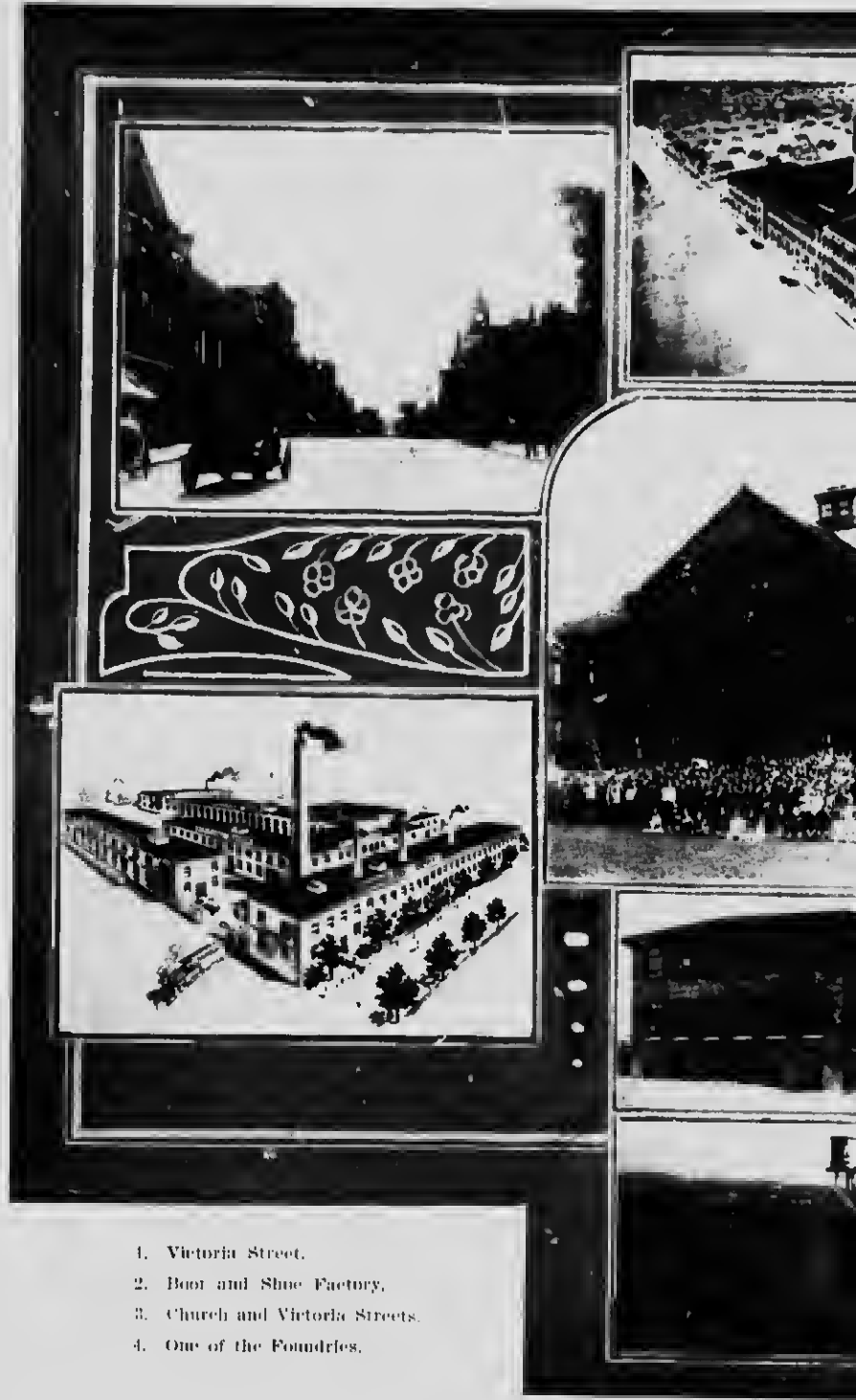
Amount of capital invested, and seventh as to total wages paid in connection with its industries. The capital invested in Sydney industries is approximately \$40,000,000.

Population of Cape Breton County, employing 15,000 men, who receive about \$14,000,000 wages yearly. The coalfield is well within a fifteen-mile radius of Sydney. As there are millions of tons of coal still unworked, the coal industry in and near Sydney is exceedingly bright.

The city produced more than five-sixths of Nova Scotia's 1913 coal output of 7,000,000 tons. The value of the coal, assessment, 1913, \$8,000,000. Amount loaned on real estate, same year, \$700,000. Value of the city, \$18,000. Yearly revenue of the Sydney Post Office approximately \$30,000. Customs duties, \$18,000.

Abundant supplies of Luminous Coal, Iron, Gypsum, Limestone, Dolomite, Silica Fireclay, and Barytes. While the coalfield is practically unlimited.

The market for farm products than exists in the mining and industrial centres of Cape Breton County, etc., and while there are numbers of large, up-to-date farms, the demand for produce is greater than in other places.



1. Victoria Street.
2. Boot and Shoe Factory.
3. Church and Victoria Streets.
4. One of the Foundries.

Amherst, N. S.



- 2. Spring Street Academy.
- 3. Carbuilding Shops.
- 4. Piano Factory.
- 5. Factory District.



AMHERST is the principal City of Cumberland County, in the Province of New Brunswick, on the Canadian Railway, halfway between Halifax, N. S., and St. John, N. B. Its name is derived from the name of "Busy Amherst," by which it is generally designated.

The present population of the City is 12,000. It has well-developed water and electric-power systems, and an electric-power plant supplying power from the coal mines, being represented; theatres, good schools, and it is only a few miles from the University of New Brunswick, which has 800 students.

There are parks, fine mercantile establishments and public buildings, while near by is the Railway Dock, and Old Fort Beausejour, rich in historic memories. A thoroughly modern city Amherst possesses.

Solid and substantial business blocks and many fine residences line the streets and the rents are reasonable. The tax rate in Amherst is 19 mills on the dollar. The Citizens' Library, subsidized by the City, and its large patronage by the working classes speaks well for the intelligence prevailing in the City.

But attractive as "Busy Amherst" is from a civic and residential point of view, its chief attraction is as a city of factories, as an industrial beehive, or as a producer of varied articles of commerce. As a city of factories, as an industrial beehive, or as a producer of varied articles of commerce, the worth of manufactured goods annually, the estimate for 1914 being nine millions, and the total value of the products of the City is about \$10,000,000.

Some of the many products of Amherst's factories are: Railway passenger and freight cars, harnesses, harness oil, boots and shoes, shoe polish, writing inks, hammocks, carriage robes, dress goods, towels and towelling, underwear, sweaters, tweeds, trunks, bags and suit cases, and confectionery.

The district surrounding Amherst is rich in natural resources. Immense quantities of lumber are available for building purposes, but, as has been stated, furnish a considerable item in its exports. There are very rich coalfields, whose output is annually not far from a million tons. Excellent transportation facilities are available for their products. Gypsum works are located within three miles of Amherst, with a railway and wharves, and shipment of plaster is made direct to New York by steamer. Limestone and granite stone are exported annually.

Farming, truck gardening, dairying, chicken-raising, fruit-growing, live stock, and other industries are exploited in Cumberland County and which find a ready market right at home. Small farm products can be purchased at exceedingly reasonable prices. The Maritime Winter Fair, or Fair at St. John, and the Dominion Show are very popular and attract exhibitors and visitors in great numbers. As an incentive to agriculture, the Dominion Government Experimental Farm, situated six miles from Amherst, is a valuable asset.

By far the best asset Amherst has, however, is the prevailing optimistic spirit among the people, and their confidence in the future of their City and of the brightness of their prospects. "Twenty thousand inhabitants, and counting, they will make good."

st. N. B.

in the Province of Nova Scotia, and is situated on the main line of the Intercolonial Railway, N. B. It is essentially a manufacturing town, and as such has justly gained the designation.

It has well-paved streets, excellent water and sewerage systems, a modern fire-alarm system from the coalpit's mouth. The City has many Churches, almost every denomination within a few miles from the Mount Allison University and Ladies' College, with about

while near by is the Dominion Government Experimental Farm, the once famous Shipyard, a highly modern hospital, recently built and equipped, is another valuable asset the City

the streets and give evidence of prosperity, and house rents for workmen are very low. The Public Library, subsidized by the Town Council, is another of Amherst's popular institutions, and the success prevailing among the latter.

From a point of view, its principal claim for recognition is based on its enormous productiveness. In the field of commerce, it has no equal in any city of its size. Amherst exports seven millions' worth of lumber, and the lumber cut operated from there amounts to 75,000,000 feet.

It manufactures passenger and special cars, freight cars, vans, snow ploughs, carriages, sleighs, trucks, carriage robes, auto lap robes, motor scarfs, ladies' worsted shawls, linen and mohair goods, and suit cases, caskets and undertakers' fittings, furnaces, ranges, enamelware and

immense quantities of lumber from the near-by mills supply, not only the City for its own needs, but for export. Within a radius of from six to twenty miles from the town are situated some of the best collieries in the Province. Excellent transportation facilities by rail and water connect the collieries with the City of Amherst, which give steady employment to 100 men. This company has its own wharf and pier by steamer. Red sandstone is also plentiful in the vicinity, and large quantities of the

live stock, berries, etc., etc., are agricultural resources which are advantageously cultivated. Small farmers are doing well, and there is room for more; good locations can still be had. The Fair, or Fair at Stock and Poultry Show, which is held every year, and the annual Horse Show, are of immense value to the community. As an incentive to farmers and as a means of their education they both are of immense value. The Agricultural College, located near Amherst, is also a potent factor in the education of the farmers in modern methods.

The optimistic spirit among its citizens. They are one and all overflowing with confidence in the future. The cry of the thousand inhabitants for 'Busy Amherst' by 1920" is their cry, and it looks very much as if



1. Orchard, Springhill, John River.
2. Small Foli and Vegetables.
3. Strawberry Field, Sackville.
4. Head of Moose (67-inch spread).
- 5.



- 5. Hayfield, Sackville.
- 6. Potato Field, Sackville.
- 7. Twenty-five-pound Salmon.



NEW BRUNSWICK, the largest of the three Maritime Provinces, is bounded on the north by the 44th and 48th degrees of north latitude and the 54th and 68th degrees of west longitude. Its borders are the Gulf of St. Lawrence, on the north, the Bay of Fundy, on the east, the Province of New Brunswick, on the south, and the Province of Quebec, on the west. The greatest length of the province from north to south is 27,985 square miles and about 600 miles of sea-coast. The province is an extension of the Appalachian Mountains in the northern part of New Brunswick. Lakes and small streams are numerous. The longest river is 450 miles long. The Miramichi and Restigouche Rivers are the most important. The Petitcodiac and St. Croix are important rivers situated

the Bay of Fundy.

A careful study of the geographical situation of New Brunswick clearly shows that the Province being but five days' journey from the United Kingdom. St. John, the largest city in the Maritime Provinces and one of the great winter ports of Canada. Its export trade has increased during the winter of 1912-1913. Fredericton, the capital of the province (population 12,000) is the centre of a rich farming country, has five lines of railway running into it, the Grand Trunk Pacific and Canadian Pacific Railways. It also has splendid rivers. Moncton, Sussex, St. Stephen, Chatham, Newcastle, Sackville and Campbellton are some of the principal cities.

The Province of New Brunswick has already entered on an era of great development. The great harbour works and provision of terminal facilities at the port of St. John; in the Miramichi (nearly completed), and the Gibson and Minto Railway, Fredericton to Minto (nearly completed), the erection of manufacturing plants and the development of the mineral wealth and the discovery of oil containing 150,000,000 tons, are now being extensively developed, as are also the coal fields. A cubic feet of gas is available daily. It is used almost exclusively in Moncton for heating and lighting of nearby towns. Extensive iron deposits near Bathurst, Gloucester County, are being developed. Shale, Petroleum, Natural Gas, Limestone, Gypsum, Building Stone, Peat and Coal are also abundant.

The Province has ample and productive forest areas and extensive fisheries. There are 10,000,000 acres, of which 7,750,000 are Crown land, 5,000,000 acres are settlement land. The Department of Agriculture, made in 1908, there were at that time 32,480 farms, and the population was 400,000.

The yearly record for continuous sunshine is excelled by only one other Province. The sunshine and heat for the proper growth and maturity of all the ordinary crops is abundant. The Province is free from the prolonged dusty, dry spells and hot, murky nights too often experienced in the other Provinces. The weather is bracing and fairly steady, and the springs are short and not very early, the operation of the Province is very profitable.

In 1912 the Provincial Government enacted legislation embodying its policy of immigration. The people of this Province and by the best class of immigrants. Many of these immigrants have been purchased by the Government and resold to settlers. They vary in size from seven to twenty acres, and are ready for the plough. These farms have adequate buildings, in some cases requiring no more than the entire cost of property. The purchaser is only required to pay 25 per cent. of the purchase price (in very often the case), the balance to be paid in annual payments, the final payment being made at the end of such annual payments to be with interest at 5 per cent. on the unpaid balance.

A soil and climate which produce all kinds of fodder crops in abundance. Good crops of hay, grain and roots are cheaply produced, and the abundance of these crops is very favourable for dairying. The home market now consumes many times the quantity of these crops produced in the Province, and with the new era of industrial development and general prosperity, mixed farming in New Brunswick are excellent.

Province of New Brunswick

Province of New Brunswick, lies mainly between the 45th and 48th degrees of north latitude. Its boundaries are: On the south the Bay of Fundy, on the east the Strait of Bellefleur, on the north the Bay of Chaleur and the Province of Quebec, and on the west the State of Maine. Its length from north to south is 230 miles, and its greatest breadth 190 miles. It has an area of 28,000 square miles. The country is rolling, of no great elevations, with the more hilly sections formed by the Acadian Highlands in the northern and north-western parts of the province. Few countries are so well watered as New Brunswick. There are numerous rivers all over the country. The St. John River, which flows into the Bay of Fundy, and the Miramichi and Restigouche Rivers, both of which are over 200 miles long, drain into the Gulf of St. Lawrence. The Miramichi and Restigouche rivers are situated respectively in the eastern and western ends of the province and flowing into the Bay of Fundy.

New Brunswick clearly shows its dominating and masterful position on the Atlantic Seaboard of Canada. St. John, the largest city, with a population of 65,000, is the geographical centre of the province. The export trade has increased from \$3,744,907 in the winter of 1895-1896 to \$40,000,000 in 1913. Fredericton (population 10,000) is beautifully situated on the St. John River, 80 miles from its mouth. It is the terminus of the railway running into it, with the probability of being placed in the near future on the main lines of the province. The splendid river transportation to St. John seven months in the year. Moncton, Woodstock, and Miramichi are some of the other important and more important towns.

New Brunswick is an era of great progress. Millions and millions of dollars are being spent in the construction of the St. John Valley Railway; in the building of the St. John Valley Railway, from St. John to Grand Falls and from Grand Falls to Miramichi (now completed), and many miles of new lines soon to be constructed; in the development of the natural wealth and water-powers of the Province. The great coalfields at Grand Lake, estimated as containing 60,000,000 tons, are also the oil and natural gas resources near Moncton, Albert County, where 60,000,000 tons of coal are also being worked, and there are as yet many unexploited stores of Coal, Bituminous Shale, Peat and Clay.

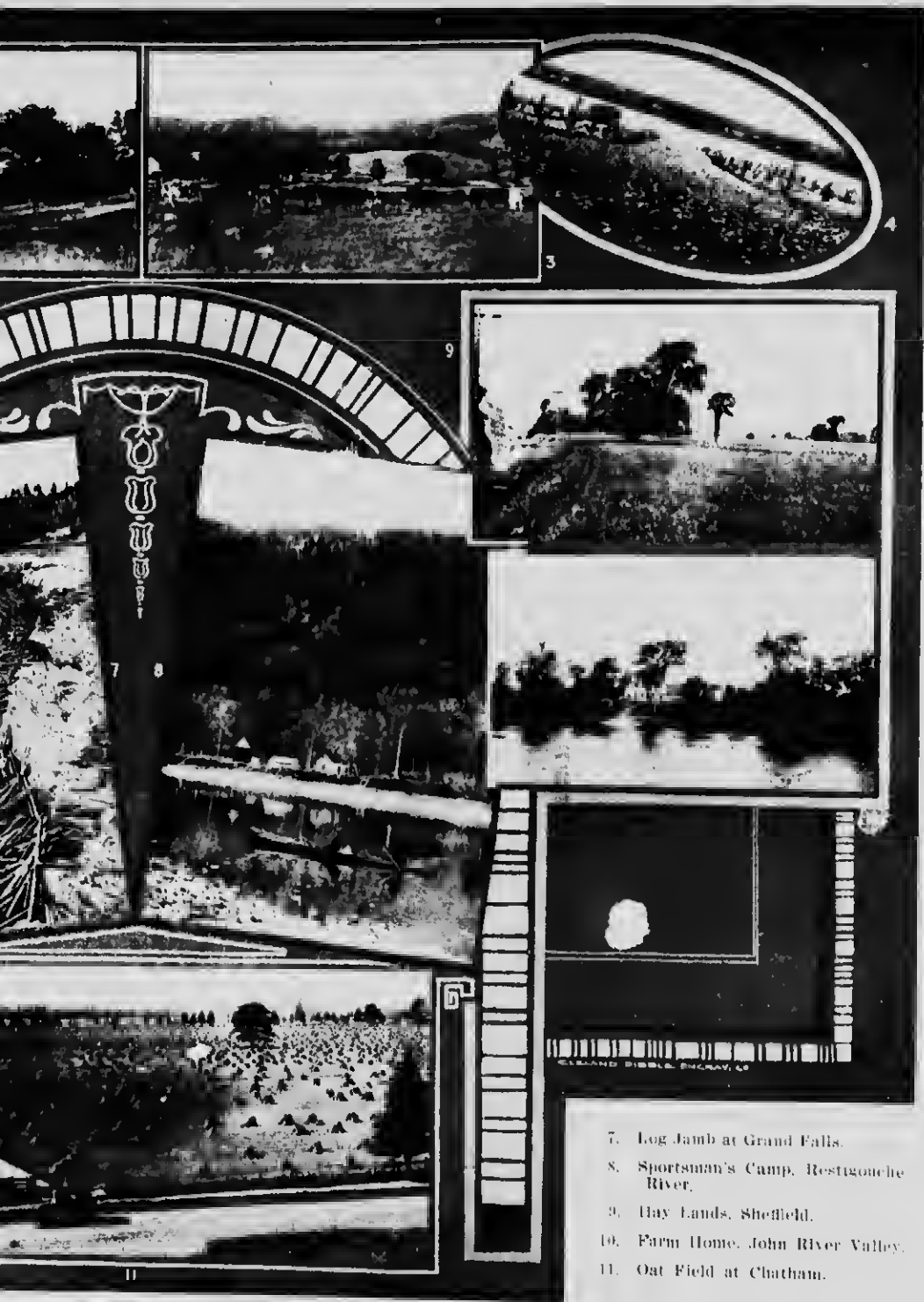
New Brunswick has extensive fisheries, all under careful Government protection. The Province contains 17,393,000 acres of agricultural land, and 4,643,000 acres are private timber land. According to the Report of the 1913 Census, there are 1,480 farms, and 1,474,076 acres of cleared land.

New Brunswick is by no means one other Province in the Dominion. The summer climate, while affording abundance of ordinary crops common to the temperate zone, and also of the apple and other fruits, is remarkably different from that often experienced farther west, and the rainfall is ample for full crop growth. The winters are not so severe as in the north, the operations on the land not beginning until the middle of April.

Under the policy of creating "Ready-made Farms" for settlement and acquisition by the young people of the Province, many of these farms are now awaiting settlers. Already nearly 200 of these farms have been purchased, and range in size from seventy-five to two hundred acres, with from twenty to one hundred acres cleared and ready for occupancy, and in some cases requiring repairs, but in most cases ready for occupancy, and the buildings alone worth from \$1,000 to \$2,000, and the final payment to be made at a date not later than ten years from the agreement to purchase, and the balance paid in cash.

New Brunswick is rich in abundance and of high quality provide cheap, raw material for the stock-raiser and dairyman. The abundance of rich, well-watered grass lands and natural springs of pure cold water are especially valuable. The quantity of beef, dairy products, pork and poultry products, mutton, poultry and eggs now produced is increasing, and the opportunity for development and growing export trade increasing this already unfilled market, the opportunities for





- 7. Log Jam at Grand Falls.
- 8. Sportsman's Camp, Restigouche River.
- 9. Hay Lands, Sheffield.
- 10. Farm Home, John River Valley.
- 11. Oat Field at Chatham.

The foremost sheep-raising experts of Canada and the Old Country, after investigating the Province, is remarkably suitable for the growth of mutton of the best flavour and the production of the highest quality wool. The Province is splendidly adapted to the raising of sheep and in close proximity to railway and water transport offers a splendid opportunity for individual and co-operative investment in an enterprise which will pay for itself.

Potato-growing is a leading branch of farming. The entire acreage of potatoes under cultivation in 1909 was 47,855 acres or 182,70 bushels per acre. In 1909 the total acreage was 47,855, and the yield was almost 9 bushels per acre. The moist climate keeps the potatoes growing longer, and they are green and vigorous until the frost comes, and have a rich and pleasant flavor. Their superior quality both for edible and seed purposes has resulted in a demand for large quantities, and large quantities are now being shipped annually to those Provinces and to the West Indies and Cuba. A great advantage lies in the fact that the St. John River and its contributing waters drain some 2,000 square miles of this territory; potatoes can be delivered in St. John by scows for five cents per barrel, and by the same route to the West than the railroad rates which many potato sections in other Provinces have to pay in order to get their produce to market.

It is perhaps in fruit-growing that the Province has come more prominently before the public eye. The Province produces a high colour with perfection of flavour, and can be placed on the European market almost everywhere. The lands for fruit-growing may be procured for \$20 to \$50 per acre, in a certain and favourable climate, with no killing frost—and no need of irrigation. New Brunswick orchards are 800 to 3,000 feet from the coast sections to the West, so that not only is the cost of transportation greatly decreased, but the cost of the fruit is also reduced. Excellent varieties of apples as the McIntosh Red, Fameuse, King of Tompkins, Golden Russet, and others, cherries, raspberries and currants grow exceedingly well. New Brunswick fruit lands possess a great advantage in that transportation of their produce to the consumer is almost entirely independent of railways, although the Province has the best fruit sections. In the St. John River, St. Croix River and Petitcodiac River valleys, water transportation is provided for the fruit-growers, not only with much cheaper transportation, but also placing their produce in the hands of the consumer.

The Province has a Department of Agriculture, presided over by a member of the Council of the Government, who encourages the various branches of agricultural industry. A large and increasing staff of inspectors, and instruction and demonstrations in fruit-growing, dairying, beekeeping, poultry-raising and other branches of agriculture are given by new settlers free of charge. Nearly thirty experimental and demonstration orchards are conducted by the Department, and of hutter and cheese making are given in a dairy school maintained at Sussex for this purpose. Two others will shortly be built at other points in the Province. Grants are given annually to the farmers for the purpose of enabling them to hold local exhibitions, purchase seed supplies and fertilizers, and to purchase land.

To men of moderate capital with a preference for fruit-growing or either of its kindred industries, the Province offers special advantages. Such men feel that the price of land in the sections of Canada where they wish to locate more economically. These men—the tenant farmer who finds himself unable to compete in the Old Kingdom, and the farm labourer who works year in and year out at low wages—would find in New Brunswick, where improved farms with houses and barns may be bought for such low prices as to enable them to purchase a large tract of land.

New Brunswick is noted as one of the finest big-game countries of the continent. Moose, caribou, and other game abound in fish, and no better salmon fishing is to be found in the world. Capable guides are everywhere, and fishing may be obtained from the Department of Lands and Mines, Fredericton, N. B.

Longing eyes are turned to the Province of New Brunswick, with its moderate and plentiful mineral wealth, its many railways, streams, beautiful valleys and upland slopes, and its proximity to the West. Already people are coming back from the West to make their homes in New Brunswick. We are on the eve of an era of prosperity as great as that which Western Canada has known. An undeveloped Province on the Atlantic Ocean lies a world of opportunity. In half-a-dozen different ways a livelihood may be found there.

For further information write to A. Bowdler, New Brunswick Agent, 37 Southamptons Road, Fredericton, New Brunswick, Canada.



1. A Cotton Mill.
2. Brick Plant
3. Tannery
4. Cotton and Lumber Mills.

6

Fredrickton, N. B.



- 2. Queen Street.
- 5. Waterloo Row.
- 6. Boot and Shoe Factory.



FREDERICTON, the Capital of New Brunswick, stands on the west
 busy, beautiful and enterprising city, with magnificent shade trees like

Fredericton can be easily reached from any portion of the coast of
 Brunswick. Fifteen trains leave Fredericton daily for the larger cities,
 while in the course of a year or two the number of trains will be
 and Intercolonial Railway systems, and affords a heavy traffic for business.

From a civic standpoint the town enjoys progressive government. The
 the River St. John and distributed to every part of the City, is the
 efficiency of its water supply by the addition of an automatic filter plant.

The population of Fredericton is estimated to be about eight thousand, and the suburbs
 more people in scattered villages and on farms, etc.

The Provincial Parliament Building is a handsome freestone structure with granite
 attractions of the City.

The streets of Fredericton are lighted throughout by electricity. Its fire department
 The City is able to boast of public parks unexcelled by any in the Eastern provinces.

Fredericton bids fair to become the railway hub of New Brunswick. The past few
 side of the busy City active construction is being carried on, and millions of dollars are being
 a vast stretch of country and bring to Fredericton extensive industrial expansion.

The St. John Valley Railway—the largest of those under construction—will have
 line of railway is now being constructed from Grand Falls to St. John City, and involves an
 the route to St. John via the Valley is the shortest by several miles, and when the Valley
 near Grand Falls the haul from Montreal and Western points will be the shortest obtainable
 of another Transcontinental Railway looking for the shortest haul to the Atlantic seaboard.

Thirty miles from Fredericton by railway are located the famous Grand Lake Coal
 construction the Fredericton and Grand Lake Railway through a magnificent agricultural
 of this line, coal of superior quality will be afforded Fredericton for manufacturing and home
 are extensive deposits of a very good quality of fireclay in the neighbourhood of Minto, and
 deposits of great value have also been discovered in this district.

Approximate estimates place the quantity of coal in the mines owned by the
 tons, but the general impression is that the actual coal deposits are considerably in excess of
 and the very fact that the C. P. R. have contracted to use 50,000 tons of screen coal per
 extensive development, is proof positive of the superiority of the coal.

There has only lately been completed by the Intercolonial Railway Managing Board
 of the larger cities of the Dominion. The building was erected at a cost of \$20,000.00.

The cheapest form of power available in Fredericton at the present time is electricity.
 in the past have been allowed to remain dormant, will now be extensively developed. Some
 preliminary work in many instances has been completed.

At Grand Falls, the mightiest cataract east of Niagara, there is a possible development
 the largest tributaries of the St. John have their confluence with that river. These include
 although there are no great falls on the river below Grand Falls, the descent of the river
 from 15 to 20 feet, and each of which would have a potential horse-power of from 20,000
 of being developed at and below the Grand Falls. This power would be continuous.

The Board of Trade is at all times awake and on the jump, and is doing a big
 grow in. Renowned for its beauty, the Capital City of the Province as a residential centre
 feature is the abundance of summer camps on the river near Fredericton, where many
 other sporting events, one can pleasantly pass his leisure moments.

There is no more convenient place of departure for the fisherman or big-game hunter
 hunting region of the Canadian and Salmon Rivers, and also of the Tobique and Miramichi
 renowned for moose and caribou. The sportsman may leave Fredericton in the morning
 Brook Plains. To reach the upper waters of the Tobique or of the North-west Miramichi

ton, N. B.

s on the west bank of the St. John River, eighty-four miles from its mouth. It is a
shade trees lining its well-paved streets.

tion of the continent, and is admirably situated as the distributing centre of New
the larger centres in the Maritime Provinces as well as Montreal, Boston and other
of trains will be more than doubled. The City is served by the Canadian Pacific
y traffic for both of these railways.

ressive government. Its system of waterworks, the water being pumped direct from
City, is the best in the Maritime Provinces. The City has lately increased the effi-
catic filter plant and the construction of a complete system of sewerage.
and the suburban district in the immediate vicinity has approximately five thousand

with granite base, costing \$200,000, and standing in a spacious park, it is one of the

ire department is fully up to modern requirements. The sidewalks are of asphalt.
vinces.

The past few months have been characterized by phenomenal development. On every
dollars are being expended in the building of new railways that will serve to open up
on.

ion—will have the greatest significance on the advancement of Fredericton. This
nd involves an expenditure of ten millions of dollars. Careful surveys have shown that
hen the Valley Railway is connected with the Grand Trunk Pacific Railway at or
rtest obtainable. The Valley route must soon become the New Brunswick portion
antic seaboard.

nd Lake Coal Mines, which are being extensively developed. There is now under active
gricultural district to Minto, a distance of thirty miles. As a result of the building
during and household purposes at minimum cost. Investigation has shown that there
l of Minto, and the new railway will systematically develop these deposits. Iron

nd by the Fredericton and Grand Lake Coal and Railway Company at 100,000,000
y in excess of that amount. The coal is declared by experts to be of the highest quality,
screen coal per annum from these mines for ten years, and also to undertake such

Managing Board a new railway station at Fredericton that would be a credit to many
\$20,000.00.

time is electricity, but the splendid opportunities for water-power development, which
developed. Several companies of recognized stability have been formed and the

ossible development of 80,000 potential horse-power, while below the Falls some of
r. These include the Salmon, Aroostook, Tohique, Meduxnekeag and Shogomoc, and
at of the river would admit of fully three dams being constructed, with a height varying
of from 20,000 to 25,000. In all there would be about 150,000 horse-power capable
continuous.

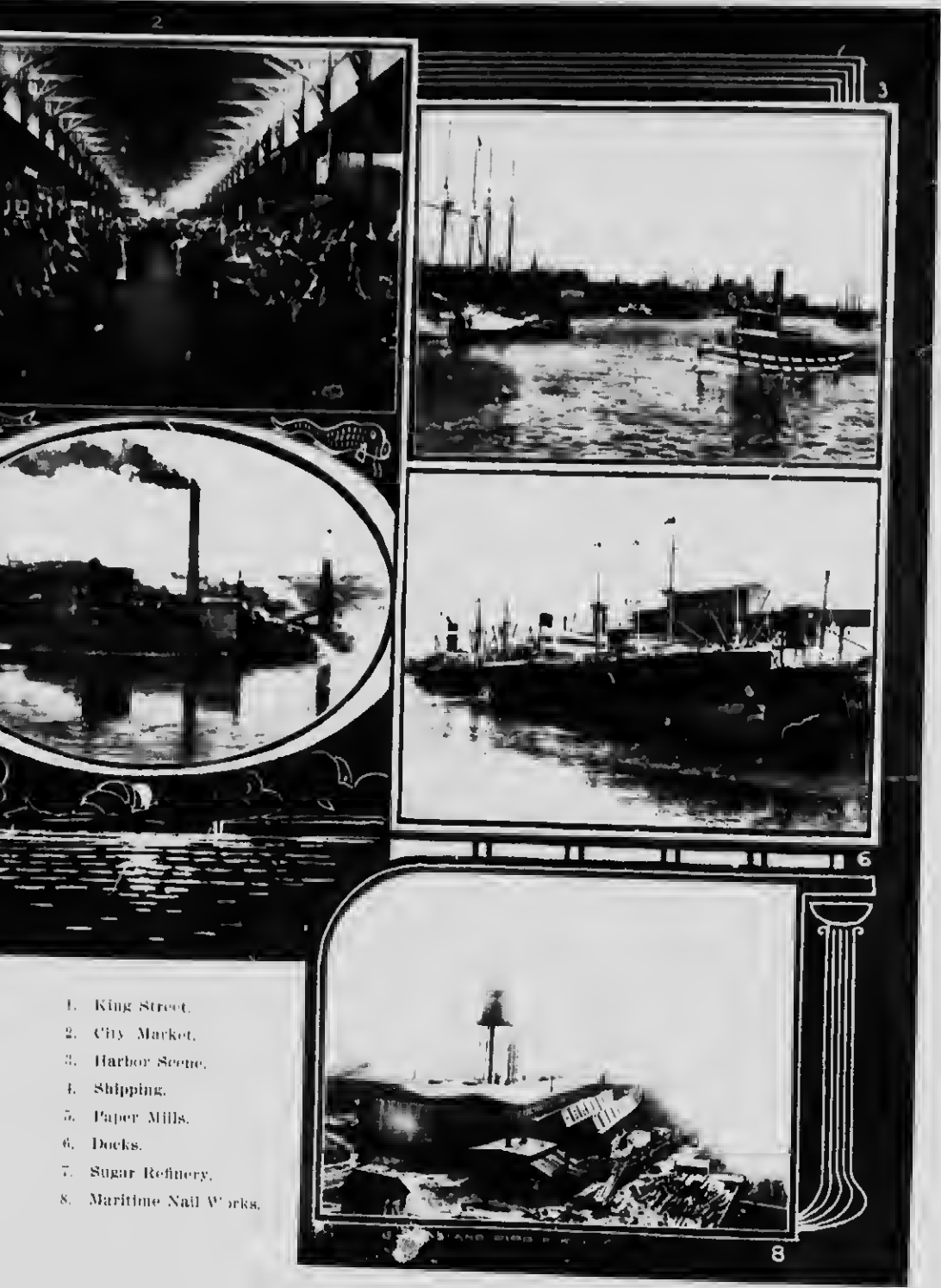
s doing a big quota of the work that is making Fredericton a delightful City to live and
esidential centre is in a class by herself. Socially, Fredericton is active, and a pleasing
where many spend their summer. With boating, canoeing, tennis, cricket and numerous

or big-game hunter than Fredericton. The City lies almost equi-distant from the great
e and Miramichi. Between the two and almost at its threshold is the Cains River country,
in the morning with his guide and pitch his tent at sunset on the hunting-grounds of East
r-west Miramichi will require about two days.



1. King
2. City
3. Har
4. Shp
5. Pap
6. Doct
7. Suga
8. Mar

St. John, N. B.



1. King Street.
2. City Market.
3. Harbor Scene.
4. Shipping.
5. Paper Mills.
6. Docks.
7. Sugar Refinery.
8. Maritime Nail Works.



ST. JOHN, NEW BRUNSWICK, is one of the most important seaports in the Province, having a population of about 60,000. As a City-by-the-Sea and Dominion it has long been known in the shipping and commercial world.

Approximately twenty steamship lines connect St. John with Australia, Trieste, Havana, Boston and all other seaports of importance. Their Atlantic Terminus at St. John; the Grand Trunk Pacific and other lines, where traffic can be handled uninterruptedly the year round. The

Federal Government is spending millions of dollars in creating a second great harbor for the Province and in extending the Railway.

From a civic point of view St. John compares well with other Canadian cities. The progressive men, ever active in promoting the industrial and commercial interests of the community. The upper or down-town section, has many pretentious buildings and fine stores; fire and police protection.

St. John is very much of what generally is known as "a home town," and the residences are homes surrounded by pretty gardens, which are in most instances owned by the people who live there.

St. John is experiencing an era of prosperity and progress, and the evidence of this is the expenditure of approximately \$50,000,000 in new development and improvements, including Elevators, Industrial Plants, Warehouses, Dry Dock, Breakwater, Wharves, etc.

Within the City limits are great deposits of limestone and brick clay. Large quantities of lumber from the province is growing up at the back of the City, and opportunities to secure farming land near the City.

As to natural resources, coal and iron are found within forty miles of St. John. The timber being developed within forty miles, and the great lumber resources of New Brunswick are being developed.

The climatic conditions of St. John are extremely healthful and the death-rate throughout the City, have a salubrious and sanitary effect which is greatly appreciated by the inhabitants.

Social life is pleasant. Places of amusement and sport are well patronized, and offering every opportunity for the pleasure-loving public. Taking all things into consideration, St. John ranks among the cities of Canada for all time to come.



John, N. B.

important seaports of Canada on the Atlantic coast, and it is the largest City in the
as a City-by-the-Sea and as a prominent factor in the import and export trade of the
and commercial centres of the world.

ect St. John with Liverpool, Glasgow, Havre, Belfast, Hamburg, South Africa,
ports of importance. The Canadian Pacific and the Intercolonial Railways both have
ink Pacific and the St. John Valley Railways will soon establish their terminus there.
round. The C. P. R. are just completing their second large grain elevator, and the
at harbour for the accommodation of the Grand Trunk Pacific and St. John Valley

adian cities. It is well and wisely governed, and its Board of Trade is composed of
ests of the community. The City's streets are well paved and lighted; the business part,
and police protection is ample, and educational facilities are abundant.

" and the residential section contains numerous evidences of this in the shape of cozy
he people who live in them.

evidence of the optimism of the citizens and the Government is displayed in the
vements, including Post Office, Banks, Theatre, Armoury, Sugar Refinery, Grain
es, etc.

ay. Large granite quarries are near at hand. A rich agricultural and fruit-growing
arming land near a goc ' market are excellent.

of St. John. Oil and gas are produced within eighty miles. Hydro-electric power is
o Brunswick are available.

he death-rate is correspondingly small. The pure ocean breezes, which at all times
iated by the inhabitants.

atronized, and clubs, societies, athletic organizations, fraternal orders and the like, are
gs into consideration, St. John is a good place to live in, and it is sure to hold its own

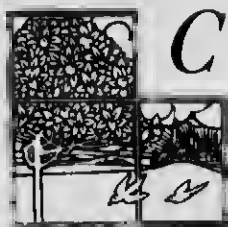


Charlottetown,



1. Victoria Row.
2. Public Buildings.
3. Summer Resorts.
4. Queen Street.
5. Prince of Wales College.

Charlottetown, P. E.



CHARLOTTETOWN, the Capital of Prince Edward Island, and the first settlement on the coast of the Province, was founded by James Morris and Deschamp in 1768, and was incorporated in 1855. It is situated on the banks of the Elliott and Hillsborough Rivers, and possesses one of the finest harbors in the "Maritime Province" and has a thriving trade. This City is the eastern terminus of the Quebec Steamship Company plying between Montreal and the Gulf of St. Lawrence, and is also the headquarters of the Charlottetown Steam Navigation Company, whose boats have plied the coast for many years.

One of the healthiest towns in Canada, it is yearly becoming more so. Water is pumped from an artesian well to a reservoir and brought thence by gravity. The City is supplied with electric lights, and needs but an electric railway to be up to date.

Charlottetown is very regularly laid out; its streets are wide, with concrete sidewalks. Queen Square, in the centre of the town, is one of the prettiest open spaces in the Dominion. In the centre of the square is a fountain, monument, historic guns and a hand-stand. Many improvements have been made, and the appearance of a modern city. The wooden buildings that served as business establishments a few years ago, and similar progress is to be seen in the residential districts. The City's surroundings are beautiful, with evergreen, with shaded roads and fertile fields.

Charlottetown's principal buildings—brick and stone structures—are on or in the vicinity of the Government House, the Savings Bank, and other Federal Government offices. The Provincial Building—a fine structure—contains the Legislative Assembly chambers, the Legislative Library (with which is incorporated the Public Offices). This edifice is of Nova Scotia freestone, and the corner-stone was laid May 16, 1847, and adjoining the Provincial Building on the east is the Law Courts structure.

Charlottetown is well supplied with places of worship, including one Roman Catholic, two Protestant, and one Wesleyan Churches. The new St. Dunstan's Roman Catholic Cathedral, which was one of the finest Churches in the Dominion, is rapidly being restored to its former beauty. St. Paul's Church (Anglican) and St. James' (Protestant) Cathedral is a little gem. Other prominent structures are Prince of Wales College, Bishop's Palace, Charlottetown Hospitals and the Public Schools. At the Charlottetown market—which is the busiest in the Province—rich cream, golden butter, still bedewed vegetables and other luscious farm and market-garden produce are to be seen.

Among the institutions of the City are two well-conducted hospitals (Protestant and Roman Catholic), the Prince of Wales College and Normal School, St. Dunstan's (Roman Catholic) College, two Convent Schools, two business colleges and shorthand schools. A quarantine station or hospital for infectious diseases is situated on the waterfront, and an appointed Young Men's Christian Association building. A modern opera house furnishes amusement to the City by the park boulevard, has an area of about seventy-five acres. Within its limits are many beautiful views. The park is full of charming vistas through which the soft roads wind, and beautiful tree-lined scenes. Nearer the City is Government House. The Exhibition grounds and Driving Park, with its racing tracks, that of the former being pronounced one of the finest in the Maritime Province, have been passed for beauty of situation by any links in Canada.

There are three daily and several weekly and bi-weekly newspapers. Religious, national and local papers are the Victoria, Queen, Revere, Plaza and the Davies.

The manufacturing establishments comprise a light and power company—furnishing electricity for the City, a flour mill, boot and shoe factory, condensed milk factory, and minor industries.

The City's affairs are managed by a Mayor and eight Councillors, and its population is about 15,000.

The year 1914 finds Charlottetown more prosperous than ever before, with every household engaged in the fur trade. The City is surrounded by fur farms, which are a great attraction to tourists who desire to learn the art of fur farming. The basis of fur farming has been much widened during the past year, and now includes silver fox, marten, fisher, skunk, marten and Russian sable, also the famous Karakul sheep, from the young of which the value depends for its value upon color, texture and lustre of the fur, together with the closeness of the skin. The best has just been set at rest by the birth of the first Persian lamb native to Canada, which project was undertaken by one who has been instrumental in introducing the industry here, is now en route from New York to Charlottetown for the purpose of introducing breeding stock of these valuable animals.

n, P. C. I.

nd, and the third in size of the cities of the Lower Provinces, was founded by
n 1855. It is situated on gently rising ground at the confluence of the York,
finest harbors in the world. It is the principal shipping port of the "Garden
terminus of the Plant Steamship Line; is a port of call for the boats of the
d the Gulf of St. Lawrence ports, and several other lines; and is the headquarters
boats have ploughed the waters of the Straits for over forty years.
becoming more desirable as a place of residence. It rejoices in excellent water,
ence by gravitation into the City; has a modern system of sewerage, telephone and
o date.

e sidewalks, many of them shaded, and its four public squares are well kept.
ominion. In summer it is a very attractive spot, with beautifully arranged flower
have been made in Charlottetown in recent years, and it is rapidly assuming the
blishments a generation ago have given place to brick and stone structures, and
are beautiful, and the suburbs are charming, with gardens, groves and hedges of

in the vicinity of Queen Square. The Post Office contains also the Customs
Building—a fine old structure, rich with the political memories of sixty years—
incorporated the Dodd Library) open to the public, and Local Government
May 16, 1843. West of the Post Office is the beautiful Market, of Island stone,

Catholic, two Anglican, two Methodist, two Presbyterian and three Baptist
the finest Churches in the Lower Provinces, was last year destroyed by fire, but is
t. James' (Presbyterian) are also beautiful buildings. The Chapel of St. Peter's
Bishop's Palace, City Hall, Masonic Temple, and Prince Edward Island and
which is the admiration of strangers—twice a week are offered for sale the beauti-
market-garden products for which the Island is so famous.

estant and Roman Catholic), an insane asylum, situated at Falconwood, Prince
two Convent Schools, St. Peter's School, a Kindergarten, schools of music, and two
ectious diseases is under the control of the Dominion authorities. There is a well-
furnishes amusement for the theatre-going population. Victoria Park, connected
in its limits are tennis courts and cricket and football fields—the scenes of animated
x grim dogs of war—now happily silent,—may be obtained fine harbor and river
d beautiful trees, in the shade of which the tourist revels in the enchanting sylvan
Driving Park, and the Charlottetown Athletic Association property contain good
ime Provinces. Out in the East Royalty are the Belvidere Golf Links, unsur-

igious, national and fraternal societies are well represented. The leading hotels

furnishing electricity and gas,—machine shops, tobacco factories, a pork factory,

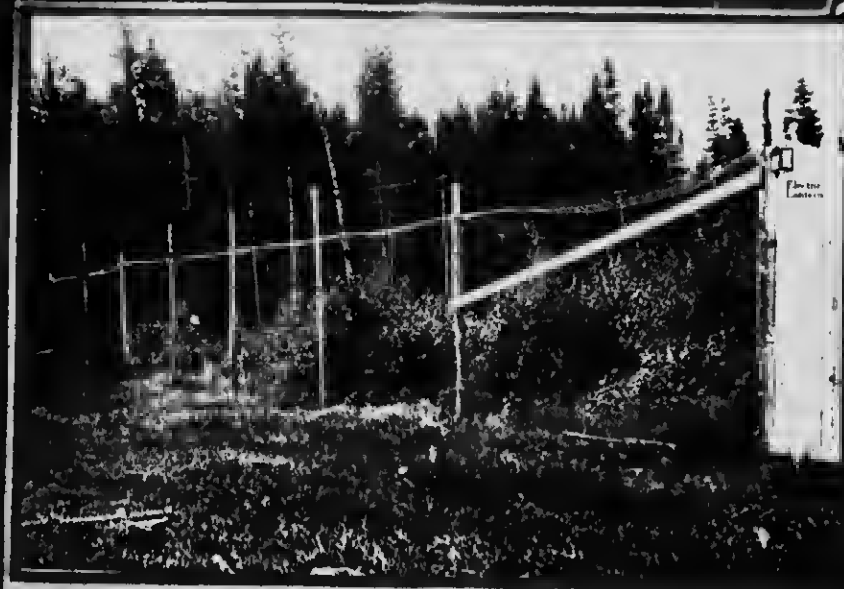
population is about 12,000.

th every house occupied and the demand for housing much exceeding the supply.
desire to learn about the most lucrative live-stock industry in the world. The
des silver fox ranches and other ranches in which are bred beaver, mink, muskrat,
from the young of which is produced the celebrated Persian lamb fur. Persian lamb
eness of the curl. All doubt as to the capability to produce the Persian lamb at its
da, which proves to be of the very highest grade. Dr. C. C. Young, of Texas,
New York to St. Petersburg, thence to Bokhara, for the purpose of securing addi-

Pittetown, P. E. I.



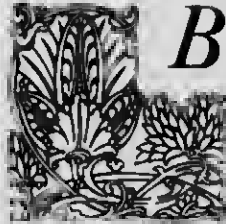
- 6. Holland Cove.
- 7. Experimental Farm.
- 8. Ferry Service.
- 9. Bible Schools.



1. Farm Enclosure.
2. Reynard at Home.
3. Dinnis' Famous Fox Farm.



- 4. Taking a Sunbath.
- 5. Exterior of the Dinnis Farm.



BREEDING FUR-BEARING ANIMALS on a large scale is completely dependent on climatic conditions, which are necessary to make it possible, and at present this kind of farming is practised on an extensive scale at this time.

Various species of the furry animals are being raised on various ranches, the silver fox, which latter has made most remarkably rapid and exceedingly profitable progress, is raised on these ranches, and their pelts, especially those of the Silver Fox, are in great demand.

The effect of such rapid money-making in a small community is well described. The success attending these ventures when they were first started, and when the profits were large, led to the formation of scores of partnerships, each of which bought a pair or two pairs of foxes. Lack of experience, of course, often caused losses at the start, but in the main there were very few failures.

The latest figures obtainable show that there are now 277 fox ranches on Prince Edward Island, of which 1602 are classed as silver-black. The sworn valuation of all the young foxes raised in 1911 was \$1,200,000.

And yet the result was in several respects an unfavorable one, owing to the number of foxes that die or shortly after birth. This resulted in large part from the great number of new ranches formed, and the average production throughout the Island during the year was a fraction under two young foxes per pair of cases, and they found ready sale at current prices of \$6,000 each, or \$12,000 per pair, or better.

From this it can readily be seen, generally speaking, that while the profits of fox-ranching may have excellent luck for one year, and indifferent success the next, and for that reason the certainty of success. Actual losses to investors in fox ranches have been few, the worst being the loss of the prospect of better luck in the year to come.

Elaborate reports have been made by experts concerning the fox industry on Prince Edward Island, and which are unanimous in declaring that the constantly increasing demand and the decreasing number of animals in captivity, and that the conditions of soil and climate of Prince Edward Island are well adapted for the raising of foxes.

Among the pioneers in the fox-farming industry on Prince Edward Island is Mr. John R. Dinnis, of Charlottetown, and which is a model institution of its kind. The illustrations which appear on the opposite page are located in a grove affording natural conditions for the animals.

The total area of a fox ranch is surrounded by a meshed wire fence, supported by posts, and foxes from climbing over, and is also turned in at the bottom to prevent them burrowing out. Each pair has a separate pen, enclosed with meshed wire, and within is a kennel, or enclosed sleeping place.

The pairs are mated usually in January, and later are separated for the rest of the year. The one of Mr. Dinnis, are furnished with electric appliances for lighting and for giving alarms at night and day watchmen to look after his foxes. The animals are fed chiefly on mutton, and a fox does not exceed \$10 per year. The principal fox breeders have much confidence in the industry for an indefinite number of years.

Much of the foregoing review of the fox industry on Prince Edward Island is taken from a report of the Government Publicity Agent of the Province, to whom, or to Mr. John R. Dinnis, also mentioned, the subject should be directed.

town, P. E. I.

scale is comparatively a new stock-raising industry in Canada, and it is owing to the possible, confined to a limited area. Prince Edward Island is the only Province in which it is at this time.

is raised on ranches in the Province, but the main industry in that line is the breeding of foxes and exceedingly profitable progress. All classes of foxes are successfully bred and the prices of the Silver Foxes, command high prices in the markets.

In a small community composed mostly of farmers can more easily be imagined than elsewhere and when the fortunate ones were doing so well, made others desirous of sharing in the success. Two pairs of foxes and built a ranch in which to keep them. Want of knowledge and there were very handsome profits.

on Prince Edward Island. On these ranches 2857 foxes of all grades are in captivity and the young foxes reared during the year 1913 was over four million dollars.

the number of pairs which failed to produce young and the number of litters lost at the new ranches for which skilled and experienced caretakers could not be obtained. The average is two young for the pair; but litters of seven and eight were produced in some isolated cases per pair, or better. The young of a single vixen were sold for \$48,000.

Profits of fox-ranching are very good, they are unequally distributed. A small rancher for that reason many farmers have investments in a number of ranches, which increases the risk, the worst to be anticipated being a small dividend, or none at all, with the hope

of a large one. The industry on Prince Edward Island, which have created a wide interest throughout the world, and the decreasing supply from the wilds can only be met by breeding fur-bearing animals on Prince Edward Island are unequalled elsewhere for such a purpose.

On Prince Edward Island is Mr. John R. Dinnis, whose extensive breeding farm is located at Charlottetown. The photographs on the opposite page are reproduced from photographs taken at this ranch, which

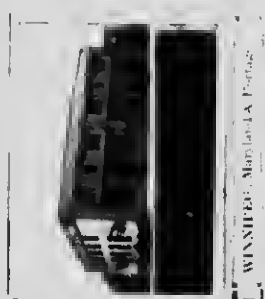
is supported by posts twelve feet high. The wire overhangs inwards to prevent the foxes from burrowing out and so escaping. Within the ranch are the pens, each fox having a sleeping place.

the rest of the year. The period of gestation is 51 days. The larger ranches, like the smaller ones, give alarms in case of attempted burglary. Mr. Dinnis also employs a veterinary surgeon, chiefly on meat, other food consisting of biscuit, milk, etc. The actual cost of food for the foxes is very small, and the confidence in the permanency of their industry, and the future looks roseate to them.

The information on Prince Edward Island is taken from an article written by Mr. J. E. B. McCready, of Charlottetown. Mr. J. R. Dinnis, also of Charlottetown, all applications for more detailed information on the



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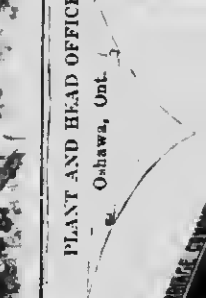
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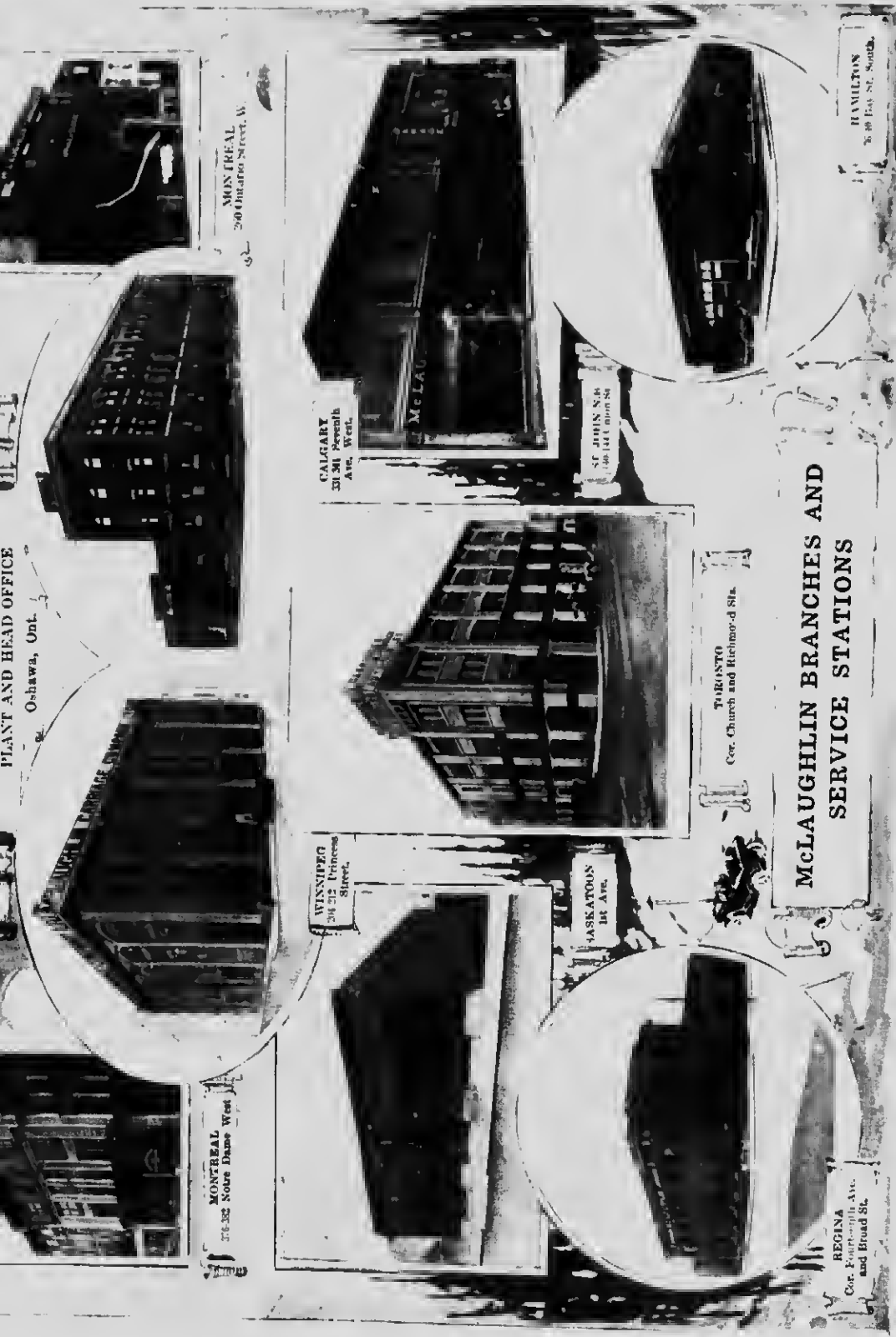


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