

CANADIAN PACIFIC RAILWAY BUDGET



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CANADIAN PACIFIC XMAS BUDGET

December
1919

TO OUR AGENTS.

SIR GEO. MCLAREN BROWN, European General Manager, C. P. R.



HAPPY Christmas and prosperous New Year. May your difficulties in meeting demands for trans-Atlantic transport grow less and less during the coming months. I would ask you to accept this publication as an indication of our belief that before long we shall all begin to experience in ever-increasing measure the blessings of peace. Canada is certainly settling down to her responsibilities, and I think, clearly shows a more near approach to normal life than is the case with any other part of this topsyturvy world. This, in my opinion, is due to her vast, rich, and varied territory (within her boundaries are to be found all things that make for human happiness and prosperity), to the opportunities she offers to the worker in every line of life, to her relatively sparse population, and to the invigorating influence of her glorious climate.

Naturally the first care of Canada since the Armistice has been, and continues to be, the settlement of her returned soldiers and their dependants. The work to this end is being dealt with intelligently, and is progressing satisfactorily. I am confident that in the near future Canada will again be able to deal with much more than the normal flow of emigration from this country, and, in fact, will be able readily to absorb in her population the great influx of home-seekers who will be flocking there, not only from the United Kingdom, but from the United States of America, attracted by the assurances of success Canada offers to settlers who are adaptable and willing to work.

Apart from the natural opportunities the country offers to the ordinary settler, Canada is extending to British ex-soldiers practically the same terms of settlement as she offers to her own ex-soldiers.

Although the circumstances to which I have made reference restrict in some measure Canada's ability at the moment to absorb all who would like to make their homes in that country, *there is an immediate, constant, and increasing demand in Canada* for experienced agriculturalists willing to take employment on the land (when they can be placed), household workers, farmers with relatively small capital who could take up holdings, and ambitious men and women who command funds, and are prepared to take advantage of the opportunities both agriculturally and industrially, existing in every Province of the Dominion. During this present period of reconstruction in Canada, agents should, however, be very careful to and comply with the Canadian Government

Immigration regulations which are issued from time to time through the office of the Superintendent of Emigration for Canada in London.

In this country the industrial side of Canadian development is very little known. Prior to the war the export of Canadian manufactures was practically confined to AGRICULTURAL PRODUCTS, such as wheat and other flour, canned vegetables, fruit, etc.; ANIMAL PRODUCTS, such as preserved meats, butter, cheese, condensed cream and milk, animal oils, etc.; FISH PRODUCTS, preserved fish of every description, fish oils, etc.; FOREST PRODUCTS, manufactured timber, SEMI-MANUFACTURED MINERAL PRODUCTS, such as copper, lead, nickel, platinum, silver, gold, mineral oils, salt, etc., and in addition, such specialties as typewriters, agricultural machinery, pulp, and small quantities of other articles of minor import. Her home markets absorbed the output in most other lines of manufacture, such as sugar, textiles of every kind, structural steel and iron, household utensils, mill machinery, electrical and other machinery, railway wagons, railway passenger coaches, locomotives, motors, railway and road construction equipments, machine and other tools, etc.

The value of the exports of Canadian manufactured articles for the fiscal year 1914 was \$85,539,501, and in 1917-18 was no less than \$636,602,516. This clearly indicates that while in the forefront in agriculture (the total value of the field crops in 1918 amounting to \$1,367,909,970), Canada now takes her place among the great manufacturing countries of the world.

As one instance of her industrial development take the exports of pulp and paper products, which in 1890 were valued at \$120, and in 1918 had reached the figure \$71,755,325!

Her varied natural resources unsurpassed anywhere, her geographical position in relation to the markets of the world, her excellent transport facilities, the unlimited power of her great rivers and waterfalls only waiting to be harnessed, all make for economical production and distribution. This has been for some time recognized by many of the great manufacturing organizations of the United States of America, which have already established in Canada some of their largest plants. In this connexion it is gratifying to Canada and Canadians that there are indications that the British manufacturer is turning his attention to this new field of opportunity, and in some cases has already established factories in Canada.



THE HONOURABLE SIR GEORGE H. PERLEY, K.C.M.G.
High Commissioner for Canada.

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The Province of Quebec and Canadian Railway Problems.

EXTRACTS from an address recently delivered by Mr. E. W. Beatty, President of the Canadian Pacific Railway, at a dinner tendered to him by the Quebec Board of Trade:—

The Canadian Pacific Railway operates within the limits of your province slightly less than 1,900 miles of railway, being, I think, equal in mileage to any other system within the province. The possession of this extent of mileage gives in itself a reason why the company's interests and those of the province are closely related and inter-dependent.

From a railway standpoint Quebec offers a great variety of railway traffic possibilities. You will appreciate this when you recall the extent of the productions of the province, which contribute to the support of the railway systems operating within it. In manufactured products its production is 27 per cent. of that of the whole of Canada; in wood pulp and paper 53 per cent. and 49 per cent. respectively; in dairy products 57 per cent., and in live stock varying from 11 per cent. to 35 per cent.

The products of the farm are extensive and increasing, having now reached 13 per cent. of the total agricultural production of Canada. The future holds still more in the way of traffic and railway possibilities. The total railway mileage in Quebec is slightly less than 5,000 miles, or about two-fifths of that of the state of Pennsylvania, while its area is fifteen times as great. Quebec is likewise fifteen times as large as Ohio, and its railway mileage about half that of the latter state.

MORE MILEAGE FOR QUEBEC.

With increasing population and commercial expansion more mileage must be constructed and existing facilities increased. The Canadian Pacific Railway has not reached the limit of its development within the province, nor has any other railway company, if the future possibilities are as we have every ground for believing them to be. I believe that in the next few years a considerable extension of colonization and railway construction will take place, and while I am not unmindful of the hazard and the difficulty in building lines into undeveloped territories, if the work is undertaken prudently and gradually, there is no doubt that the railway extensions will not only keep pace with settlement and production, but will accelerate both.

THE RAILWAY PROBLEMS.

I do not propose to trace for you the history of our Canadian railway situation, or of that in the United States. Both have elements in common, and other phases in which they are entirely dissimilar. Neither do I propose to criticize at this time the policies which have given rise to our unfortunate position, but rather to make a few remarks upon the conditions which we must expect to face if these policies are extended.

This is a prosperous country, whose future, if the commercial affairs of the nation are administered prudently and economically for the next few years, is probably as bright as any country on earth. The

danger is that our development may be retarded by burdens imposed upon us before we are able to carry them. We have many miles of railway that represent a useless expenditure, but the money has been spent and the securities are in the hands, in most cases, of investors in foreign countries, who staked their money in good faith upon the development and future of Canada. Many of them were, we now know, misconceived and constructed at extravagant cost, and in default of any other available parents have been quietly laid on the door-step of the Government of the country, or it would, perhaps, be more accurate to say, had been placed on that door-step which had a large "Welcome" on the mat. They must be taken care of because they cannot be abandoned. It must be seen that they grow into healthy arteries of commerce, and play their full share in the country's progression. The problem that confronts us now is how this can best be done, and if it is possible under any system yet evolved for their administration. The possession of a tremendous mileage by the Dominion with these periodical additions of unprofitable mileage makes the prospect a disheartening one, even though the most far-sighted and efficient men are placed in charge of the properties, and even if they were permitted to operate them to the best advantage in the interest first of the shippers, and secondly, of their owners.

INITIATIVE THE THING NEEDED.

I am convinced that no administration which does not retain individual initiative and enterprise, pride in their work and adequate rewards for work well done, can possibly reduce the heavy annual deficits which are confronting the operators of most of Canada's railways. The question is one of such great magnitude, and will have such far-reaching results, that it should be determined without regard to the opinions of politicians, shareholders, or any one set of men, but must be determined upon one ground only—what is best for the people of this country, and what will give them the most efficient railway service at the cheapest possible rates, and at the same time impose as little burden of taxation as is possible. These millions which have been unwisely and unprofitably spent, have been spent; but the millions which may be wasted by the adoption of an improper system of operation can be saved, or partially saved, and this is the problem the working out of which will determine the future methods of operation which will prevail throughout Canada.

WANTS PUBLIC DISCUSSION.

There are advocates of both systems of administration, and while their views, and the facts upon which they base them, are worthy of the greatest consideration, I am convinced that the people will come to a realization of how serious the situation is, and will themselves provide the remedy, only when they see and weigh the tangible results.

There are two important aids to the solution. The first is, that the problem should be discussed and agitated in order that the merits and demerits of the systems which are suggested should be appreciated



E. W. BEATTY, President, Canadian Pacific Railway.

by the people as a whole. I do not know of any problem so vital to the interests of Canada in which there has been so much acquiescence and so little public discussion and education as the subject of the future of the country's transportation systems.

GIVE ACCURATE DATA RE OPERATIONS.

As a corollary to this, and second only in importance, is the necessity for accurate information as to administration and results of it, in order that the people may be in a position to judge whether they desire to adhere to the methods of administration from which these results flow. I do not mean financial results alone, but results in service, a most important factor from the standpoint of the public.

To my mind the determination of the question will rest upon two factors, the extent of the burden cast upon the people, and the character of the service given. The difference between a proper and an improper system represents the millions of additional burden to the taxpayer which he may be called upon to bear, and the high rates and poor service which are due to the inefficiency which any improper system must inevitably provoke.

DUTIES OF CITIZENSHIP.

I have no doubt as to the transportation future of the principal lines in the province of Quebec, nor have I any doubt as to the future development of the province, rich as it is in natural resources, and only requiring sufficient investigation to warrant the beginning of new enterprises, and the extension of old, in order that its commercial prosperity may be assured. Hand in hand with enterprise and prosperity must go too a greater realization of the duties of citizenship, and an appreciation of the obligations of communities towards those who are sick or in want. Theoretically, this duty devolves upon the municipality whose citizens are affected and practically, it depends, as other questions, upon the direction and support given by the Government to any such movement.

THE CITY OF QUEBEC.

... I presume that you would not want me to sit down without making more than a passing reference to the city of Quebec and its relations to the Canadian Pacific Railway Company—relations which I am happy to say, have been long standing—and

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mutually satisfactory. In fact, your president, Mr. Ross, has rather demanded that these local and, therefore, more intimate subjects should not be overlooked. It is true that here, as elsewhere, there must be periodical conflicts of opinion, due to conflict of interests, but I am happy to say they have been reduced to a minimum.

Your position is unique, a spot whose historical attractiveness appeals so strongly to the people of the United States and Canada; Quebec occupies a situation without parallel, I think, on the continent of America. This is a commercial value to your city and the surrounding country, and the value has not been, and will not be, lost sight of by yourselves or the transportation companies which serve your city.

BRIGHT FUTURE PROMISED.

In addition, though some of us would hate to see the destruction of the rare and peculiarly attractive characteristics of your city, there is your position as a port with a sufficient harbour; the end of navigation for the largest trans-Atlantic ships, and the industrial development which must take place, which gives to Quebec a future to which you will look with confidence. This situation was appreciated by the sagacious men who presided over the destiny of the company many years ago, and more than twenty-five years have elapsed since the Château Frontenac was constructed, and it has been since noted as a hostelry unique in itself, generally adequate to the needs of transients, and, in all respects, a credit to your city. It has been altered and enlarged on occasions, but still the greatness of the traffic, due to the attractiveness of the place, has outgrown the capacity of the hotel in the summer season, and still further enlargement and changes will be necessitated.

TO ENLARGE CHATEAU.

I am happy to be able to say that the directors of the Canadian Pacific appreciate the necessity of this and the plans are now in preparation which involve an enlargement of the hotel by over 200 rooms and the provision of facilities not hitherto possible through lack of space. The cost of these changes will be in excess of \$2,000,000, but the future of Quebec, we think, amply warrants the expenditure and the work will, I hope, be commenced in the early part of next year, and continue until the plans are completely carried out. If you were proud of the old Château, I am convinced that you will be still more proud of the new one, which will be more adequate to the needs of your city.

The Resources of Nova Scotia

By JOHN HOWARD,

Agent-General for Nova Scotia.

NOVA SCOTIA, the nearest Canadian Province to Great Britain, is of comparatively small size, having an area of 21,068 square miles. Within this space, however, has been crowded a variety of natural resources, the wealth of which is not exceeded in any country in the world of like extent.

As the oldest established Province, it possesses many advantages in its social communities and general conditions, and all the comforts and conveniences of life are available. It is justly proud of its excellent system of free education, schools being established in practically every village in the country, and opportunities are afforded whereby students may pass by progressive stages through the various grades to the Colleges and Universities. It therefore appeals strongly to the family man desirous of establishing a comfortable home, with the certainty that the rising generation will have every educational opportunity afforded them for making a fair start in life.



JOHN HOWARD.

AGRICULTURE.

The agricultural possibilities are nowhere exceeded in any part of the Dominion; anything which can be grown and ripened in the temperate zone can be successfully raised in Nova Scotia. The recent development of the industrial and mining centres and the consequent attraction of population to these districts has occasioned a strong demand for all produce of the land, hence the farmer is assured of a local market at remunerative prices. The principal crops grown are hay, oats, potatoes and root crops.

DAIRY FARMING.

With regard to dairy farming, whilst the climatic conditions are eminently suitable for this branch of agriculture, the abundant luxuriant pasturage affords ideal feed for cattle. Nova Scotia has been

favourably compared with Denmark as regards the productivity it possesses in connexion with this industry.

SHEEP RAISING.

Sheep raising is another industry which could be largely increased. Land for this purpose can be acquired at extremely low rates, and there is a strong local market, not only for mutton and lamb, but also for the wool of superior quality which is in demand by the many woollen manufacturing industries in the Province.

APPLE GROWING.

The principal section is that known as the Annapolis Valley, a strip of land about ninety miles long, and varying in width from two to ten miles. This may be described as one gigantic orchard, and produces from one million to two million barrels of apples annually. Nova Scotia apples are known throughout the world for their fine quality and keeping properties. The chief market is in Great Britain and, owing to the nearness of the Province to the Mother Country and its large exports, it has been designated "Britain's Apple Orchard." Although the Annapolis Valley is recognized as the prominent apple district, apples can be profitably cultivated in practically every part of the Province. In 1880, 42,000 barrels were produced; in 1910, the output reached 2,000,000, and for 1919 it is estimated to be 3,000,000 barrels. The development of apple culture may be said to be still in its infancy, as it is computed that only 10 per cent. of suitable land in the Annapolis Valley alone has yet been planted with orchards. In addition to apples, plums, raspberries, strawberries and small fruits are largely grown. As demonstrating the favourable climatic conditions, peaches can be grown and ripened in the open.

MINING.

Next to agriculture, mining is the greatest asset of the Province. The output of coal is over 50 per cent. of the total amount raised in the Dominion. The principal coalfields are round Sydney in Cape Breton, Westville and Stellarton in Pictou County, and Springhill in Cumberland County. Thousands of men are employed in this industry, one Company in Cape Breton having 15,000 hands on its pay roll. The coal area extends to some 3,000 square miles, while copper, iron ore, gypsum, antimony and other economic minerals are found scattered throughout the country.

INDUSTRIAL UNDERTAKINGS.

Possessed of such valuable resources, it follows that important industrial undertakings have been developed. Very extensive iron and steel works have been established, principally at Sydney: Sydney Mines and New Glasgow, employing thousands of workers. Owing to the contiguity of coal, limestone and ore, these works possess undoubted advantages for the production of iron and steel at a low cost, and, being situated near tidal water, their products can be shipped direct to all parts of the world.

Other industries comprise car works, woollen mills, furniture factories, foundries, machine shops and boot factories. Altogether, about 1,500 manufacturing establishments are in operation, employing

28,000 workers with a pay roll of 11,000,000 dollars annually. At Halifax, a large steel shipbuilding plant has been established, and the hulls of ships of 10,500 tons have been laid. Over 1,200 men are employed, and the tonnage aggregates nearly 40,000 tons. Plans for a further extensive plant have been drawn up which will be capable of constructing ships of 18,000 tons. An extensive shipbuilding plant is also in operation at New Glasgow.

FISHERIES.

The sea fisheries of Nova Scotia have an area of 5,600 miles, and 30,000 men are engaged in the industry, the capital invested being estimated at over 12,000,000 dollars. The principal fish are cod, halibut, lobsters, mackerel and herring. The value of the catch in 1918 was 14,468,319 dollars. The resources are practically illimitable and, as more up-to-date methods are instituted, the increase in the returns should be proportionately greater. In addition, the inland and river fisheries produce salmon and trout in large numbers.

LUMBER.

The lumber tracts comprise about 12,000 square miles, estimated to contain over 23,250 million feet of lumber. The average cut is about 400 million feet annually, of which 300 million feet are exported. The principal trees are spruce, fir, hemlock, pine, birch and maple. There are also extensive growths of smaller spruce and fir, suitable for pulp-making, and several pulp mills are now in operation in the Province.

GEOGRAPHICAL.

From its geographical position, Nova Scotia can claim to be the Atlantic Gateway to the Dominion, through the Port of Halifax, with its magnificent harbour and unequalled facilities for the transportation of goods, not only to the interior of Canada but to all parts of the world.

MEANS OF COMMUNICATION.

In addition to its system of roads, intersecting the country in all directions, there are 1,327 miles of railways in operation in the Province. As the coast line is so indented that no settled portion is much more than 20 miles from navigable waters, means of transport and communications are varied, and in many instances may be made by rail, road and water.

OPPORTUNITIES FOR SETTLERS.

To the ex-soldier and others possessing the necessary experience in agriculture or a certain amount of capital, Nova Scotia offers unsurpassed advantages. Cultivated farms can be purchased from 1,000 dollars, which prices compare favourably with those offering in other parts of Canada. The Nova Scotia Government is empowered to assist approved applicants to acquire farms, by granting loans to those possessing the necessary qualifications. The services of a Government Farm Valuer are at the disposal of the settler, thus safeguarding his interests as to obtaining a suitable property at a reasonable price.

From the above synopsis of the many resources, advantages, and opportunities available in the Province, it must be conceded that Nova Scotia has a just claim for the earnest consideration of those seeking a new home within the British Empire.

● Prosperous Quebec.

By HON. LIEUT.-COL. PELLETIER,
Agent-General for Quebec.

FEW people realize the extent to which Quebec has prospered during the last ten years. That the war should have given an impetus to the natural progress of the Province was inevitable, but this war-prosperity being based upon the solid foundations of industrious habits, natural resources of enormous extent, and a public administration showing yearly surpluses, it possesses the element of permanency which augurs well for the future. Quebec's economic wealth will continue to increase so long as there exists a world-wide demand for foodstuffs and manufactured products of the highest standard of excellence.

One has been accustomed to class Quebec amongst the agricultural countries of the world, and it has been so until a few decades ago, when manufactures began to grow in importance, until to-day they are powerfully established, and their products are exported to all parts of the world.

Amongst the most prominent goods made in Quebec the following may be mentioned with their annual value: boots and shoes, £8,000,000; wood products, £6,000,000; meat packing, over £7,000,000; paper, £6,000,000; flour-mill products, £6,000,000; cotton goods, £5,000,000; railway car-building, £4,500,000; electric appliances, £3,000,000; tobacco products, £7,000,000; iron, steel, and foundry products, over £2,000,000; paints and varnishes, £2,000,000, etc. These represent only a fraction of the lines manufactured in Quebec suitable for home and foreign markets.

In Montreal two large ship-building yards have been established by Messrs. Vickers-Maxim and Whitworth-Armstrong, and hundreds of ships of all kinds have been launched from these yards for the Allies during the war, and they are still in full activity, working under pressure to execute orders; whilst at Levis, opposite Quebec, and at Sorel, ship-building is growing yearly in importance.

Nowhere else in Canada or the United States is industry developing under more favourable conditions. Agriculture and the dairy industries have progressed enormously during the last ten years, under the energetic guidance of the present Minister of Agriculture, the Hon. Mr. Caron, himself a practical farmer. His zeal for the advancement of the rural community is contagious, and under his all-pervading inspiration and enthusiasm, Quebec is now producing nearly the whole of her wheat requirements, whereas she used to buy practically all her breadstuffs from the Western Provinces. Stock-breeding has progressed steadily, and a textile industry, based largely upon local wool production, may eventually become a possibility, whilst meat-packers will more and more secure locally the meats required for their business. The dairy industry of Quebec leads Canada in many respects, and its products are of the highest standard of perfection. Quebec cheese already enjoys a huge sale in Great Britain, and it has now become firmly established in the habits of the workers of France and Belgium, and will continue in strong demand.

No community in Canada is so prosperous and,

withal, so thrifty as the French-Canadian rural population—and thrift, as all economists aver, is the safest brake against economic and political upheaval. Thrift provides a sound foundation for industrial enterprises, and the natural thrift of the Quebec people is reflected in the policy of their Government. Of all the Canadian provinces Quebec alone, I believe, went through the war without a budget deficit, and this was achieved without stinting any of the great public services—educational, public works, agricultural development, etc.—all of which received increased grants. Hundreds of agricultural colleges, agricultural schools, good house-keeping schools, travelling lecturers, keep farmers fully acquainted with the latest ideas in scientific agriculture. This vast educational organization is developed and extended in every direction. Hence the steady and continuous progress made by the agricultural and dairy interests of Quebec.



HON. LIEUT.-COL. PELLETIER.

The Quebec Government does not neglect other education. Our classical colleges—which have no rival anywhere in Canada or the United States—normal schools, high schools, and thousands of primary and secondary schools, are reinforced by technical schools and commercial colleges in every district. In these the very highest training is given in commercial science and all the arts and crafts. Here commerce and industry obtain labour of the highest skill, which in time will be reflected in the superior quality of the goods made in Quebec.

Quebec offers to the importer from Great Britain a valuable market from which to obtain a large variety of goods at present in demand everywhere in Europe; and the capitalist will find in this Province numerous opportunities for profitable investments in new industries. Here are to be found, in this Province, one-half of the total water-powers of Canada. From Montreal, Quebec, Chicoutimi, Three-Rivers, and other ports, goods can be exported by water to every part

of the world. This geographical factor is one additional advantage possessed by the Province. Industries located here can supply the needs of four-fifths of the Canadian population, and cater for foreign markets as well. Our unlimited forests, our deposits of asbestos and peat, our graphite mines, our titanic iron ores, and many other kinds of minerals useful in industry offer opportunities for the creation of large industries having an assured future.

It is not possible in this short space to do full justice to Quebec as an industrial centre, but I would gladly give fuller details to anyone interested.

Ontario has Room for Millions.

By Brig.-Gen. R. MANLEY SIMS, C.M.G., D.S.O.,
Agent-General for Ontario.

ONTARIO has always been proud of its record and its resources, and confident of its great destiny. Never did this confidence rest upon a more solid basis than at the present moment, now that the aftermath of war is being cleared away, and a great new era of prosperity and development is opening out ahead.

In this province, I believe, is found the most favoured portion of Canada. The fertility of its soil, the virility of its people, the illimitable mineral and timber wealth within its borders, its climatic advantages, and its fast-growing trade and commerce, all unite to make Ontario one of the finest portions of the British Empire, capable of supporting many millions of happy and prosperous people.

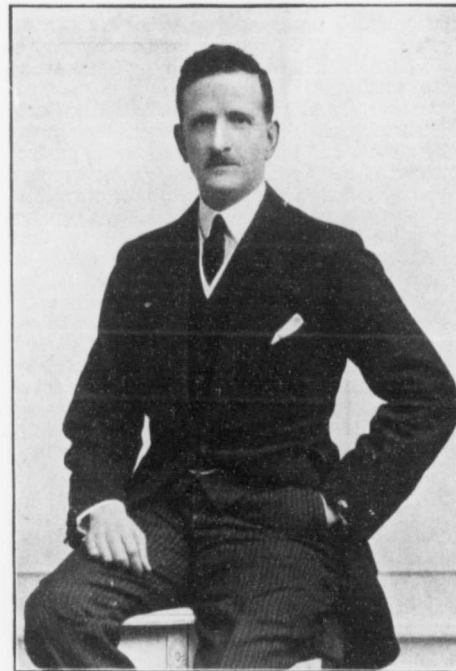
In my own mind there is not the shadow of a doubt that this great and fertile province is on the threshold of a more wonderful era of development, progress, and prosperity than it has experienced since it was first settled over a hundred years ago by the United Empire Loyalists, who by thousands abandoned their property in the seceding States of America, and hewed out new homes for themselves amid the dense virgin forests of Ontario. These hardy pioneers whose descendants are to-day the backbone of Canada, valued their British citizenship above every material consideration, and voluntarily chose banishment so that they might live under the Union Jack. To-day the same spirit of devotion to the Empire animates Ontario, and, above all things, its people desire to see in the years of peace which lie before them a perpetuation within that tried and tested League of Nations—the British Empire—of that close brotherhood and intimate sympathy which matured so splendidly during the stress of war.

In considering the resources of the country, one naturally thinks first of the great mineral wealth of Ontario. Last year Ontario produced minerals to the value of nearly £20,000,000. The principal minerals contributing to this total were nickel, silver, gold, and copper. Ontario is the greatest nickel-producing country in the Empire. As regards silver, which has lately risen so high in price, during the past fifteen years the mines of the famous Cobalt District have produced upwards of £33,556,000, or over three hundred million ounces. The general public still think of the Yukon as Canada's greatest gold-pro-

ducer, but, as a matter of fact, Ontario produced four times as much gold as the Yukon last year, and possesses one of the greatest gold mines in the world—the Hollinger—which last year produced one ton of solid gold every month, a record never before achieved by any mine in Canada, and one which has been equalled only by a very few in the world's history.

The timber resources of Ontario are practically inexhaustible. There are over 200,000 square miles of forests in the province, embracing hard and soft woods in great variety. A very extensive trade in log and lumber products and in wood-pulp has been firmly established, and is continually expanding.

Space only permits of a brief mention of Ontario's vast agricultural resources. The southern and well-settled districts of Old Ontario constitute one of the most beautiful and prosperous countries within the British Empire. The soil produces a great diversity



BRIG.-GENERAL R. MANLEY SIMS.

of the best agricultural products—all kinds of cereals, pasture grasses, a wide range of vegetables, many kinds of the finest marketable apples, small fruits, grapes, and peaches. For varied and high-class agriculture the natural conditions are ideal. Prosperous and fertile farms are everywhere the rule.

There are splendid opportunities in Ontario for men of the English yeoman type, and small farmers as well, of course, as for all classes of agricultural workers and domestic servants. Fruit-farming is a highly-organized and successful industry, and the Niagara fruit-belt is one of the most beautiful and thriving fruit-growing districts anywhere in the

interior. All the great Pacific rivers, except the English. Seventy-five per cent. of all Canadian fruit is grown in Ontario.

One of the chief attractions of Ontario to the man of capital who engages in farming is the fact that here are to be found all the educational and marketing advantages of a long-settled, prosperous, and intensely British community. There is no isolation connected with farming in Ontario. Of the 200,000 improved farms in Ontario, one in every two has a telephone, and one in every four a motor-car. Conditions more closely resemble those in the Old Land than probably any other part of Canada, the landscape in many sections is rolling, with stately trees and sparkling streams to give variety and charm. There are also all the conveniences of modern rural life; schools and churches are to be found at convenient centres, reasonably good roads are general, and these are being rapidly improved. At the last Session of Legislature, the Government voted one million sterling for highway improvement in this province.

Market conditions also favour the agricultural industry in this province. The fact that slightly over one-half of the population of the province is in the towns and cities means that there are large and convenient local markets. There are over 1,000 cheese factories scattered through the various sections of the province; these, with several hundred creameries, and the demand for milk for human consumption in towns and cities, have built up a big dairy industry which last year gave an aggregate return of about £16,000,000, and annually gives employment to thousands of people. Cheese, butter, and bacon are three of the agricultural products which have been largely exported to Great Britain, and Ontario bacon has made for itself a high reputation in the British market. The beef industry also flourishes in Ontario, while sheep-raising has increased very considerably during the past few years.

Space does not allow me to do more than just hint at the splendid attractions which Ontario has for the tourist—the scenic wonders of Niagara, Muskoka, and Tinagami; the trout-fishing on the Nipigon, and the sport to be found with the gun. Those who have experienced the spell of such places as Algonquin Park will bear me out when I say that there are few playgrounds in the world so full of charm, sport, and adventure as the health-giving woods of Northern Ontario.

A Station Mistaken for a Fowl House.

It was out in the wild west, and the railway station was not much to boast about. A farmer, new to the place, was expecting a fowl house to reach the local Charing Cross, and he got his dray and trundled off to the station to fetch it.

Arrived there, he saw what he took to be his purchase, loaded it on his wagon, and started for home. On the way back he met the stationmaster.

"What the dickens have you got on that dray?" he asked.

"My fowl house, of course," was the reply.

"Fowl house be hanged," was the indignant retort, "that's the station!"

Resources of British Columbia.

By The Hon. F. C. WADE,
Agent-General for British Columbia.

AT one time to refer to British Columbia as a "sea of mountains" was thought to be defamatory. If a mountain area of 200,000 square miles—thirteen Switzerlands—justifies the title, British Columbia is a "sea of mountains." But these mountains, according to the Geological Survey, contain seventy-five billion meteoric tons of coal, which great reservoir of energy has been tapped to the extent of only fourteen million tons. This great mass, incalculable almost in its solid content, lies dormant awaiting the utilization of the Panama Canal and the coming trade of the Pacific Ocean.

These mountains have produced lode gold to date, nearly ninety-seven millions of dollars; silver over fifty-three millions; lead over thirty-nine millions; copper over one hundred and thirty millions (more than twenty-five per cent. in the last two years); zinc over ten millions, besides molybdenum, tungsten, chrome, etc., not to mention building stone, cement, pottery, etc., about twenty-eight millions more.

But mountains whose snow-caps cool and precipitate the moist sea-breeze of the Pacific Ocean mean water-power, and no similar area in the world can be favoured with such resources in water-power. Within a radius of a hundred miles of Vancouver, the chief industrial city, 750,000 horse-power is available, of which 150,000 is developed. The mountain streams and rivers also produce water for irrigation purposes. Water has already been recorded for 600,000 acres of fruit and agricultural lands, of which 100,000 have been brought under cultivation. They also water a thousand smiling valleys, sheltered by mountain sentinels.

And these mountain chains capped with eternal snow are clad with eternal green, the ever-green of the Douglas Fir, Western Red Cedar, Silver Spruce, Western Hemlock, Western Soft Pine, Englewood Spruce, Cotton Wood and Balsam. Douglas Firs (the spar to be soon erected at Kew is a sample) often tower three hundred feet in height, with a base circumference of thirty to forty feet.

According to the latest and most careful statistics the timber stand of the Province ranges from 350,000,000,000 to 400,000,000,000 board feet of merchantable timber. The Imperial Government has just purchased over one hundred million feet, some of which is already on the way to the United Kingdom. British Columbia, with its thousands of miles of protected coast-line, tremendous water-power, and great reserves of timber, provides a field for the producer of pulp and paper that is without a rival. With pulpwood forests creeping down to the ocean, and with enormous areas yet untouched, she can supply the world's markets with every grade and quality of pulp paper. The trade with Japan and China, with Asia generally, and with Australia and South Africa, is expanding rapidly.

Great mountains mean vast inland lakes, mammoth rivers, and endless tide-swept sounds and estuaries. The lake system, extending over 1,500,000 acres, furnishes commercial transportation in the

Colorado, find their sources within her boundaries. The Columbia flows through her territory 600 miles, the Fraser 750 miles, the Skeena 300 miles; and then there are the Thompson, the Kootenay, the Stikine, the Liard, and the Peace. These with their tributaries drain one-tenth of the North American continent. The water-power is unlimited, and so widely distributed that no part of the Province need be without cheap motor power for all conceivable purposes.

Then there are the railways: the Canadian Pacific, the Canadian National, the Great Northern, the Pacific Great Eastern, the Kettle Valley, the Esquimalt and Nanaimo — a railway mileage in the Province of 2,500 miles, with nearly 3,000 miles in addition under construction, with steam-boats on the inland lakes, and a fleet of ocean-going and coasting vessels as well.

Besides the "sea of mountains," there is that other great sea, the Pacific Ocean, with a coast-line of 7,000 miles, and tide-swept shore estimated to exceed 27,000 miles. It is not surprising that British Columbia leads all the provinces of Canada in fish-production. For the year ending March 31st, 1917, Canada's fish products totalled in value \$39,208,378, of which British Columbia produced \$14,637,436, or 37.33 per cent.—a product which exceeds that of Nova Scotia by \$4,544,444 and equalled the combined product of all the rest of Canada. She is pre-eminently the fishing province of the Dominion, and

apart from the halibut, the principal fish marketed are taken in the estuaries along the coast, the deep indentations in this "sea of mountains."

But I have not yet touched on agriculture in all its forms, fruit growing, dairying, poultry-keeping, bee farming, and the other industries which have made British Columbia so famous. Be it noted that the Pacific Province contains 226,186,370 acres, exclusive of lakes, of which 22,618,000 acres are, according to the Dominion census, suitable for agriculture, and only 313,000 acres or 12.32 is occupied area. Be it noted too, that, according to Professor Macoun, "the whole of British Columbia, south of 52 degrees and east

of the Coast Range (the Interior Plateau) is a grazing country up to 3,500 feet and a farming country up to 2,500 feet, where irrigation is possible. Add to this the climatic conditions, the Japanese Current, and the moisture-laden winds from the Pacific producing the climate of Devonshire and the South of Ireland on the coast and Vancouver Island, the cooler winters when the higher levels are reached in the interior, and the colder weather, bright and dry, east of the Coast Range, and the less developed north, and we have the key to the variation in timber production, to the flora, sub-tropical on the coast and islands, alpine on the mountain sides, and

with innumerable gradations in the valleys of the higher levels until on the east of the Rockies and in the north it merges into the flora of the plains. The capabilities of the soil of these immense districts are practically unlimited. All of it that is not too elevated to serve only for grazing purposes will produce all the ordinary field crops. It has been practically shown that apples will flourish as far north as the 52nd parallel, while in the southern belt peaches and apricots are produced very extensively. Melons and tomatoes are successfully ripened in all settled districts. The fruit acreage has increased from 8,100 acres in 1900, to 38,200 acres in 1913, an increase of 471 per cent. in thirteen years. It has passed the experimental stage, and is now a thriving industry. In grain growing the average yields in 1916 and 1917 were



The Hon. F. C. WADE.

in bushels per acre, wheat 28.00, oats 55.00 and barley 32.60, and oats yielding 100 bushels per acre were not uncommon. Root crops are prolific, turnips and mangel-wurzels yielding 15 to 16 tons per acre, and potatoes 5.77 tons or 192 bushels. Fodder crops—red clover, alfalfa, corn, sainfoin, alsike, timothy, and brome-grass—produce three crops a season in some localities under favourable circumstances. Tobacco in southern British Columbia, especially in the Okanagan, produces a leaf of superior quality, and can be grown at \$45.00 per acre, and an acre will give an average crop of 1,500 to 2,000 pounds. Dairying is fast becoming one of our most important industries. In the coast

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districts and southern portions buildings for the protection of stock are often unnecessary, fresh water is abundant, and an almost winterless year means good forage for a very long period. The same conditions have tended to make poultry raising a rapidly growing industry. Successful bee-keeping is naturally to be expected in a land of fruit and flowers.

Converted into figures we have:—

Dairying.—Production, 1917, \$4,879,993; 27 creameries.

Live-stock.—1917, Horses, 55,280; beef cattle, 153,524; sheep, 43,658; swine, 37,688; dairy cattle, 86,819.

Fruit production increased 150 per cent. in four years. Estimate of crop for 1917:—

Apples, 32,312 tons; pears, 923 tons; plums and prunes, 2,225 tons; peaches, 866 tons; apricots, 230 tons; cherries, 336 tons; strawberries, 860 tons; raspberries, 615 tons; other bush fruits, 192. Total, 1917, 42,213. Fruit production increase, 65 per cent. since 1915.

Agriculture: British Columbia estimated agricultural production 1917, above \$37,661,850; 1918, \$42,000,000.

Production: Farming, lumbering, mining, fisheries, manufactures; products value nearly \$200,000,000.

Manufacturing: (census 1916) 1,007 establishments; capital, \$158,636,983; value of products, \$73,624,431.

I might say a great deal about ship-building. Some months ago, \$20,000,000 worth of steel and wooden vessels were being built in the province. Recently forty ships were ordered by France alone, and it is hoped that ship-building will become one of our most important industries.

I have said nothing about hunting and fishing. It would be strange indeed if a land as big as Italy, Switzerland, and France, ribbed with lofty mountain chains, interleaved with shining rivers, studded with inland lakes, clothed in impenetrable forests, penetrated by vast fiords, and laved by the warm Pacific sea were not a very paradise for sportsmen. And it is.

Some Moose!

Two newly arrived Scottish immigrants wandering up a well-known thoroughfare in Montreal, were attracted by a magnificent specimen of a moose in the spacious window of the C.P.R. It was their first view of the King of the Canadian forest, and their wondering curiosity was aroused. Going inside, one of the Scots enquired what the big animal in the window was.

"That," replied the assistant genially, "is a Canadian moose."

"A Canadian moose!" ejaculated the Scot, his eyes bulging with amazement, "Losh, if that's a Canadian moose, *what's a Canadian rat like?*"

Canada for the British Settler

By Lt.-Col. J. OBED SMITH,

Superintendent of Emigration for Canada.

THE re-establishment in civil life of officers and soldiers of the Canadian Army continues the first duty of the Canadian Government; but so satisfactory have been their operations that it is not now too soon to begin to think of new people, as well as new capital and even trade, that the Dominion will need at an early date.

There is also a decided inclination towards our Dominion by Imperial ex-Service men and women, as well as by those who did not take up Military Service, and it has been difficult to do other than advise, owing to the lack of steamship accommodation across the North Atlantic, and the other important fact that Christmas time and beyond is winter in Canada as well as elsewhere—that the present is not the best time to leave for Canada.

Canada continues solicitous for the welfare of her new arrivals, and maintains that all they ask in return for consideration and care shall be that the new settler shall "succeed," and if he or she succeeds—and the chances are that the right person going to Canada will succeed—the Government and the people of Canada feel this is an ample reward. The question as to who are the right persons to go there is one which is the continual study of officials of the Department, and after the great disruption (by war) of commercial and industrial affairs in Canada, it is more difficult than outsiders can imagine to curb the outflow of persons who may be desirable in themselves, but who cannot, for special reasons, be readily absorbed at the moment into the body politic of Canada. A failure in Canada is a sorrow to Canadians.

It is more essential than ever that careful advice be given, and a graver responsibility is therefore attached to all who are in any way concerned in the migration of new people to a new land; but there need be no excuse for the unsuitable person arriving in Canada if those interested officially and otherwise follow the directions and advice of the Agents of the Department. We aim at the superlative position of being able to show that all who have a right to land in Canada have found conditions there satisfactory to themselves, and, in turn, have become satisfactory additions to the Canadian community. It is not enough (at certain seasons of the year) that there should be definite employment awaiting the emigrant, or that friends or relations have invited them to join them, but it is very essential that the employment so offered should carry with it conditions satisfactory to all concerned, and that friends and relations, while willing, must also be able to maintain persons additional to their own families. Previous enquiry in Canada on these points is in the interest of the persons desiring to leave the Old Land.

With the desire to improve the conditions under which unaccompanied girls and women shall cross the ocean and afterwards be suitably placed in Canada, a number of specially qualified Traveling Conductresses have been appointed by the

Department, and it will be the duty, as it will be the privilege, of every unaccompanied woman to take the benefit of such Government-conducted party, which will ensure greater confidence and comfort *en route*, and, in addition, a discriminatory supervision over the employment in Canada which will appeal at once to all well-disposed persons as being sometimes necessary, and at all times advisable.

The Soldier Settlement Board of Canada, designed by the Canadian Parliament to assist ex-Canadian soldiers to settle successfully on the land, have power to loan money to such applicants, not only for the purchase of improved farms, but for implements and other necessities on a farm, and certain of these



Lt.-Col. J. OBED SMITH.

provisions have been extended to Imperial ex-Service men. When one realizes that probably 36,000 Canadian ex-soldiers have already been dealt with by the Settlement Board, and have had advanced to them nearly forty-eight million dollars, the evidence is sufficient that the plan of settlement is desirable, and the extension of it to Imperial ex-Service men is an evidence at once of the good faith of the Canadian Government towards all ex-Service men in this matter, and will be taken advantage of by those looking forward to the early future when they will become owners of their own farm in Canada, which is a condition that seldom falls to the lot of any farm labourer in the British Isles.

Add to this the arrangements under which the British Government will give free transportation to a port of landing in Canada for Imperial ex-Service men and women, the way seems more easy to get to our Dominion than before; but such is the concern of the Canadian people, not only for the welfare

of their own community, but by restricting the undesirable, we lead each accepted new-comer to feel himself and herself a potential factor in the development and prosperity of Canada itself. This is a hope that will come to full fruition if individuals are properly advised and selected, and if they will follow the direction and accept the supervision which the Canadian Government gives from time to time, to which is added the undoubted value of the potential advice and assistance of all Women's Organizations and other institutions in Canada.

Irrigation in South Alberta.

THE demand of the Alberta farmer for further irrigation extension in Southern Alberta and South-west Saskatchewan, so emphatically raised at the recent Irrigation Convention, is apparently being heard, for already the Minister of the Interior, accompanied by the Superintendent of the Reclamation Service, and the Minister of Colonization and Immigration, has visited the West and discussed the situation with bodies of farmers at Maple Creek, Raymond, Lethbridge, Macleod, Calgary, etc. And they have promised that further surveys for that purpose will be undertaken without delay.

For a long time many claimed that irrigation was unnecessary in Western Canada. Conditions of drought do not regularly occur there, and quite apart from the fact that the scientific principles of dry farming have now obtained a great following, there was not, they insisted, the same urgency for irrigation as in other less fortunate countries, where the rainfall is usually so small as to make agriculture impossible without it.

When one looks back over the history of irrigation in the West and remembers the strenuous opposition the movement met with from the public generally, one is struck with the radical right-about-face in sentiment; for not only is it now admitted to be advantageous, but farmers throughout practically the whole of the south demand its extension if agriculture is to be permanently successful. Doubtless, experience of the past two years, with a rainfall in Southern Alberta of less than 10 inches and the bumper crops raised by irrigationists, is responsible for this unanimous change in opinion.

The semi-arid portion of Alberta occupies a belt approximately 160 miles in width north of the State of Montana, and extends from the mountains on the west across the entire southern base of the Province, merging into the more humid climate of Saskatchewan at the eastern limits of the Cypress Hills. Dr. Samuel Fortier, consulting irrigation engineer of the United States Department of Agriculture, who a few years ago thoroughly investigated irrigation conditions in Alberta, gave it as his opinion that in portions of these Provinces the natural rainfall is insufficient for profitable farming, and that the main issue would not be so much whether irrigation is necessary or not, but rather, just how long profitable crops could be grown without it; and his prediction has proved correct.

Many arguments can be advanced in favour of irrigation being in all ways superior to dry farming.

Irrigation, when practically applied, is the best kind of farming, because it is the only system that permits of the most intelligent treatment of every individual crop to suit its requirements. It eliminates the necessity of summer fallow and elaborate treatment of the soil in order to conserve moisture. The basis of all true agricultural prosperity is mixed farming, and irrigation is especially adapted to it. By its means special fodder crops, such as alfalfa, clover, vetch, etc., the success of which without water is problematical, can be raised. In every case where it has been put to the test in competition with ordinary farming methods, it has been proved to increase production from 25 to 100 per cent. From the point of view of the community which depends upon the agricultural class for its own business, it has proved highly desirable, because it means smaller farm units, closer settlement, intensive farming, increased trade, and a larger spending capacity per head of the tributary population.

Admitting the truth of the foregoing, it is clear that the primary reason for irrigation is crop insurance.

Irrigation in Western Canada is most largely practised in Southern Alberta. At Lethbridge, the Dominion Government maintains an experimental farm, at which careful records are kept of yields obtained from the operation of both irrigated and non-irrigated areas; and while, with a measure of truth, it may be claimed that results on experimental farms may be obtained that are not within the reach of busy farmers, the records are of deep interest and afford certified data which cannot be assailed. The Government is entirely neutral in these methods of farming, and at no time has any attempt been made to demonstrate the advantages of irrigation over dry-land farming. One-half of the farm lies below the ditch and is irrigated; the other half is above the ditch, and the latest methods of dry farming have been practised.

On the dry-land farm an attempt has been made to solve the problems that the dry-land farmer is confronted with; the best methods of summer fallow, weed control, soil drifting, etc.; and on the irrigated part, the question that the irrigator is particularly interested in. On both portions of the farm the same crops have been raised. For the past eleven years, from 1908 to 1919, W. H. Fairfield, the farm superintendent (who, prior to coming to Canada, was engaged in similar work in the United States), has kept a careful record of all crops grown on this farm, and the result has proved beyond the least shadow of doubt the advantages of irrigation towards increased production in that country. The increase in bushels of wheat (Marquis) was 23, of oats (Banner) 38, of barley (Chevalier) 35, of peas (all varieties) 14, potatoes (Irish Cobbler) 250, and other crops in like proportion. Only in one case in the whole eleven-year period did the irrigated crop fall below the dry-land crop, that exception being peas in 1916, and it is only fair to point out that on the dry land the crops have been summer fallowed, which means but one crop every other year, while on the irrigated land a crop of some kind has been produced year in and year out. The annual precipitation for the eleven years is 15.81, the highest being 28.05, the lowest 7.62.

Similar results to these have been experienced on the Canada Land and Irrigation Company's farm near

Medicine Hat, and on the Canadian Pacific Railway experimental farms at Strathmore and Brooks, while many individual cases of results attained by farmers throughout the whole territory may be cited. Alfalfa production is becoming general on the irrigated lands, and at prices running from \$33 upwards is alone a great source of income to the producer.

A large amount of capital has been expended by corporations in the Western Provinces during the past ten or fifteen years in providing additional water supplies to supplement the scanty rainfall. Of these corporations the Canadian Pacific Railway, with approximately fifteen million dollars, is the heaviest investor; and though for many years considerable criticism has been levelled at the company, it is now clear that the investment, purely as a financial undertaking, and quite apart from the benefits being derived from the individual on the land and the country as a whole, is justifying itself.

The Canadian Pacific has developed in Southern Alberta the largest individual project on the American continent, with an area greater than the total irrigated area in either Colorado or California. Its irrigable area exceeds 600,000 acres, while the total length of its canals and ditches is greater than Canada's longest river, the Mackenzie, or the rail distance from Vancouver to Halifax. Surveys originally made by the Dominion Government determined that for 150 miles south-easterly from Calgary, and approximately 20 miles north and south of the Canadian Pacific Railway main line, was a district admirably suited to irrigation both in gentle slope of the land and character of the soil. The western section of the block is now thickly settled, with settlement on the eastern block being taken up as fast as the land can be placed on the market. Spontaneous recognition of the value of irrigation by those who have it not and want it, is evident in the constant daily stream of letters of application received by the company, and the interesting fact in connexion therewith is that many of those who now demand it formerly turned it down when they might have had it.

A further area of 100,000 acres in the Lethbridge district, originally developed by the Alberta Railway and Irrigation Company, was acquired by the Canadian Pacific Railway, and has now reached a remarkable stage of development and prosperity.

The agitation of the farmers is for further irrigation, and irrigation quickly. The farmers claim, with justification, that it is a life and death issue for them; if they are to remain on the land they must have it; if they do not get it, the only alternative is their exodus. Already the Government has a lien on their lands for seed, food, and other assistance, amounting to four million dollars, and from the point of view of the Government alone, it is a business proposition. As a result of the recent meeting between Dominion Government officials and the farmers, referred to above, the Government have promised further immediate surveys of 500,000 acres, which, added to the million and a half already known to be irrigable, will give a total irrigable acreage of two million. A recent statement attributed to the Dominion Superintendent of the Reclamation Service places the land in Alberta and Saskatchewan that requires irrigation at 54,000,000 acres; and other areas will probably prove to be irrigable.

"Liquid History."

By PERCY HURD, M.P.

NOT long ago an American was visiting the British House of Commons. He came out on the terrace overlooking the River Thames. He had been kind to the Irish Nationalists when they were visiting the United States, and they were showing him round. One Irish Nationalist said: "This is the River Thames, you know." "Oh, is that a river? Have you ever seen our Missouri?" The Irishman said he had not. "Well," was the reply, "that is a river. And have you ever seen our Mississippi?" No, the Irishman had not. "Well," was the reply, "that is an ocean. But this—this thing you call a river—why, it's nothing but a ditch." Mr. John Burns, the Labour member and then Cabinet Minister, happened to be standing by. He stepped forward in that quick, alert way of his, and tapped the American on the shoulder. "Excuse me," he said, "I know this Missouri of yours. You are quite right: it is a river. I know your Mississippi. You are right to call it an ocean. And this, this that you call a ditch—why, man," he said, "it's *liquid history*."

I thought of this incident as we were steaming up the St. Lawrence the other day in the good ship "Mimmedsa" of the Canadian Pacific service. Canada also has her liquid history. When we remember that pretty well the same track that we were taking was the track that brought to Canada the pioneers who have made Canada—our forefathers, those magnificent men of France, of England, Scotland, Ireland, and Wales, who came to build up this new community—when we think of the St. Lawrence as having borne them on its bosom, and also of the service the St. Lawrence and its immense inland waterways is rendering to that great Republican community which shares the North American continent with Canadians, do we not get a vision of the vastness of Canada, and also of the vastness of Canada's opportunity, the opportunity of linking the past with the present, and the present with the future?

No community is more capable of interpreting the United States to England and England to the United States than is Canada. We have to live amicably and in good fellowship with the United States. The future very largely depends upon the leadership of the English-speaking communities and also the of communities of the British Empire, including those who speak other languages than this that you and I may happen to speak. The leadership of the world rests with the peoples of the British Empire and of the United States more than with any others, and it is surely an enormous advantage for us all that the British Empire should include a young nation able to develop and instil into others these conceptions of a new kind of industrial and political life, and also to interpret to old traditional England the spirit which animates a great community like the United States.

So I return from Canada to England with impressions of delight, and a supreme satisfaction that we live in an age like this, and that, whether in Canada or in England, we can take our part, however humble, in the solution of vast problems of immeasurable importance to the great human family.

Canadian Cinematograph Films

This season there has been a marked advance in the number of applications received by the C. P. R. from various parts of the United Kingdom for the loan of cinematograph films, industrial and scenic alike. It has therefore been found necessary to increase the number of films available for this purpose, so that the selection of films covering a wide range of subjects has been considerably extended, the titles of which are appended:—

From the Old Home to the New.	The Top of the World in the Canadian Rockies.
Industrial Scenes in New Brunswick.	Across the Great Lakes from the "Soo."
The Second Year's Home.	From Fort William to the "Soo" by the Great Lakes.
Home Making in Western Canada.	Lakes, Waterfalls, and Glaciers.
Agricultural Scenes in New Brunswick.	Camping out in the Canadian Rockies.
An Unselfish Love.	Fishing.
Glimpses of Canada.	Unblazed Trails.
Riders of the Plains.	Asbestos Industry, Quebec.
Fishing for Bass.	Harvesting Alberta's Crop.
Farm Scenes in Sunny Alberta.	In the Beef and Butter Country.
Touring in the Canadian Rockies.	Fighting the Car Shortage.
Lumbering and Mining.	Lumbering in New Brunswick, near Fredericton.
Canadian Cities and Industries.	Woolen Industry—From Fleece to Finished Product.
Scenes on a C. P. R. Ready Made Farm.	Pulp and Paper Industry—From Forest to Press and Bindery.
John Bull's Bread Basket.	Floods of Fortune.
Fly Trout Fishing.	Life on the Canadian Prairie.
Lake Louise.	Dairy Industry in Alberta.
Over the Canadian Rockies to the Pacific.	Salmon Fishing on the Skeena River.
Banff.	

The films vary in length from 400 to 1,070 feet and are not only instructive, but entertaining, as the choice of films has been made with that object. Should any agents at any time wish to have a special cinematograph display on Canada in a local picture house the C. P. R. would be very pleased to loan a good variety of films for that purpose. Application should be made to the Advertisement Department, C. P. R., 62-65 Charing Cross, London, S.W.

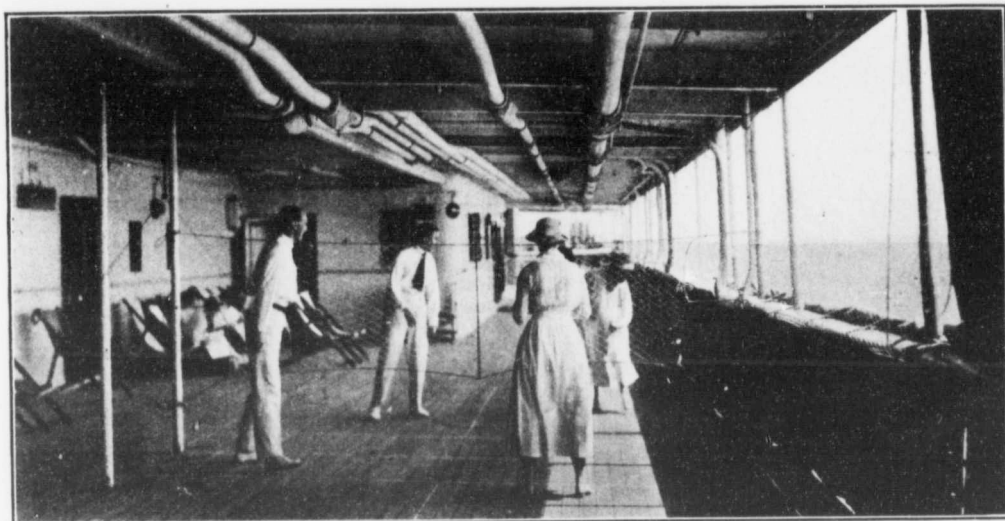
Australasia via Canadian Pacific.

Still increasing in popularity, the route to Australasia by way of Canadian Pacific Railway to Vancouver, thence by the fine luxurious Royal Mail steamers of the Canadian-Australasian Line, may be safely recommended by Agents to all inquirers for passages.

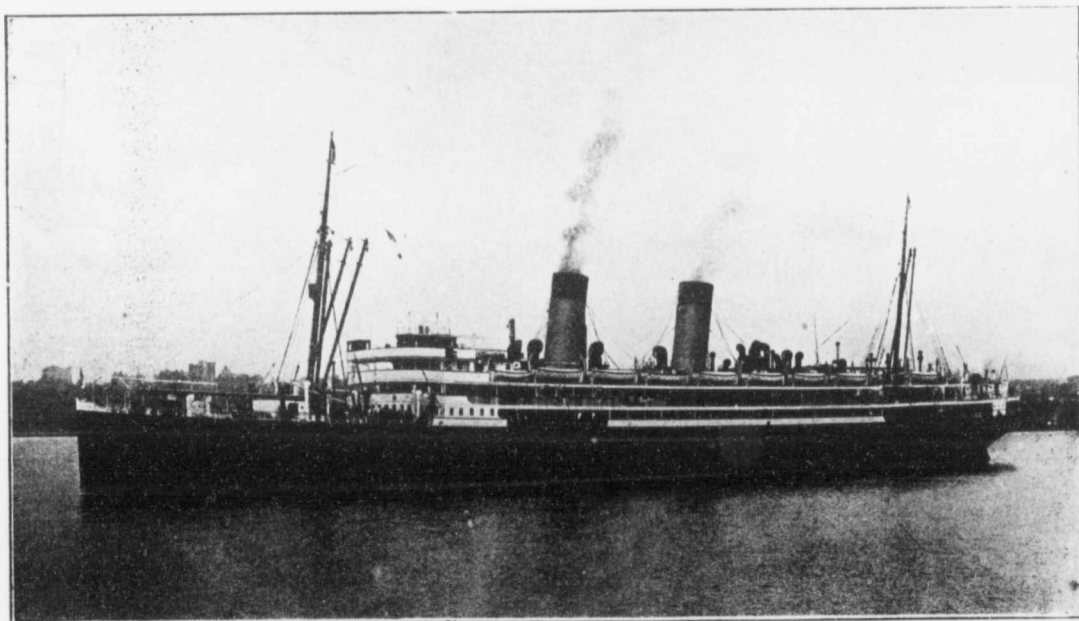
The Canadian Australasian Line Royal Mail Steamers "Niagara" (13,500 tons) and "Makura" (8,075 tons) maintain a regular service from Vancouver, calling at Honolulu, Suva (Fiji) and Auckland en route to Sydney, making connexion at Suva with the Samoan Islands, at Auckland with the New Zealand Government Railways and Union S.S. Company's local services for all points in New Zealand, and at Sydney with the local steamers for Tasmania and Australian seaports, also Australian Government Railways, through tickets being issued to principal destinations.

Supply of folders containing through fares and general information may be had on application.

VIA CANADIAN PACIFIC.



DECK TENNIS, S.S. NIAGARA, EN ROUTE TO NEW ZEALAND.



CANADIAN-AUSTRALASIAN LINE R.M.S. NIAGARA.

The luxurious steamers of the Canadian-Australasian Mail Line, renowned for comfort, efficiency of service, and excellence of cuisine, leave Vancouver at regular intervals for Honolulu, Fiji, New Zealand, and Australia. They touch at Victoria, Vancouver Island, and passengers desirous of making a stay in the Island may cross in advance by a local vessel and join the Canadian-Australasian Line steamer there.

The Romance of the C.P.R.

By KEITH MORRIS.

THE story of the Canadian Pacific Railway constitutes a narrative as thrilling in its intensity as any tale ever spun by a wizard of romance—with the additional merit of being true.

To tell the story in full would require as many volumes as I have pages at my disposal. The search for a path alone constitutes an epic in adventure, and the laying of the steel along that path makes the fabled tasks of Hercules fade into nebulous insignificance.

Sixty-two years ago—twenty-four years before the Company was incorporated—the pathfinders started their work. The first expedition was under the auspices of the British Government. For four years the party explored a wilderness extending from the British boundary line to the Height of Land in the far north, and from the western shores of Lake Superior to the distant waters of the Pacific. And what was the result? Captain Palliser's report shattered the hopes of the Imperial Commission. "The knowledge of the country as a whole would never lead me to advocate a line of communication from Canada across the continent to the Pacific, exclusively through British territory. The time has now for ever gone by for effecting such an object, and the unfortunate choice of an astronomic boundary line has completely isolated the Central American possessions of Great Britain from Canada in the east, and almost debarred them from any eligible access from the Pacific Coast on the west."

This was emphatic enough, in all conscience, and the British Government retired from the arena—beaten.

But the Palliser expedition was not entirely of a negative nature. Indeed, it is especially memorable in the history of the Canadian Pacific in that one of the great mountain passes which the railway now traverses—the Kicking Horse—was discovered by a member of the party—Dr. Hector. Hector and his men suffered intensely from the pangs of hunger, caused by the unanticipated scarcity of game. Near the confluence of the two rivers the leader received a severe and painful kick from one of the pack-horses, an episode which gave the name to the river and to the pass. But the relentless necessities of hunger impelled the explorer, disabled and wracked by pain, to proceed without delay, and at the utmost speed possible in the circumstances. His efforts were crowned with success—the one bright feature of an otherwise gloomy report.

Five years after the disbanding of the British party Walter Moberley appeared on the scene. His entrance into the fray was an event which was to prove of vital importance in the history of the future Dominion of Canada.

He had met Captain Palliser at Victoria during the British explorer's return journey to England, and had been told by Palliser that all hopes of obtaining a railway route to British Columbia would have to be abandoned, as the Gold Range of mountains, immediately to the west of the Columbia River, presented an unbroken and impassable barrier.

Moberley had his own dreams. When he was appointed Assistant to the Surveyor-General for British Columbia, one of his first acts was to organize a light party to explore the Gold, Selkirk, and Rocky Mountains. From the Great Shuswap Lake he made a forced march to its south arm, where he observed a valley running easterly, apparently through the Gold Range, and in the very direction in which the explorer wished to find a pass.

"I arrived at the Eagle River, and on the top of a tree near its mouth I saw a nest full of eaglets, and the two old birds on a limb of the same tree. I had nothing but a small revolver in the shape of fire-arms; this I discharged eight or ten times at the nest, but could not knock it down. The two birds, after circling round the nest, flew up the valley of the river; it struck me then, if I followed them, I might find the much-wished-for pass." The intrepid traveller, after a hair-raising escape from the boiling waters of "Little Dalles," ascended the mountains on the west side of the Columbia River, for the purpose of reaching the ridge and following it to the boundary line, if need be, in his search for a pass. From the summit of a high peak he saw a valley extending to the far-off Shuswap Lake, and a continuation of it running westerly, to the Columbia River, and also a valley extending far to the southward.

Was this the pass of which Moberley had dreamed? A pass through what Palliser had described as "an unbroken and impassable barrier"? The explorer could not sleep that night, for the realization of his dream would mean much to his country. Ere the first pale light of dawn had tinted the heavens he was hurrying off to the bottom of the valley. Reaching the stream, he found the water flowing westward, and a low valley to the eastward. The barrier was broken.

Blazing a cedar tree, the explorer wrote upon it these memorable words: "This is the pass for the Overland Railway."

Walter Moberley had discovered the pass in which, twenty years later, the rails from the east met those from the west and the last spike was driven. With the incident of the eagle in his mind he named it Eagle Pass.

The explorer's self-designed task was not yet completed. Grim work lay ahead of him. Entering the Selkirks by the deep gorge-like valley of a river which joined the Columbia from the east immediately opposite the mouth of Eagle Pass—the valley from which the great engineer Sandford Fleming and his companions emerged eighteen years later, gaunt from hunger and their fight with nature—he battled his way through dense underbrush, incessant cold rain, over jagged rocks and fallen trees to the forks where it divided into two streams of nearly equal size. The general bearing of one valley above the forks was north-east; that of the other nearly east. The latter valley was evidently one that, judging from its general bearing, would be most likely to afford a pass in the desired direction, and Moberley decided to follow it.

Walter Moberley was of the stuff of which heroes are made, but the Indians had not the dauntless spirit of their leader. The explorer tried to induce them, by every possible persuasion, to accompany him all the way across the mighty Selkirk Range. All his efforts were unavailing. Winter had set in,

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they said, and the party would be caught in the snow and never get out of the mountains. Death, they said, lay ahead.

Moberley, to his bitter disappointment, had to abandon his exploration of the valley. He reported to the British Columbian Government that it was his belief that the only feasible pass through the Selkirks would probably be found in that region, and urged that future explorations should be made in the direction of the south-easterly branch of the river, which he had named the Illecillewaet, in the nomenclature of the Indians who were with him, meaning "a very rapid stream."

Sixteen years afterwards, acting on Moberley's recommendation to his Government, Major Rogers traversed the valley and discovered the pass through which the railway was destined to cross the Selkirks.

Thus was found a pathway across the continent—a pathway connecting the world's two mightiest seas. It is a famous exploit in the annals of exploration, but the greatest work of all had yet to be accomplished—that of linking the Atlantic and Pacific with the life-giving steel.

The proposal to build a railway through uninhabited British North America, over one of the greatest mountain ranges of the globe, was regarded as an idle fancy, the dream of chimerical men, never to be realized. Even when looked at soberly by the practical man, it presented to him a project which

passed at a single leap from the plane of ordinary undertakings to the lofty sphere of enterprises of the grandest description. It surpassed in every element of magnitude and cost, in physical difficulties, any work ever previously undertaken by man.

But what were the purposes to be achieved? Wonderful commercial results could be counted on, and it was felt that the national, the imperial advantages and possibilities were far beyond the conception of even the most sanguine of men of vision. The undertaking would have an immediate effect in expanding Canada, then limited to two provinces in the valley of the St. Lawrence; it would save British Columbia, then wavering in her allegiance, for the British Empire; it would bring nearer to England her mighty Eastern Empire; it would unite with a new bond the interests and affections of Britons in Europe, Asia, Australasia, and America; it would secure in perpetuity British dominion upon the continent of America; it would promote the occupation and civilization of half a continent, and go a long way to lay the foundation of what might be regarded as a Canadian Empire.

The task was one from which Vulcan himself might well have recoiled, and the Canadian Pacific Railway stands for all time as a monument to the dauntless hearts and daring genius of its engineers-builders, giants among men.

Two phases of the great achievement stand out



UP KNIFE RAPIDS, MOON RIVER, NEAR BALA, ONT.

pre-eminent: the construction of the line along the shore of Lake Superior, and the building through the mountains west of the prairies. In his preliminary and personal survey of the wildness on the north shore of Lake Superior, William Van Horne, the master builder who, after nightfall, painted pictures and broke the silence of the wilds with classic strains from a violin, found what he afterwards described as "two hundred miles of engineering possibilities." Enemies of the railway cried out that this portion of the line alone would take twenty years to build—if construction were possible. It was built in four.

But, gigantic as was the task of building the line along the rock-embedded shores of Canada's inland sea, it sinks into comparative insignificance when compared with the stupendous exploit of crossing the mountains. "Every foot of the mountain division of the road was contested, and every mile of tunnel and track was sealed with the blood of men." The bridging of fathomless chasms and the piercing of many mountains were accomplished after labour almost superhuman in its degree. There are bridges on this mountain division that hang in air—mere spider-webs of iron. There are places where masonry is plastered, so to speak, against the solid rock of mountains. There are ledges midway between heaven and earth, and elevations where the whirling trains plunge headlong into clouds and deep, cold ravines, where the road-bed disputes with the darkness the realms of mysterious mountain torrents.

The story of the struggles, bitter and heart-aching disappointments, and ultimate victory of the organizers of the Company in the realm of finance—in the years-long fight for the money with which to supply the sinews of war, with the shadow of defeat ever hovering around them—is as thrilling as the story of construction. Time after time the coffers were literally empty, and ruin, complete and disastrous ruin, faced George Stephen—the future Lord Mount Stephen—and his associates. But through all vicissitudes, through trials that would have shattered men of weaker fibre, the members of the Syndicate held their own. Had they failed, the history of Canada would have had to be rewritten.

Thus were the foundations of the Canadian Pacific Railway well and truly laid, laid by men of indomitable courage and grim perseverance, whose names are for ever linked with the development of a world-wide Empire.

Canadian Pacific Railway Passenger Tariffs.

All Agents should be in possession of the following Canadian Pacific Railway Passenger Tariffs:—

TARIFF 116, containing fares from Montreal, Quebec, St. John, N.B., and Halifax, N.S., to destinations in Canada, available only for passengers landing at those ports by steamers from Europe. This Tariff is divided into sections, as follows:—

Pages 4 to 46, inclusive (White), giving fares from Montreal, Quebec, St. John, N.B., and Halifax to destinations in Canada East of Port Arthur, Ont., Sault Ste Marie, Mich., Armstrong, Ont., and the Detroit and St. Clair Rivers. First and Immigrant Class fares only are quoted to this territory—there are no Second Class fares.

The Canadian Pacific Railway of to-day is, as all the world knows, one of the greatest commercial organizations in existence—a globe-circling web of commerce of Imperial significance, with radiations in every quarter of the universe.

In the work of expansion—a work which has resulted in the creation of a superstructure of unparalleled dimensions—the same indomitable energy has been shown as in the building of the line. Traffic had to be created, vacant lands had to be peopled, industries had to be established, a thousand things essential to the success of the gigantic undertaking had to be devised and executed on a sound commercial basis. In the words of one of the leading officials, "the Company has ever been fortunate in the selection of its executive chiefs—Mount Stephen, Van Horne, Shughnessy, Beatty—men possessing incomparable talents, untiring energy, and devotion to the Company's interest and welfare. They are the galaxy of great men 'who carried on.' They worked out its problems and achieved wonderful results."

The establishment of a trans-continental railway resulted in the linking up of Canada from ocean to ocean, and in the binding of the far-spread communities of the Dominion into one indissoluble national family.

But they were Empire builders in the biggest sense of the term, these men of the Canadian Pacific Railway. They had made a pathway across a continent—they now planned to bridge the oceans. True to their traditions, they carried their plans into effect. Two years after the completion of the railway the mighty Pacific was spanned. A steamship service was inaugurated between Vancouver and Japan, China and Hong Kong, and the new world-dominion was linked with the ancient and mystic Orient. Sixteen years later the Company acquired the Elder Dempster (Beaver) Line, and the Atlantic was spanned. The Canadian Pacific Railway then came into existence as a bridge connecting Europe with Asia and the greatest of all highways of empire.

The amazing development of the single-track railway system across Canada, and of the small Pacific and Atlantic fleets into their present gigantic dimensions, is contemporary history. And the part played by the Canadian Pacific Railway Company and the Canadian Pacific Ocean Services is written in imperishable letters in the annals of Armageddon.

Pages 47 to 54, inclusive (Pink), giving fares from Montreal, Quebec, St. John, N.B., and Halifax, N.S., to destinations in Canada, Port Arthur, Ont., Armstrong, Ont., and West thereof—First and Second Class fares. See next paragraph re Immigrant fares.

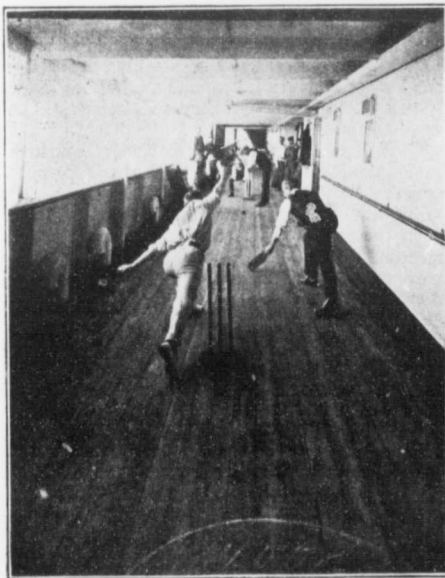
Pages 55 to 81 inclusive (Green), giving Immigrant fares from Montreal, Quebec, St. John, N.B., and Halifax, N.S., to destinations in Canada, Port Arthur, Ont., Armstrong, Ont., and West thereof.

TARIFF 117, containing fares from Montreal, Quebec, St. John, N.B., and Halifax, N.S., to destinations in United States. First and Second Class fares only are given. All Immigrant fares to United States destinations have been abolished.

A CONTRAST IN TRAVEL.



EARLY SCOTS SETTLERS LANDING IN CANADA.



CRICKET ON BOARD CANADIAN PACIFIC
OCEAN SERVICES LINER.



SETTLERS LANDING FROM CANADIAN PACIFIC
OCEAN SERVICES STEAMER AT QUEBEC.

Impressions of Manitoba.

By P. MACKISSOCK.

I MAKE no claim to be an expert of any kind, but am only an ordinary Britisher, gifted with the ordinary powers of observation, who has lived for some years in Manitoba, and knows something of that Province. In addition, I was, for a long time, country correspondence editor on a leading Winnipeg daily, and in that capacity had special opportunities of getting to know the life of the country people intimately. I had some seventy correspondents throughout the Province, from whom I received reports twice per week, and I visited them and they visited me. One of the features of a Western Canadian newspaper is that its office is a place of call for its country clients and friends when they come to town, and these often come literally "bringing their sheaves with them," in the form of samples of their most successful crop.

There is no question at all in my mind that the Manitoba farmer is, as a general rule, a successful farmer, and that, in addition to material prosperity, he has attained to a happy and contented life. He farms his own land and calls no man "master." He started as a poor man, and by degrees has acquired all the stock and equipment necessary, and is possessed of a substantial balance at the bank. He owes much to the fertility of the soil, of which it is only necessary to remind oneself that in this it is a good second to that of the delta of the Nile, which holds the world's record for fertility.

He owes much, also, to the climate of his Province. I really believe that, taking it all the year round, Manitoba has more sunshine than any other part of the British Empire. And such sunshine! Undoubtedly it is cold in the winter, but when at the same time the sun is shining brilliantly and the sky is a clear and cloudless blue, and when the air is crisp and invigorating, one would not exchange it for the enervating atmosphere of the South Sea Islands. How does he protect himself when it is thirty degrees below zero, and "the stormy winds do blow"? Fourteen years ago I bought myself a 'coon-skin coat for a hundred dollars and defied the coldest weather, and a few weeks ago I sold it for fifty dollars, so that keeping myself warm did not cost me very much. The farmer keeps his house warm without difficulty, and winter is his easy time, when all he has to do is to feed and water his stock, and go curling or hunting, while the young folk enjoy themselves in sleighing, tobogganing, snowshoeing, and skating.

To judge a country by its schools is no bad way of arriving at a proper estimate of the ideals, as well as the prosperity, of its people, and Manitoba stands this test well. All over the Province one sees well-built and well-equipped schools, and one recognizes that here there is an evident thirst for learning, and that it is amply provided for. Each locality takes pride in its schools, school functions are always well attended by parents and friends of the children, and there is much healthy rivalry between the schools of adjoining districts. The "spelling bee" is an institution, and I have often felt abashed at the capacity of the youthful competitors at these encounters, and the

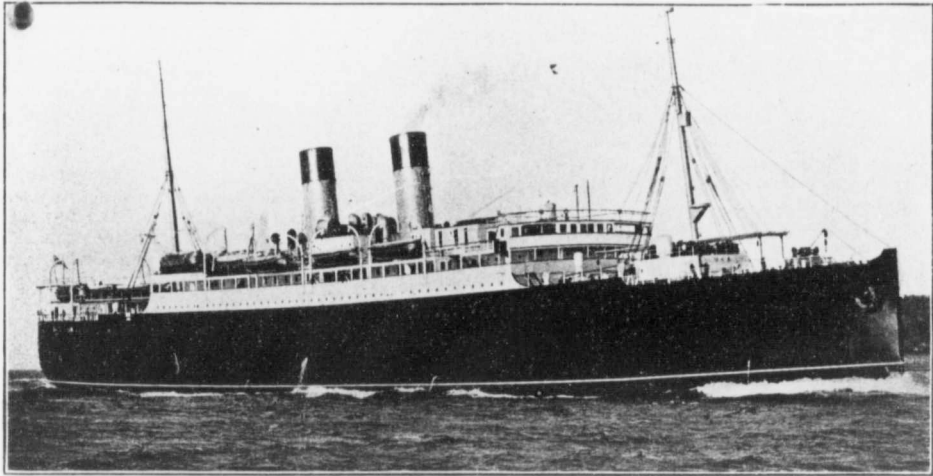
ease with which they could rattle off big words which would have stumped myself. Further, there at the high schools and the University, all easy of access to those who wish for higher education.

Nor must the Agricultural College be forgotten, where scientific farming is taught in all its branches, and most efficiently.

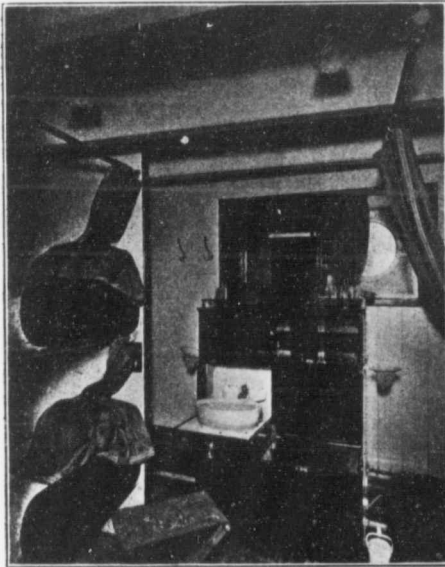
Formerly, one of the objections to the life of a Manitoba farmer was its intense loneliness, and many Old Country people have, in the past, wondered if, after all, they were not buying their material prosperity at too high a price. To-day things are very different, and the change for the better is to be ascribed to several things. The Province is more numerously settled than it was, although there is room for an untold number still. Then the introduction of the Provincial telephone has proved a boon and a blessing to every farmer and other country dweller in Manitoba, and one can call up one's neighbour and indulge in the luxury of a cheery gossip any time one feels the need of it. Any suggestion to do away with the telephones would raise red revolution amongst the womenfolk; and, as they now have the vote, no Government is ever likely to try. Churches are everywhere, and their activities cover a very wide ground indeed. Recently it was felt that something more was needed, and so Community Clubs have been formed, where all sorts and conditions of people meet together for purely social purposes. These clubs are increasing rapidly, and with good results. The love of good music, literature, and the drama, etc., is being fostered, and I have often been agreeably surprised at the excellence of the entertainment offered at one of the gala nights. Suitable club-rooms are secured at a convenient spot, and no newcomer need be long a stranger now in any part of Manitoba. One of the fine things about Manitoba is the warm welcome extended to the incoming Britisher, and the Community Club is the natural place for him to make the close acquaintance of his kindly fellow citizens. War veterans are accorded the place of honour always, and any man who brings a British bride back with him sees her welcomed as one of the family.

Outside of statistics, bank balances, etc., how do I judge the Manitoba farmer to be a most prosperous person? "By their fruits ye shall know them." During war-time there was no financial effort made in which the Manitoban farmer did not take the lead, and from Red Cross to Victory Loan he did his share and more. The last big effort that I had anything to do with, the Navy League "drive," came at the end of the war, and after it was thought that Manitoba was drained dry. But the result showed that the farmer had something left, and that he was willing to part with it, for he largely exceeded the sum allotted to him.

Again, hardly a week passed, during the last few months, that some of my correspondents did not report to me the delivery of a number of new automobiles, purchased by the local farmers, anxious, no doubt, to try them out on the many miles of new roads constructed under the Good Roads movement. The various municipalities, assisted by the Provincial Government, are making good solid roads all over the province, and these are proving most popular and useful, and through them isolation of any kind is being rapidly done away with.



C.P.O.S. ATLANTIC STEAMERS "METAGAMA," "MELITA," AND "MINNEDOSA,"



STATE ROOM, "METAGAMA"
AND "MISSANABIE."



THE LOUNGE "METAGAMA."

The Gateway of the Rockies.

THIRTEEN years had passed since last I saw the gateway of the Rockies, and I was prepared to discover that my memory exaggerated its majesty. Always I had been chary about describing the place to those who had not in their travels passed that way; because, in describing it, it seemed to my own ears that surely I must be carried away somewhat.

Now we were near to it, the train swerving and twining among the low, rolling hills west of Calgary, in the dark, the extreme dark before dawn, like a long luminous snake, to startle any nocturnal wolf that prowled along the buttes back from the track. Slowly, with an excessive pallor, the day began outside the dew-drenched train that twined through the wild country of the foothills. That country stretches north and south for hundreds of miles, a broad ribbon of wilderness along the eastern flank of the Rockies, where creeks gurgle and shout, day and night, through rolling hills among which it is one of the easiest things imaginable for a man to be lost; a wild country, where cattle still graze; where coyotes howl, and the lone wolf bays; where bears delight in multitudinous berries or ravage the honeycombs of the wild bee; where deer step dainty-footed and shy, less often seen than the fresh prints of their cloven hoofs in the mud by the creek side; where rattlesnakes and ground owls and gophers lead their lives—whether of communalism, or of bickering, observers are not yet certain; the camp of the watching naturalists is divided.

It was light enough at Cochrane just to see the place as a wan arrangement of grey tores, the grass showing a suspicion of green, more imagined than visible. Cochrane, in that early light, looked more like a mirage than a "place." Its scattered handful of frame-houses, hotels, livery stables, and the rolling bush-dotted hills enfolding it, all wet with dew, seemed like a faint-coloured picture in a book seen through the tissue paper originally inserted to protect the page. The train stopped, and slid out again immediately with the advancing morning. But the day was far speedier. A creek, with which we kept erratic company for some miles now, was laughing and glowing, showing rich, subdued purples and blues. The tufts of sage brush assumed their own hue of green. The tree-stems by the creek banks and in the hollows glowed on their eastern sides more as if the morning drew a golden aura out of them than as if the sun was lighting them.

At Morley it was not bright enough to take a snapshot photograph while the train stopped, paused a minute, slid out again; but the view there was photographed mentally—a strip of platform with a frame-house on it; the name "Morley" painted on the gable; the station agent on the platform; a section gang standing by the track side, beside their pump car, waiting for the train to pass on and give them the track. They were armed with picks and shovels, and wore the disgusted look of people going forth, in clothes not yet warmed comfortably, to manual labour. A member of the Force, a young

man in a red coat, striped blue trousers, jackboots, regulation cap, with a carbine on his arm, spurred, and smart as a dragoon, stood upon the platform. On the other side of the track a large canvas tent was pitched in a green meadow, with other policemen around it, moving here, there, about a fire, the smoke of which rose new and thick, now hiding them, now revealing them—young men in military trousers and boots, flannel-shirt sleeves rolled up, braces looped about their hips in the manner of cavalymen or grooms at work all the world over. They were camped in the broad end of a triangular tree-surrounded wedge of meadows. In the far corner several Indian tipis showed, with their blackened tops and protruding poles, some in the grass, some peeping between the trees. From the tipis rose up columns of smoke, grey smoke; for it was still early, and though the higher firs showed thin golden spires above their lower kindred, the deeps of the wood and the wood-welcomed meadow still held some of the uncertainty of night, like sleep heavy in the eyes of a new-wakened sluggard.

On we went, and I looked out to behold again the great gateway of the mountains. There were the rolling hills, the dingles, the twisting and leaping streams. Long scarfs of mist swept athwart the mountains, hiding the summits. I looked at the mists, and wished they would dissolve before the day that had followed the train from Calgary leapt upon it suddenly, rushed ahead, and would even now be stepping into the Pacific away beyond this balsam-scented province of ridges and valleys into which we were entering.

Then a brightness overhead, as of a flashing mirror, very high, made me look up, look deliberately up, as one looks for a soaring lark rather than for a crest of mountains.

"Look!" I cried.

"Oh!" said my fellow traveller, "Look!" and then was silent.

The mists did not hide the peaks. They were coiled merely along the beginning of the mountains; and high overhead, in dizzy space, as if hanging in that glittering blue cavity in which all the worlds tumble, was the ridge of the Rockies. The train dwindled to nothing—was like an ant in long grass. There, high, ever so high, quiet, stern, august, were the Rockies, hanging in space, and glittering as a chunk of galena, held in the hand, glitters in the sun. But that was like a tremendous wall of galena, a precipice of it. It was as if these clouds that coiled before us had been solidified in their higher parts, and had then been painted upon to represent the scene.

Memory had not exaggerated; I had under-rated, foolishly made sceptical of the rightness of the gift of God. The Rocky Mountains at dawn do not soar; they hang across the sky, glittering out at the plains. It is easy to understand how at this hour (even to-day when the white man is "rubber-necking" around) some old Indian may be seen to step out of his tipi and, drawing erect, hold up his two palms, raising his head, in salutation to the sun as once again it lights up the miracle of the world.

FREDERICK NIVEN (in the *Daily News*).

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TO THE CANADIAN ROCKIES



View from Tunnel Mountain.



Cork screw Drive near Banff, Alberta.



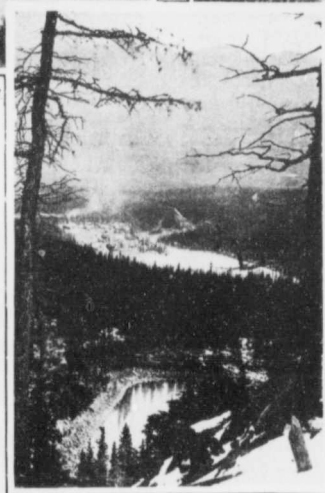
Passing through the Gap in the Rockies



The Golf Links, Banff, Alberta.



Climbing Mount Abbott.



Emerald Lake, Alberta.



Capilano Cañon, B.C.

From the roof garden of the Canadian Pacific Palliser Hotel at Calgary, one can see the glistening peaks of the Canadian Pacific Rockies, sixty miles away. The 600-mile journey between the Gap, the gateway to the Rockies and Vancouver, takes twenty-four hours to traverse, and the traveller passes through the most wonderful scenery in the world. At convenient points along the line, such as Banff, Lake Louise, Glacier, etc., large, comfortable, well-equipped Canadian Pacific Hotels have been built amidst romantic surroundings, and attract each year an ever-increasing stream of tourists.

Hunting and Fishing in New Brunswick.

OF the 17,393,410 acres of land comprising the Province of New Brunswick, at least 9,000,000 acres are woodland and good hunting ground. Lines of railway tap every county in the Province, and in these days of speed and comfort in transportation, it is possible for a party of sportsmen, setting out from London or Paris, to be snugly encamped beside lake or stream in the wilds of New Brunswick at the expiration of a ten days' journey.

The moose is generally conceded to be the finest game animal in America, and nowhere (Alaska alone excepted) can better specimens be found than in the Province of New Brunswick. These animals have increased in numbers to a surprising extent in recent years, and to-day there are thousands of them roaming the woods of the Province, where twenty-five years ago there were but hundreds.

RECORD MOOSE HEAD.

What is claimed to be the record moose head for all Canada was taken on the Nepisiguit headwaters in Northern New Brunswick in the fall of 1917 by Lezar Russell of Bathurst. It had well-formed antlers, with a spread of seventy-two inches, and carried twenty-seven points.

The favourite browsing trees of the moose are white wood, willow, and cherry. They are also fond of the bark and buds of hardwood, and most of the evergreens. The only kind of grass they eat is a thin yellowish variety, that grows in the beds of streams, or on marshy ground. Their fondness for lily roots and water-weeds has earned for the moose the sobriquet of the "Swamp hog." In warm mid-summer days moose frequent woodland lakes in large numbers, as many as forty having been counted at one time in a place of this kind. They stand in the water with only their heads and shoulders protruding, and often submerge completely, remaining under water a surprising length of time. The man who hunts with a camera, should he happen to be in the vicinity with a skilled canoeist, would then have his opportunity to get in some fine work.

Moose shed their antlers during the latter part of December and the early part of January, and if the animal is in good physical condition, a new set will be well started by the following April. The antlers, while in their growing stage, are covered with a dark fuzzy substance resembling velvet. This entirely disappears before the mating season begins, when the antlers take on a hard surface, and become light brown or grey in colour.

METHODS OF HUNTING.

There are two methods of hunting the moose recognized by sportsmen: "calling" and "stalking," which latter method is described by the natives as "still hunting." The "calling" season begins about the middle of September, and usually ends with the first two weeks in October. In "calling" the guide uses a megaphone-shaped birch bark horn, about sixteen inches in length. If he understands his busi-

ness, he will produce with this instrument the most plaintive, melodious, and soul-stirring sound ever heard by mortal ears.

When the "calling" season comes to an end, the moose abandon the water-holes and take to the open hardwood ridges. It is then that they are stalked, or "still hunted," which by many is considered the more sportsmanlike of the two methods employed in hunting this noble game. A guide who can lead a sportsman into the door-yard of a big bull moose, lying down or browsing on a hardwood ridge, has got to know his business. Both skill and patience are required to get within shooting distance.

The most favourable time to "stalk" the moose is after a fairly heavy fall of snow, and before it has had time to form a crust. The tracks of the animal can then be located without difficulty, and it is easy to distinguish the almost round imprint made by the hoof of the bull from the narrow and more delicately-pointed hoof-print of the cow. Once the guide and hunter hit upon a fresh track of a bull moose on the newly-fallen snow, if they exercise due caution and patience, they stand more than an even chance of getting a shot at the game.

RED DEER.

The red or virginia deer are found in all parts of New Brunswick. As a matter of fact, in some districts, adjacent to settlements, they have multiplied so rapidly that they are looked upon by the farmer, and settlers as a considerable nuisance. In former years deer could be hunted in this Province by non-residents on special licence, but this privilege has been abolished. The only big-game licence now issued permits the holder to shoot one bull moose and two deer.

The chief outfitting points in New Brunswick for big-game hunting expeditions are Fredericton, Newcastle, Perth, St. John, Moncton, Campbellton, Bathurst, Chatham, Edmundston, and Plaster Rock.

SALMON FISHING.

Some of the large rivers of New Brunswick, including the Restigouche, Miramichi, Tobique, Upsalquitch, and Nepisiguit, are famed for their salmon fishing, and, so far as this royal sport is concerned, have few superiors in the world. The fishing privileges (which mean the right to fish with the rod only on waters opposite ungranted lands) are put up to auction every ten years, and sell at a handsome figure. An exception is made in the case of the Restigouche, which is sold every five years. The amount bid for the lease is fixed as the rental to be paid by the lessee each year. The principal pools of the Restigouche are at present under lease to the Restigouche Salmon Club, composed of American citizens who have erected elaborate club-houses at several points on the river, and employ a large staff of guardians.

TROUT FISHING.

The best trout fishing in New Brunswick, as elsewhere, is found in the lakes and streams back from the settlements, and beyond the reach of the small boy. In New Brunswick there is excellent fishing to be had on the Nepisiguit River, above the Falls, and

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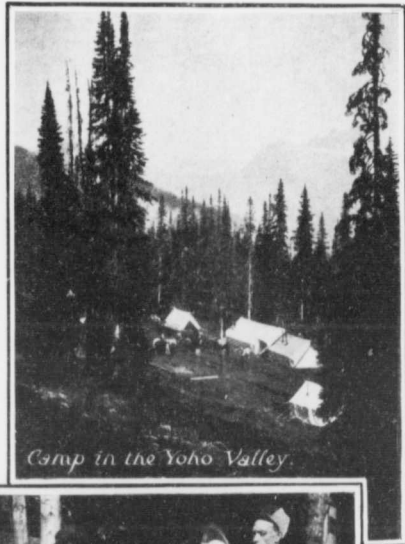


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CAMPING TOURS IN THE ROCKIES



A Camping Party starting out.



Camp in the Yoho Valley.



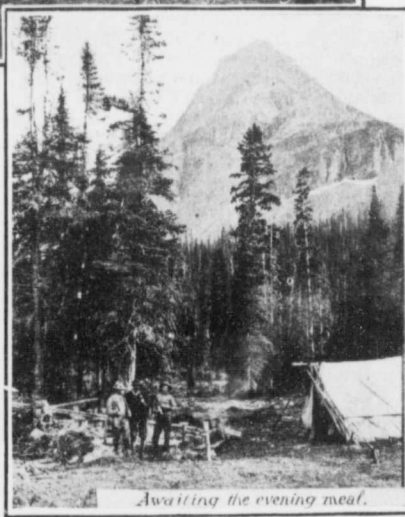
Climbing the Great Glacier.



A Cayuse.



A Sportsman's Lodge at Stocan, B.C.



Awaiting the evening meal.

Travellers from all over the world come each year to the matchless Canadian Rockies to reinvigorate their systems with the pure air and the opportunity for sport of every kind—fishing, hunting, Alpine climbing, rides, drives, and golf.

also on Green River. The lakes above the town of Campbellton also afford fine trout fishing.

Easier trips, which can be made at less expense, will be found in the vicinity of the Tabusintac, Bartibogue, Pokemouche, Charlo, Magaguadavic, Big and Little Kedron Lakes, Skiff Lake, Bonny River, Grand River, Vanceboro, the Pokiok River, the main Nashwaak River, and Piskehagan. In fact, there is good trout fishing to be had at various points along the various railway lines which traverse the Province.

As most of the best fishing is to be had on canoeing trips, and as tents have to be used for camping purposes, it is suggested that the anglers take along three essentials for comfort, namely, an inside tent of cheese-cloth, a mosquito head-net, and a supply of fly-dope. The trout flies which find the greatest favour with most anglers in this Province are the Parmachene Bell, Rats Fur, White Miller, Silver Doctor, Brown Hackle, and Montreal. In the spring, on fast water, one should, of course, use a large fly of bright tying. During the summer months a smaller fly of a darker shade will be found more acceptable.

CANOEING TRIPS.

One may travel by canoe through the most primitive sections of New Brunswick, and, in addition to the fine sport to be had in the way of fishing, many opportunities will be presented for securing photographs of moose, caribou, and deer in their native wilds. There are hundreds of lakes in the woods of New Brunswick where one may spend a quiet week or month and enjoy nature's richest blessings to the fullest extent.

BEAR HUNTING.

Bear shooting that is at all sure is generally to be had on the open hillside, from the middle of August until the first week of October. At this time of the year the bears come into the open to feed on blueberries. They are sometimes located by means of field-glasses, and stalked as they travel. They amble along at a rapid gait, clawing up huge pawfuls of the berries as they walk. Perhaps the best bear country in New Brunswick is that in the vicinity of Little Bald Mountain, on the south branch of the Nepisiguit River, just beyond the headwaters of the north-west Miramichi River. In this section, a few years ago, two hunting-parties counted sixty bears in one month, one man killing five. This country is reached by team from Newcastle. A splendid bear country is also to be found on the Nepisiguit, beyond Bald Mountain, at the North Pole, so called, and along the Tobique and Upsalquitch. The section of the country watered by the Pokiok River in York County is a splendid locality for bears.

Those who would combine bear hunting with trout fishing should arrange to spend a few weeks in New Brunswick during the latter part of May and the month of June. This is the period when the guides do their bear-trapping, and their services can usually be procured, when engaged in such work, at a very reasonable rate. While on a trip of this kind, there will be an excellent opportunity to photograph live game in the vicinity of lakes and pond-holes.

Lake Louise in the Rockies

IMAGINE a little round lake, 6,000 ft. up, a mile across, closed in by great cliffs of brown rock, round the shoulders of which are thrown mantles of close dark pine. At one end the lake is fed by a vast glacier, and its milky, tumbling stream; and the glacier climbs to snowfields of one of the highest and loveliest peaks in the Rockies, which keeps perpetual guard over the scene. To this place you go up three or four miles from the railway. There is the hotel at one end of the lake, facing the glacier; else no sign of humanity.

From the windows you may watch the water and the peaks all day, and never see the same view twice. In the lake, ever-changing, is Beauty herself, as nearly visible to mortal eyes as she may ever be. The water, beyond the flowers, is green, always a different green. Sometimes it is tranquil, glassy, shot with blue, of a peacock tint. Then a little wind awakes in the distance, and ruffles the surface, yard by yard, covering it with a myriad tiny wrinkles, till half the lake is milky emerald, while the rest still sleeps. And at length the whole is astir, and the sun catches it, and Lake Louise is a web of laughter, the opal distillation of all the buds of all the spring.

On either side go up the dark processional pines, mounting to the sacred peaks, devout, kneeling, motionless, in an ecstasy of homely adoration, like the donors and their families in a Flemish picture. Among these you may wander for hours by little rambling paths, over white and red and golden flowers, and, continually, you spy little lakes, hidden away, each a shy, soft jewel of a new strange tint of green or blue, mutable and lovely. . . . And beyond all is the glacier and the vast fields and peaks of eternal snow.

If you watch the great white cliff, from the foot of which the glacier flows—seven miles away, but it seems two—you will sometimes see a little puff of silvery smoke go up, thin, and vanish. A few seconds later comes the roar of terrific, distant thunder. The mountains tower and smile unregarding in the sun. It was an avalanche. And if you climb any of the ridges or peaks around there are discovered other valleys and heights and ranges, wild and desert, stretching endlessly away.

As day draws to an end the shadows on the snow turn bluer, the crying of innumerable waters hushes, and the immense bare ramparts of westward-facing rock that guard the great valley win a rich, golden-brown radiance. Long after the sun has set they seem to give forth the splendour of the day and the serenity of their centuries in undiminished fullness. They have that other-worldly serenity which a perfect old-age possesses. And as with a perfect old-age, so here, the colour and the light ebb so gradually out of things that you could swear nothing of the radiance and glory gone up to the very moment before the dark.

RUPERT BROOKE in the
Westminster Gazette

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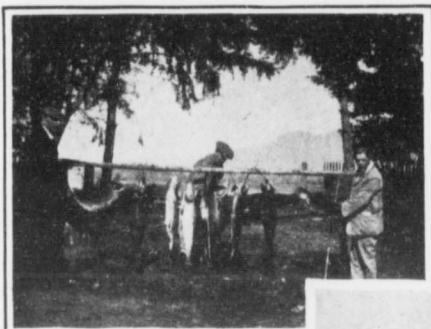
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FISHING - SHOOTING - CANOEING



A Salmon Catch at Alberni, B.C.



Canoeing in Ontario.



Fishing on Vancouver Island.



Bringing in the Moose head, Kipawa Lake, Ont.



Duck Shooting, Eastern Canada.



An Ontario Maskinonge.



A Moose Hunter's Camp, Kipawa Lake, Ontario.



A Trapper's Camp.

Canada offers a variety of sport to the hunter, fisherman, and lover of the wilds. Moose, caribou, deer, bear, mountain sheep, and mountain goat are plentiful. Game birds abound, and good fishing can be obtained in every Province of the Dominion, whilst unclimbed peaks await the advent of the hardy mountaineer.

Little Grey Mother.

By J. M. GIBBON.

LITTLE Grey Mother!*
So they have named her,
No one has tamed her,
No one has shamed her—
Grey in her glory,
Grey in her story
Of sea-fight and foray,
Grey yet so sweet.
Is there another
Lighter of feet
Than the Little Grey Mother?

Little Grey Mother!
Sweeter her flush is
Than the rose blushes
On the briar bushes;
Scent of the heather,
Mist of sea-weather
Mingle together
Close in her hair,
Is there another
One half so fair
As the Little Grey Mother?

Little Grey Mother!
Sweet though her face is,
Sorrow its traces
Scatters in places,
Grey hairs and furrows,
Traces of arrows
Barbed with to-morrows
Shot at her heart.
Was there another
Gay counterpart
Of the Little Grey Mother?

Little Grey Mother!
Mother of freemen,
Mother of seamen,
Fine and fair women!
Out of her highlands,
Lowlands and islands,
Marshes and drylands
Issues her brood.
Is there another
Redder of blood
Than the Little Grey Mother?

Little Grey Mother!
Kin to the seagull,
Yet never eagle
Held heart more regal.
All that have sought her
Blood on seawater
Rue they have fought her,
Home as they roll.
Is there another
Stouter of soul
Than the Little Grey Mother?

* "Little Grey Mother" is a title employed in British Columbia to designate the Mother Country—England.
—*Canadian Bookman.*

Little Grey Mother!
Straight as her hedges,
Staunch as her pledges,
Honour her wages,
Faith her high altar—
None that could halt or
Force her to falter,
True to the end.
Is there another
Faithfuller friend
Than the Little Grey Mother?

Little Grey Mother!
Grey in her glory,
Grey in her story
Of sea-fight and foray—
Who would her splendour
Lightly surrender?
Who but defend her,
True Paladin?
Is there another
Worthier Queen
Than the Little Grey Mother?

The latest novel by this brilliant "Scot in Canada" has just been published by John Lane, and is entitled, "Drums Afar."

(Reprinted from *The Times* 4.11.19, by special permission.)

The Prince's Wonder Tour.

(FROM OUR SPECIAL CORRESPONDENT.)

Montreal, Nov. 2.

Leaving Montreal on Sunday after a week of strenuous work marked by displays of unbounded enthusiasm on the part of the warm-hearted people of Montreal and the surrounding townships, the Prince is once again travelling west to Toronto, where he will pay a short private visit before returning to Ottawa on the last stage of the Canadian tour.

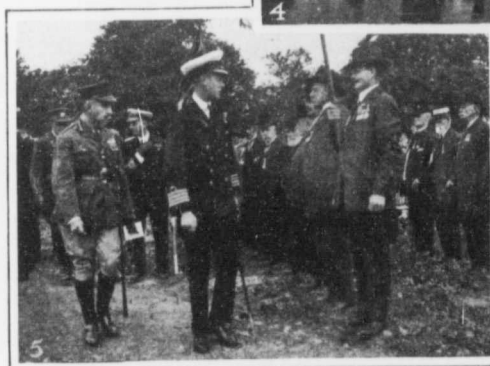
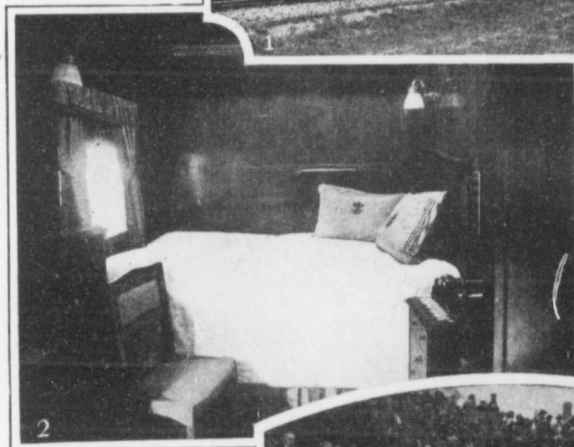
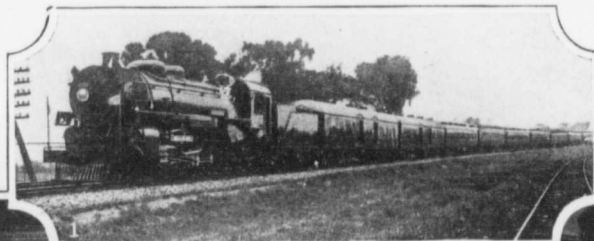
Though he has still many farewells to make, the official part of his visit is practically at an end, and I therefore propose to send a brief account of the train which has been his travelling headquarters since he left Quebec on August 24, and of the mechanical and other arrangements which have made possible and easy one of the most wonderful journeys that have ever been accomplished in the history of railway travel.

For that is what it is. Never before, I believe, on the American continent has such a large number of passengers and officials, averaging always about 100, been carried so many miles in the same train in such well-conceived and convenient conditions. The mere mileage covered in itself is remarkable. During the last two months the Prince has crossed and recrossed the Dominion from ocean to ocean, besides making several side journeys north and south of the main route, some by rail and some on lake steamers, and driving great distances by motor-car.

10,000 MILES BY RAIL.

In the Royal train placed at his disposal by the Canadian Government and Mr. E. W. Be...

THE PRINCE OF WALES IN CANADA.



1. The C.P.R. Royal Train used by the Prince throughout the tour.

2. The Prince's Bedroom on the car "Killarney."

3. The Head Porter on the Royal Train.

4. Greeting His Royal Highness at Halifax, N.S.

5. Inspecting Veterans at Halifax, N.S.

6. Talking to Indians at Charlottetown, Prince Edward Island.

and the vice-presidents of the Canadian Pacific Railway he has journeyed more than 10,000 miles, 8,000 of which were over lines of the Canadian Pacific Railway system, about 1,000 on the Grand Trunk Railway, and the balance on the roads of six other companies. On one occasion the whole train was transported a considerable distance on barges up Lake Kootenay, a feat never before attempted by the company on so large a scale, and that portage, like every other detail of the travelling arrangements for the whole journey, was carried through without a hitch.

The train itself is the most completely and elaborately equipped that has ever been run. It consists of two baggage cars at the head, four sleeping cars, a dining car, one compartment car, and two private cars in the rear, drawn sometimes by one, sometimes by two, of the heaviest, most recent, and most powerful locomotives in the Dominion.

All the cars except the private cars, which were lent by Lord Shaughnessy and Commander J. K. L. Ross, one of the Canadian Pacific directors, are new and intended for the company's regular passenger service. They are built throughout of steel, and are fitted with all manner of practical devices for the convenience of passengers. Each has its own electric lighting system, is vapour heated, and connected with the others by telephone; and other equipment includes dark rooms for photographers, shower baths, work-benches for electricians, telegraph operators, car repairers, medical dispensary, and workroom for the tailor, besides, of course, admirably fitted kitchens, pantry, and store-rooms.

Four times a day the Prince received a bulletin of the news of the world, flashed from Montreal, and, when he was away shooting or fishing, sent on by canoe or motor-car, and at any moment it was possible, by the special connector carried on the train, to establish communication with telegraph or telephone wires along the track. The private cars are 82 ft. in length—the others are 10 ft. shorter—and the weight of the whole train with one locomotive is over 1,000 tons. The observation platform of the Prince's own car, "Killarney," at the rear of the train, is fitted with searchlights by which the track could be lit at night.

DEVOTED WORKERS.

Apart from these and other mechanical arrangements, the human side of the life on the train had been most carefully thought out. From the train sweepers upwards, every one of the 60 employees of the Canadian Pacific Railway carried on the train did his part of the common service as if it were a labour of love. The first-class Italian and French chefs specially engaged for the Prince's car provided excellent meals for everyone on board, and never seemed tired of working. Under the capable head steward, who hailed from the Conservative Club at Windsor, a corps of picked waiters, all of whom had learned their work in English households, one of them as butler to Mr. Cecil Rhodes, ran the dining-car in a way that I have never seen excelled even in private houses at home.

The negro porters of all the cars were equally obliging and efficient in carrying out their share of the work of the train, and the baggage master,

whose business it was to transport the luggage, amounting to about 250 pieces, to and from the wonderful hotels which every now and then broke the monotony for a night or two of the train journey, never forgot anything or made a single mistake. The Canadian Pacific Railway police who travelled on the train, Scotsmen and Irishmen of fine physique, who had all served in the King's forces in this or previous wars, carried out their duties with unflinching quiet and tact, and the engineers and telegraphists, and all other mechanics employed on the train, were picked experts.

TRAINED EFFICIENCY.

Altogether the control and service of the train were a wonderful exhibition of highly trained human efficiency. But there was something more in it than that. The machine worked without a hitch because every constituent part of it was inspired, first of all, with a desire to make the journey as smooth as in them lay, because of the personal devotion which the Prince arouses from all who come in contact with him; and, secondly, with the mutual spirit of loyalty between the employees and employers of the Canadian Pacific Railway, which is characteristic of all I have seen of the working of the company—in these days of labour troubles a refreshing contrast to the distrust and discontent on both sides which so often mars the harmony and impairs the efficiency of similar working corporations. One of the greatest compliments paid to the Prince during his stay in Canada has been the spirit in which everything connected with the working and organization of the train which has been his home for over two months has been carried out.

Yesterday the Prince paid an informal visit to the head offices of the Canadian Pacific Railway in Montreal, and expressed to Lord Shaughnessy, the chairman of the company, and Mr. E. W. Beatty, the president, his keen appreciation of the services which the company has rendered to him during his historical tour.

The Prince's Canadian Tour on the Films.

The wonderful tour of H.R.H. in Canada is ended. But people in England will shortly be able to see on the films the reception accorded to their Prince by Canadians. The C.P.R. had a moving picture operator at work, and some of the scenes presented from the moment of the Prince's arrival at St. John are the visit to Halifax and Prince Edward Island, the arrival at Quebec, and the visit to Montreal and Toronto. The laying of the corner stone at the new Parliament Buildings, Ottawa, fishing on the Nipigon River, visits to Fort William and Port Arthur, and thence to Winnipeg, gateway to the West. Scenes at Edmonton, Calgary, Saskatoon, and Banff, where H.R.H. was made Chief of the Indians; thence to Lake Louise, Golden, Revelstoke, Vancouver, Victoria, etc., and back to Montreal. The length of the eight-reel series which make up the film is approximately 8,000 feet, and the film is remarkably clear. Copies for exhibition in England have been sent to Sir Geo. McLaren Brown, European Manager C.P.R., 62, Charing Cross, London, S.W.1.

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(Reprinted from the *Morning Post*, 4.11.19, by special permission.)

The Prince in Canada.

A TRIUMPHAL PROGRESS.

(FROM OUR SPECIAL CORRESPONDENT.)

Montreal, Nov. 2.

WITH the visit to Montreal the Prince of Wales's tour in Canada comes for all practical purposes to an end. It has been a triumphal progress, and it cannot be too strongly emphasized that this triumph is due not to the prestige of his entourage or any other extraneous circumstances, but solely to the charm of the Prince's personality. He has won the heart of Canada. He has shown himself in entire sympathy with the Dominion, and it is certain that the success of the visit will turn the minds of many inhabitants of the Old Country to a consideration of the possibilities that the Dominion may offer to settlers.

SETTLERS' PROSPECTS.

All over Canada, from the Atlantic to the Pacific, I have asked the question: "What are the prospects for a man who with a capital of, say, £1,000 comes over to Canada?" Everywhere the answer has been the same. If a man, ready to work, comes to Canada with that capital, in five years he will be worth ten times as much.

It must, however, be understood that in Canada fortunes are no more picked up by good luck and laziness than anywhere else. The settler must be ready to work fourteen hours a day without grumbling in a country very different from anything to which he has been accustomed. In the prairie, particularly, he must be able to face absolute loneliness, and if prohibition facilitates the survival of the weaker-minded, whose hopes of success, in any case, are small, it certainly makes the task of the strong man far more difficult in a country where winter represents almost a half of the year.

THE C.P.R.'S ACHIEVEMENT.

Yesterday, the Prince, accompanied by Admiral Halsey, paid an informal visit to the head offices of the Canadian Pacific Railway at Windsor Street Station. With characteristic consideration he desired to convey in person to Lord Shaughnessy, the Chairman, and to Mr. E. W. Beatty, the President, his appreciation of the attention paid by the company to the comfort of himself and staff during the two months' tour through Canada on the Royal train which the company had provided.

An Imperial service has been rendered by the Canadian Pacific Railway, and it may well be doubted whether there is any other corporation in the world which could have even attempted such a feat as the transport of the Prince with his suite of servants and attendant journalists over a journey of nearly 10,000 miles. Mr. Beatty appointed Mr. A. B. Calder, of his official staff, as his personal representative in supreme command of the Royal train, and this practical organization, without which the Prince's triumphal progress would have been

impossible, has depended entirely on Mr. Calder. A train is not a battleship with all seas open before it. It has to move along rails, which in this case were the link between the sea coasts of a Continent separated by 3,000 miles of territory largely uninhabited.

A WONDERFUL SCHEDULE.

The running of the Royal train necessitated alteration in the time-table of the whole system. Every change in the programme—and many of them were made at the last moment—implied changes in the running of trains across a vast continent. The difficulty of altering the time of arrival or departure of such a train can only be appreciated by one who has studied the schedule drawn up for the journey in which the exact minute of arrival at every station or signal box along the line is set down. In spite of all complications, however, the Royal train ran without a pilot engine, all traffic being suspended for half an hour before its arrival at and departure from any given point.

IDEAL ACCOMMODATION.

The Royal train was the nearest approach to a complete hotel ever run on railway lines. The attention with which every detail was considered is best illustrated by relatively minor matters such as the supply of ice and water. Every day the train was running, three tons of ice and 1,600 gallons of water were put on board, and never once was there a shortage of iced drinking water or of water for washing. The post of tailor on the train was no sinecure, as may be judged from the fact that on an average he had twenty suits to press every day. There was a special *chef* on board the car "Killarney" to prepare meals for the Prince and his staff. The rest of the guests took their meals in the car "Canada," where about 18,000 meals were served during the tour. Prohibition restricted beverages to temperance drinks, but in variety and quality the food was such as no European restaurant could equal.

IN TOUCH WITH THE WORLD.

The train was provided with a telephone connecting all the cars, and the correspondents had the advantage of an admirable telegraphic service directed by Mr. H. S. Ingram. The Prince was kept continually in touch with the outside world, and even in the almost inaccessible camp on the Nipigon River communication was assured by canoe paddled by Indians. A news bulletin, covering completely the events of the day, was issued to take the place of daily newspapers. The news of the end of the railway strike was flashed to the train with the least possible delay.

So perfect were telegraphic and signalling arrangements that no alteration in the programme caused the slightest hitch. For this success Mr. Calder was responsible, and though it alone gave him many sleepless nights, it was but a small part of his duties. He was responsible for the accommodation of the Prince and his staff, a car-load of servants far more difficult to please than their masters, the Press representatives, the police, and all the officials of the company. Without exception he was all things to all men, and there was no problem that his tact

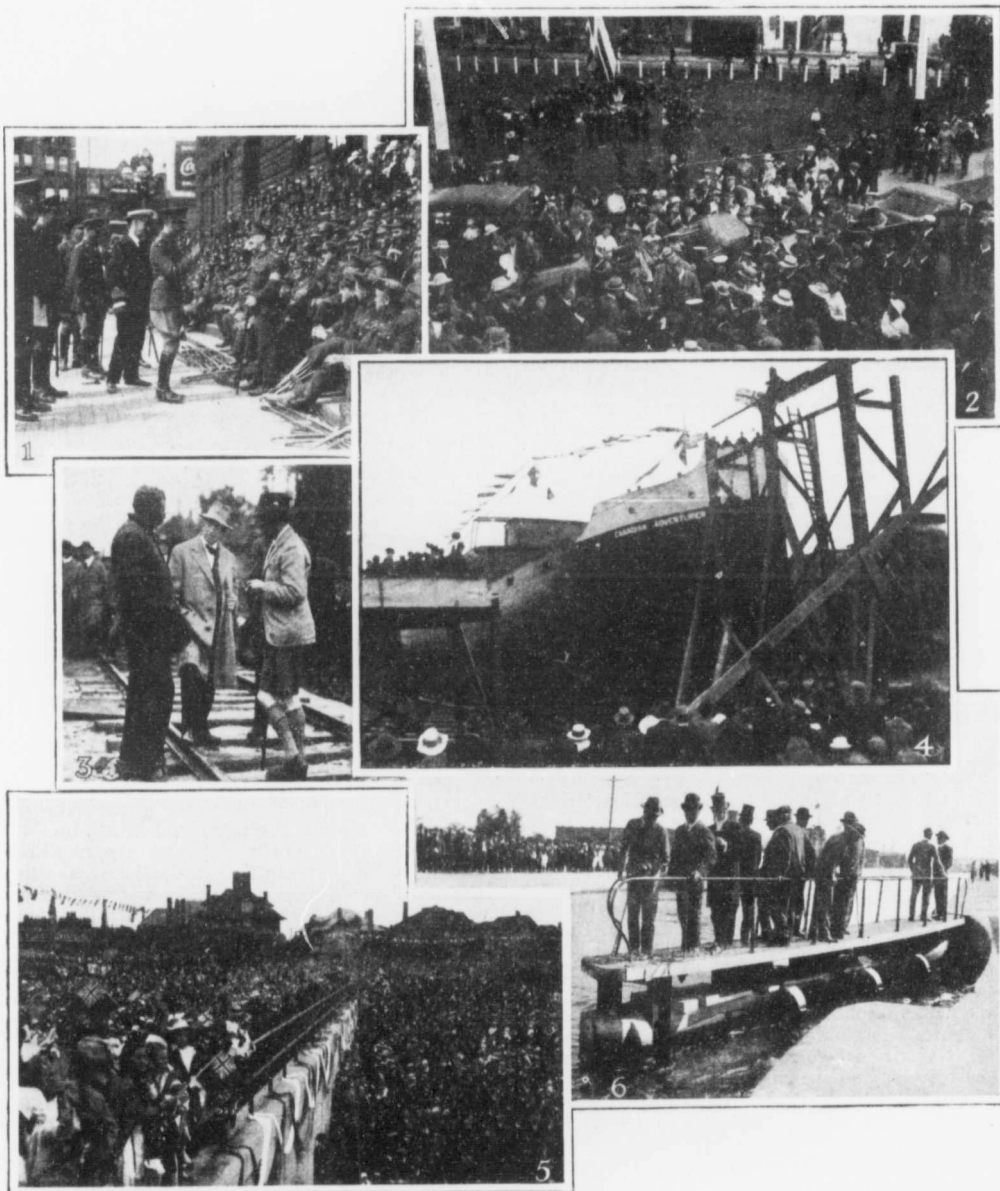
THE PRINCE OF WALES IN CANADA.



1. Laying Corner Stone to Victory Tower, Parliament Buildings, Ottawa.
2. The Prince's Dining Room on the car "Killarney."

3. Driving through the streets of Quebec.
4. H.R.H. addressing a crowd in the street at Hull, Quebec.
5. Leaving the Observation Tower on Mount Royal, Montreal.

THE PRINCE OF WALES IN CANADA.



1. A joke with wounded soldiers outside City Hall, Toronto.
 2. North Bay, Ontario. A chat with the oldest inhabitant.
 3. H.R.H. on a fishing trip in the Nipigon district.

4. Launching a lake steamer at Port Arthur, Ontario.
 5. Waiting to welcome the Prince at Fort William, Ontario.
 6. On the lock gate at Sault Ste. Marie.

and sagacity could not solve. Mr. Beatty chose his representative well. A pioneer of the C.P.R., a prince of raconteurs, and always a host in himself, he was equal to every possible emergency, and to him every man on the Royal train owes a deep debt of gratitude.

ROLLING STOCK RECORDS.

From the railway point of view the Prince's visit was an unprecedented triumph. The train was the heaviest passenger train ever handled in the annals of the railroad. With its ten coaches, engine and tender, its weight was 1,020 tons, and the difficulty of handling it was largely increased by the fact that all its cars were steel-constructed. The locomotives were of the Pacific type and the most powerful in Canada. In crossing the Rockies on the return journey this enormous train had to be split into sections, each section requiring three locomotives to haul it up the gradient. No delay, however, was caused by this operation, and throughout the trip the engines were changed with a speed little short of miraculous. The total distance covered by the train from Quebec to Vancouver and on the Vancouver-Montreal-Toronto-Ottawa journey amounts to 10,318 miles, of which 7,645 miles were covered on the C.P.R. system and 1,100 miles on the Grand Trunk.

(Reprinted from the *Daily Chronicle*, 4.11.19, by special permission.)

Prince Completes his Tour.

TRAVELS 10,000 MILES THROUGH THE DOMINION.

FROM THE "DAILY CHRONICLE" SPECIAL CORRESPONDENT, DOUGLAS NEWTON.

Montreal, Nov. 2.

In a week of brilliant functions Montreal has brought this remarkable tour the Prince of Wales has made through Canada to its official end.

The Prince has everywhere been the focus of great enthusiasms, as he came into contact with every phase of civic, commercial, and social life.

After his great welcome on Monday and Tuesday he spent a day in the train travelling through the outskirts of townships on Montreal island. Here, in quaint and beautifully decorated villages bearing the names of old French saints, habitant Canadians met him with glowing affection.

It was said before this journey that too much must not be anticipated, since these habitants were of an undemonstrative stock, whose enthusiasms for Royalty could not be called pronounced. Once more prophets were proved false.

The habitant villages turned out to the last baby-in-arms to push as close up to the Prince as possible and to shake his hand.

"SITTING OUT."

In Montreal itself the Prince has seen all there was to see.

He has visited magnificent docks where ocean-

going ships, passing up the mighty St. Lawrence, can unload at deep-water quays.

Amid college yells, French and English, he has received degrees from the great Universities of Laval and McGill—famous for learning and Stephen Leacock—he has toured the districts where working men live; he has danced nights through in a series of balls, visiting not one but several each night, so that he could get in contact with as many Canadians as possible. At these balls he has delighted all by his zest for dancing, as well as by his thoroughly human habit of playing truant from the throng in order to sit out on the stairs with bright partners.

THE PRINCE LEGEND.

Already there has grown up a mass of anecdote about him, and, indeed, I can see Canada living on the legend of the Prince of Wales for years after he has left.

Montreal, however, has been but the culminating episode of a tour which has been so remarkable as to have surprised even the most sanguine.

From the moment of his first landing in Canada, at St. John, New Brunswick, it was apparent that something was happening that was right outside ordinary calculations.

This was not a Royal tour at all; it was the meeting of a people and a manly boy, who knew from the first moment that they were going to love each other immensely. In that first moment all set notions went by the board, and we found we had the not easy task of trying to get across the ocean to people at home something of the wonder of this tremendous and spontaneous affair of the heart that was happening in Canada.

A WONDERFUL TOUR.

Only less remarkable than this splendid contact between the Prince and the people has been the breadth and scope of the tour itself. Between August 15 and to-day the Prince has travelled close on 10,000 miles in Canada alone.

He has seen every aspect of the Dominion; he has seen historic Quebec, the great industrial centres of Ontario, the farming, hunting, fishing, lumbering, and shipping centres of the maritime provinces. He has seen the great grain areas of the prairies about Winnipeg, and if he was too late to see the grain growing he was able to study the whole process of handling from the elevator to the grain exchange.

He has handled cattle himself on the ranches of Calgary, and he has caught the glowing apples that farm girls threw at him in the superb orchards of Okanagan.

CANADA'S BEAUTY AND BIGNESS.

He has tramped in oilskins through the rich silver mines of Cobalt, and visited those of gold at Timmins.

He has seen all there is to see, and he returns to England well aware of the life and problems of the Dominion over which he will one day rule.

In another sense, too, he has made for the world a new record.

At no other time has a train, Royal or otherwise, of such great weight steamed for so long and continuous a journey.

This superb train, that with its engine weighs over a thousand tons, has carried him through the 9,000 miles to Vancouver and back. It has run over the Grand Trunk and other lines, as well as that of the Canadian Pacific Railway, who own it. Only once has it been divided; that was in the Kettle Valley, when the steep gradients and the spider bridges forced us to break into two parts.

Once we had to leave it for a spell, when it was taken bodily and ferried by barges across Kootenay Lake.

A TRIUMPH AMID TRIUMPHS.

The train was a triumph amidst the other triumphs of the tour, and His Royal Highness went himself to the handsome C.P.R. offices in Montreal to express his appreciation of all the company had done during the two months' tour.

Triumphant the tour has certainly been.

Of its effect there can be little doubt.

In Canada it is regarded as the crowning work of the great edifice of loyalty and unity built up in the dark days of the war; as indeed a stroke of genius that will do more than anything else to concentrate all that is best in the British peoples in that great unity of ideal and effort that will win and make a glorious peace.

Although officially the tour is ended, the Prince is to visit Toronto and Ottawa, and will stay in these towns privately until November 10, when he will start on his journey to Washington.

(Reprinted from the *Daily Telegraph*, 4.11.19, by special permission.)

Prince of Wales in Canada.

GREAT TOUR ENDING.

From W. T. MASSEY.

Montreal, Sunday.

The Prince of Wales's tour in Canada, which has been probably the most remarkable of all the triumphant Royal progresses in the British Dominions, is now coming to a brilliant close. There will be brief visits to Toronto and Ottawa before His Royal Highness proceeds to the United States, but officially the tour concludes at Montreal, and no finer ending to the Royal visit could be possible. Montreal has given itself up to prove that this great metropolitan city of Canada could not be beaten in manifestations of loyalty to the Crown and to their future King.

Some of the most wonderful of all the striking scenes which have made a deep impression on the Englishmen accompanying the Prince through the Dominion have been presented in this city and its environs. Whether the Prince was visiting the French-speaking population in the eastern townships or attending ceremonies at Montreal institutions, he was always received with tremendous enthusiasm. The French-speaking Canadians were immensely delighted that the Prince addressed them in their own language, and showed their pleasure in many ways. Their cordiality was loudly expressed, but

was always charmingly polite, and the decorations of their towns were extraordinarily lavish, but in perfect taste. It was arranged, to suit the timetable, that some places should be visited in the evening, and they were beautifully illuminated. Though the Prince could only stay a few minutes, the people had designs in many thousands of electric lamps and Chinese lanterns, and everybody did his best to make His Royal Highness remember the welcome he received in the town.

Each day in Montreal big crowds gathered on the routes that the Prince was to take. Even when His Royal Highness was proceeding to the public dances, many of which were arranged in his honour, the streets were packed. One wet night the Prince was to attend two balls, and an illustration of his thoughtfulness was given when, on setting out for the first dance, he heard that many people were waiting to see him about the entrance of the building which he was to attend subsequently. He ordered the driver to proceed by that hall in order that the people might not wait for hours in the driving rain.

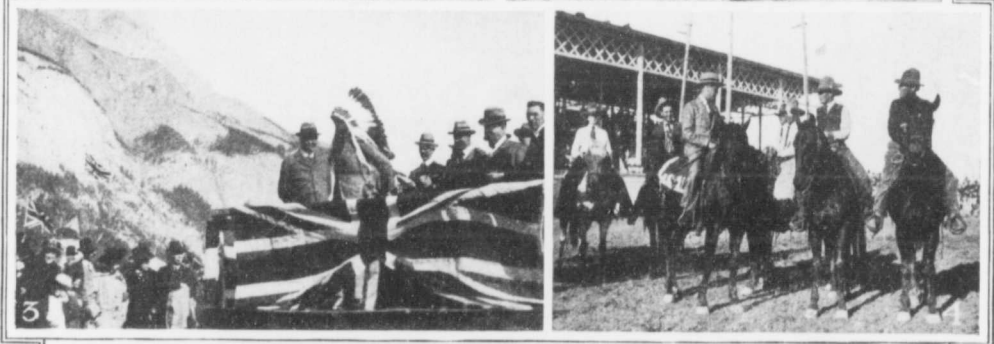
PERSONAL CHARM.

This week will undoubtedly be remembered as one of the happiest in Montreal. I have spoken to many prominent Canadians on the effect the tour has produced in the Dominion, and all agree that it will do lasting good. While none doubted that the Prince would be well received, very few dreamed that literally millions of Canadians, from the Atlantic to the Pacific, would give such an overwhelming demonstration of affection for the Prince and of loyalty to British institutions.

The first and foremost reason for the success of the tour is the Prince's personality. His geniality and charm of manner, and his constant association with the people, always doing the right thing and saying the right word, have made him beyond question the most popular man who has ever been in Canada. These democratic people regard him as a democratic Prince and one of themselves, animated by the same ideals, with the same broad and optimistic outlook. They remember, too, that he is a soldier Prince, who shared the trials of the triumphant warriors of Canada. His interest in the welfare of the returned soldiers, displayed everywhere he visited, is keenly appreciated by the people, who are never tired of expressing the debt they owe to the fighting men.

It was not merely in the cities and towns that the manifestations of strong affection for the Prince were impressive. One had to travel into the country to realize how deep-seated was the pleasure that the Prince was in Canada, and during his progress across the vast prairies one frequently saw little groups who had come a long distance to wave a flag and lift a hat as the Royal train passed. Every wayside station was the gathering-point for farmers for miles around. In the Rockies, construction parties, groups of miners, and sometimes a solitary prospector, came to salute the train, and every section of the community joined in the generous and genuine welcome. Proof of the Prince's popularity was found in the fact that hundreds of thousands of his portraits were sold in the Dominion during the tour.

THE PRINCE OF WALES IN CANADA.



1. Inspecting the Royal North West Mounted Police at their Headquarters, Regina.
2. A public reception at Winnipeg.
3. H.R.H. in Indian head-dress as "Chief Morning Star" at Banff.
4. Mounted on a "bucking broncho" at Saskatoon.
5. The Prince acknowledging the greetings of the townspeople at Castlegar, B.C. in the early hours of the morning.

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I am sure the feeling of Canada to-day could not be better expressed than by those two elderly women who, standing near the railway track, held a sheet on which were the words:

"Better loved ye canna be, will ye no come back again?"

THE ROYAL TRAIN.

The operation of the Royal train in its journey twice across the Continent has been an object-lesson of efficiency. One of the heaviest and most comfortable trains in the world has carried the Prince's party over 10,000 miles, and always up to time. The train, which was furnished by the Canadian Pacific Railway, consisted of one locomotive and ten cars, with a weight, including the engine and tender, of 1,020 tons, and a length of almost a fifth of a mile. The train was made up of two baggage cars, four sleepers, one dining, one compartment car, and two private cars, all constructed of steel. With the exception of the private cars the equipment was new and built for regular passenger service. The Prince travelled in the car "Killarney," put at his disposal by Lord Shaughnessy, and one of the handsomest cars on the American continent. It has three state-rooms, one bedroom, a dining-room, a kitchen, pantry, bathroom, and a large observation room and platform. The interior is finished with satinwood, it has an indirect electric lighting system, and two small searchlights to permit of the scenery being enjoyed at night. The "Cromarty," a car belonging to Commander J. K. L. Ross, a Canadian Pacific Railway director, carried the Prince's personal staff. Another luxurious car on the train was an hotel on wheels, with an inter-communication telephone system, equipment for the valet, a service of dark rooms for photographers, shower baths, smoking rooms, and a medical dispensary; nothing for the comfort and convenience of the journey was forgotten. It carried an emergency telephone set similar to those in all C.P.R. trains, which could be instantly connected to a pole supporting the telephone wires on the track by the telegraph officials on the train if the Royal party desired to stop at any point on the line, and the fullest communication by telegraph and telephone was at their disposal. The world's latest news was distributed four times daily, and any item of great importance, such as the settlement of the British railway strike, was issued as a special. When the Prince was away from the train on fishing and hunting expeditions, the news followed him. When fishing in the Nipigon waters an Indian guide made three long canoe journeys with news bulletins, and the Prince was always in close touch with the C.P.R. telegraph system from the Atlantic to the Pacific.

This wonderful train ran 7,645 miles on the C.P.R. system, about 1,100 miles on the Grand Trunk, and another 1,500 on other lines, some of which are owned by the C.P.R. The remarkable cleanness of the train, the quiet examination of every part at each divisional stopping point, the strict adherence to the schedule of running, the ferrying of this heavy train a long distance up Kootenay Lake, and the reassembling of it in a short time, were outstanding features in a big railway operation for which it would be hard to find a parallel in railway history. Indeed, the railway part was one of the

important factors in the success of the Prince's tour. Yesterday His Royal Highness visited the head offices of the Canadian Pacific Railway at Montreal to convey in person to Lord Shaughnessy, the chairman, and to Mr. E. W. Beatty, the president of the company, his appreciation of the attention paid by the Canadian Pacific Company to the comfort of himself and his Staff while on the Royal train throughout the tour.

The Popularity of the Lantern Slide.

WHEN the Cinematograph film sprang suddenly into popularity a few years ago, it was thought by many that the Lantern Slide would cease to exist as a medium for entertainment and instruction.

The winter season for 1919-20 has hardly commenced, yet hundreds of applications for the loan of slides have arrived and are being added to daily, so that the sets of slides in stock are already well booked up for lectures and school lessons throughout the length and breadth of the United Kingdom.

For the first season since 1914, it has been possible to thoroughly revise the slides in the sets, which are arranged under eight different headings, containing a varying number of views, in order to meet, as far as possible, the requirements of the lecturer or teacher in the subject he is taking. The most popular set is what is known as the "General Set," having seventy-two views, making an excellent basis for a lecture or lesson on the journey from Liverpool, across the Atlantic, and through Canada to the Pacific Coast. Another selection of views particularly popular with schools is the "Around the World" set, which, in addition to illustrating the journey across Canada, contains views of many famous and picturesque places on the Canadian Pacific routes round the world, scenes in Japan, China, Fiji, Australasia, etc.

The other sets contain from forty to fifty slides each, dealing more particularly with one subject; as, for instance, Eastern Canada, Emigration, British Columbia, Sporting and Tourist and Railway sets.

The unprecedented demand for slides indicates only in a small way what a tremendous revival of interest is taking place in the study of Canada as a land of great promise for the future. In years that are gone, the geography lessons in many schools gave but little time to the study of Canada. Education authorities all over the country now welcome with open arms all the assistance they can get in teaching the geography and resources of Canada, and are most enthusiastic in their appreciation of the help received from the C.P.R. through the medium of the little lantern slide.

It is hoped that Agents will make known as widely as possible in their districts that lantern slides may be obtained on loan free of charge by any lecturer, school teacher, or other person interested in Canada and desirous of interesting others. Apply:—Advertisement Department, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W.1.

Dominion Express Company of Canada.

THE Dominion Express Company operates over Royal Mail and Passenger Steamers from Liverpool, Bristol, Glasgow, Belfast, Antwerp, Havre, etc., to Canada, and has an exclusive contract with the Canadian Pacific Railway Company and working facilities with its allies and the Government Railways of Canada for the conveyance by Mail and Express Passenger Trains of Parcels, Merchandise, Valuables, and Livestock to all parts of Canada, and List of Proposed Sailings will be furnished by any Office or Agency on application.

WHAT DOMINION EXPRESS SERVICE MEANS.

Dominion Express shipments are forwarded across the Atlantic on Mail Steamers and by the Steamship Lines having the fastest steamers; this alone is a big advantage over freight shipments, which are routed by any available steamer of the particular line by which forwarded, and the bulk of freight shipments are carried on freight boats which take from four to six days longer to cross than the mail steamers.

Special Stowage on Steamers.

Dominion Express shipments are stowed in a special compartment in the steamers; they are always the last shipments loaded and the first unloaded.

Immediate Transhipment.

Goods from Europe are all discharged from steamers within a few hours after docking; they are then immediately transferred to express cars which are waiting on the dock and sent forward inland on special steamer trains which carry the passengers.

Shipments sent "in Bond."

Canadian Customs manifests are made out in Europe, and Special Customs Officers sign these at the Canadian wharf while goods are being transferred from ship to train; thereby absolutely no delay is incurred in re-bonding. (Goods sent to Canada *via* American ports are invariably delayed in re-bonding.) This prompt transfer at seaboard affords not only a great saving of time, but is also an assurance against possibility of pilferage on the docks. All small and medium-sized packages are carried in strong iron-bound sealed packers, affording every protection while aboard ship against damage or theft.

Valuable Shipments.

The Dominion Express Company make it a special feature in handling valuable shipments such as gold, silver, precious stones, bullion, bonds, paintings, works of art, etc., etc., which are handled subject to special contract only. For rates and particulars apply to any Agent.

Livestock.

The Dominion Express Company have unrivalled facilities for the shipping of Cats, Dogs, Horses, Birds, Poultry and all other Livestock. All Livestock is carried solely at Owners' Risk as to Death, Injury or Escape. Insurance to cover these risks can be arranged through the Company.

DOMINION EXPRESS MONEY ORDERS

Issued at all Dominion Express or Canadian Pacific Offices and Agencies. The best medium for remitting small amounts up to 50 dollars to all parts of Canada and the United States.

No charge made for issuing.

Payable at full face value.

Full amount refunded if Order is lost.

Dominion Express Unlimited Cheques.

Unlimited Cheques or Drafts for any amount issued at low rates.

Drawn payable at any specified point and payable on advice.

Money Transferred by Cable.

Money can be transferred to all parts of Canada or United States by cable.

Dominion Express Travellers' Cheques

Should be carried by the traveller instead of cash. Not only do these cheques guarantee against loss but they show the equivalent amount receivable in foreign money in the various countries, which is a very important matter to a stranger in a foreign land. They are self-identifying, are issued in convenient denominations of \$10, \$20, \$50, \$100 and \$200, and are accepted in payment of accounts, etc., by all first-class stores, hotels, express, railway, steamship and sleeping car companies, in addition to all important banks throughout the world. If the Cheques are lost, stolen or destroyed the money is refunded. This security alone is worth more than the cost of the cheques.

Forwarding Agents.

Most Forwarding Agents act as Agents for the Dominion Express Company, and should shippers or consignees desire to deal with their own Forwarding Agents, they should instruct them to use DOMINION Express Company.

Continental Shipments.

The Dominion Express Company operates two direct Continental Services, and has offices and agencies at all the Chief Continental Towns, who are in a position to give Continental Shippers all information as to Rates and Services.

Dominion Express Tariff.

The Dominion Express Company, has just issued a revised and comprehensive Tariff giving full details of the Company's activities, Customs Regulations for the forwarding of goods, and a list of through rates in sterling, dollars, and cents, on merchandise by direct steamer from Liverpool, Bristol, Glasgow, Belfast, Antwerp, and Havre to points of the Dominion Express Company in Canada. Showing the comprehensive service maintained by the Dominion Express Company, it may be mentioned that rates on packages weighing from 1 to 100lb., and measuring from 6 inches to 5 feet, are given to upwards of 3750 points in the Dominion. Other matters dealt with in the handbook comprise Dominion Express Money Orders, Unlimited Cheques, Cable Transfers, Travellers' Cheques, etc.

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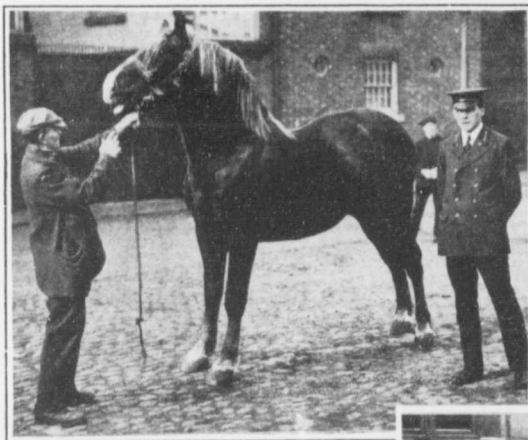


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THE DOMINION EXPRESS COMPANY (of Canada)

A GLIMPSE OF ITS ACTIVITIES IN EUROPE



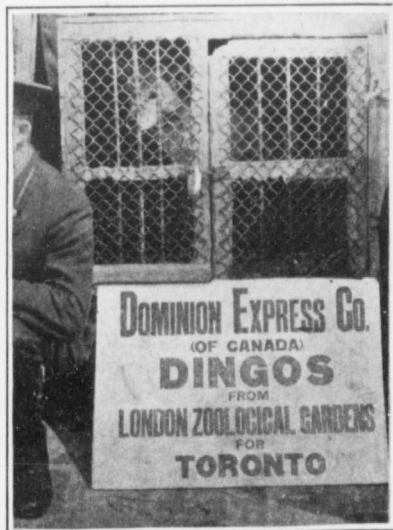
A Thoroughbred shipped to Canada per Dominion Express.



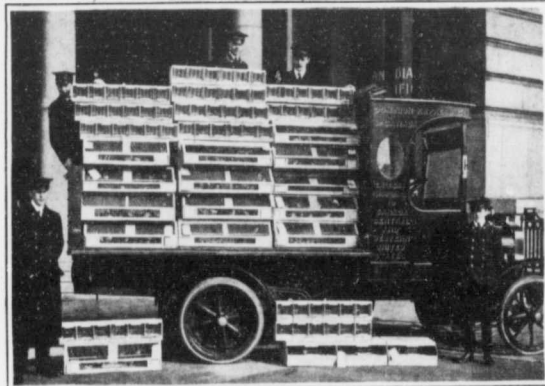
Shipments to & from London are collected by this Car.



The Dominion Express takes great care with Shipments of valuable Livestock.



Many novel consignments are forwarded.



English Song birds for British Columbia per Dominion Express.

The Dominion Express Co. operates on all lines of the Canadian Pacific Railway and Ocean Services, and other railways and steamship companies, forwarding merchandise, money, livestock, valuables, etc. to all parts of Canada. Many novel shipments are sent forward to Canada from the Old Country, in the charge of the Dominion Express, such as racehorses, prize cattle, and poultry, dogs, cats, valuable Zoological exhibits, and wild songbirds.

Canadian Pacific Railway Calendar, 1920.



THE REVIVAL OF AN OLD CUSTOM.

AUGUST, 1914, brought to an abrupt halt customs and practices both desirable and undesirable, and although we cannot return to the order of things as they existed in pre-war days, yet there are many customs which we are finding it worth while to revive.

For some years before the war it had been the custom of the C.P.R. to issue a wall calendar in which artistic effect and utility were combined, thus making it a useful article of everyday life to be anticipated with pleasure as the time for the new issue drew near. It was a good custom, and, with the approach of 1920, Agents and business friends of the C.P.R. may once more indulge in the pleasure of anticipation.

Above is given a very much reduced photograph of the design for the calendar to be issued for 1920, which is now in the printer's hands. The very rich

colourings used by the artist, T. Eyre Macklin, in his design have a particularly pleasing effect, and advance copies received show that the work of reproduction is being carried out with great accuracy. The calendar is being printed in four colours and lithographed in gold and grey, and will be mounted on a stout millboard measuring eighteen by fifteen inches; it is to be circulated throughout the whole of the territory controlled by the European organization of the C.P.R., and editions are being prepared with French, Dutch, and Scandinavian letterpress respectively.

If by any chance an Agent should not receive a copy of the calendar by early in the New Year a note should be sent to the Advertisement Department, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W.1, which will enable the omission to be rectified.

Down the Arrow Lakes.

THE locomotive with the short bulging funnel and the great fanning cow-catcher, after many swervings and screamings through a wild, tossed-about landscape of pine-trees, boulders and swamps, and patches (or "pockets") of fertile soil, crawled down to the lake side, where the white-painted stern-wheeler awaited its advent.

Half an hour later we were off. The motionless trees on either hand glided sternwards. Far peaks beyond the first ridge began to peep through patches in the top of that first ridge, and with a sound like the slow breathing of a giant we advanced. The waters of the lake were so calm that it seemed soon as if we stood still, and the lake, under some spell, was moving northward. The jetty behind us dwindled and dwindled. The few scattered houses above it, where the trees had been cleared, became more diminutive. It was as if we looked at them through opera-glasses the wrong way, slowly at the same time decreasing the magnifying power. Now and then, on either hand, logs of trees drifted past us sternward, perfectly still in the water, almost as if they had been split down the middle and laid upon a sheet of glass. To east and west the reflections of the mountains ran down into the deeps of the lake, clear in every detail, as in a mirror dimmed by no breath.

But now the shore ahead was rapidly rushing upon us—a silent and august charge of a little spit of sand and a long army of trees, the first ranks in the water, a mountain-side rising so steeply behind that the dark poles of the firs appeared oddly balanced one above the other—the second rank just a hair's breadth behind the first and a foot or two higher; the third rank just a hair's breadth behind the second and a foot or two higher; and so on, up, up, up to a frightfully quiet serrated ridge of firs. The whole front of dark green quietness swept down on us. And then we felt suddenly that it was we who moved upon it; for the steamer swerved westward in an abrupt way that, though her decks were broad like floors of a dance hall, made those who stood upon the deck aware that she turned. Then another swerve—and behind us a foaming interrogation-mark of white, snow-white wake, on the surface of the water; and ahead—ahead more majesty of still lake-water, millions of firs rising and rising up on either side.

When the timber area stopped, rough peaks, with wavering ridges, looked sleepily over the tree-tops. Beyond these crests, away back, precipices stood, grim and sphinx-like. Every here and there they were cleft, broken open by fissures, like scars, to look up to which all the passengers on the deck down here had the backs of their heads pressing on their collars, like people looking at skied pictures at the Academy. I have been informed by artists that the skied pictures at the Academy are often not as bad as the ones on the line; but here, in this great landscape exhibition seen from the deck of the stern-wheeler that breathed grandly down the Arrow Lakes, British Columbia, who could say which views are greatest—the low views along the shore, the views of the edge of the timber, the views of the

bald tops of the first ridges, the views of the mountain forests beyond, or the views up the long fissures, the stupendous high valleys, that only a sense of distance and proportion told one were no mere cracks, but upland valleys with creeks foaming in them, and goats leaping, and perhaps some lonely prospector, with a hanging-headed and lean cayuse close at his heels, seeking, bemused by silence, for silver-lead?

Men who have sailed the South Seas talk of landfalls there, of palms rising at dawn above the horizon and bringing up magic isles at their roots, and anon disclosing a bay and a ribbon of surf before the bay, and a whale boat leaping through the surf to meet them. If it be the will of the Red Gods we shall see that too before we die. But if we cannot, we have seen this, and a man cannot see everything he desires in the absurdly short span of life. For one thing at least we are grateful: for this.

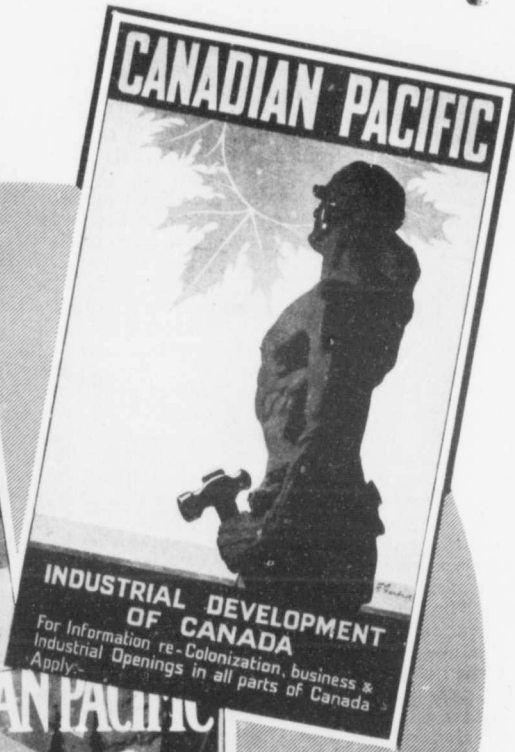
Presently the steamer whistled, just as the end of the lake seemed again to be rusing down on us, whistled and swept aside, and a fresh reach opened before us. And as it opened there awoke, up in the hills, a hollow boom—the echo of the steamer's whistle, and everybody looked up, quiet. The steamer breathed on, two or three great breaths from her engines. What a tiny thing she must have seemed to the invisible goats up on these peaks, despite her decks, broad as dancing-floors! Then high up, ever so high, another deep boom rang out, and another, deep and yet strangely mild and muffled in its sonority. The crevices of the farthest peaks were echoing the whistle with which this little speck of a thing of man's making had dared to break the silence.

We whistled because we had on board a sack of flour, one of potatoes, and a flitch of bacon, and a letter to land at a spit of shingle. Even now the engines had stopped. The shingle spit was rushing at us. There was a low, rumbling, grating sound as it went under our bows. At the top of the shingle, where a trail came out of the woods, a lean horse stood with the reins hanging from the bit to the ground. On the shingle was a man (in black shirt, high laced boots, and rough pants) under a flopping slouch hat. He looked up grimly at us. A plank protruded from a lower deck, and down it a deck hand ran, balancing a sack. After him ran another deck hand, balancing a second sack on one shoulder, and holding the flitch of bacon on the other, the way tight-rope walkers perform with a Japanese umbrella. The man on the shingle went, with sliding and rattling steps, up to his pony, led it down to the sacks, and began to load them on to its back.

FREDERICK NIVEN
(In the *Daily News*).

C.P.R. Literature

Will Agents requiring supplies of Rail literature write to: Advertisement Dept., C.P.R., 62 65, Charing Cross, London, S.W. 1, stating their wants.



New Canadian Pacific Railway Posters, supplies of which will be available for distribution early in 1920. Agents requiring supplies, please write to Advertisement Department, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W.1.

CANADIAN PACIFIC

**TO THE
CANADIAN FARM**
MAGNIFICENT STEAMERS
EXPRESS TRAIN SERVICE
WEEKLY SAILINGS FROM LIVERPOOL
APPLY

CANADIAN PACIFIC

SPECIAL TOURS
to and through CANADA
For particulars apply

Canadian Pacific
TO THE CANADIAN FARM
Express Steamers : Express Trains
The illustrations in these posters are from actual photographs.

CANADIAN PACIFIC

**TO THE
CANADIAN ORCHARDS**
EMPIRE'S STEAMERS
EXPRESS TRAINS
APPLY

Supplies of the above and other Posters in stock may be obtained on application to Advertisement Dept., C.P.R., 62 65 Charing Cross, London, S.W.1.

Land Settlement in Canada for Imperial Ex-Service Men.

EARLY next year a selection committee will arrive in Great Britain from the Dominion for the purpose of interviewing applicants for land in Canada under the Soldiers' Settlement Scheme. Those who are eligible under this scheme are:—

- (1) Discharged members of the Expeditionary Forces of Canada, Great Britain and Ireland, or any of the self-governing Dominions, who have served outside the country in which they enlisted, or in a theatre of actual war outside of the British Isles.
- (2) Discharged members of the Allied Forces who were resident in Canada at the time of enlistment, and who have served thereafter out of Canada in a theatre of actual war.

(The above include Naval, Military, and Air Forces.)

All such persons, however, must produce a Certificate of Honourable Discharge.

Widows of those men who died on active service are also entitled to the same privilege.

Ex-Service men of Classes (1) and (2) above-mentioned, who are eligible from the standpoint of military service, and who were not resident in Canada at the outbreak of the war, will be required:—

- (1) To pass a test to determine their fitness to farm in Canada; and also,
- (2) In the case of settlement on purchased land to pay down twenty per cent. of the purchase price.

QUALIFICATIONS.

The following qualifications are regarded as essential in respect to those selected to proceed to Canada:—

- (1) The possession of at least £200 on landing.
- (2) Physical fitness, not only of the proposed settler, but of his wife or other dependents who desire to accompany him to Canada.
- (3) General suitability, which includes good character and the sincere desire to pursue agriculture as a permanent vocation.

The Selection Committee composed of several Canadian farmers will sit at stated intervals at the various Canadian Emigration Offices and pass judgment upon the qualifications of each applicant. Any Imperial ex-Service man who desires to take advantage of the benefits of the Soldier Settlement Act must apply, in person, to the nearest Canadian Emigration Agent, or at the office of the Soldier Settlement Board of Canada, 7 Parliament Mansions, Orchard Street, Victoria Street, London, S.W.1, at which offices only can forms be obtained.

The Selection Committee will at once dispose of applicants who cannot qualify for the responsibilities imposed by the Soldier Settlement Act. Those who are regarded as promising applicants may be sent for a few weeks to Testing Farms which will be established in the British Isles, and where competent Canadian agriculturists will instruct and supervise the work done by the prospective settlers. These Testing Farms will enable the Selection Committee finally to determine the eligibility of the applicants, and the part of Canada where he is most likely to succeed.

When the applicant demonstrates that he is entitled to the benefits of the Canadian Soldier Settlement Act, he may receive a Certificate to that effect from the Selection Committee, and will be recommended for free transportation of himself and his dependents to a port in Canada under the arrangements proposed by the Imperial Government through their Overseas Settlement Office.

AGRICULTURAL TRAINING IN CANADA.

The Soldier Settlement Board requires such selected Imperial applicants on their arrival in Canada to undergo some special training in order to obtain Qualification Certificates before they become eligible for the loan provisions of the Act.

In order to become eligible for a loan, those who are inexperienced in farming will be required to spend two years in practical farming in Canada.

Those who have had some farming experience in the Old Land will be required to spend sufficient time on a Canadian farm to become acquainted with Canadian methods.

The Board is securing the co-operation of successful Canadian farmers in every Province, who will take applicants on their farms and give them the benefit of their knowledge and experience.

No allowances for subsistence of dependents of Imperial ex-Service men will be paid by the Board, but selected applicants will receive remuneration from the farmers who employ them.

While settlers are receiving practical training with Canadian farmers they will be visited by officers of the Soldier Settlement Board, who will supervise their training and report from time to time as to their progress.

FINANCIAL ASSISTANCE.

1. To qualified settlers purchasing land through the Board is loaned:—

- (a) Up to £800 on the purchase of land,
- (b) Up to £400 on the purchase of livestock, implements, and other equipment, and
- (c) Up to £200 on the erection of buildings and other permanent improvements.

Advances for the purchase of land and permanent improvements (secured on first mortgage) bear interest at the rate of 5 per cent. per annum, and are repayable in not more than twenty-five equal annual instalments on the amortization plan. On loans for stock and equipment no interest is charged for two years, but thereafter such loans bear interest at 5 per cent., and are repayable on amortization plan in four equal annual instalments, the first payment being made at a fixed date in the third year.

A cash payment of 20 per cent. of the purchase price of the land will be required from each qualified settler.

2. To qualified settlers on Dominion (Free Homestead) Lands in the Western Provinces:—

Up to £600 is loaned for the purchase of livestock and equipment and permanent improvements, the amount advanced to be dependent on the settler's security. Repayment to be made in accordance with provisions outlined above respecting advances for these purposes.

METHOD OF PURCHASING LAND.

The Soldier Settlement Board may purchase improved or unimproved lands in any Province if required for soldier settlement. To assist applicants in locating lands, offers of property for sale are classified by the Board according to districts, and in compiling lists of suitable lands the assistance of public officials, local authorities, and officers of the Great War Veterans' Association is invited.

The settler, however, is not restricted to such lists. He has full right to select land, subject in all cases to approval after inspection by the Board.

When a parcel of land is selected by a soldier settler, an experienced land inspector is sent out to make an appraisal of the land, and to make sure that it is suitable and possesses the value that is placed upon it. If all conditions are right, it will be purchased by the Board and sold to the applicant.

The Soldier Settlement Board deals with the owner direct; pays no commissions on transactions of this kind, and thus protects the settler.

CHEAP IMPLEMENTS, LIVESTOCK, AND TIMBER.

The Soldier Settlement Board has made arrangements with manufacturers of implements, harness, etc., to give soldier settlers the benefit of special substantial reductions in price.

Arrangements also have been made whereby livestock, particularly horses, will be purchased at low prices and sold to settlers at cost to the Board.

The Livestock Branch of the Dominion Department of Agriculture is assisting the Board by placing at its disposal its entire personnel to act in an advisory capacity in the selection of livestock.

The Board also has been able to secure from the Canadian Lumbermen's Association an arrangement by which soldier settlers will be given very favourable rates on timber and building material. These rates generally equal wholesale prices plus the bare cost of handling.

Forms of application may be obtained on personal application from:—

LONDON—Lt.-Col. J. Obed Smith, Superintendent of Emigration for Canada, 11-13 *Charing Cross, London, S.W.1.*

CANADIAN GOVERNMENT EMIGRATION AGENTS.

LIVERPOOL—Mr. F. W. Kerr, 48 *Lord Street.*

BIRMINGHAM—Lt.-Col. A. N. O'Kelly, 139 *Corporation Street.*

EXETER—Mr. J. Cardale, 81 *Queen Street.*

YORK—Mr. J. H. Lough, 16 *Parliament Street.*

PETERBOROUGH—Mr. H. M. Mitton, *Market Place.*

CARLISLE—Mr. W. Griffith, 54 *Castle Street.*

GLASGOW—Lt.-Col. F. Campbell, 107 *Hope Street.*

ABERDEEN—Lt.-Col. G. Grassie Archibald, 116 *Union Street.*

DUBLIN—Mr. E. O'Kelly, 44 *Dawson Street.*

BELFAST—Mr. J. Webster, 17-19 *Victoria Street.* And

LT.-COL. K. C. BEDSON, Overseas Representative, Soldier Settlement Board of Canada, 7 *Parliament Mansions, Orchard Street, Victoria Street, London, S.W.1.*

Canadian Pacific Returned Soldiers' Land Colonization Scheme.

ANY man who has served on active service in the Canadian Unit of the British Army or in the British Army or Navy; or in any unit of any British Dominion, or a Canadian who has served with any of the Allied Forces in the Great War, is eligible to obtain a farm under the Canadian Pacific Railway Scheme of Land Colonization by Returned Soldiers, provided he has certain qualifications which are fully set out in the regulations. The project has been formulated and brought into force with a keen desire on the part of the Company to do its share in recognizing the work of men who have fought for the Empire, and who desire to take up farming at the close of the war; and while it is recognized that the scheme must of necessity contain something of philanthropy in the way of easy terms and material assistance in the earlier years of the colonist's efforts, it is not intended to do otherwise than administer those farms on a thoroughly businesslike basis, or to allow them to be taken up except by men who are earnest in their intention to try and make a success of farming and who have the foundation qualifications to justify an expectation of success.

General Provisions.

1. These regulations apply only to the sale of lands to returned soldiers, and contain an outline of some of the provisions which will be included in the contract, but the terms of the contract, when executed, are in all cases to govern and to constitute the complete contract between the parties.

2. Land will be sold only to applicants of good moral character, who produce proof, satisfactory to the Examining Committee, of having been on active service in the Canadian Unit of the British Army, or in the British Army or Navy, or any unit of any British Dominion, or (if Canadians) who have served with any of the Allied Forces, who are of physical fitness and have had previous experience, either as a farmer or farm labourer.

3. Applicants will be required to fill in and sign the preliminary form of application and support same with any proof required by the Examining Committee.

4. All preliminary applications will be submitted to the Examining Committee at Calgary, and, if approved, the applicant will be required to appear before the Committee for examination, before final acceptance or rejection.

5. Applicants will be required to attend for their examination at their own expense, whether accepted or rejected.

6. No applicant will be permitted to purchase more than 320 acres.

7. Land will be sold to bona fide settlers only, settlement and occupation being the basis of the contract.

8. Applicants must in all cases make a personal selection of the land they propose to purchase, after inspection of the land by themselves or their duly authorized agents.

9. All contracts and conveyances for lands purchased will reserve to the Company all mines and minerals (including gas and petroleum), together with the right to work the same, and will also reserve to the Company the right at any time within ten years of the date of final payment of principal, to take and acquire portions of the said lands for any line of railroad owned, leased, or operated by the Company, the Company paying for any land so taken and acquired, in addition to the actual value of any buildings or improvements thereon, a sum per acre equal to the price per acre paid by the purchaser.

10. In all cases, purchasers may be required to submit to the Company annually, satisfactory evidence by statutory declarations, of the occupation and improvement of the lands in compliance with the terms of the Company's land contract.

(a) In certain defined districts of Alberta and Saskatchewan the approved settler who has had previous farming experience may select his own farm from the Company's lands open for sale, the area not exceeding three hundred and twenty acres (320).

(b) Such farms to be sold at the regular list prices at the time the contract is closed, on the twenty payment plan.

(c) The Company will advance the settler the cost of the approved building material, equipment and live stock, and seed grain for the first year's crop, not exceeding in all in value two thousand (\$2,000) dollars, the cost of the building material to be added to the price of the land.

(d) The cost of the equipment to be secured by lien note and the cost of any seed grain advanced by seed grain lien or crop mortgage.

(e) If the Company is satisfied that the settler is unable to provide living expenses for himself and his family during the first year of his occupation, financial assistance in cash advances not exceeding one half of the value of any approved work done by the purchaser in permanently improving the farm may be made by the Company. Advances so made to the purchaser will be added to the purchase price of the land.

(f) When desired by the settler and mutually agreed to, the Company will erect buildings and fences and make provision for water supply, the cost, including 5 per cent. for supervision to be added to the purchase price of the land.

(g) The contract will provide for payment as follows:—

On date of contract, one-twentieth (1/20th) of the purchase price of the land.

At the end of the second and third calendar years, interest on the total purchase price, including advances.

At the end of the fourth calendar year, one-twentieth (1/20th) of the total purchase price, including advances and interest at 6 per cent.

The balance of the total purchase price, including advances, will then be repaid in eighteen annual instalments, with interest at six (6) per cent.

On lands selected by returned soldiers and purchased through the Soldiers' Settlement Board and which are paid for in full at the time of purchase,

a discount of twenty (20) per cent. from the list price of the land will be allowed.

For further information apply to—

CANADIAN PACIFIC RAILWAY COMPANY,

(Department of Colonization and Development),

62/65 Charing Cross, London, S.W.1, England.

New Information Bureau in London.

THE Department of Colonization and Development of the Canadian Pacific Railway has for a number of years carried on a general intelligence service for Canada, through the medium of a Bureau of Canadian Information.

It has now been decided to extend this service by establishing a similar Bureau in London at 62/65 Charing Cross, S.W.1, and to issue in connexion therewith a monthly bulletin entitled "Agricultural and Industrial Progress in Canada." This publication will contain items of interest relative to Banking in Canada, Clearing House Returns, Trade and Commerce, Statistics, Crops, etc., and, as it will be supplemented by a weekly news letter giving up-to-date information on the growth and development of Canada along these lines, it is thought that it will prove of interest and value.

Where the Apples Come From.

THE Annapolis Valley in Nova Scotia is one of the most famous apple-growing districts of the world. Long before Tasmania, South Australia, and California began to grow apples, it was the orchard of the Empire. Following the eastern course of the river between North Mountain (which shelters the valley from the Bay of Fundy) and South Mountain, there stretch seventy-five miles of fruit lands and enchanting scenery. Here is grown the luscious apple which is found in all the world's great markets. The apple-tree is the dominant note in the swelling landscape, and in early June the whole valley is a scene and scent of sheer beauty, comparable only to the orange-groves of Seville or Santa Clara. This apple is not, of course, indigenous; but none can tell who brought the first pommier from Normandy. Perchance it was Lescarbott himself. At all events orchards were flourishing here in abundance long before the expulsion of the Acadians. Ere the building of the Dominion Atlantic Railway (now taken over by the Canadian Pacific) the apple production of "the Valley" was some twenty thousand barrels annually. The output is now over two million.

Rich indeed in historic and poetic association is Annapolis Royal, the cradle of Canada. What romantic memories cluster about this little town, superbly set at the head of Annapolis Basin! Three years before a white man's hut had been built on the site of Quebec, a fort and village were to be found at Port Royal. On the waters of this basin was launched the first vessel built in North America.

At Old Port Royal was witnessed the first conversion to Christianity; here echoed the first notes of poetic song in Canada—the chanson composed by Lescarbott in honour of Champlain. And here flourished the first social club in the western hemisphere.

BECKLES WILLSON.

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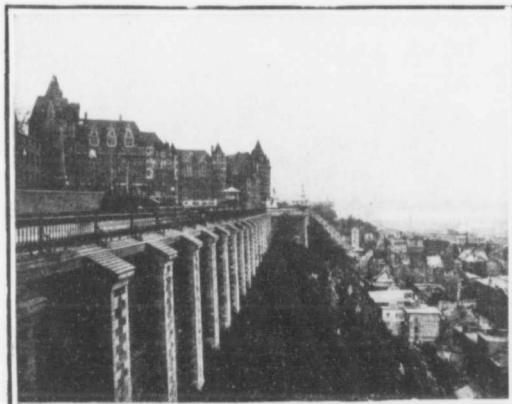
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CANADIAN PACIFIC HOTELS



Château Frontenac, Quebec.



Hotel Palliser, Calgary.



Empress Hotel, Victoria, B.C.



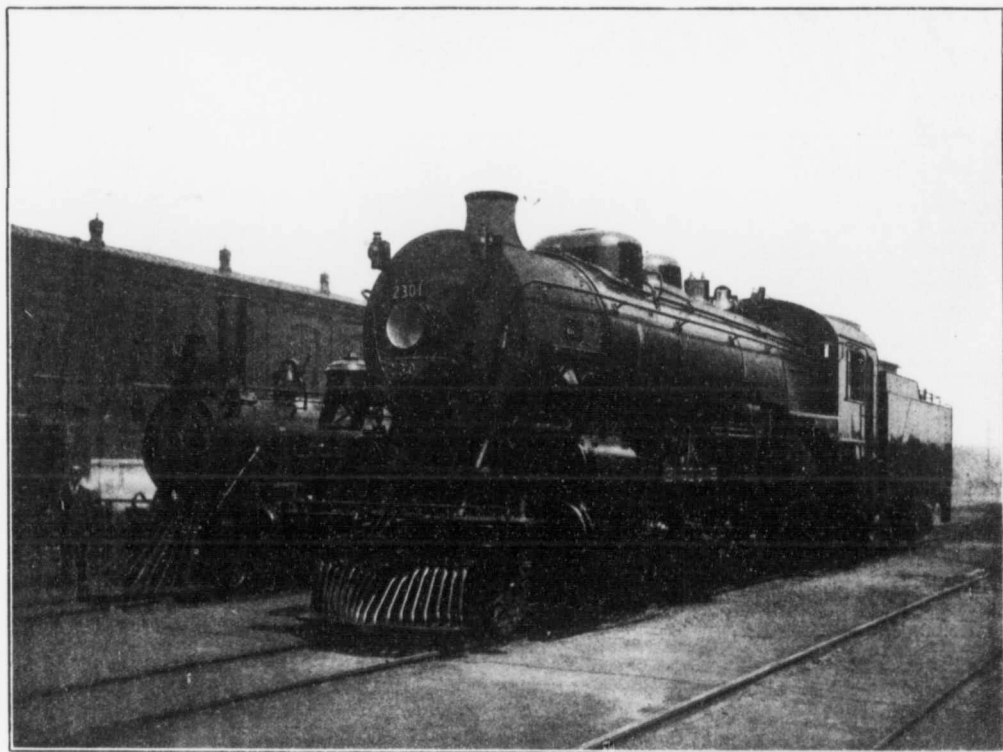
Banff Springs Hotel, Banff, Alberta



Château Lake Louise, Alberta.

The Château Frontenac, in Quebec, the dominating architectural feature of Canada's most historic city, and the Hotel Vancouver, B.C., are meeting-places of travellers from all corners of the earth. The Place Viger, in Montreal, the Royal Alexandra, Winnipeg, the Hotel Palliser, Calgary, the Banff Springs Hotel and the Château Lake Louise, in the heart of the Rockies, and the Empress Hotel, Victoria, are establishments of the highest repute, and in many other centres of Canadian travel the Canadian Pacific Railway Hotel is a radiator of social activities, or a haven of rest, according to the tastes and desires of the visitors.

New C. P. R. Locomotives.



A STRIKING CONTRAST.

BIG, and still bigger, locomotives are being turned out by the Canadian Pacific Railway. Sixteen new ones were recently built at their Angus Shops, Montreal, at the rate of one for every five and a half working days. They are masterpieces of engineering workmanship, the largest and heaviest passenger locomotives in the Dominion, and there are very few of the same type larger or more powerful than them in use anywhere. They were specially designed and constructed under the direct supervision of Mr. W. H. Winterrowd, chief mechanical engineer of the Canadian Pacific Railway. The total weight of each engine and tender in working order is 477,000 lb., the cylinders are 25 inches by 30 inches, the diameter of the driving wheels 75 inches, and the boiler carries 200 lb. steam pressure to the square inch—giving the locomotive a tractive effort of 42,600 lb.

The boilers are very large, each one containing approximately 5,000 square feet of heating surface. A superheater delivers the steam to the cylinders at a high temperature. The tender holds 8,000 imperial gallons of water and 12 tons of coal.

The engines are equipped with a vestibule cab which completely protects the engine-men from bad weather. These cabs are very comfortable, and are conveniently arranged, being provided with large clothes lockers.

These new locomotives are used in the passenger service of the Canadian Pacific Railway between Fort William and Winnipeg, and between Smiths Falls, Trenton, and Havelock. They are sufficiently powerful to eliminate the necessity for running a number of heavy passenger trains in two sections—one of the new engines being able to handle the number of cars that it formerly took two locomotives to draw.

One of the first of these engines to be built drew the Prince of Wales over the Canadian Pacific Railway rails.

In the picture above the growth in size of the Canadian Pacific Railway locomotives is strikingly illustrated. No. 82 was the standard Canadian Pacific Railway passenger engine in 1883. No. 2301 is one of the new Canadian Pacific Railway passenger engines just built.

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Fifty Years of Canadian Progress.

IT was a happy idea on the part of the Dominion authorities to make the latest issue of the Canada Year Book—that ever useful official compendium of statistical information—a Jubilee volume, to commemorate, in a comprehensive array of facts and figures, the life and progress of Canada from 1867 to 1917.

It is an illuminating story of untrammelled progress. Politically, of course, the new Dominion had many obstacles to overcome ere the ship of state was steered into the smoother waters in which she proudly rides to-day. Many difficulties had already been overcome; these were but the labours of birth. But it required the exercise of the highest statesmanship to avoid the rocks ahead. The difficulties attendant upon the carrying on of a coalition greatly added to the ordinary burden of administration. The anti-union agitation in Nova Scotia was full of disastrous possibilities. Scarcely had it been allayed when the first rising in the North-west, under Louis Riel, seemed for the moment to threaten the stability of the arrangements under which Rupert's Land and the territories beyond had just been acquired by Canada. Fenian troubles; serious differences with the United States over fishery and commercial questions—these and other perplexing problems pressed heavily upon those charged with the administration of the affairs of the new Dominion. But all were successfully surmounted. Joseph Howe, the strenuous leader of the Nova Scotian agitation, gave up the contest, accepted the inevitable, and entered the Cabinet of Sir John Macdonald. Riel was speedily suppressed and compelled to flee the country. The Fenian attacks proved abortive, and the Treaty of Washington of 1871 restored harmony between Canada and the United States. In the same year British Columbia cast in its lot with the Dominion, followed in 1873 by Prince Edward Island. The Dominion of Canada was an accomplished fact.

The economic progress of the Dominion has been marked by easier sailing. How impressive that progress has been is exemplified in the statistical tables compiled by Mr. Ernest Godfrey, the Editor of the Dominion Bureau of Statistics at Ottawa.

Agriculture is the basic industry of Canada, and in this connexion the development has been on a truly remarkable scale. The acreage of wheat-growing land has expanded from 1,646,781 acres in 1870 to 14,756,000 acres in 1917, with a respective yield of 16,723,873 bushels and 231,730,000 bushels. In the other great Canadian crop—oats—the yield has increased from 42,489,453 bushels in 1870 to 393,570,000 bushels in 1917.

One remarkable feature of the fifty-year period under review has been the shifting in the incidence of grain-growing. Formerly, the bulk of the wheat grown in Canada was produced by Ontario, but with the opening up and settlement of the prairie provinces the production of wheat in Ontario relatively to the rest of Canada has declined, while the prairie provinces have come to produce nearly all the wheat

of the Dominion. This has been due to the great increase of immigration, its direction to the soils of virginal fertility in the west, and the migration to the west of farmers from Ontario and other parts of eastern Canada. A similar movement, though not so marked in extent, is observable in the case of barley and oats. But the main fact is that whereas at Confederation and in 1880 the production of wheat, barley, and oats was almost entirely confined to eastern Canada, the position now is that more than half the total wheat crop is produced in Saskatchewan, and all but 8 per cent. of this crop is produced in the three prairie provinces. For barley 77 per cent., and for oats 64 per cent. of the total crop is produced in the prairie provinces.

Another question upon which the statistics throw light is the increase in relative productivity. Vigorous efforts to improve Canadian agricultural practice have been made for many years by both the Dominion and Provincial Departments of Agriculture. The work of the Dominion experimental farms, established in 1886, of the Provincial Colleges of Agriculture, all of them established since Confederation, has done much to raise the general level of agricultural production.

The establishment in Canada of the dairying industry upon a factory basis has been one of the most significant agricultural developments since Confederation. The production of grain in the prairie provinces, which began to assume importance with the opening of the Canadian Pacific Railway in 1886, and the effect of the McKinley Tariff of 1890, rendered grain-growing in Eastern Canada unprofitable, and the farming situation was only saved by the increased production of dairy products, for which a market was gradually built up with the United Kingdom. The introduction into Canada from Denmark in 1882 of the centrifugal cream separator marked an important epoch in Canadian dairying, and the industry has continued to expand from that date.

The development of manufacturing has been equally marked with that of agriculture. In 1870 the capital invested in Canadian manufactures was \$77,964,020; in 1915 the amount was \$1,958,705,230. Similarly the value of the products, which was \$221,617,773 in 1870, had grown to \$1,381,547,000 in 1915. When we consider that the total population, which was under four millions in 1870, was still less than eight millions in 1915, we cannot fail to appreciate how extraordinary has been the rate of progress in manufacturing industry during the fifty years. This is apparent when we compare the capital invested in industrial enterprises—the bulk of which are located in Ontario and Quebec, the former province easily leading the rest of Canada in this respect—and the value of the products per thousand of the population. In 1870 the capital thus invested per thousand of the population was \$21,134, and the value of the products was \$60,075. In 1915 these figures had increased respectively to \$247,062 and \$174,262.

The trade returns of the Dominion may likewise be examined profitably for evidence of national progress in various directions. The broad fact emerges that so far as total values of imports and exports are concerned, the trade, though, of course, fluctuating annually, has continued to make rapid progress, especially since the opening of the present century,

and still more notably during the last four years of the war. Taking the extreme years of the fifty-year period, namely, 1868 and 1917, we find that the total value increased from \$119,791,879 in 1868 to \$2,024,597,406 in 1917.

In the realms of public and commercial finance the growth is equally arresting. In 1868 the public revenue of Canada amounted to \$13,687,928. During the war the revenue necessarily extended in consequence of increasing taxation, and for the fiscal year 1917-18 the record total of \$260,778,953 was reached. *Per capita* the revenue has grown from \$5½ in 1871 to \$27.82 in 1917. Of course, the increasing public revenue has been collateral with an increasing national debt. The net public debt of the Dominion, incurred largely for productive purposes, increased from \$75,728,642 at Confederation to \$335,996,850 in 1914, the fiscal year before the outbreak of war. The debt on 31 March 1918 amounted to \$1,191,884,063, having been swollen to this amount as a consequence of the war; but the fact that this debt is being shouldered by the people of Canada without undue difficulty is in itself proof of the great progress made by the Dominion in the realization of its resources and the accumulation of wealth.

In 1868 the Chartered Banks of Canada numbered 27, with 123 branches. Their paid-up capital amounted to \$30,507,000, and the deposits to \$33,654,000. In 1917 the paid-up capital of the 21 Chartered Banks of Canada, having 3,135 branches, amounted to \$111,637,755, and the total on deposit to \$1,643,203,020.

The foregoing statistics tell their own tale of national progress and prosperity. If the progress of the past fifty years has been so splendid, is there not abundant reason for anticipating still greater triumphs in the next fifty years? As this jubilee volume of the Canada Year Book states, the path of progress in Canada is as open as it was fifty years ago; the natural wealth of the great Dominion has yet been scarcely more than skimmed. In population, in production, in manufactures, in trade, and in the financial and commercial developments dependent thereupon, Canada should certainly equal, if not exceed, the brilliant record of the past half-century.

The Wool Clip.

The wool clip of Canada for 1919 has been placed at 15,000,000 lb., according to July estimates. This represents a very material increase over 1918. Government figures would indicate a production of close on 18,000,000 lb., but this is thought by well-informed persons in the wool trade to be in excess of the actual clip. The 1918 production was 12,000,000 lb. The number of sheep has been increased by between 300,000 and 400,000.

As far as distribution is concerned, it is believed that a much smaller proportion of the clip will be absorbed by the Canadian woollen mills. Whereas between 4,000,000 and 5,000,000 lb. of wool were sold within Canada last year, mostly for domestic consumption, the total this year is not expected to exceed 1,500,000 lb. The amount of wool sold to date is about 1,500,000 lb., of which a portion will probably find a re-sale market in the United States.

In a Canadian Maple Grove.

By ERNEST C. GILL.

IN those portions of the Provinces of Quebec and Ontario where the stately groves of maple trees have been preserved, one of the most enjoyable times of the year is during the last week in March and early part of April, when the sap is collected from the trees and made into maple syrup and maple sugar.

The sun's brilliant rays shine down from the cloudless blue sky upon the leafless trees; the small chipmunks skurry from branch to branch emitting their shrill, sharp cries, answered ever and anon by the screaming of a blue jay. The wild ducks and geese go flying overhead to their nesting haunts north of the St. Lawrence River, and all around glitters the snow, which covers in virgin whiteness Mother Earth, while here and there a rabbit with its white fur tinged with brown lies drowsily sunning itself to sleep.

In the centre of the maple grove stands a log cabin, which, with its notched ends and shingle thatched roof, is the only sign of man's existence till from afar comes the sound of the jingling bells as the driver with the two-horsed sledge wends in and out amongst the trees of the grove, sending the animal denizens of the woods in full flight to their retreats, and making the roads on which the maple sap will be collected. Then, on snow-shoes, appear the tree-borers who, instruments in hand, make apertures in the trunks of the stalwart maples, in which tin spouts to drain the sap are inserted. Later comes the loaded sledge bearing its load of buckets, which in a trice are affixed to the hooks beneath the spouts inserted in the trees. At the end of a good day's work all is complete, and then, as the sun goes down to rest, the shining moon rises to give additional charm to that wild nature scene, King Frost once more proclaims his sway, and the giant trees crack and writhe in his grip. Then all is peace.

But on the morrow the sun is not to be denied, for nature must have her way. His bright, warm rays penetrate into the depths of the grove, striking with ever-increasing warmth the branches and trunks of the trees. The sap frozen for months deep down in the hearts of the tree trunks and roots seeks to run once more into the leafless branches, there to produce the buds and sprouts, and, later, the green maple leaf, so famous. But as it runs from trunk to branch it cannot all escape that wounded side, and the slow, steady, dripping into the buckets signifies that the sap is running.

Slowly at first, but steadily increasing, comes the sound of the "drip, drip, drip," till at last the buckets are filled to overflowing. Then once again the sledges, bearing huge tubs, come round to collect the sweetly-smelling, luscious-tasting, health-giving maple sap from the agile snow-shoers who, running from trunk to trunk, pour the contents of each bucket into the collecting tub. Then the steaming horses, plunging up to their bellies in the melting snow, wend their way to the log-house, where from the tall tin chimney wreaths of smoke are gently curling heavenwards. At one end of the cabin stands the tin reservoir, into which the tubs of sap are emptied, whilst

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inside the cabin the sugar-boiler stands guard before his long, narrow, iron boiling-pan over the furnace of good, white maple wood, which emits a cheerful roaring sound. The sap runs slowly into the boiling-pan from the reservoir till it, too, is empty. Then the nostrils are assailed by the perfume of the evaporating sap which, gradually thickening under the intense hardwood heat, is soon announced by the guardian to be "syrupped." Hearing that welcome cry, all and sundry run to taste of the first new season's maple syrup, and a feast is spread of hot graham cakes, buckwheat cakes, and doughnuts, to accompany the warm, sweet, aromatic liquid.

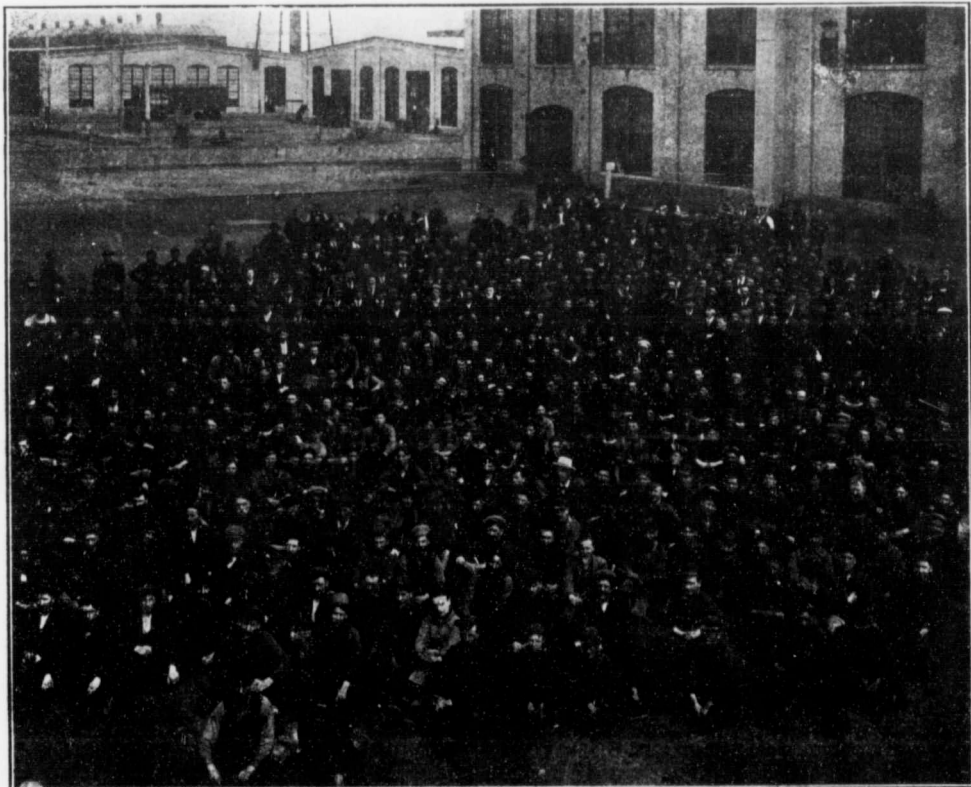
All night, if the sap is running well, the sugar-party sit around that cheerful fire, only rising and collecting from time to time the overflowing buckets to fill the insatiable reservoirs. Cards are produced, and a quiet game of "poker" is indulged in, whilst all regale themselves on the maple syrup, which makes the blood course rapidly through one's veins, for it is the first gift of the Spring.

Tray after tray is put aside as it is syrupped—some of the syrup is packed hot from the fires into air-tight containers, whilst some is left in pans to be "sugared" another day, designated the "sugaring-off day." For this latter event invitations are sent out far and wide to friends in village and in country, and those accepting come in merry parties on snow-shoes

and in brightly bedecked sleighs, drawn by foaming horses, whose bells tingle joyously in the bright, crisp air.

The guests assembled, the cold maple syrup is put upon the fire, gradually to grow thicker and thicker. To all present a little wooden stick is given, which they dip ever and anon into the thickening mass, and then into the bucket of clean, cool snow standing at the door of the cabin, the coldness of which makes the syrup adhering to the stick grow hard and toffee-like. The sugar-boiler vigorously stirs his seething charge, and at last shouts that it is ready. Willing hands lend help to pour the scarcely-running mass into the tin shapes of various sizes making the sugar-bricks and sweetmeats; then all present vigorously attack the almost empty tin, scraping with their wooden paddles and eating with might and main the particles of sugar adhering to the sides and bottom. This is the "Sugar Bee," when everyone is welcome, and all hearts are glad, followed very often by a dance in the big wooden barn at the farmhouse near by.

Too soon Spring asserts her complete sway; the rabbit's fur turns from white to brown; the partridge searches for a nesting-place in some safe secluded spot; the little streams with their hosts of greedy speckled trout, purr gently along over the stony bottoms, carrying the last vestige of ice down to the rivers—and one more winter, one more sugaring is over.



DINNER TIME AT C.P. R. YARDS, WINNIPEG, MANITOBA.

Live Stock Branch.

WHAT IS CANADA GOING TO DO ABOUT IT?

By H. S. ARKELL, M.A., B.S.A.,
Live Stock Commissioner.

A BIG, profitable live stock, meat, and produce trade is open to Canada overseas. What is Canada going to do about it? No one doubts that the success of the Canadian live stock industry is, and will be, dependent upon the extent and variety of our export trade. We cannot eat all we produce. Further, we cannot afford to. If we would purchase abroad, we must sell abroad, and our credit balance with foreign countries is already heavily overdrawn. To redress this balance, we must rapidly extend the output and export of the products of our land. Theoretically, we agree to the truth of this statement. Practically, we decide to pass on to the other fellow the duty that it implies. In fairness to the Canadian farmer, it must be admitted that the responsibility for shifting this obligation lies less with him than with the great masses of people who are content to crowd our cities and towns, creating thus a problem for society which it is taxing human ingenuity to solve. If Canada needs one thing more than another, she needs labour upon the land—honest, dependable labour to swell our farm production to a volume that will ensure a steady and permanent exportable surplus of the supplies that Europe wants. This way lies success.

The London agents of our Canadian packers reviewed in disappointment the orders for Canadian goods—bacon, eggs, etc., for which they could obtain but a tenth of the product they required. The unwarrantably high price of hogs in Canada during the past months is but a reflection of the reputation of Canadian bacon as compared with American, and demonstrates the effort of our packers to maintain their connexion with old-established clients in the face of short supplies. Since Denmark within a year will again be a factor in the bacon market, our only security for the future is full production and such a substantial export supply as must command recognition by its volume and quality. Short hog production is unquestionably the most dangerous policy Canada can adopt. This is true of eggs as well as of bacon.

Respecting cattle, herein lies a problem that will prove a worthy test of Canada's nerve, ingenuity, and determination. The difficulties are great, but they are not insurmountable. In the Argentine and Australia are more and better cattle than in Canada, and these countries are proving much cheaper sources of supply. The Argentine has landed live cattle in Italy, and is proposing to do likewise for Germany via Antwerp. The United States is trading with France, and is busy in Holland, endeavouring to secure passage to Germany via Rotterdam. We have secured this concession for Canada on account of the health of Canadian cattle, and it now remains to see what advantage we can take of it. Two Canadian firms only, one Western and one Eastern, have as yet

dared to face the risks of live cattle export, and they deserve all the success and profit which they are likely to obtain from it. I am firmly of the opinion that this live cattle trade must become a necessary part of our cattle policy. So far as Europe is concerned, we are only at the beginning of this business, even if in the end it prove not to be permanent. Germany, France, and Belgium are now in the market for fat cattle, and the landed price is from £65 to £75 per head. Further, next spring there will be a large demand for feeding and breeding cattle, the latter chiefly of the Holstein and Shorthorn sorts. I recommend the organization of companies of producers to join with commission men in the development of this business. The present avenues of distribution must be widened; otherwise other countries will secure the business to Canada's disadvantage.

Linked with the live cattle trade is the establishment of a chilled beef business. Canada cannot compete with the Argentine and Australia in frozen meat. Owing, however, to shorter haul, we have an advantage in the export of chilled beef. It is suggested that the difference in price in favour of the latter article will be from 1d. to 2d. per lb. Our packers are thoroughly investigating this trade, and preparing themselves for it when the proper moment arrives. The production of a sufficient quantity of high-class meat will alone make this trade possible. The cattle business of Canada can be made a great success if we set ourselves wisely and determinedly to the task. Otherwise, it will prove a dismal failure. In this business, however, more than in any other, we must widen the channels of distribution, and therein the producers themselves should have an important part to play.

As regards dairy products, butter is everywhere at a premium, and Canadian cheese holds a similar reputation to Canadian bacon. The shortage of milk and dairy products in Great Britain is unprecedented. The same is true of Europe. Partly this is due to the scarcity and high price of concentrated feed. It is a condition that is so general as not quickly to be remedied. This condition, in fact, is regarded with the gravest concern by those who have in hand the difficult task of agricultural reconstruction. It is retarding also the increase of swine production and the restoration of the normal requirements of fat. The consensus of opinion is that the future of the export trade in dairy products is assured.

With regard to horses, a Scotch firm, the agents of a big transport company, whose manager I met in London, has recently taken a consignment of heavy Canadian draft horses to Great Britain. Motor transport is apparently unable to displace good heavy drafters, either for city or farm use, and, for choice animals, London is paying from £175 to £250 per head. An aggressive Canadian firm, prepared to deal straightforwardly with British purchasers, and to carefully hand-pick every animal sent forward, should make a little money out of this business.

Wall Map of Canada.

The latest large map of Canada, suitable for counter or wall display, can be obtained on application to: Advertisement Dept., C.P.R., 62 65, Charing Cross, London, S.W. 1.

Pictu



The Loos



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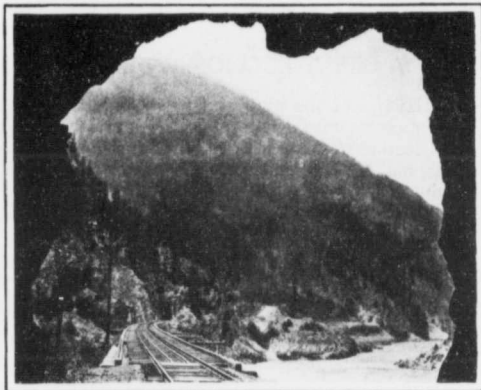
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Picturesque route through the Canadian Rockies



The Loop in the Selkirks near Glacier, B.C.



The Four Turnnels, FRASER CANYON, B.C.



Bow River Valley, Banff, Alberta.



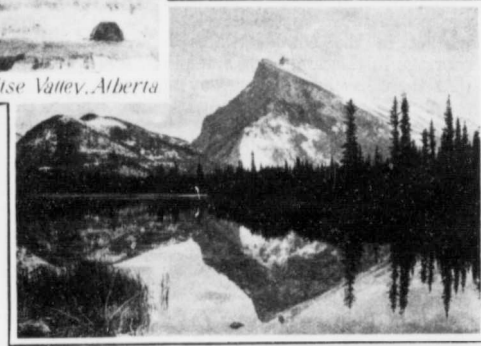
Giants Steps, Paradise Valley, Alberta



The Lakes in the Clouds.



Open Observation Car on C.P.R. in the Rockies.



Cascade Mountain, Banff, Alberta.

The transcontinental trains of the Canadian Pacific Railway take twenty-four hours to make the 600-mile run from Cochrane, at the entrance to the Rockies, to Mission, some forty miles east of Vancouver. The term "Canadian Rockies" has by natural custom been extended so as to cover more than the single ridge of mountains which makes the Great Divide between Atlantic and Pacific. It includes the equally majestic Selkirk Mountains enclosed in an angle formed by the peculiar sweep of the Columbia River, and also includes the Gold or Cascade Range intervening between the Selkirks and the Pacific Coast.

The Rise of Canada's Pulp and Paper Industry.

A GREAT ECONOMIC DRAMA.

THE rise of the pulp and paper industry to its present amazing proportions is an outstanding feature of Canada's modern industrial development, and the fact that some ninety per cent. of the production is exported abroad makes it an important and very favourable factor in the Dominion's trade balance.

The truly remarkable strides made by this industry is strikingly exemplified in comparative figures. In 1890 the total export was valued at \$122. In 1919 the estimated export will amount to approximately \$122,000,000, or a million times as much! Verily, a drama in economics.

It is during the last ten years that pulp and paper manufacturing has become a great national industry. The amount of capital thus invested in 1908 was \$50,000,000. Latest estimates show the capital value to be now over \$200,000,000, and more plants are in sight. To-day 25,000 employees are engaged in manufacturing, with a yearly wage bill of \$20,500,000, and the call is for more men and more capital to keep pace with the demands.

Read the following extract from a recent issue of a leading Canadian financial journal; like the small boy with the bulging "tummy" at the party, it speaks for itself:—

"Canadian paper companies are being bombarded with telegrams from various parts of the United States asking for newsprint. Representatives of different papers, especially in New York and Boston, are in daily contact with different Canadian companies, trying to make contracts, but it is stated that practically all Canadian companies are sold right out and many companies claim that if they had double the production they have at the present time they would have no difficulty in disposing of it. During the past few weeks the developments of the paper market in the United States indicate a distinct shortage in the supply of newsprint, with the result that there has been a runaway market for the spot supply of paper. As a result, reports indicate that paper representatives, with any supply on hand, have been getting over six cents a pound for newsprint."

The latest trade returns show that in addition to the United States, which continues to be the best market, Canada is now exporting pulp and paper products to the United Kingdom, the Argentine Republic, Australia, British South Africa, China, Cuba, France, New Zealand, Peru, and various other countries. This summer a representative of the Canadian Pulp and Paper Association spent over three months in the United Kingdom for the purpose of increasing shipping facilities and developing markets, with the most satisfactory results. Note, too, the following from a prominent Japanese journal: "The pulp for paper-making which this country needs is a chemical variety, the supplies of which are getting shorter. At the present time the source of supply we can look for appears to be confined to Canada when we consider output and quotations."

An official report of the Chemical Pulp Section of the Canadian Pulp and Paper Association states that one of the effects of the war has been to change the relative positions of the Canadian sulphite pulp industry, and that of the European pulp-producing countries, so that the cost of production was lower in Canada than in Europe—a reversal of pre-war conditions. Russia, the great source of Europe's wood supply, went out of business entirely, while Germany and Austria, formerly the chief producers of high-grade pulps, ceased to be market factors. The war period, too, witnessed much progress in the methods of acid-making, and in the tumbler-barking of wood, the one improving the quality and the other increasing the output, and diminishing costs.

The chemical pulp industry of Canada, the report continues, stands to-day on the threshold of a great development. Ten years ago a large part of the chemical pulp consumed in America was imported from abroad, the proportion which Canada supplied to the paper industry of the United States was quite small. To-day, according to the latest figures available from the United States Government, a relatively small quantity of chemical pulp is coming from abroad to the United States, whilst the quantity which Canada has supplied her neighbour to the south has grown very rapidly.

Shipping conditions, have, no doubt, played a great part in the restriction of imports from Europe, but even though abnormalities in this respect largely disappear in the course of the next year or two, reduction in ocean freights will be of much greater stimulus to Canadian exports than to imports from abroad.

The situation has now arrived that Canada fills the requirements of the United States outside of that country's own production. "Canada should now go after the trade of other countries to which she can reasonably export, with a view ultimately to holding a great part of the world's trade in chemical pulp."

The domestic demand for chemical pulp continues to grow. Not only does it enter into grades of paper ranging from sheathing to wood bonds, but new uses are constantly appearing. Explosives, aeroplane varnish, bandages, and absorbent pads, which grew largely out of the war, probably mark only the beginning of a new series of products in which chemical pulp will be an important factor. Such are textiles, artificial silk, paper containers, and the numerous developments of the box-board industry. "Chemical pulp bids fair to make anything from a tin can to a suit of clothes."

The value to Canada of her paper-making and pulp industry—it has become the biggest individual exporting manufacturing industry in the Dominion—can thus be judged, and its future, as can also be seen, is immense in its possibilities.

Canada has in abundance the essential raw material, and therein lies the salient factor in the present growth and future development of the industry.

According to the latest available returns Ontario alone possesses in pulp-wood, standing on Crown lands as yet undisposed of, no less than 350,000,000 cords. Of this at least 250,000,000 cords are situated on land tributary to existing railways and waterways leading to them. The province has available in forest lands 125,000 square miles of territory. North

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of the Canadian Pacific Railway there extends an area of at least sixty million acres of land thickly grown over with spruce and poplar, and plentifully supplied with lakes and rivers for the transportation of logs. Beyond is the district of Patricia, covering an area of some 146,000 square miles, with lumber and pulp-wood resources as yet entirely unestimated. But stress is laid here only upon the available and accessible abundances of Ontario's immensely valuable pulp-wood. Vast areas of the district of Patricia are still unexplored and uninhabited. The fact that Ontario's wealth in pulp-wood resources is so vast, without taking the pulp-wood of Patricia district into account, is significant in any estimate of the pulp-wood and water-power prospects of the Province. Water-power, it will be remembered, is an important asset in the manufacturing of pulp and paper, and in this respect Ontario ranks high.

Quebec is equally rich in resources, both in her forest areas and water-power. The estimate of forest wealth is \$600,000,000, of which pulp-wood and spruce constitute \$200,000,000, and the natural facilities for exploiting the resources are on a great scale. For exportation to Europe the Province is in a very advantageous position, the St. Lawrence river running through the region, and affording splendid harbour utilities. Quebec leads at present in the amount of capital invested in the paper and pulp industry, and in the value of exports, with Ontario a good second.

British Columbia is sharing in the great development, and between 5,000 and 6,000 men are employed in the making of wood pulp, newsprint, and writing-papers in the Pacific Province—which is eminently adapted for exports to the Orient—and, like Ontario and Quebec, the Province possesses an immense timber area, with many waterfalls. Approximately \$22,000,000 are invested in the industry in British Columbia, and the outlook is pregnant with possibilities. New Brunswick, too, is doing her share, although on a smaller scale.

Altogether Canada's forests contain 350,000 square miles of pulp-wood timber, estimated to yield 1,033,370,000 cords of pulp-wood. With the whole world calling for paper and pulp, who can place the limit to the future developments of an industry which, within a few years, has already become an immense factor in the economics of the Dominion?

The Use of the Aeroplane in Entomological Work.

By DR. C. GORDON HEWITT,
Dominion Entomologist.

THE great development of the aeroplane and its manifold uses during the war have led to much discussion concerning the ways in which it may be used for peaceful purposes. The transportation of passengers, mail, and freight are obvious uses; in Quebec experiments are being made with a view to testing the value of aeroplanes (hydroplanes) in forest

protection work, and undoubtedly they will be used in the future for surveying purposes.

We have discovered a use for the aeroplane in entomological work, namely, to assist in carrying out surveys of mosquito breeding areas. In undertaking such surveys one is often confronted with the difficulty of mapping out the swampy areas and other breeding places quickly with any degree of accuracy. By means of an aeroplane photographic surveys can readily be made and the results plotted out on paper. Such a method of surveying would save a large amount of time involved in travelling around such areas for the purpose of delimiting breeding grounds, particularly in level country.

Mr. Eric Hearle, who holds a studentship of the Advisory Council on Scientific and Industrial Research, and is investigating the mosquito problem in the Lower Fraser Valley of British Columbia under the direction of the Dominion Entomologist, recently made this discovery, and by using an aeroplane from Chilliwack, B.C., he was enabled to make a very comprehensive survey of the complicated water system of the Fraser River and the adjacent bodies of permanent and temporary water in that district. His flight convinced him of the value of the aeroplane for survey work of this nature.

In forest insect work also, if the utility of the aeroplane or hydroplane for forest protection work is demonstrated, it will be possible to use such a machine for making surveys of timber that is being killed or has already been destroyed by forest insects, for upon such surveys successful control work depends. At the present time the making of these surveys is a difficult and often very arduous and lengthy task, and the character of our forests must necessarily make them incomplete.

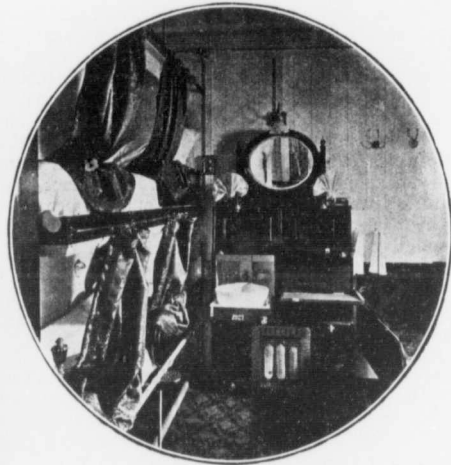
Yield of Principal Cereal Crops in Canada, 1919.

THE total yield of wheat in Canada is now placed at 193,688,800 bushels, including 174,687,000 bushels of spring wheat, and 19,001,800 bushels of fall wheat. Upon the acreage sown, the average yield per acre is $10\frac{1}{2}$ bushels for spring wheat, $23\frac{3}{4}$ bushels for fall wheat, and $11\frac{1}{4}$ bushels for all wheat. In 1918 the total yield of wheat was 189,075,350 bushels, or 11 bushels per acre. For oats the average yield per acre for Canada is 27 bushels, representing a total of 399,368,000 bushels, as compared with last year's average of $28\frac{3}{4}$ bushels, and total of 426,312,500 bushels. Barley, with an average of 22 bushels, yields 66,443,500 bushels, as against last year's average of $24\frac{1}{2}$ bushels, and total of 77,287,240 bushels. Rye, with an average yield per acre of $14\frac{1}{2}$ bushels, yields the total of 8,234,100 bushels, as against $15\frac{1}{2}$ bushels, and 8,504,400 bushels in 1918. The yields in 1919 for the three Prairie Provinces are estimated at 161,419,000 bushels of wheat, 246,856,000 bushels of oats, 46,412,000 bushels of barley, and 5,954,000 bushels of rye.

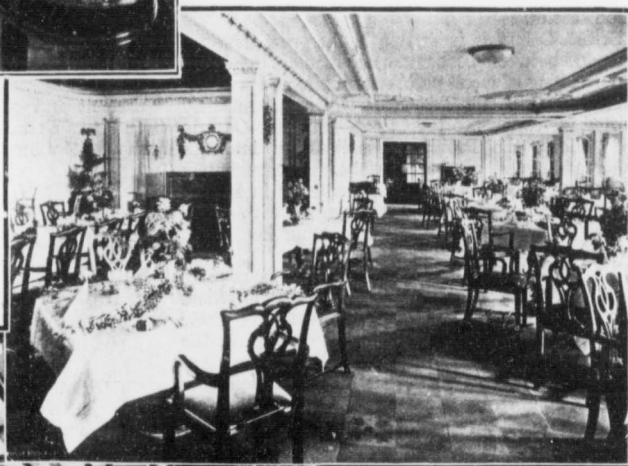
SOME INTERIOR VIEWS OF "EMPRESS OF RUSSIA"



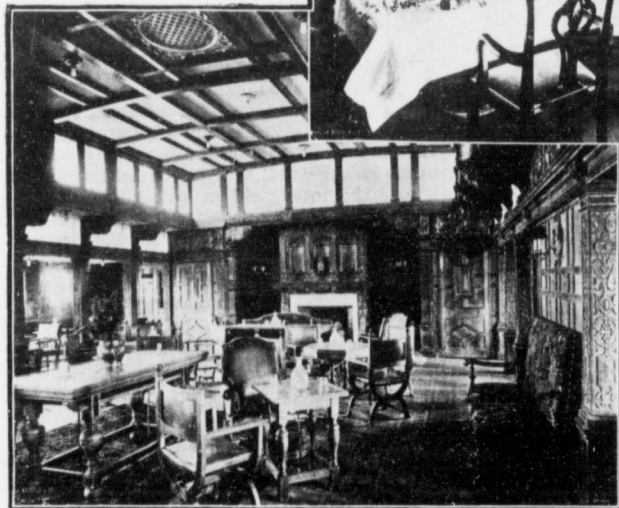
ONE OF THE PRIVATE SUITES.
"EMPRESS OF RUSSIA" AND
"EMPRESS OF ASIA."



STATE ROOM, "EMPRESS OF RUSSIA" AND
"EMPRESS OF ASIA."



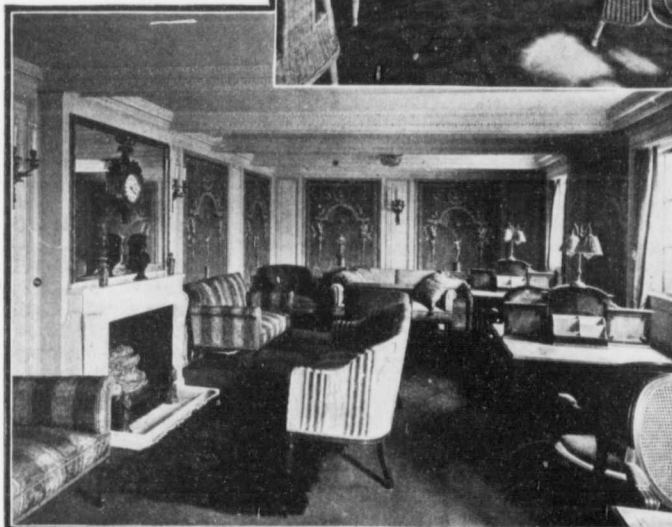
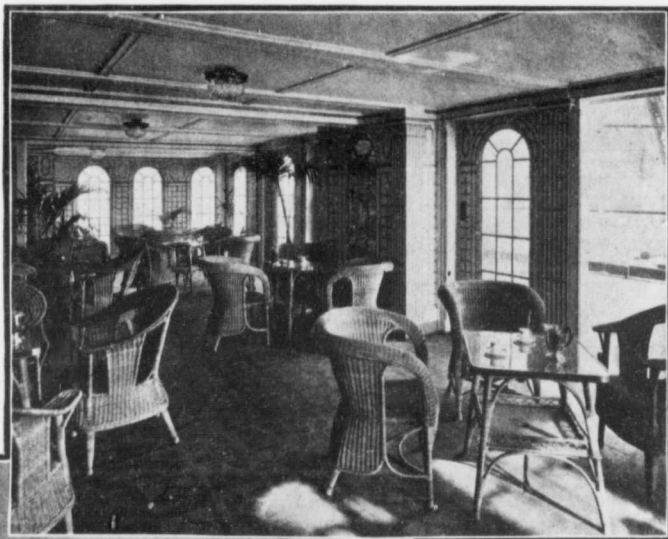
DINING SALOON.
"EMPRESS OF ASIA."



SMOKING ROOM,
"EMPRESS OF ASIA."

AND "EMPRESS OF ASIA" C.P.O.S. PACIFIC SERVICE.

VERANDAH CAFÉ, "EMPRESS OF RUSSIA."



WRITING ROOM, "EMPRESS OF RUSSIA."



SALOON DOME, "EMPRESS OF RUSSIA."



A Word to the Outward-Bound.

By MARY MACLEOD MOORE,

Author of "The Maple Leaf's Red Cross," etc.

ELEMENTARY facts, such as the distance from port to port, the names of the big towns, and the number of miles that separate Halifax from Winnipeg and Montreal from Vancouver, according to where the traveller is bound, are learned by all who plan to go to Canada.

A far smaller number, so small as to be almost infinitesimal, study the little differences that make the average visitor feel strange and bewildered when she reaches the great Dominion, famous for distances, for wheat crops, and for fighting men, and finds that her tram has become a street car, her reel of cotton a spool, and her lift an elevator; while all chocolates, nougats, and marzipan shelter under the generic title of "candy."

Minor differences seldom are mentioned by those whose business or pleasure it is to translate the new land to the old, yet some knowledge of what to expect smoothes the path of the fresh arrival, and prevents a certain amount of confusion in the mind of the Englishwoman on her first visit to what, I pray Heaven, she does *not* call the "Colonies." For the Canadian, intensely proud of Canada—her past, present, and future—is also keenly conscious of being an important part of the British Empire, and not a helpless child hanging to the skirts of the great Mother England.

Every woman going to Canada should be well aware of this fact, and most of them are, thanks largely to the Great War. Yet intelligent, well-read persons with some idea of international politics and views of their own on large questions, are often absolutely hazy as to the difference between Americans and Canadians, and add to their sins that of letting the Canadian know of their ignorance.

If you want to start a lively, not to say a vehement, discussion at a dull party of Canadians—if such a gathering can be imagined—you have only to mention that Mrs. Blank, on being told emphatically that Canadians were not Americans, replied: "Oh, I can never understand your little differences over there!" and that Lady Chose, on being instructed in the same truism, said, airily: "I know your naughty little Canadian prejudices; but, you see, the Americans seem to belong to us, too, so we can't help mixing you up a bit."

If there still exists a prospective visitor to Canada who has not a clear idea of the standing of the Dominion, and knows little of her splendid history, French and English, woven with endurance, courage and loyalty, she is here urged to read some of the excellent books written about Canada by Canada's admirers in this country. If, in the course of her reading, she is attracted to the fine story of the United Empire Loyalists, of whom Canada is not unreasonably proud, she will better understand Ontario, and will realize all that is meant by the statement that many men who fought and fell in the Great

War were descendants of the United Empire Loyalists.

An important question with every woman planning to go to Canada is that of clothes.

Careful perusal of the Correspondence Column devoted to dress, in many of the women's papers, leads me to believe that the writers have not studied the question first hand, else they would never write of thick blouses for heated houses, and advise large outfits which suggest that shops are rare birds.

A few years ago it was not unreasonable to take out large outfits, for clothes were less expensive in England than in Canada, but recent experience of high prices show that there is little now to choose between the countries, and that it is better to wait and buy in Canada what is wanted, beyond one's moderate wardrobe, and what is worn by Canadians themselves. There are splendid shops in the large places, and even women living far from the great centres can do their shopping comfortably by "mail" with the aid of a catalogue.

Canadians, by the way, have a *flair* for dress, and are critical of neatness and trimness; though, if I may timidly suggest it, I think the Englishwoman often shows more individuality.

The English visitor, accustomed to "rooms with attendance," will miss overseas the privacy thus involved. In Canada there are many boarding-houses, but the lodgings with a landlady to arrange about cooking and cleaning are not to be had, and it is waste of time to seek them. The newcomer may comfort herself with the knowledge that her study of the country and its ways will advance more quickly in an hotel or boarding-house than in a private sitting-room.

If the Englishwoman going to a large Canadian city decides to take a flat—and can get one—she will be surprised to find that the rent includes heating, which is done by a furnace situated in the basement and warming the whole house. The hot-water supply is also arranged by the management, and the flat will contain many labour-saving devices needed in a country where servants are hard to get and harder to keep.

The question of heating is one over which the most retiring Canadian waxes eloquent when visiting the Old Country. To English people it may seem unhealthy to live in steam-heated houses and flats, though Canadians can show a fair average of good health, but the Canadians never cease to murmur over the cold of the English dwelling in winter.

"Of course, you're joking," says the English friend. "How can anyone coming from a country like Canada find England cold?"

"It's not c-c-cold out of doors," replies the Canadian, as energetically as her chattering teeth permit. "B-B-but each time I leave the room where there is a fire I suffer a change of temperature. Every room is different. If I sit over the grate-fire my face burns red; if I sit away from it I can see my breath. Radiators may have less soul than the cheery open fire with the flames dancing merrily, described in pre-war fiction, but, at least, we can warm both sides at once."

Before the war Englishwomen found it harder than they do now to understand the servant problem of a newer land. Now the trouble is so acute, that the capable Englishwoman is becoming expert at



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making for herself, a fact that will stand her in good stead in Canada. In many houses there, there is no servant at all, but the study of how to save labour has been brought to a fine art.

Even in the homes of the well-to-do, where there are maids, there is less personal attendance than is expected (or *was* expected) in England. Early morning tea, for example, brought to one's bed is an unheard-of luxury, and even afternoon tea is not the fixture which it is in this country; while the putting of boots and shoes outside a bedroom door to be cleaned is unusual, where shoes are "shined" in public, or treated with a liquid dressing applied with a small sponge.

The dear, familiar motor-bus, lurching and pounding through the traffic, all glorious with dazzling advertisements of three modern needs, whisky, motor tyres, and *revues*, is not to be seen in Canada. There the trolley car runs decorously on rails through the length and breadth of the larger towns, carrying the passengers long or short distances for a fixed sum. Like the labourers, who all received a penny a day, the car takes you two "blocks," or to the end of the line, for one coin.

A Canadian peculiarity which the visitor will notice is that so many private houses have their grounds open to the street. The Canadian often shares his good things in the way of lawn or garden with all who pass by, for no wall nor fence keeps cats and kings alike from admiring their beauties. Nor is this publicity confined to the open-air, for the visiting Englishman or woman is often surprised, and even embarrassed, by the manner in which the doors are left open as one enters and leaves drawing-room, dining-room, and library. To shut the door is not the matter of course it is in England. As to whether this is due to an even temperature or to a frankness of disposition which disdains private conversation, I decline to offer any suggestion.

One of the shocks awaiting the travelling Englishwoman is the sleeping-car.

"Is it true that all the passengers, men and women, sleep on shelves in one long car with only curtains between?" asks the amused visitor.

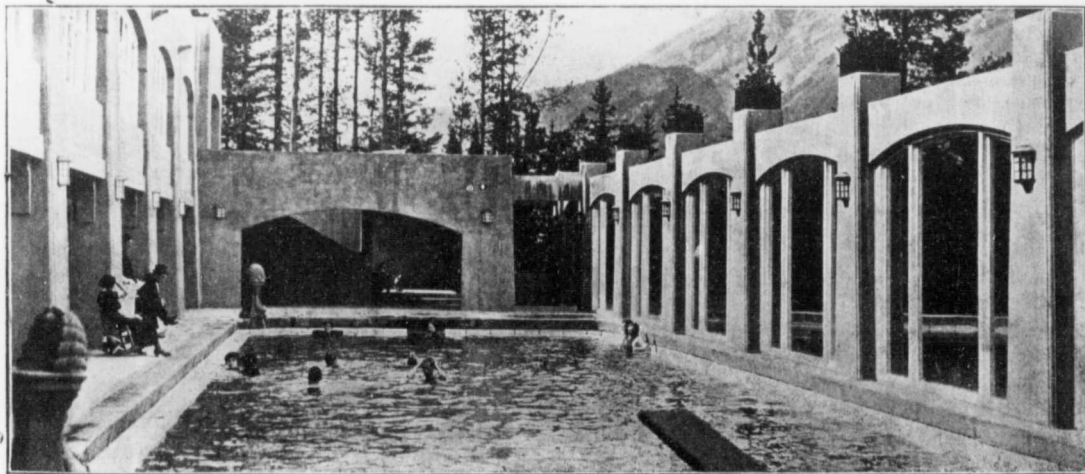
Described thus bluntly I admit it has a lurid sound, but the sleeping-car is a most comfortable place in which to pass a night, unless it be very overheated, when the unhappy victim longs to break a window to get a little fresh air.

The fortunate possessor of the state-room makes the journey in privacy and comfort, and emerges in the morning fresh and neat. Those who have slept in berths which, numbered for upper and lower and curtained, are allotted to passengers for about half-a-guinea extra, dress partly in their berths, and finish the ceremony in the dressing-rooms for men and for women at either end of the car. As soon as the passengers are dressed the berths are again arranged as seats, and breakfast may be served by the "coloured" men who act as porters and waiters. Tipping, by the way, is not as general as in this country, but all waiters and porters expect to be tipped well.

Good meals are served on the trains, but the lunch and tea-baskets of England are not to be had at the stations.

Social life in Canada is too large a subject for the end of an article. Few people now go from England believing that there are no gentlefolk, unless, indeed, one excludes those whose knowledge of Canada is gained from "The Land of Promise," "The Man from Toronto," and "Tiger Rose"!

The links between the Mother Country and the Dominion are many and firm. Canadian soldiers of all ranks have taught much about Canada, and they return to their own land with a personal affection for England, which must influence the future. And among the links that bind closely the Englishwoman and her Canadian sister is the fact that in so many instances the hearts of both are in the sacred small corners of "a foreign field" which is now forever British, in its wider sense.



SULPHUR BATHS, BANFF SPRINGS HOTEL.

Women for Household Service in Canada.

AN important meeting recently took place at Ottawa of women from every Province in the Dominion, summoned at the instigation of the Minister of Immigration and Colonization, to consider the question of emigration of women to Canada and, more especially, of women from Great Britain.

The "Winnipeg Free Press," in dealing with this Conference, writes:—

A preliminary conference was held last May, when a temporary council was appointed to see what could be done, as the very great majority of women's organizations in Canada had by resolution and discussion expressed the view that the old system of immigration which prevailed in pre-war days did not sufficiently safeguard either the incoming immigrant or the country.

The conference just closed was composed of representatives of the following nationally organized bodies in Canada: National Council of Women; Interprovincial Farm Women; Young Women's Christian Association; I.O.D.E.; W.C.T.U.; Federated Women's Institutes; Social Service Council; Great War Veterans' Association; National Committee on Mental Hygiene; Roman Catholic Women's organizations; and a few individual members, mainly women, who have had personal experience in immigration matters.

PERMANENT COUNCIL.

From this conference a permanent council was formed, which will be known as the "Canadian Council of Immigration of Women for Household Service." The council will be composed only of a representative of each of the national bodies already named, and one from the proposed federation of W.M.S., a representative from each Province in which a hostel for the care of women immigrants is to be established. The provincial governments concerned will be asked to appoint such representatives. The officers of the newly-formed council will be president, two vice-presidents, one from the east and one from the west, and a secretary-treasurer who will be a paid official, and will have no vote.

OFFICERS AND QUALIFICATIONS.

The officers elected for the first year of the council are: President, Lady Falconer, who has had extensive experience in Y.W.C.A. work, more especially in connexion with the housing and care of young women who are strangers in the country. The vice-president for the west is Mrs. John McNaughton, of Harris, Sask., president of the Interprovincial Farm Women. Mrs. McNaughton, in addition to being thoroughly familiar with conditions overseas, has had a wide experience in Western Canada in the matter of the need of women help in farm-homes. The Eastern vice-president is Mrs. Vincent Massey, of Toronto, who has had very great experience in immigration work, and the secretary-treasurer is Mrs. R. H. Kneil, who was formerly woman factory inspector for the Province of Alberta. At the request of the tentative

council, which has existed since last May, she has made a complete survey of the special provision of the housing of young women immigrants in all the principal cities of Canada, and her report on this matter to the conference is a most remarkable and complete and illuminating document, more especially in view of the fact that the survey was made in the brief space of three months and covered the country from Halifax to Vancouver. It is expected that the council as a whole will not meet more than once or twice during a year, and in the interim the business will be carried on by an executive committee composed of the president and the vice-presidents, and two councillors, one from Eastern, and one from Western Canada. These two councillors will not be elected until the provincial representatives have been appointed, when a ballot by mail will be taken.

OBJECTS.

After a very full discussion of the whole outlook of immigration of women, in which the women present were greatly assisted by the attendance of the minister of immigration, the Hon. J. A. Calder, his deputy, W. W. Cory, and Col. J. Obed Smith, Commissioner of Emigration from London, it was decided that the work to be taken up by this conference would be:—

The supervision of all hostels now existing for the care of young women in Canada that are willing to accept such supervision, and the establishment control and supervision of new hostels as need may arise for these.

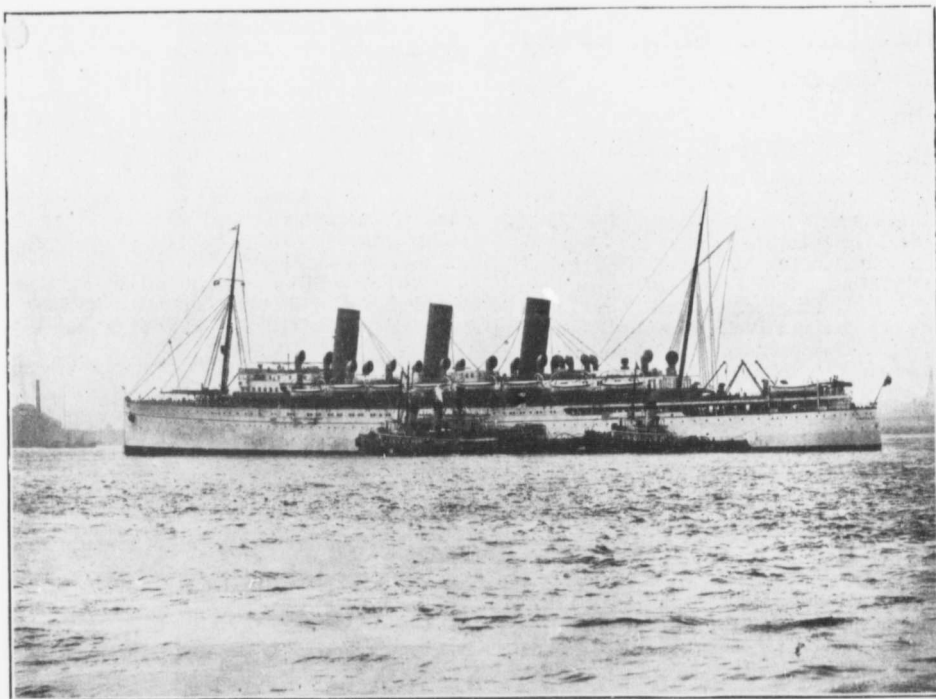
The disbursement of financial support in the form of subsidies which may be granted to these various hostels, and further that they would make a study followed by recommendations to the Immigration Department of conditions covering the overseas selection and care at ports of embarkation, and on steamships and trains of women immigrants coming to Canada.

RECOMMENDATIONS.

In calling the conference the Minister of Immigration had asked that the women make certain specific and definite recommendations to his department, and on the work of selection, housing, and supervision of newly-arrived women immigrants. The recommendations to the Minister when finally prepared were naturally somewhat lengthy, but in brief they were to the effect that hostels should for the present be maintained at Halifax, Montreal, Toronto, Winnipeg, Regina, Calgary, and Vancouver. Hostels in some form at present exist in all of these centres, and the recommendations were mainly along the line of the extension, and improvement of those already existing, and that these houses should be known throughout Canada as the "Canadian Women's Hostels."

Education in Canada.

A new booklet outlining the system of Education in Canada in the different Provinces is in course of preparation, and will be issued to Agents by the Canadian Pacific Railway next Spring. It will contain information of vital interest to parents.



C.P.O.S. "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA," LARGEST AND FASTEST VESSELS ON THE PACIFIC.



THE LOUNGE, "EMPRESS OF ASIA."

The Trans-Canada Limited.

The Canadian Pacific Railway's New
Express de Luxe.

By BURGE GARLINGE.

(In the "Railway and Travel Monthly.")

As mentioned in the July issue of the "Railway and Travel Monthly," there has been running since 1st June last the "Trans-Canada Limited," a train that at once occupied a foremost position amongst *trains de luxe*. Prior to 1st June the quickest time in which a Canadian Pacific Railway train covered the 2,886 miles separating Montreal on the east of Canada, and Vancouver in British Columbia, was by the time-table 105 hours 40 mins., but allowing for the gain in time when travelling with the sun, three hours must be added to the time, as one hour is dropped when passing from eastern to central time at Fort William—992½ miles from Montreal; another hour when central time gives place to mountain time at Broad View—638½ miles farther west; and 60 mins. more at Field (British Columbia)—704½ miles nearer the Pacific. The last section is run according to Pacific time.

The "Trans-Canada Limited" covers the whole journey to the Pacific in 90½ hours according to the time-table, a gain of no fewer than 15 hours 10 mins. on the journey. From Vancouver to Montreal, the time-table shows that the "Trans-Canada Limited" occupies 95½ hours. Of this total, three hours is the result of time changes, reducing the actual journey time to 92½ hours, against 93½ hours west bound.

Only sleeping car passengers are carried on the train, except that between Montreal and Ottawa parlour cars are attached for a limited number of parlour car passengers. This train runs every day, including Sundays. Only a limited quantity of personal luggage is allowed each passenger, no "drummers" samples are carried, and heavy personal luggage must be sent by slower trains.

Leaving Montreal each afternoon at 3.30, the train consists of a baggage car, a dining car, and a standard Canadian Pacific sleeping car, and a compartment observation coach, containing three compartments and a drawing-room. These run through to Vancouver. There is also a sleeping car for Winnipeg and the parlour cars above referred to. A run of 111 miles brings the "Trans-Canada Limited" to Ottawa at 6.30 p.m. Here a stay of 15 mins. is made, and the parlour cars are taken off. The next important stoppage from a train-working viewpoint, is Sudbury—328 miles from Ottawa—reached at the hour of 4 a.m., in 9¼ hours from Ottawa. At Sudbury the size of the train is largely increased by the additional vehicles, three in number, consisting of one sleeper from Toronto for Vancouver, and another for Winnipeg, and a compartment car (containing a drawing-room and seven compartments) also for Winnipeg.

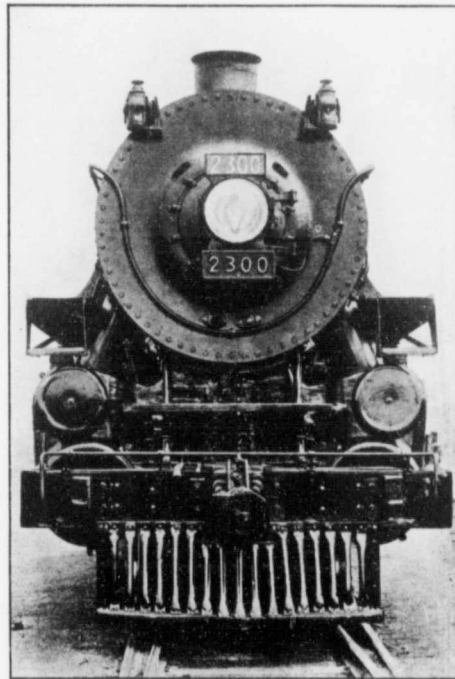
The Toronto portion leaves there at 7.15 p.m. and is allowed 8½ hours to cover the 259½ miles to Sudbury.

From Sudbury to Winnipeg, a distance of 972¾ miles, the "Trans-Canada Limited" consists of eight vehicles, weighing 516 tons, viz., baggage car, 43 tons;

four standard Canadian Pacific Railway sleepers, each weighing 66 tons; the compartment sleeper from Toronto, 67 tons; the observation car, 66 tons; and the dining car also 66 tons.

The train leaves Sudbury at 4.15 a.m., and with five scheduled stops between, is due at Fort William at 9.30 p.m., 17¼ hours being allowed for the 553½ miles from Sudbury. At Fort William the change from eastern to central time is made, and, although the "Trans-Canada Limited" is shown by the time-table as leaving 40 mins. before it arrives, a wait of 20 mins. is actually made.

At Fort William an additional 66 tons sleeping car is added to the train, making its total weight 582 tons; and its make-up, nine vehicles, which is its



Front end of locomotive No. 2300, one of the giant 4-6-2 engines built for hauling the "Trans-Canada Limited."

maximum. Leaving Fort William at 8.50 p.m. (central time), with two intermediate stops, the train reaches Winnipeg—419½ miles—at 9.5 a.m., or 12¼ hours from Fort William. At Winnipeg a stay of 30 mins is made, during which time the train is re-marshalled. Three sleepers—one each from Montreal, Toronto, and Fort William—come off, as well as the compartment car from Toronto. If the number of passengers make it necessary, the sleepers from Montreal or Toronto, and even additional ones may be run through, but usually the train hence to Vancouver consists of baggage car, dining car, two sleepers, and the observation car.

Leaving Winnipeg at 9.35 a.m., with an intermediate stop at Brandon, the train reaches Broad View (264 miles from Winnipeg) at 5.15 p.m. From

her mountain time is operative, the departure time being 4.25 p.m. Mountain time is kept for the next 23 hours, during part of which period 70.4½ miles mountain climbing is performed. On the heavy gradients the speed is naturally slower than in other sections, the altitude reached being 5,326 ft. above sea level.

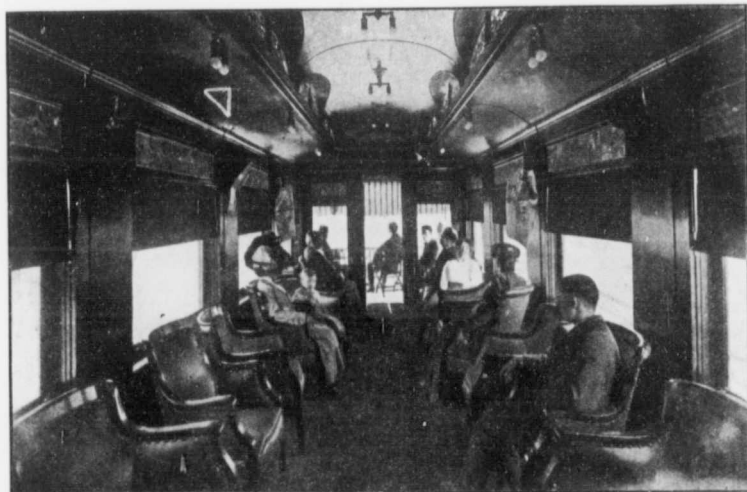
The longest non-stop run of "Trans-Canada Limited" is made on this section, i.e., between Medicine Hat and Calgary, a distance of 176 miles, covered in 5¼ hours, the speed averaging almost 34 miles an hour. At Field (British Columbia), the time changes to Pacific. The train has now made a journey of 2,380½ miles from Montreal, and is approaching the scenic portion of the journey. From 1st July to 30th September an open-top observation car has been here added to the rear of the compartment observation car, so that travellers can take in to the full the splendid scenery through which the train passes.

With a regard to the convenience and comfort of the patrons of the "Trans-Canada Limited," for which the management of the Canadian Pacific Railway is renowned, oil-burning locomotives are employed to haul the train over the section on which the open top observation car works, so that passengers have no fear of cinders from the engine getting into their eyes or burning their clothes.

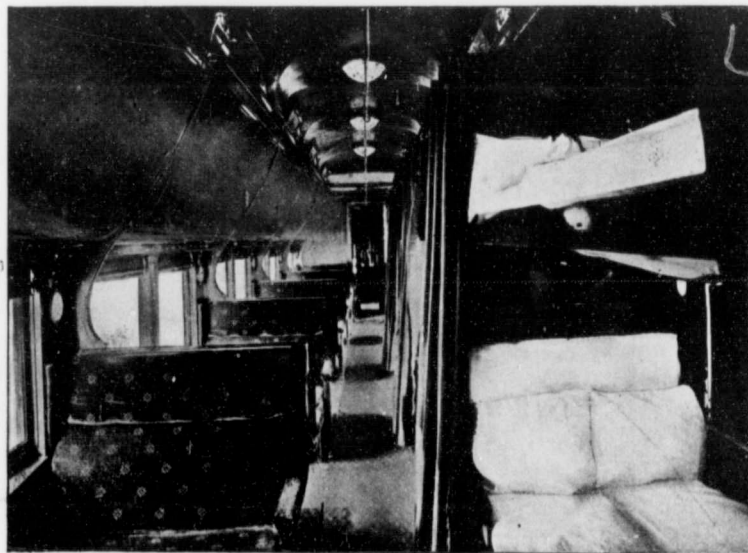
Leaving Field at 2.25 p.m. (Pacific time) and making a call at Glacier — 85½ miles from Field, the train is due at Revelstoke at 7.45 p.m., a journey of 15 hours 20 mins. for the 126 miles from Field, the journey over the scenic section being made during daylight. The open-top observation car is detached at Revelstoke, and after a wait of 15 mins., the train leaves for its final run of 379¼ miles

to the Pacific coast; covered in 14 hours, so that the speed on this section is higher than on the wholly mountain portion between Field and Revelstoke. Three intermediate stops are made between Revelstoke and Vancouver. The 2,886 miles long journey of the "Trans-Canada Limited" is now finished.

Splendid steamers of the Canadian Pacific Railway are waiting at Vancouver to take passengers on to Victoria and Seattle. The boat covers the 83 miles to Victoria in 4½ hours, whilst six more hours are required to reach the United States port of Seattle—164 miles by water from Vancouver.



Interior of drawing-room, with observation platform at end, of the "Trans-Canada Limited."



Interior of a sleeper of the "Trans-Canada Limited," showing (left) seats for day use, and (right) berths made up for night.

The train journey commenced on a Monday afternoon at Montreal, is completed on the following Friday morning at Vancouver, and the same afternoon by steamer at Victoria, and the same evening at Seattle.

The east-bound journey is, of course, a reversal of that just described, with regard to the working of the coaches for various destinations running on the "Trans-Canada Limited."

The train leaves Vancouver at 7.30 p.m., and reaches Montreal at 6.45 p.m. on the fourth day, i.e., the train which leaves Vancouver on Monday evening, is due at Montreal on Friday evening. This evening departure time enables the east-bound train to pass over the scenic section in the daytime. On the return journey from the Pacific the gradients are naturally reversed, so that the 370½ miles to Revelstoke from Vancouver occupy 13½ hours; whilst the 126 miles thence to Field are covered in 5 hours 55 mins., against 5 hours 20 mins. on the westward trip, so that in journeying from the Pacific, passengers in the open-top observation car have 35 mins. longer in which to enjoy the scenery.

To provide for the daily service, allow for overhauling, stand-bys, etc., twelve complete trains have been constructed for working the "Trans-Canada Limited." The rolling-stock for the service consists of 59 sleeping cars, costing about £500,000; fifteen fully-equipped dining cars, £150,000; twelve observation cars, £90,000; five compartment cars, £42,000; twelve baggage cars, £36,000; and twenty-four locomotives, £293,000; making a total cost of about £1,155,000. The cost of operation is less easy to compute, but the train itself requires twelve train crews and twenty-four sets of engine-men.

The locomotives were especially designed by M. W. H. Winterrowd, chief mechanical engineer of the Canadian Pacific Railway, and built for the service at the Angus Shops, Montreal, of the Canadian Pacific Railway. They are the largest and heaviest passenger locomotives in Canada.

The total weight of each engine and tender in working order is 213 tons; the cylinders are 25 inches

by 30 inches; the diameter of the driving wheels 75 inches; and the boiler carries 200 lb. steam pressure—giving the locomotive a tractive effort of 42,000 lb.

The boilers are immense, each one containing approximately 5,000 square feet of heating surface. A superheater delivers the steam to the cylinders at a high temperature. The tender holds 8,000 imperial gallons of water, and 12 tons of coal.

The engines are equipped with a vestibule cab, which completely protects the engine men from the bad weather. These cabs are very comfortable and are conveniently arranged, being provided with large clothes lockers.

The new locomotives are used on the section between Fort William and Winnipeg (also between Smiths Falls, Trenton, and Havelock). They are sufficiently powerful to eliminate the necessity for running a number of heavy passenger trains in two sections—one of the new engines being able to handle the number of cars that it formerly took two locomotives to draw.

NOTE.—The "Trans-Canada Limited" will be temporarily withdrawn during the winter months.

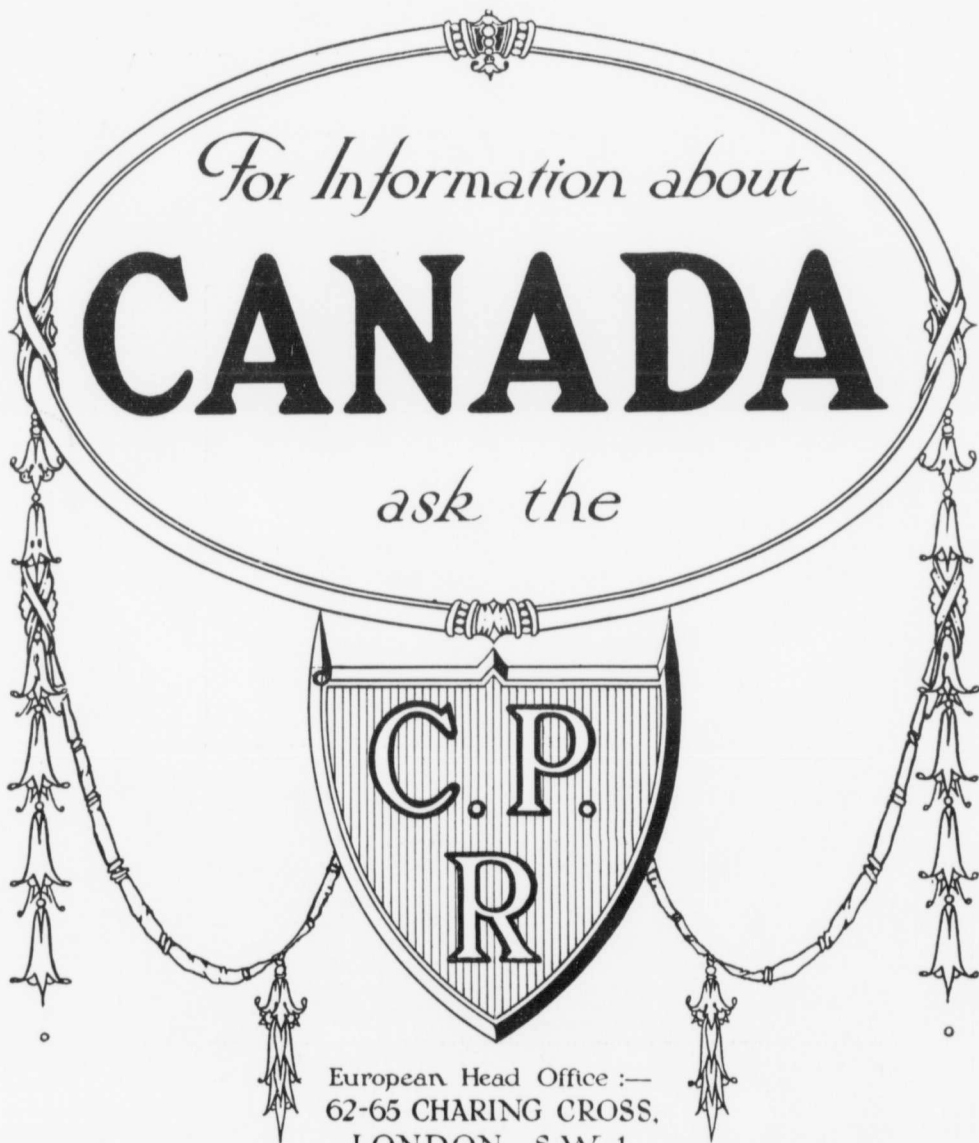
Canadian Pacific Train Service.

IN addition to the "Trans-Canada Limited" described above, the Canadian Pacific Railway operates two other daily trans-continental trains, viz., "The Imperial," leaving Montreal at 10.15 p.m. for Vancouver; and the "Vancouver Express," leaving Toronto at 10 p.m., both of which make connexion with Victoria and Seattle and all parts of Canada and United States. Excellent facilities are also provided for passengers to Toronto and Chicago and intermediate points, there being a number of fast trains daily, including the well-known express, "The Canadian," which accomplishes the journey from Montreal to Chicago in 23 hours 10 minutes.



The "Trans-Canada Limited" leaving Montreal, on its 2,886-miles journey to Vancouver.





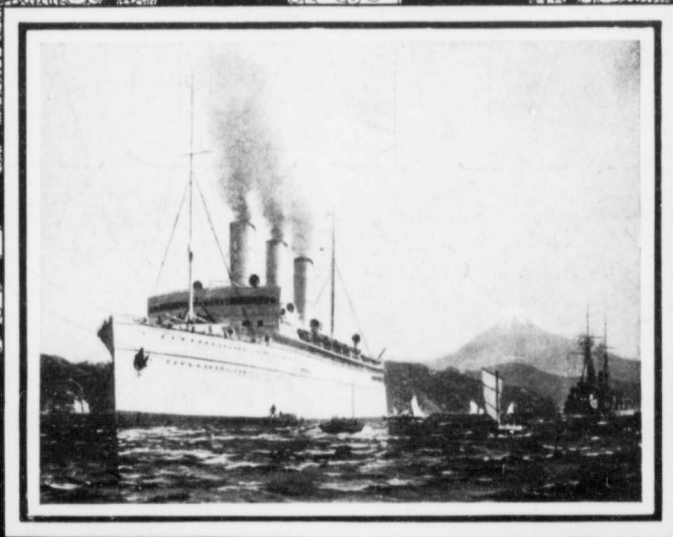
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CANADIAN PACIFIC to JAPAN & CHINA



"THE EMPRESS OF ASIA"
IN JAPANESE WATERS.

P. A. S.