

The Canadian Courier

THE NATIONAL WEEKLY

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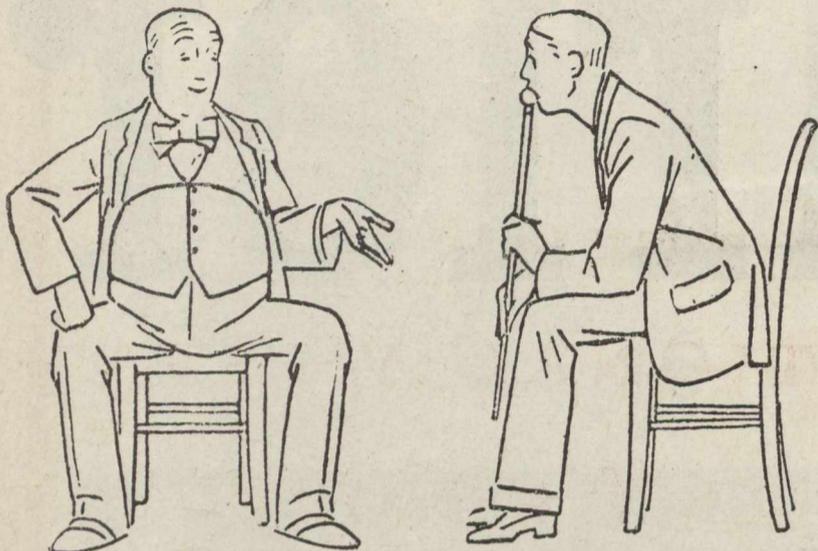
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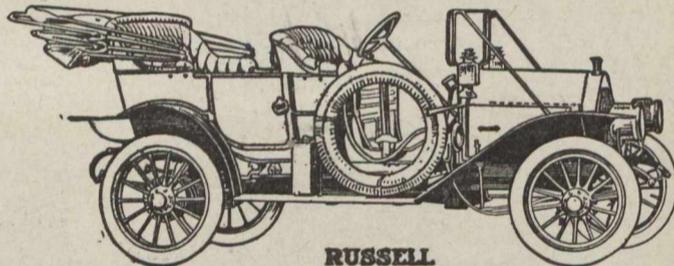
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R1-2907. Women's Skirt, made of fine cotton, French band, deep umbrella flounce of fine lawn trimmed with two clusters of five hair tucks, five rows lace insertion 1 1/2 inches wide, finished below with 2 1/2-inch ruffle of fine lawn and 4-inch ruffle of lace. This makes a very pretty skirt, neat pattern, durable quality, lengths 38, 40 and 42 inches..... **2.00**

R1-2910. Women's Skirt, made of extra fine soft finished nainsook, with 14-inch flounce of extra fine heavy pattern Swiss embroidery, headed above with row of insertion 3 inches wide to match embroidery, has under dust ruffle of lawn, makes a very handsome skirt, well finished in every particular and is of exceptional value. Lengths 38, 40, 42 and 44 inches..... **3.50**

R1-2909. Women's Skirt made of fine soft nainsook, French band, deep umbrella flounce trimmed with three clusters of narrow tucks, three rows of handsome lace insertion 2 inches wide, one row extra fine embroidery, insertion 4 inches wide, finished with 2 1/4-inch ruffle of lace, under dust ruffle, well made and finished. Lengths 38, 40 and 42 inches..... **2.75**



R1-2908. Women's Skirt, made of soft nainsook, French band, 9 1/2-inch umbrella flounce of fine lawn trimmed with one cluster of five narrow tucks, and two clusters of three tucks, flounce is headed above with one row Swiss insertion 2 1/4 inches wide, 8-inch flounce of extra fine embroidery to match, under dust ruffle, well made and finished. Lengths 38, 40 and 42 inches..... **2.25**

R1-2905. Women's Skirt, made of soft finished cotton, French band, has 13 1/2-inch umbrella flounce trimmed with three clusters of five narrow tucks and two rows of fine embroidery insertion 2 inches wide, has 5 1/2-inch ruffle Lengths 38, 40 and 42 inches..... **1.50**

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R1-2904. Women's Skirt, made of soft finished cotton, French band, has 9-inch umbrella flounce of fine lawn trimmed with two clusters of five narrow tucks and 1 1/2-inch hemstitched tuck, finished below with 11-inch flounce of extra fine quality embroidery, well made and finished. Lengths 38, 40 and 42 inches.... **1.25**

R1-2903. Women's Skirt, made of soft finished cotton, French band, extra deep umbrella flounce of lawn trimmed with two clusters of five narrow tucks and one cluster of three tucks, finished below with 9 1/2-inch flounce of extra fine embroidery. Lengths 38, 40 and 42 inches.... **1.00**

R1-2901. Women's Skirt made of soft finished cotton, French band, deep umbrella flounce of fine lawn trimmed with three clusters of three narrow tucks and deep ruffle of fine embroidery. Lengths 38, 40 and 42 inches..... **75c**

R1-2902. Women's Skirt, made of soft finished cotton, French band, umbrella flounce of fine lawn trimmed with cluster of three tucks, one row of embroidery insertion, ruffle of fine embroidery trimmed with three narrow tucks. Lengths 38, 40 and 42 inches..... **85c**

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 St. Lawrence Season, 1910

MONTREAL to LIVERPOOL

Corsican.....Fri., May 6	June 3
Virginian.....Fri., May 13	June 10
Tunisian.....Fri., May 20	June 17
Victorian.....Fri., May 27	June 24

MONTREAL to GLASGOW

Ionian.....Sat., May 7	June 4
Grampian.....Sat., May 14	June 11
Pretorian.....Sat., May 21	June 18
Hesperian.....Sat., May 28	June 25

MONTREAL to HAVRE and LONDON

Sicilian.....Sat., May 7	June 18
Corinthian.....Sat., May 14	July 2
Sardinian.....Sat., May 21	
Lake Erie.....Sat., June 4	July 16

RATES OF PASSAGE
 According to Steamer

1st. Class.....\$67.50, \$77.50, \$87.50
2nd. Class.....\$42.50, \$45.00, \$47.50, \$50.00
3rd. Class.....\$27.50, \$28.75, \$30.00

Full information as to rates, sailings, etc., on application to
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 H. and A. ALLAN, General Agents
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The Canadian Courier

A National Weekly

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Editor's Talk

AS promised last week, this is a New-Comers' Number. It aims to give a picture of Canada and an explanation of her popularity. If you have a friend abroad whom you think would be interested, send him a copy of this issue. The postage to Great Britain is two cents a copy; to the United States the same.

NEXT week we shall have another full-page drawing by Mr. Arthur Heming. It will be of special interest to fishermen. These full-page drawings should be preserved. The set of forty will make an interesting portfolio of pictures—valuable, also. Nothing has ever been published in this country of equal art value.

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It's the
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Western Canada Flour Mills Company, Limited

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Boys prepared for the
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 New and specially design-
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 EDUCATION
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SCIENCE (Including Engineering)

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For Calendars, write the Registrar,
 GEO. Y. CHOWN, B.A.
 Kingston, Ontario.

THE SUBSCRIPTION LIST WAS OPENED AT THE OFFICE OF THE GUARDIAN TRUST COMPANY, LTD., TORONTO, ON MONDAY, APRIL 25th, 1910, AND WILL BE CLOSED ON OR BEFORE MONDAY, THE 9th DAY OF MAY, 1910, AT 3 P.M.

CAWTHRA MULOCK & CO.

OWN AND OFFER FOR SALE

AT PAR, \$100 PER SHARE

\$2,000,000 of the 7% Cumulative Preferred Stock, with a Bonus of 25% Common Stock of

Maple Leaf Milling Company

(Incorporated under the Laws of the Province of Ontario)

LIMITED

HEAD OFFICE = = TORONTO, CANADA

CAPITAL STOCK, Issued and Fully Paid Up---

PREFERRED (7% Cumulative) - - \$2,500,000

COMMON - - - - - 2,500,000

\$5,000,000

THE COMPANY HAS NO BONDS ISSUED OR AUTHORIZED

GUARDIAN TRUST COMPANY, LIMITED

is prepared to receive subscriptions for \$2,000,000 of the above seven per cent. cumulative preferred stock at the price of \$100 for each share, with a bonus of common stock equal in par value to 25 per cent. of the par value of the preferred stock allotted, to be delivered on payment of subscription in full.

The dividends on the preferred stock accrue from April 5th, 1910.

Subscriptions will be payable as follows:

10 per cent. on Application, and
90 per cent. on Allotment.
100 per cent. or

In Instalments as follows, in which case interest at the rate of 6 per cent. will be charged:

10 per cent. on Application.
15 per cent. on Allotment.
25 per cent. on 1st June, 1910.
25 per cent. on 1st July, 1910, and
25 per cent. on 1st August, 1910.

100 per cent.

The right is reserved to allot only such subscriptions and for such amounts as may be approved and to close the subscription book without notice. Application will be made for the listing of the securities of the Company on The Toronto Stock Exchange.

BANKERS OF COMPANY --- IMPERIAL BANK OF CANADA and BANK OF MONTREAL

BOARD OF DIRECTORS

D. C. CAMERON, Winnipeg, President; President Rat Portage Lumber Company, Ltd.
CAWTHRA MULOCK, Toronto, Vice-President; Director Imperial Bank of Canada;
Director Confederation Life Association.
HEDLEY SHAW, Toronto, Managing Director, Vice-President and Managing Director The
Maple Leaf Flour Mills Company, Limited.

JOHN I. A. HUNT, London, Vice-President Hunt Bros., Ltd., Millers.
CHARLES WURTELE, Toronto, Vice-President National Iron Works, Ltd.
JOHN CARRICK, Toronto, Secretary The Maple Leaf Flour Mills Company, Ltd.
CHARLES W. BAND, Toronto, Vice-President James Carruthers Company, Ltd.,
Grain Exporters.

NEW COMPANY A GOING CONCERN.

Maple Leaf Milling Company, Limited, is a new company which has taken over the whole undertaking as a going concern of the Maple Leaf Flour Mills Company, Limited, including therein that of the Hedley Shaw Milling Company, Limited. The company has mills at Kenora, Thorold, St. Catharines, Welland, and Port Colborne (the last named in course of construction) in the Province of Ontario and at Brandon in the Province of Manitoba. When the construction at present under way at Port Colborne is completed the company will have a total milling capacity of 12,800 barrels per day. The Company has at present thirty-five elevators situated throughout the Western Wheat Belt, and fifteen additional ones are being added at the present time. A million bushel elevator is being constructed next to the new mill at Port Colborne. The company has also warehouses and offices at Toronto, Winnipeg, Kingston, Ottawa, and Montreal.

MARKET FOR OUTPUT.

The rapid growth of the business of the two companies taken over has long made apparent the necessity of additional milling capacity. Further, the tremendous increase in the total output from the Western Wheat Belt makes it absolutely necessary to have more mills in Canada to handle it. Last year the output of the Western Wheat Belt amounted to about 125,000,000 bushels, and men who have made a close study of the development that the Western country is likely to see, estimate that by the end of the year 1920 Canada will be producing at the rate of fully 500,000,000 bushels annually. As in the past, a great proportion of this large production will of necessity find its way into Canadian mills. Larger demands are bound to come as the population of the country increases, and the enquiry for the Canadian product, both from Great Britain and from the foreign markets of the world, will increase. The chain of mills that is now controlled by the new company will enable it to go ahead and secure its full share of the trade of every section of Canada, as well as to obtain even a very much larger proportion of the export business to Great Britain and to foreign markets than it has up to the present time.

SECURITY AND EARNING POWER: The assets of the old Companies taken over as above stand in excess of all liabilities and without any allowance for good-will, trade marks, etc., at \$3,770,524.11, this amount being ascertained on the basis of an appraisal by the Canadian-American Appraisal Company, Limited, as of March 17th, 1910, of the capital assets taken over, and the certificate of Messrs. Price, Waterhouse & Company, as of February 28th, 1910, as to current assets and current liabilities, with a liberal allowance for all contingencies. There has also been placed in the Treasury \$1,000,000 of additional cash, which, besides permitting of the completion of a 6,000 barrel mill and a million bushel elevator and storage warehouse at Port Colborne, and of fifteen additional elevators in the West, will provide the new Company with further working capital.

As per certificate of Messrs. Price, Waterhouse & Company, of London, quoted below, the earnings of the old Company on the present plant amounted from—

September 25th, 1908, to August 20th, 1909, to.....	\$218,843.38
And from August 21st, 1909, to February 28th, 1910, to.....	\$166,793.29

being for the latter period at a rate equal to over 13 per cent. on the preferred stock of the Company.

The following is the certificate of Price, Waterhouse & Company:—
"Messrs. Cawthra Mulock & Company, Toronto,

"Commercial Union Building,

"Montreal, April 4, 1910.

"Gentlemen,—We have examined the books of the Maple Leaf Flour Mills Company, Limited, which include the transactions carried on under the name of The Hedley Shaw Milling Company, Limited, at Toronto and Branches, from September 25th, 1908 (prior to which date the Company's principal mills were not completed nor in operation) to February 28th, 1910, and we certify that the profits for the period, after making provision for depreciation, but before charging interest on loans, were as follows:
From September 25th, 1908, to August 20th, 1909..... \$218,843.38
From August 21st, 1909, to February 28th, 1910..... \$166,793.29

"Yours very truly,

"PRICE, WATERHOUSE & CO."

MANAGEMENT.

The properties of the old companies have been constructed and developed under the direction of Mr. Hedley Shaw, late General Manager of The Hedley Shaw Milling Company, Limited, and of The Maple Leaf Flour Mills Company, Limited, and Mr. D. C. Cameron, late President of The Maple Leaf Flour Mills Company, Limited. Both these gentlemen will retain large interests in the new Company, besides being actively identified with it. Mr. Hedley Shaw will occupy the position of Managing Director of the new Company, thus giving to it the full benefit of his long practical experience.

FAVORABLE LOCATION OF NEW LARGE MILLS.

The location of the new large mill at Port Colborne is without exception the best there is in Canada. This mill when completed, in addition to having the large capacity mentioned, will have one of the most modern equipments in the world. The Company at all times will be able to keep it will supplied with wheat. In addition to its own 1,000,000 bushel elevator, which will be situated just alongside of the mill, the Company will be able to make arrangements to have the last steamers coming down from the West at the end of the season of navigation, tie up for the winter months at the elevator and in this way afford additional storage capacity without any necessity of any capital outlay for it. Should at any time the Company find it advisable to do so, it will also be able to draw from the Government elevator, which will be situated on the same pier as its Port Colborne mill.

The location of the Company's mills is such as to provide a ready market for the bye-products of each. The greater part of the milling capacity will be in Ontario, where, as Government statistics show, a smaller amount of wheat is being grown each year as the farmers go in more and more for stock-raising. This means a brisk demand for the bye-products of the mills for feed.

A complete report on the advantages of the Port Colborne site, prepared by Mr. Hedley Shaw, will be found in the prospectus.

Prospectuses and forms of application may be obtained at any branch of the Imperial Bank of Canada or The Royal Bank of Canada, from Guardian Trust Company, Limited, Toronto, and from Cawthra Mulock and Company, Toronto.

Applications for Shares should be made upon the Form accompanying the Prospectus and should be sent together with the remittance due on application to—

Any Branch of
THE IMPERIAL BANK OF CANADA
OR
ROYAL BANK OF CANADA

GUARDIAN TRUST CO., Limited, Toronto
or to **CAWTHRA MULOCK & CO.**
MEMBERS TORONTO STOCK EXCHANGE
Royal Bank Building, Toronto, Ont.



Canadian Courier

THE NATIONAL WEEKLY



VOL. 7

Toronto, April 30th, 1910

No. 22

REFLECTIONS

BY THE EDITOR

FIGURES issued by the Immigration Department show that the trek to Canada has not yet reached its greatest proportions. The Last West is still a great magnet, and the other portions of the country are getting very considerable additions to their population. The immigration in March of this year was a little more than double that of March of last year. During the thirty-one days, over 33,000 new citizens arrived, or more than a thousand for each day. Of this daily party, 500 were from the United States and 500 from Europe.

What a change in twenty years! The writer well remembers the national feeling of the period from 1890 to 1895. Pessimism was epidemic. The air was blue with the raspings of the croakers. Only a comparatively few were convinced that there was any future worth considering. These did their best to sing a song of hope, but those who listened were not numerous. In 1896 and 1897, the Canadian Club of Hamilton was almost defunct and the newly created association of the same character in Toronto had but a hundred members. There were no other clubs of this kind in Canada, though now every city has one. Patriotism was a quality which few people cared to exhibit. The man who talked of the great future in store for a country of such boundless wealth was regarded in much the same way as the professor who claimed that Mars was inhabited.

IN the twenty years previous to 1895, the croakers drove half a million of our finest young men to the United States. The country's population refused to grow in such discouraging atmosphere. Erastus Wiman, Professor Goldwin Smith and a number of other really great men taught that if Canada did not hitch her toy cart to the United States hobby horse, this portion of the North American continent would gradually relapse into glacial conditions. To them the "National Policy" of Sir John Macdonald was a bit of chicanery and sentiment-juggling. The manufacturers were struggling with conditions which they did not understand and the bankers, wise in their own conceit, looked askance at industrial investments. The Canadian Manufacturers' Association fell away to a mere skeleton. The man who talked of a Canadian literature, Canadian periodicals, Canadian oratory, or Canadian anything was fit to associate only with women and children.

As at home, so abroad. A nation with as little confidence in itself as Canada had, could not attract much attention. The United States did not trouble its head to look this way, except for fresh supplies of confidential clerks, dentists, doctors and nurses. Its own development was proceeding so rapidly that it had no time to think of any other nation's prospects. Great Britain didn't help either. If a Britisher wanted a new home in the new world, he went to the United States, or Mexico, or Brazil, or Argentina. Canada was unknown except as a preserve of the Hudson's Bay Company where beaver, otter, marten and musk-ox lived to supply fur for the wealthy Britisher.

Of a truth, the advertising was bad. The United States built the Statue of Liberty in New York harbour, but Canada flew the black flag in the ports of Quebec, Montreal and Halifax. The Canadian Government and the Canadian Pacific Railway had offices in London, but they struggled in vain to impress the British public with Canadian possibilities and opportunities. They made so little headway, that for a time they almost ceased to try.

BUT the tide turned. The Liberals came into power and their political head-shaking turned to smiles of joy. The Immigration Department inaugurated a more aggressive policy. The railways braced up and entered upon more constructive campaigns to develop their unoccupied lands. Mackenzie and Mann started the Canadian Northern Railway and made the Canadian Pacific Railway board do some extra hard thinking. The era of low prices gradually gave way

to an era of high prices and the struggling farmers took fresh heart and indulged in renewed ambitions. In short, the country slowly woke up. By 1900, the prospect took on a

slight tinge of red, and for ten years it has grown ruddier and ruddier.

To describe the various steps in this great change would be rather difficult. It was the change in the mental attitude which was most potent, perhaps. Canadians grew enthusiastic themselves and their enthusiasm spread over the boundary line into the United States and over the Atlantic into Great Britain. Both United States and British capital began to flow this way, until now there is almost a stampede. In ten years, over a million of new citizens have arrived from the United States and Europe. In the past five years, according to the *Monetary Times*, Britain has loaned Canada \$600,000,000 or £120,000,000. The United States investor has loaned half that sum, perhaps, but he has also loaned some industrial brains with it.

In 1900, Canada was a Confederation of seven provinces; now she is a Dominion of nine provinces. In 1900, she had one transcontinental railway which was none too prosperous; now that railway has gross earnings of a hundred million dollars a year, and two other transcontinentals are in course of construction. The wealth of the country has doubled, almost trebled, in the first decade of the twentieth century.

YET, without being unduly enthusiastic, one may safely assert that the progress in the next ten years will be greater than in the past ten. Not one-tenth of the cultivable land of Canada is yet under cultivation. The population is only about eight million and, at a moderate estimate, there is room for fifty million without any serious crowding. There will be dull years, no doubt. There will be individual failures innumerable. There will be wasted energy and wasted capital, but the onward march will be continued in spite of all mistakes and set-backs.

Last year nearly one-half of the British immigrants who crossed the Atlantic came to Canada. This year, Canada should get as many as the United States. Next year she should get more. In ten years, all the British overflow, practically, will be coming to Canada. This may sound "big," but any one who studies the movement carefully must come to this conclusion.

A CORRESPONDENT, writing recently to the Canadian Courier, again raises the question of Canada's attitude toward the British immigrant. He declares that we are lacking in cordiality and sympathy. This correspondent is a Scotchman who has been here about seven years and claims to state his own experience and that of others whom he has known. Perhaps the charge is partially true. Perhaps there has been a lack of discrimination between the unworthy Britisher and the worthy. Perhaps the helping hand has not been stretched out often enough. Nevertheless, most Britishers living in Canada are prosperous. Very few of them are discontented. Only a small percentage have returned home. If they have been coldly treated, they have borne with it remarkably well.

There is a good point here, though. The *Winnipeg Telegram* is running all advertisements under "Situations Wanted" free of charge where the advertiser is a new-comer. That is the proper attitude. Those Canadians who have not yet assumed it, should do so at once. The man who leaves home and friends and old associations and more ancient civilisations to tread the rough path of the new-comers on the Canadian frontiers deserves every consideration. We feel certain that he will get it if he is worthy of it.

CANADA'S greatest offer to the people of Great Britain is her free land. Canada has millions of acres to give away; Great Britain has none. Land was once a glut on the market, and Canadian governments gave it away in large-sized parcels. Now, no man can get an

acre from the Dominion Government unless he is prepared to settle on it. There is much private land for sale, but Government land is not sold, it is given away to the man who will cultivate it. If the struggling masses of Great Britain could but realise what this policy of the Canadian Government means to the landless man, there would not be ships enough on the Atlantic to carry the crowds heading this way.

Great Britain is crying out for the division of the great estates and for an opportunity to re-create its agricultural industry. In Canada, there is 160 acres awaiting every farmer who will go on the land and live there. It is not as convenient to markets as that of Great Britain, but it is accessible, fertile and capable of supporting the largest family known to modern civilisation. Even if the great estates of Britain were broken up, the people have not the money to buy a farm where land is expensive; in Canada, the land is free.

SOME people in the United States are resenting the migration of 500 farmers a day to Canada. It is a natural feeling, but the United States should remember that Canada is but getting back what she gave. At the last census in 1900, it was discovered that there were more than a million Canadian-born citizens of the Republic. Since then, the United States has paid back about a half million. The ledger therefore shows that they must send us another half million people before the account is squared.

A few Canadians still find their way south, and there will always be a certain amount of population movement back and forth. Recently some United States statistician issued a statement to show how many Canadians entered the United States last year. The number was fairly large, but Mr. Bruce Walker, Canadian immigration commissioner at Winnipeg, claims that these statistics are misleading. They include every Canadian who visits the United States whether he returns or not, whereas our statistics include only those who come to Canada to settle.

Remembering how we in this country felt when the movement was the other way, we can sympathise with the feelings of the people of the United States now that conditions are reversed. However, a million Canadians in the United States and a million Americans in Canada should make for international sympathy and North American peace.

A GENTLEMAN who has held some Winnipeg building lots for some years and has seen them go up in value by leaps and bounds was surprised the other day by getting an offer for them which was less than last year's bid. This speaks well for Winnipeg's

THE AMERICAN HUMOURIST IN ENGLAND



Rt. Hon. Mr. Arthur Balfour. Baron Komura, of Japan. Samuel L. Clemens.
Even among dignitaries and aristocracies Mark Twain smoked his American cigar.

During Mark Twain's visit to England in August, 1907, he was one of the Guests of Honour at a Dinner given in the House of Commons, by Sir Benjamin Stone, M.P. Komura replying to Sir Benjamin Stone's toast alluded to the happy circumstances that three great nations of the world were represented. This photograph taken on the famous Terrace after dinner, was handed to the CANADIAN COURIER by Mr. Ashcroft, Mark Twain's trip guardian.

sanity. The rise in Winnipeg real estate has been so enormous that there is a possibility of it going too high.

The other day a man from Vancouver was asked if that city had really 100,000 population as reported. "Sure," he replied; "why, we have 8,000 real estate agents." When asked if he thought the bubble was being blown up too much, he answered: "I am no knocker, but I am going short of the market."

In Toronto last week, several daily papers contained editorials headed "Curb the Land Boom," "Every Boom Must 'Bust' as Well as Begin," "The Gamble in Yonge Street Lots," and so on. Toronto is growing fast, but not so fast as the price of Yonge Street property.

If Canada ever needed a word of warning it needs it now. Trade is expanding rapidly. Population is growing quickly. Railways are being built faster than any other country in the world. The stock market is booming and the flotation of new companies is proceeding at a wonderful pace. The inevitable reaction must come. Let those who buy now, see that what they get is paid for out of earnings and profits. The speculator, the buyer on margin, the investor playing for "the rise"—all these are likely to have hours of worry if the harvest should be bad or if a financial flurry should upset the world's markets.

The basis of Canada's prosperity is sound. The progress of the country is real. But with every such wave of prosperity, there comes a period of speculation which is disastrous to the speculator.

THE LATE MARK TWAIN

THE report of Mark Twain's death has not been "grossly exaggerated." The great American humourist is dead; died at his summer home near Redding, Conn., on Thursday of last week. They say he died of grief—hastened by excessive smoking. Inasmuch as he was seventy-five years old he very probably died largely of natural old age. Of course Mark never admitted that he was getting old. The past few years he had been frolicking round over a good part of the earth's surface—almost the reincarnation of "Innocents Abroad." Three years ago he was the guest of honour at Oxford University and made a marvellously eloquent speech there; a speech that was not at all like anything else Mark had ever said in public.

There are as many opinions about Mark Twain as there are theories about the birthplace of Homer. Three book-lovers were discussing him the other day. One was an Englishman—with an English sense of humour.

"I really shouldn't call Mark Twain a humourist," he said. "You see, he's not got the fine, delicate subtlety that characterises say Charles Lamb, and certainly not the personal humanism of Dickens."

"My contention is," observed the academic Canadian, "that most of his work lacks the permanent quality of true literature. It can't possibly survive as literature. It's sheer Americanism."

The other Canadian laughed; rather scornfully.

"I don't care whether you call it humour or not; or whether it's literature or not. Mark Twain will live as long as either Charles Lamb or Charles Dickens and be read by millions when Lamb is read by hundreds. American? Of course he is. But he has the universal touch. Mark Twain had a message. He delivered it. He had stories and he told them; as directly and plainly as any man could—and he entertained millions. He was always clean and wholesome and a thorough man of the world. To my mind he resembles Byron."

"Bless my soul!" said the Englishman icily. "How?"

"In his scorn of conventionalism. He was always Mark Twain. He always had the fresh point of view peculiar to the young man. He refused to look at things in the old man's way."

Another chipped in *apropos* with the reminiscence of Mark's visit to England; how when staying at a hotel in a small English town he shocked the inhabitants one morning at ten o'clock by appearing on the streets clad in nothing but scarlet pyjamas—

"Yes, and promptly had his trip guardian prepare a syndicate story of it for a dozen English and American newspapers," edged in the Englishman tartly. "I should call that sheer American egoism."

However it be, it seems likely that the world will continue to take a deep interest in Mark Twain. He represents the American of the nineteenth century as none of the New England coterie of writers ever did. And in all probability America of the twenty-fifth century will read Mark Twain by millions more than the Americans of the twentieth. In all that made his personality he was pure American—even to the cigar. In his work he was very largely universal. Three generations in one family could read Mark Twain and all be interested in the same way. Which may not be a literary trait; but what of it?

MEN OF TO-DAY

A SPENDER OF MILLIONS

RICHARD T. COADY of Toronto will spend seven million dollars in 1910. This is just about the limit. But of course a man in Mr. Coady's position has a large number of very expensive hobbies. For instance, there are streets and sidewalks; sewers

and waterworks; parks and gardens; electric lights and a zoo; an Island to keep up and a City Hall to maintain—and sundry other things too numerous to mention.

On these costly trappings of civilisation Mr. Coady lavishes his just about seven millions this year. He spends more than any other City Treasurer in Canada; almost a million more than the Treasurer of Montreal. How Toronto has changed! It used to be mainly "the Good"; "the City of Churches"; the college town; in the memory of many a nice, quiet residence city. Mr. Coady himself remembers that period—so regretted by Mr. Goldwin Smith. In fact, it was just the year before the Professor took up his residence at "The Grange" in what was then the aristocratic centre of residential Toronto that Mr. Coady after four years' experience in the lumber business entered the old City Hall on Adelaide Street as municipal accountant.

He has felt that inland lakeside city shift—if any man has; thirty-seven years of it, handling the revenues and the disbursements; chief accountant in 1877; city treasurer in 1888—and ever since. He has seen Mayors come and go—seventeen of them; has seen shibboleths change; new men and new measures; new City Hall; population trebled since 1873, when there were four clerks in his department and now there are scores. He became treasurer just when the fabulous "boom" struck Toronto; when without rhyme or reason thousands packed their trunks and moved to the city from the rural parts. In 1888 the population of Toronto was 166,800; assessment, \$97,610,000; expenditures, \$1,908,300. Ten years later the population was 183,172; assessment, \$128,000,000; expenditure \$2,863,000. That was a slow decade; the hard times, boom-burst period, when the yearly gain in population was under 2,000 and yearly gain in assessment \$3,000,000.

Ten years more—and the era of new Toronto set in. In 1908 population was 272,600; assessment \$206,000,000; expenditure \$5,520,000. This was more than double the estimates of 1888. Now in 1910 the population has got into the nebulous stage where a few thousands more or less make little difference—up to a round total of 400,000, assessed at \$270,000,000 and requiring just about \$7,000,000 to pay the civic bills. Mr. Coady is still the paymaster, and the seller of civic debentures. He has a civic debt of \$35,972,988 which with a sinking fund of \$9,323,590 leaves a net debt of \$26,649,398. The Council and the Board of Control are clamouring for a 17-mill rate of taxation. All very well; but the seven millions must be got somehow. What is the sense of a low tax rate and a high interest on civic debentures? Posterity won't look after it. Toronto is growing too fast to depend for revenue on juggling a low rate of taxation with a high aggregate of assessment.

* * *

GIRARD, THE FARMERS' FRIEND

IN all Canada where will you find a more singular, unostentatious public man than Joseph Girard, member in the House of Commons for Chicoutimi? Mr. Girard would have delighted the soul of Carlyle. He is a farmer; one of the twenty farmer members in the Commons and one of the most constructive. His life story in brief has a peculiarly pastoral charm. In Mr. Girard you behold a man in whom the habitant love of land and horses and cattle and children is writ very large and very, very happily. The member for Chicoutimi was born at St. Urbain, County of Charlevoix, in 1854; son of a farmer; educated at the Quebec Seminary and himself went back to the farm—because he liked it better than towns and cities. In 1880 Mr. Girard moved to a new country round about Lake St. John; to St. Gideon, which was then

much in the rough and in need of such sturdy settlers as Mr. Girard. He cleared a farm out of the solid bush; axe and saw and chain; log-heap and smoke and pulling of stumps; plough and harrow, ditch and snake fence—adding by solid hard labour to the wealth of a nation—in all political economy the main way to make wealth.

In twelve years' time Joseph Girard had become so thrifty and progressive a farmer, taking such high pride in the local affairs of St. Gideon, that he was required by his brother farmers to represent them in the Quebec Legislature. By this time Mr. Girard was a pretty well-to-do man with the best of horses and cattle and sheep and a family of fine children in a remarkably happy home. He was the reeve of St. Gideon; had so been for years; well acquainted in a business way with most prominent men in every parish.

Without trouble Mr. Girard was elected to the Legislature, for he was a man of great influence. He was re-elected in 1897. As might be expected, it was agriculture that most claimed his attention. Farmers' clubs were of his creation. Butter and cheese—so interested was Mr. Girard in practical dairying that he worked through the agricultural societies so to improve conditions that the butter and cheese of the Lake St. John district is on record as the finest in all Quebec. Sheep and cattle, hogs and poultry all came under the improving eye of Mr. Girard—who worked hard in season and out of season to improve conditions; but especially among the horses, the French-Canadian's pride—with the result that the Agricultural Society in his district owns several pure-blood horses imported from Europe. Besides Mr. Girard engineered the construction of the railway to Chicoutimi in 1894; the railway to Ha! Ha! Bay; and the dredging of the Saguenay River to deep water.

In 1900 Mr. Girard was elected to represent Chicoutimi and Saguenay in the House of Commons; he was re-elected in 1904 and again at the last general election; and a more representative French-Canadian than Mr. Joseph Girard of what gives Quebec its distinctive character in Canada, would be difficult indeed to find.

* * *

COMMANDANT OF THE ROYAL THIRTEENTH

HAMILTON has probably never had a better advertisement than its famous military regiments of which the "13th" is the oldest. It is said that the Honourable J. M. Gibson, now Lieutenant-Governor of the Province, made the "13th." Whether this is true or not he was actively associated with that regiment for thirty-five years. He was a lieutenant at the time of the Fenian Raid, and that is far enough back in military history to get to the very beginning of things. From lieutenant to lieutenant-colonel is a fairly long stride, and there were many events which made the name of Gibson known among rifle shots while that stride was being taken. In June, 1901, Colonel Gibson went on the Reserve and became the Honorary Colonel. He was succeeded by Lt.-Col. A. H. Moore, who retired in 1907, and then by Lt.-Col. E. E. W. Moore. The latter is now succeeded by Lt.-Col. S. C. Mewburn.

Colonel Mewburn has lived in Hamilton all his life, although that is only a matter of some forty-seven years. He was educated there and has practised law since he was twenty-one. However, with the true Hamilton spirit he was a private in the "13th" before he even became a lawyer. From private to lieutenant-colonel is an even longer stride than Colonel Gibson accomplished. Like the latter, Colonel Mewburn has always taken a great interest in military work. He has been at every function in recent years, at which the "13th" was represented. When a hard-working brigade major was required for a Royal Review at Toronto or Quebec, or for a camp at Niagara, Major Mewburn was always sought for. And they do not select a man because of his good looks when they want a brigade major. He must be a tireless individual with a capacity for detail. The "Royal 13th," as the regiment must now be called, is to be congratulated upon the latest of its long line of capable and progressive commanding officers.

Interest in the Canadian militia is steadily growing, and if the present spirit continues, the country is a long way from compulsory service. All honour, therefore, to the enthusiastic and self-sacrificing officers who are making the service both popular and efficient. Compulsory service is a matter of necessity and therefore not to be compared with voluntary service.



Richard T. Coady, 22 years Treasurer of Toronto, who will spend in 1910 just about \$7,000,000 on the City.



Mr. Joseph Girard,
Member for Chicoutimi and Saguenay.



Lieut.-Col. S. C. Mewburn,
Commandant of the 13th Regiment.

ALL THINGS CONSIDERED

By PETER McARTHUR

SPRING is the season of revolt. It is the time when every man who is worth his salt rebels against the curse of work. What the patent medicine ads. call "that tired feeling" is simply a reminder to man of that high estate from which he fell. Man was created to live in a garden, in the harvest time, when apples and all fruits were ripe. When he was turned out his nature was not changed. He retained the same luxurious tastes but was cursed with the necessity of working in order to gratify them. Don't forget that point. Work is a curse. No matter what eulogies may be pronounced on the nobility of work and the dignity of labour, work is a curse. In the beginning it was a simple curse that only applied to the need of working to secure food and shelter, but it has been developed with such devilish ingenuity that we can no longer play without working. There is an old jingle that states the matter clearly though it is invariably misinterpreted:

"The devil still finds plenty work
For idle hands to do."

There you have the whole thing in a nut-shell. Work as it afflicts us is almost wholly an invention of the devil. For fear our hands should be idle and our brains busy with profitable matters the malignant prince of darkness finds work for us so that we may waste our lives in profitless striving. There is nothing the devil hates worse than a magnificent idler, like Whitman who could loaf—and invite his soul. You men who are so busy and account it to yourself for righteousness that you are so busy, how often do you invite your soul to enjoy your work? Make no mistake about it, work is the worst enemy of man's higher nature.

* * *

The triumph of this hideous delusion about work is reached in the current number of *Everybody's Magazine*, where a writer—a clergyman to boot—writes on modern ailments. He has discovered a new disease, Psychosthenia. The symptoms of this disease are a sense of the unreality of things and a conviction of the profitlessness of all forms of human endeavour. Is that so very new? If I have not misread the Scriptures and the sacred writings of various peoples, this new ailment is as old as the foundations of all religions. Can it be possible that the devil has succeeded so completely in enslaving his victims to work and convincing them that work is a blessing rather than a curse that those who in other ages would be hailed as prophets and liberators are now regarded as mentally ailing? Work must be endured to a certain extent—that is the result of that primal eldest curse—but when the necessities are provided for we should emulate the lilies. The trouble is that we have lost the art of being profitably

idle. "Being idle is the most difficult and most intellectual of all occupations," said a great wit who had failed tragically as an idler. To be profitably idle requires great self-control. It is true that when the average man is idle his tendency is to jingle his mental small change and imagine he is thinking, but according to Professor James we do not think at all. Thought droppeth like the gentle rain from heaven. If we are nobly idle we can profit by thought when it comes to us, but if we are eternally fussing, as is the approved way at present, it will be shed from us like water from a duck's back.

* * *

Living is much like sleeping three in a bed. While everyone keeps quiet there is room for all but as soon as someone begins to stir there is room for no one. These people who insist on the nobility of work and the necessity of doing it have made the world so that the most philosophical of us cannot live without working. Everybody must hustle. With the successful men who are our pacemakers work is a madness and they keep us all moving so fast that life has become a harried, driven slavery. To try to point out the cruel folly of this manner of living is to be reviled as a loafer or dubbed a Psychosthenic. But this pace cannot keep on forever. Some day the last railroad will be built, the last canal will be dug, the last contract let and the last graft divided and then idleness may return to the world. If people only got time to stop and reflect they would probably see the folly of striving for what they do not need and their neighbours do need. Each man who slackens in the struggle makes it possible for several more to slacken. The man who rests himself makes it possible for others to rest. All of which may enable you to see why it is that while others laud the strenuous worker, I reserve my picked phrases and cull my choicest adjectives for the noble idler and do my best to follow his example.

* * *

Some years ago I saw somewhere a little apologue on this question of hustle and work that has always clung to me. I do not know who was the author—probably some paragraphic serf wearing the collar of a daily paper.

"Can't you come with us to the picnic to-day, papa?" asked the beautiful girl.

"No," snapped the modern business man, "I haven't time."

"Won't you come with us to the seaside?" asked his patient wife.

"I haven't time," and he hurried away to his stuffy office to roll up a few more thousands.

"The fellows are getting up a hunting trip. Won't you make one of the party?" asked his old college chum.

"I haven't time. I haven't time!" he shrieked as he rushed back into the thick of the struggle for useless wealth.

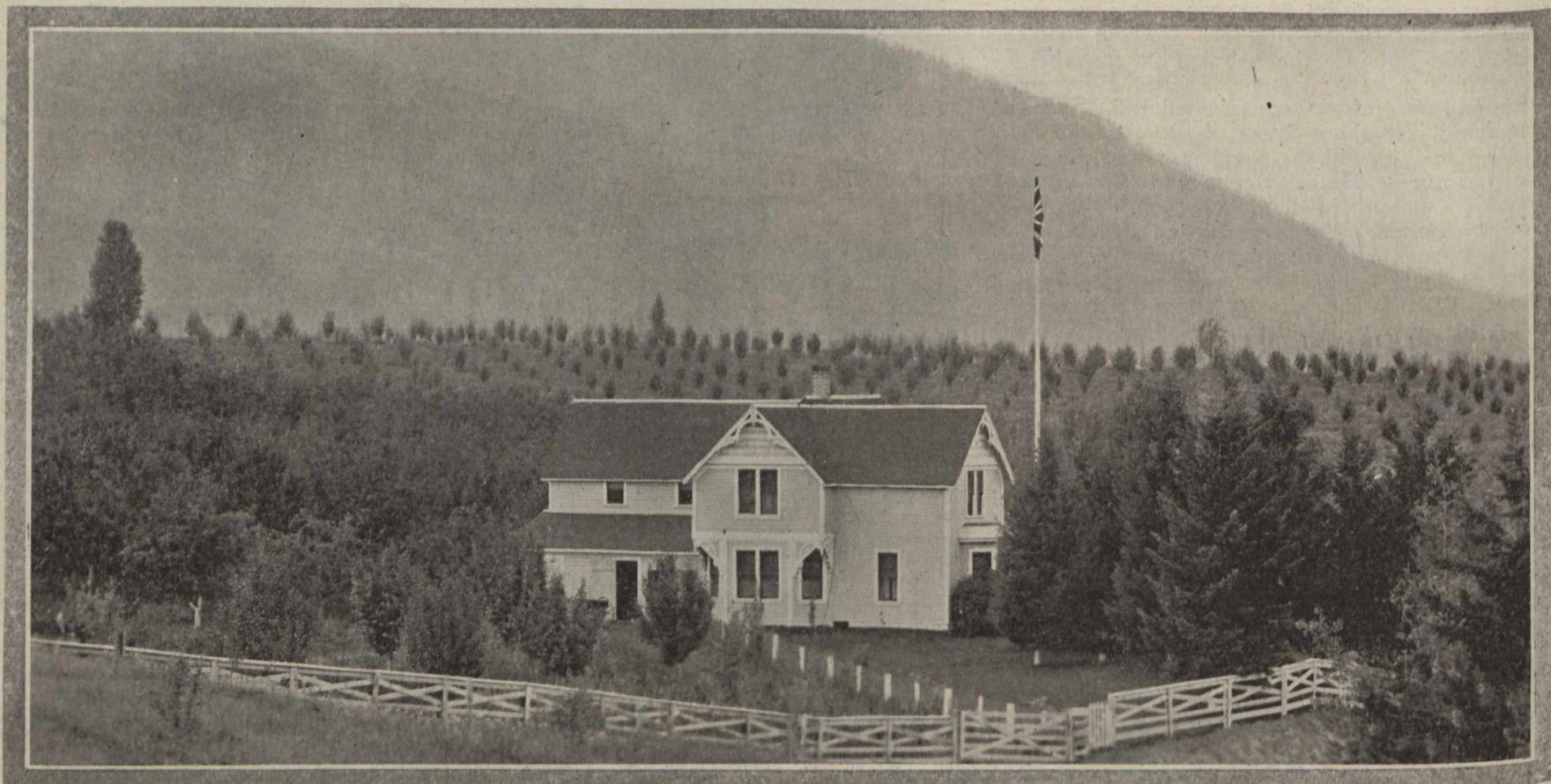
Presently when his fortune had been made many times over and he was still at work as eagerly as ever, Death touched him on the shoulder.

"Come with me," said Death.

"I haven't time," he snarled.

"O yes you have," said Death. "You have time to burn."

ONCE A SUBLIME WILDERNESS; NOW A SPLENDID GARDEN LAND



Farm House and Orchard at Salmon Arm, a valley 30 miles long and about 6 miles wide, in the Kamloops District, British Columbia. It is in such valleys that British Columbia produces her famous fruit. The Town of Salmon Arm contains about 800 people.

Art in Quebec

Annual Exhibition of the Art Association in Montreal

MONTREAL has always paid considerable attention to art. The annual exhibition of the Art Association and other art shows are well patronised. This year's Art Association exhibition is good but not remarkable. There were 350 pictures, 25 pieces of sculpture, a number of architectural drawings and some painting on china. While fairly representative and decidedly varied, there were no marvellous successes. Graham's "Prodigal Son" was awarded the Dow Prize for the best oil painting and it undoubtedly deserved it. Graham is a cattle-painter and has fought a stern battle with poverty in his struggle for achievement. His day is coming fast. Cruikshank was given the Dow prize for water-colours, "His Capital" being a picture of a man and a rather handsome pig. Strange that two "pig" pictures should win the prizes, but even pigs may be treated artistically.

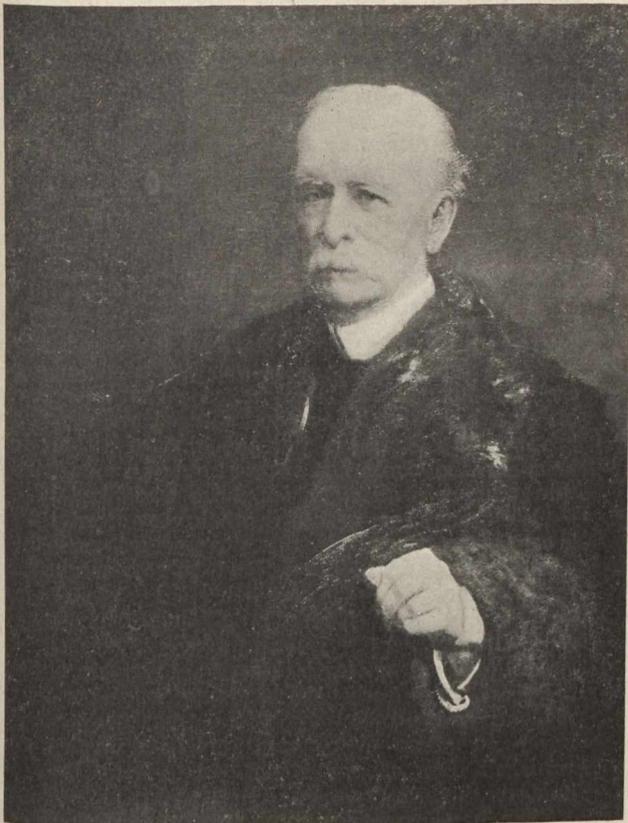
Harris' portraits were good, bad and indifferent. Russell's portraits were good. Dyonnet's head was fine, and many regretted that he had only one canvas at the show. Miss Carlyle continues to show steady improvement; she is near the top of the list of Canadian women painters. Suzor Cote's work was numerous and attracted much attention; he has found himself in the last three years. Cullen's "The Cove" was one of the most ambitious and most striking pictures in the show; it is thoroughly national in character and a fine piece of brush-work. President Brymner was well represented; "A Deserted Dwelling" is one of his best, while "Carita" is a high average.

The Art Association committee seem to have been generous in their selections. They apparently are trying to encourage, not discourage, both old and young. They give every one a chance, if the work is clever. Crudeness is not necessarily a bar to acceptance.

The sculpture was rather good. The two Heberts and Mr. Hill had some splendid pieces on view. Laliberte had three excellent examples of his modelling.

The china collection was not equal to that shown at the Canadian National Exhibition in Toronto, but it was sufficiently new and individual to indicate an earnest striving after merit.

Between the work of most Quebec artists and those in Ontario there is a marked distinction; mainly observable at exhibitions where each hangs side by side. Almost any big picture from Montreal could be picked out on sight as the work of a Cullen, a Suzor-Cote or a Brymner—by its colour. This is especially true of winter pictures. Some day perhaps the real composite Canadian art will merge the best points of both into a national production.



Portrait of the Late Sir George Drummond
By Joliffe Walker.



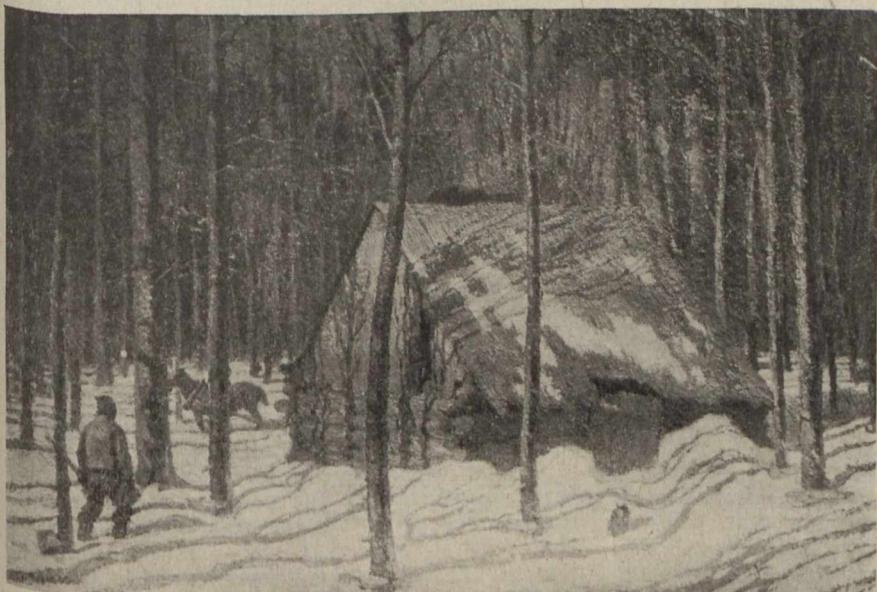
Portrait—Miss Brenda Hebden
By Robert Harris, C.M.G., R.C.A.



The Prodigal Son
Winner of the Jessie Dow Prize. By James L. Graham.



"Carita"—a Study
By William Brymner, President Royal Canadian Academy.



Primitive Sugar Camp—By A. Suzor-Cote.



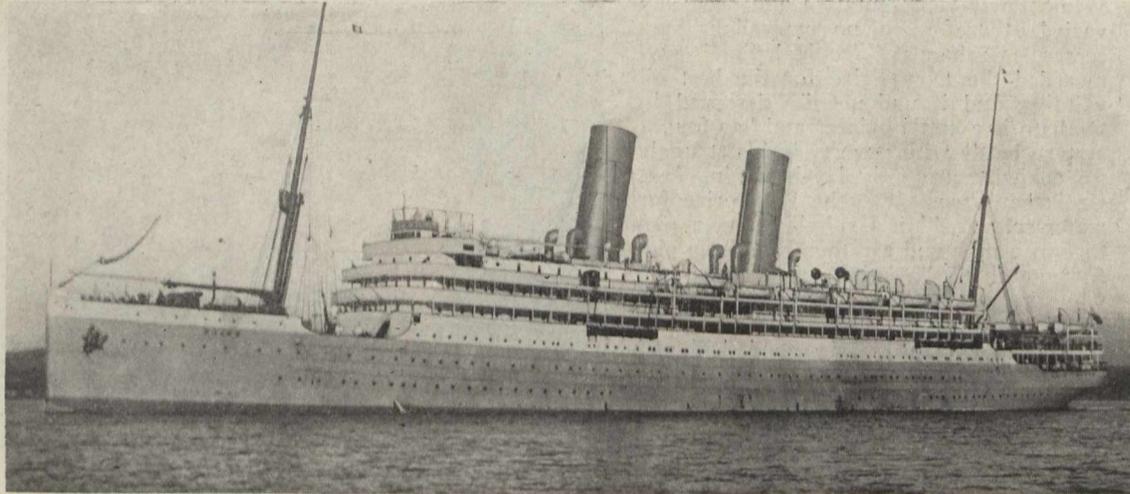
At the Bend of the River—By Maurice Cullen, R.C.A.

Steamships Then and Now

By ARTHUR HAWKES

FOR a young man I have seen a remarkable revolution in the comfort with which British people cross the ocean in search of a more prosperous life in Canada. The generation of those who came in sailing ships is almost extinct. But there was not as much difference between a good sailing ship and an old-fashioned steamer, as there is between the oldest steamer still

ing apartment was lighted by a solitary oil lamp, the principal function of which was, I think, to make the darkness more visible. To reach it, the passengers had to pass the door of a kitchen which was well enough in its way, I suppose, but was certainly very much in the way. Its odours may have been appetising to old salts, but not to those who found difficulty in coming down the stairs, and



The Royal George, One of the Two Fast Modern Steamers on the New British-Canadian Route.

carrying freight and the up-to-date vessels in which Britishers may now travel to the first of the King's Overseas Dominions.

I have talked with people who travelled to Canada, South Africa and Australia on sailing ships, and they have, without exception, described their experience with unfeigned satisfaction. The bugbear of seasickness was sometimes bad enough, but when once they had obtained their sea legs, sailing in the unpolluted air became quite agreeable—so long as it did not last too many months. But I have heard very few people descant delightfully upon their experience in steamers which, for passenger purposes, are as obsolete as the stage coach.

Less than twenty-five years ago I first come through the Gulf of St. Lawrence to Quebec and Montreal. Since then I have made sixteen ocean-going trips on thirteen different steamers, two passages each, having been on the *Vancouver* of the Dominion Line, the *Teutonic* of the White Star line, and the *Kaiser Wilhelm der Grosse* of the North Germany Lloyd Line. Only one passage out of sixteen was really stormy. It was in the month of November. My smoothest passage across the Atlantic began on the same day of the month as the roughest, so that you are as likely to have good passages in winter as in summer.

The older style boats, were, of course, absolutely sea-worthy, for all of them were built in British shipyards, which have always led the world in the staunchness of their output. I came over first in a boat of 4,000 tons. She was then nine years old. It was boasted that the Queen's daughter, Princess Louise, whose husband, the Marquis of Lorne, was Governor-General of Canada in the early eighties, had been a passenger on her. She is going yet, a proof of the magnificent strength of British-built ships, but she is not in the passenger trade. The daughter of a Chicago pork-packer would feel aggrieved if she were asked to travel in the *Sardinian*.

The first-class saloon was right over the screw. Small vessels, when white horses are galloping across the Atlantic, have an engaging habit of kicking their sterns out of the water and permitting the screw to whirl around with the speed of a top and ten thousand times the noise—an exercise which is accompanied by the pistons in the engine-room thumping like so many guns going off. So though the first-class passengers on the steamer, I'd better not name, were on breezy days, not exactly between the devil and the deep sea, they were distracted between the propeller and piston and could only pray for calm weather or the shelter of the thousand miles of St. Lawrence waters.

The second cabin of those days was even more fearfully and wonderfully made. They used to isolate at meals the sexes after the melancholy custom of some venerable churches. Instead of separate dining saloon and state rooms, such as there are in the smallest steamer now on the Atlantic, there was a combination refectory—dormitory that would astound a modern "casual." This affect-

more difficulty in keeping their food down anywhere.

Imagine a vessel jumping about in the sea, which the *Royal George* would cleave like an axe

The Backbone of Canada

Ontario the Great Middle Province, and its Possibilities

By HON. JAMES S. DUFF

ONTARIO offers its citizens an equal chance for health, wealth and the pursuit of happiness. But for many of her citizens Ontario does vastly more. Agriculture is the basic industry of the province and for the benefit of those engaged in this occupation, the province, through its government, spends three-quarters of a million dollars each year and maintains an elaborate organisation, built up by years of thought and experience, that the welfare of the province as a whole may be conserved and incidentally the prosperity of the farmers themselves may be advanced.

One of the most important tasks that can be undertaken by any government is the development of the natural resources entrusted to its care. This principle inspired the government to action over a quarter of a century ago. When the first legislature of what was then known as Upper Canada assembled at Niagara in 1792, they found themselves custodians of a kingdom embracing 200,000 square miles—nearly double the area of Great Britain and Ireland. It is scarcely possible, however, that the legislators of that day even dreamed of what was yet to be. They could not foresee that in less than a century the towering trees would be removed and in their places handsome residences lighted by electricity, connected by telephone to a thriving city nearby, and with electric cars passing the door every hour or so. They could not see—and no more can we tell—the character and status of this province one hundred years hence.

While the first agricultural organisation dates back as far as 1792 and while others were launched in those early days, it is in more recent years that we must look for the greatest development along these lines. A vast multiplicity! The mere list is imposing. It includes:—

The Ontario Agricultural College at Guelph, representing a capital of \$1,000,000, established in 1874; now with 1,300 students per year, some of whom come from India, New Zealand, South Africa, United States, Continental Europe and England. Macdonald Institute, established by Sir William Macdonald in 1903, in affiliation with the Agricultural College; for the education of farmers'

going through a lath; and a second-class "saloon," with a table capable of seating the eighteen purchasers of the surrounding berths; six of whom are in their bunks careless of to-day or to-morrow; six of whom have appetites that nothing can destroy and the other six held fast to the deck because if they dared descend to the table, it would be safe neither for them nor for their neighbours—and you have pictured a scene that will never be reproduced.

Third-class passengers were required to furnish their own bedding. Their food was abundant. Some people may have thought it was choice. The aroma which came up the stairway made a life-long impression on me. Trying to find something good to say about the third-class quarters, I am reminded of faithful John Smith, who was dismissed for general incompetence. He requested a character from his employer who, being good natured, wrote: "The bearer, John Smith, is just the kind of a man for anybody who wants just such a kind of a man." The third-class was all right for those who liked it.

We thought we passed through very stormy seas because the funnel of the steamer was splashed white by the saucy billows. But, there was nothing remarkable about the sea—the ship wasn't big enough, that's all. We had a delightful trip through the gulf and up the river to Quebec, most nobly sited city in all of North America. The sun shone, the ship was steady, the river scenery was magnificent, and people who vowed that they would never go afloat again were laughing over their vanished distresses and plotting to visit the old home within three years.

We have veritably come into a new world of ocean travel. The winds on the Atlantic can still conspire in the good old way against your comfort; but they cannot upset your peace as they used to do, because the ships are bigger and faster than they ever were. Being bigger, they are indifferent to waves that would play pitch and toss with smaller craft. Being faster, they plough through swelling seas which would make their predecessors bob like row boats in the Bristol Channel on a squally day.

daughters and others in domestic science, now attended by nearly four hundred girls per year. Experimental Union, an organisation of about 5,000 farmers, graduates of the College and other advanced agriculturists, who conduct experiments from year to year. Jordan Fruit Experimental Farm, 1907; one hundred acres in the Niagara fruit district, maintained to develop new kinds of fruit and to perfect methods to combat pests.

Also agricultural societies, holding spring horse shows and general fall shows at 350 different places in the province; dairymen's associations, in connection with the work of which the government maintains two dairy schools and thirty-five inspectors to visit the 1,300 creameries and cheese factories of the province; farmers' institutes, membership of nearly 25,000, and to which the government supplies expert speakers to discuss agricultural topics at a thousand meetings; women's institutes, a branch of the farmers' institutes; now having a membership of nearly 25,000.

Again, there are horse, cattle, sheep and swine breeders' associations, including two of the best fat stock shows on the continent, held annually at Guelph and Ottawa; field crop competitions; Poultry Institute; horticultural societies, of which there are about sixty in the cities and towns of the province; fruit growers associations; co-operative societies, of which thirty-six have been organised with a view to bringing to farmers the benefits of co-operation, especially in the growing and marketing of fruit; Beekeepers' Association, in connection with which apiary inspectors are appointed for a few months each year, developing an industry which is already worth over a million dollars to the province annually. Corn Growers' Association, one of the newest organisations in the western peninsula; Vegetable Growers' Association.

Besides which there is the forestry farm of 1,000 acres, supervised by one of the Ontario Agricultural College staff for the reforestation of waste lands; a drainage expert, who conducts demonstrations in the value of tile drainage, with the result that in the last four years the drained lands have shown an increase of over a million more than what they formerly produced.

SOME TYPES OF THE NEW-COMERS

Snapshot Poses of the Polyglot Peoples who are helping to make a New Nation

FROM PHOTOGRAPHS TAKEN AT QUEBEC AND HALIFAX.



English.
1908—91,412.
Just one of many Types.



Scotch.
1908—2,223.
The kind that covers the Earth.



German.
In Ontario, Thousands;
in the West, Tens of Thousands.



Russian.
1908—7,493.
An honest plodder,
good on the Land.



Scandinavian.
1908—4,073.
Used to come mainly
from Minnesota



Icelander.
Thousands of these
sturdy people in
Manitoba.



United States.
1909—99,000
Experienced farmers.



Bukowinian.
From Central Europe.
Hates borrowing money.



Hungarian.
Best of physique and a
good worker.



Icelander.
She'll learn English in
a month.



Italian.
Find him in the Con-
struction Camps.



Russian Jew.
Not anxious to farm
—a dweller in cities.

Poll of the New-Comers

IT is decidedly interesting to note the occupations of the new-comers to Canada. The most striking feature is the great preponderance of farmers among the United States immigrants.

Between June 30th, 1903, and March 31st, 1909, a period of five years and nine months, the number of immigrants who landed at ocean ports were 700,391. Of these 187,991 were farmers or farm labourers; 181,397 were general labourers; 175,430 were mechanics; 46,453 were clerks or traders;

18,875 were miners; and 36,803 were domestics.

During the same period, the number of immigrants from the United States amounted to 299,603. Of these 198,249 were farmers or farm labourers; 19,476 were general labourers; 12,058 were mechanics; 7,326 were clerks or traders; 3,360 were miners; and only 401 were domestics.

Of the British and European immigrants about 27 per cent. were farmers, about 26 per cent. were general labourers, 25 per cent. mechanics, and the other 22 per cent. clerks, miners, domestics or unclassified. Of the United States immigrants, about

67 per cent. were farmers, 7 per cent. were general labourers, 4 per cent. were mechanics and 22 per cent. clerks, miners and unclassified.

While only 27 per cent. of the British and continental immigration was agricultural, as against 67 per cent. of the United States, yet the total agricultural immigration is about the same from each source. In this six-year period, the United States farmers and farm labourers are about 11,000 ahead.

The pictures shown on this page give some idea of the nationalities who are contributing to the up-building of this new dominion.

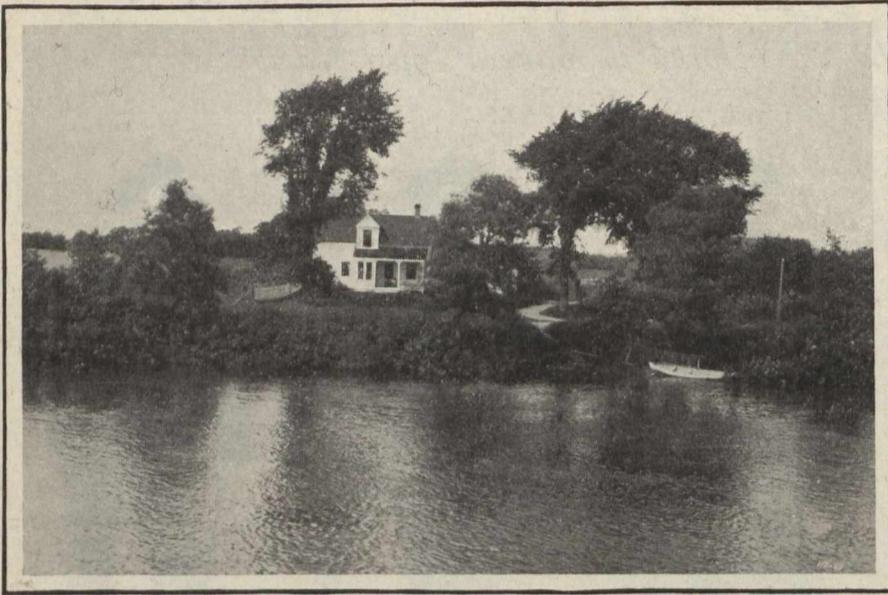
YEAR

IMMIGRATION INTO CANADA.

TOTALS

1904-'05	65,359 BRIT.	43,652 U.S.	37,255 CON.	146,266
1905-'06	86,796 BRIT.	57,919 U.S.	44,349 CON.	189,064
1906-'07 9 MOS.	55,791 BRIT.	34,659 U.S.	34,217 CON.	124,667
1907-'08	120,182 BRIT.	58,312 U.S.	83,975 CON.	262,469
1908-'09	52,901 BRIT.	59,832 U.S.	34,175 CON.	146,908
1909-'10	80,000 BRIT.	99,000 U.S.	25,000 CON.	204,000

This Chart has been specially prepared to show the variation in the chief classes of new-comers—British, United States and Continental or European. The figures given here for year ending March 31st, 1910, were estimated; the latest report gives the correct figures at 208,794.



New Brunswick is a Panorama of Pretty Rural Landscapes like this.



Two Tons of Good Hay to the Acre on New Brunswick Land.

Land of Comfortable Homes

New Brunswick has its Own Peculiar Charms

By HON. D. V. LANDRY, M. D.

WHILE New Brunswick, one of the easternmost parts of Canada, has never been exploited in an advertising sense, it is nevertheless capable of as great exploitation as any portion of Canada, or, in fact, any part of the whole American continent. Far away pastures often look the most enticing, and no doubt one reason why this splendid little province has been in the past so generally overlooked by the intending Canadian settlers from Europe, is because of its comparative proximity. It has been the wharf at which in the winter season thousands of people landed but it has never claimed their attention, while in the summer the incoming passengers from Europe have, in landing at Quebec or Montreal, completely passed it by.

New Brunswick is not large in area compared with other provinces, but it is rich in its varied resources and affords one of the best lands in which to make a comfortable home, proven by the existence of tens of thousands of these homes to-day.

The province lies mainly between the 45th and 48th degrees of north latitude (that of the south of France) and the 64th and 68th degrees of west longitude. The length of the province from north to south is 230 miles and its greatest breadth 190 miles. It has an area of 27,985 square miles and bounded upon three sides by salt water and has a sea coast of about 600 miles in length.

It is a rolling country of no great elevation, some portions reaching an altitude of over 1,000 feet, but the major portion being much lower and considerable areas are very near tide level; extensive rich meadows requiring the protection of dykes against high tides. The scenery is picturesquely varied and as less than one-quarter of its area is occupied, and much of that sparsely, a large portion is one vast forest. Out of about 18,000,000 acres of area, only 4,438,937 are occupied by private owners, over 7,000,000 remains the property of the Crown, and the balance is held in private timber limits.

Few countries are so well watered as New Brunswick. Lakes are numerous and there are many rivers and streams, some of them of large size. The St. John, which flows into the Bay of Fundy on the south of the province, is 450 miles in length and drains 26,000 square miles of territory, much of it in the State of Maine and some in the Province of Quebec. Some of its tributaries are upwards of 100 miles in length. Other large rivers are the Miramichi and Restigouche, each nearly 200 miles long, the Petitcodiac and the St. Croix. There is no section of the country where an abundance of the water cannot be easily obtained for household and live stock use.

The climate of New Brunswick is healthful and rarely extreme in either heat or cold.

Its agricultural and horticultural wealth is, by all means, the greatest asset of the province. As yet but the merest fringe of the agricultural lands has been worked. By the report of the Agricultural Commission there was shown in 1908 out of the 18,000,000 acres of land to be only 1,474,076 acres

cleared or improved, of this 982,824 acres were in field crops, 491,252 acres in pastures and there were 565,804 apple trees. The farms numbered 32,480, averaging cleared land per farm about 45 acres with 30 acres in crop. In addition to this there were between 2,000 and 3,000 lots of less than five acres which were producing more or less crop. The opportunities for development are thus seen to be very great. The crops of the province for which statistics were gathered in 1909 were as follows:

	Acres.	Bushels.	Ave. last 12 yrs. Bu. per acre	
			Acres.	Yield.
Wheat	14,447	268,079	18.5	18.4
Wheat	14,447	268,079	18.5	19.4
Oats	194,815	5,682,338	29.1	29.1
Buckwheat	56,735	1,405,775	24.7	21.9
Potatoes	47,853	8,968,098	187.4	135.7
Turnips	6,531	3,340,862	511.5	428.2

Good farmers do not find it difficult to secure 30 bushels of wheat, from 50 to 75 bushels oats, 300 bushels of potatoes and 1,000 bushels of turnips per acre.

The wonderfully high quality of the fruits and vegetables of New Brunswick attracts attention whenever these are placed on the market. New Brunswick potatoes and turnips enjoy the highest reputation in Canadian and United States cities, and during the past winter a fleet of steamers has been kept busy transporting New Brunswick potatoes to Cuba, where, in competition with every potato growing country in Europe or America which could reach the market, her potatoes have obtained a preference over all others and at this time practically no other potatoes are being imported into Havana where upwards of 6,000 bushels per day are bought and distributed to consumers.

It is, however, in apple growing that perhaps the greatest fame may come to the province, for it is being more and more clearly shown each year that for apples of the highest quality no other country excels New Brunswick, and for this profitable industry there are millions of acres of the best orchard land awaiting development.

In addition to its magnificent timber growth and wealth of fisheries, there is also much mineral wealth, some of it only just now being exploited. Iron deposits as great as any known are being developed in Gloucester county, natural gas giving heavy pressure has lately been tapped, oil reservoirs have been reached, coal exists under wide-spread areas and mines are being worked here and there, copper and aluminum are located and large areas of rich oil-bearing shale have been taken up by capitalists with a view of early development.

Agriculture in Quebec

BY THE MINISTER OF AGRICULTURE

QUEBEC has a land area of 222,080,000 acres! According to the census of 1901, 14,444,175 acres were occupied, including 7,439,941 acres which are improved. General farming is followed throughout the province, including the production of hay, grain, fruit, tobacco, stock and dairy products.

The butter and cheese produced by the factories was valued, in 1891, to \$2,918,527 and, in 1901, to \$12,874,377, showing an increase of 341 per cent. Market gardening is prosperous in the neighbourhood of cities, especially near Montreal. Cattle raising has a great importance in the eastern townships. For some years past the government has imported some Belgian draught horses, which have been sold to agricultural societies, breeding syndicates or farmers, subject to the condition that they will be kept in the province for breeding purposes. The results of that policy have been most satisfactory and the farmers are highly pleased with the half-breeds which they are rearing from the copulation of Belgian stallions with their mares. They have a much greater value than the horses they used to raise before.

Large quantities of apples, pears, cherries and other fruits are grown in numerous orchards in the western portion of the province. The Montreal and St. Hyacinthe districts produce the "Fameuse" which is considered one of the best apples in the world. Even in the Quebec district where the

climate is colder, we see a great many orchards where apples, plums and cherries are grown. That district produces excellent Swedish turnips for the table. Fruit-growing is becoming a very remunerative industry.

In some counties tobacco is a profitable crop, some farmers obtaining as much as \$200 from an acre planted with tobacco.

According to the census of 1901, the chief sources of income were: Field crops, \$44,851,108; dairy products, \$20,207,826; meats, \$8,006,328.

The Department of Agriculture gives grants to 632 farmers' clubs, the minimum of the grant being \$25, and the maximum \$50. A club must hear at least one lecture on agricultural matters during the year. A great many of them own live stock. Every parish or township may organise a club. In order to give lectures before the clubs the Department employs eleven lecturers. The *Journal of Agriculture and Horticulture*, published by the Department of Agriculture in both the French and English languages, has more than 72,000 subscribers.

The leading agricultural associations are: Quebec Dairymen's Association, Quebec Pomological Society, the Eastern Townships, Three Rivers and Quebec Exhibition Companies. Sherbrooke holds an important provincial fair every year. There are also seventy-four agricultural societies and several local horticultural societies.



Landing of the new Canadians at Halifax ; all sorts and conditions, but all happy at the first sight of Canada.



Not one of these know a word of English—yet. The three small children in front are wearing sheepskin clothes.



Some of the motherless Barnardo Boys coming to the new mother land ; part of a company of 400 on the Tunisian.



Every man his own porter ; carrying luggage from the Immigration Building to the Colonist Special for a three-thousand mile run.

THE INVASION OF CANADA

Involving a Drastic Reconsideration of our Bounding Census

By H. W. HEWITT

PEOPLE! From the British Isles and from continental Europe; from the United States; only a few, thank heaven! from the Orient; they are coming this year and month of the tenth year of "Canada's Century" sometimes as many as 4,000 in a day. 1910 is expected to be the biggest immigration year ever known in Canada. The wharves and the immigration houses of Halifax and St. John, of Quebec and Montreal; the railway depots of Winnipeg and the immigration houses of the settlement centres beyond—jostling with the homeless seeking homes, jangling with many languages; the polyglot, land-hungry exiles from the Old World to the New.

Here is a theme for a second New World Symphony. What Canadian Dvorak will write it? The profoundest and healthiest movement of population from the centres of congestion to the spaces of free land ever known in the story of the shifting of world-peoples.

By way of arithmetic; not mere statistics; let us see how this influx becomes a factor in the making of a new nation north of the Great Lakes and the 49th parallel. By a conservative estimate of immigration for the year 1910 the Canadian census to be taken next year will show a net immigrant increase, independent of natural growth, of 4 per cent. over the population of 1909.

This is the compound interest of population. At five per cent. compound interest money doubles itself once every fourteen years. Suppose you allow seventeen years for the doubling at four per cent.; a fair margin. Then without any increase in the rate of immigration and quite apart from natural increase, the population of Canada in 1927 will be not less than fourteen millions. Counting the natural increase and allowing for a steady increase in the ratio of

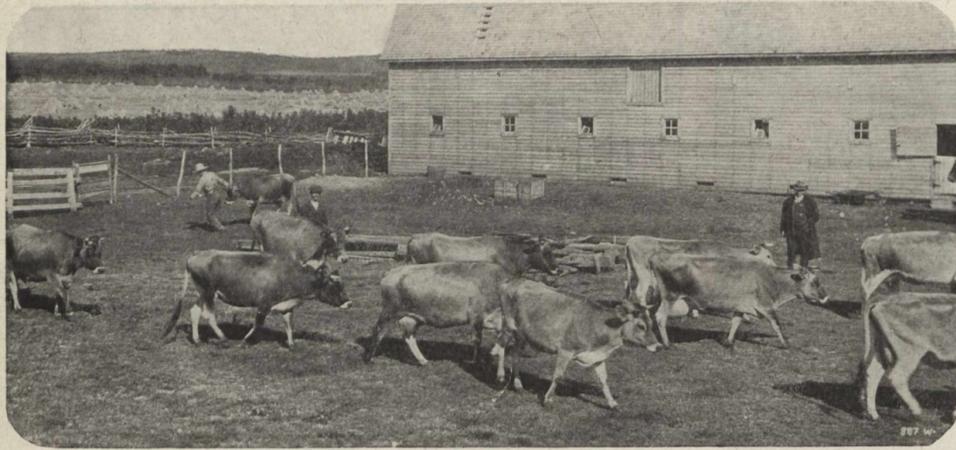


Standing room only in the Steerage.



Stewards carrying "first-class" luggage.

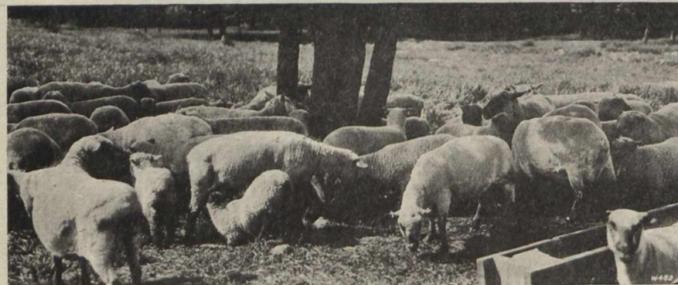
CONTINUED ON PAGE 27.



A Herd of Jerseys like this is worth many hundred dollars to a Dairy Farmer.



Typical Ontario Farmer on the way to a Ploughing Match.



A comfortable Flock of Eastern Canada Sheep.

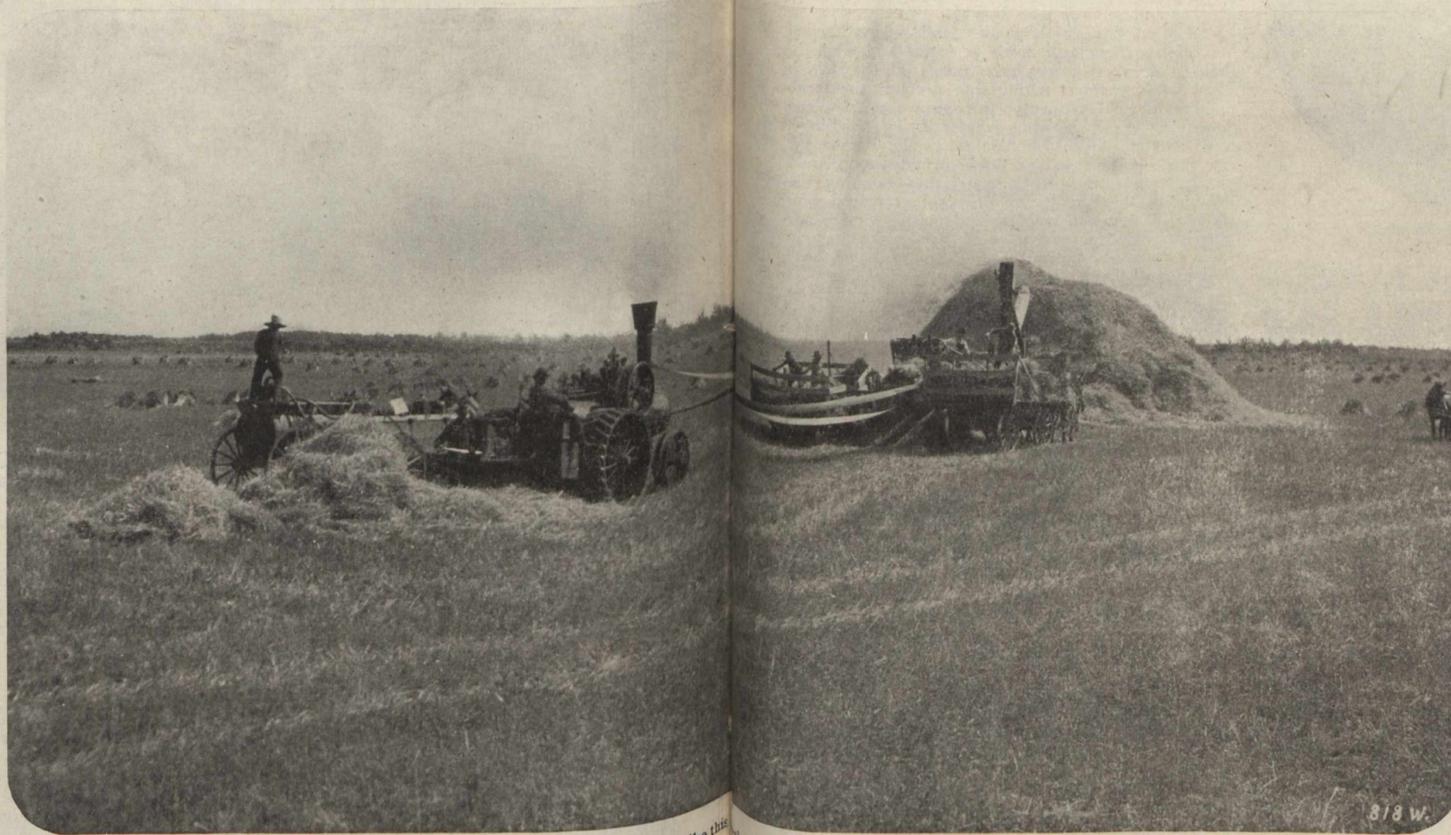


Branding Cattle on the Ranges of Southern Alberta.

CANADA, THE FARMER'S LAND



A Fruit-Farm in Ontario; Apples, Peaches, Pears, Grapes, Raspberries and Strawberries, all growing on one Farm.



In the great Wheat Lands of the Prairie a Machine like this makes Twenty-five Hundred Bushels of No. 1 Hard in a Day

It was said of one Promised Land that it Flowed with Milk and Honey. The Canaan of North America is Better; it Provides Unlimited reward to the Agricultural Worker.

THE Canadian farmer is frequently referred to as the best-off man in the country. There is more truth in the statement—that take him "by any standard" he is the wealthiest man in the world. No class of citizens in Canada are so evenly well off as the farmers. This is true of every province. He is the happiest man in Canada. Just the other day there appeared in a Canadian newspaper the remarkable story of a man who came out to central Canada some years ago; desperately poor. Most he owned was a wife. He was a labourer who knew little or nothing about Canadian farm.

However, he knew good land from poor land. He rented a farm. The house was destitute of furniture. The man made his own chairs from blocks of wood with boards nailed on for backs; his own bandy-leg table and bed. He was so poor that he couldn't afford to buy even the few simple things his wife needed to cook with. The woman set her batch of home-made bread in the water-pail: so that on baking days she had to carry the tea-kettle to the well for water.

However, they struggled along five years on that place, till they got enough saved up to buy some machinery, horses and cattle. They rented a larger place. Twelve years they bought the farm for \$10,600 (£2100). Now that man is worth the bank \$32,000 (£6,400) besides owning 300 acres of farm land and eighteen building lots in a summer resort. He has cleared \$2,000 (£400) profit every year for

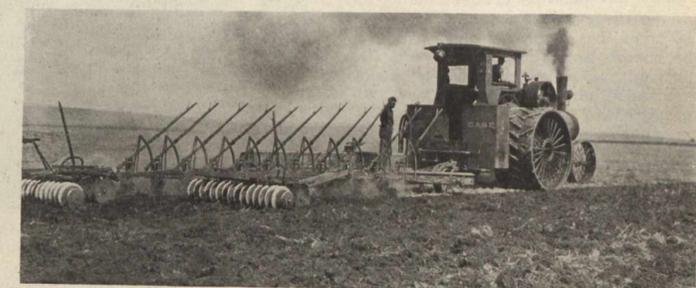
years. He has a barn which cost \$5,000 (£1,250). His son works the land. The man and woman who once had to make their own furniture are to-day worth as much as many a "merchant prince" in England.

This is a remarkable, but by no means an uncommon story. Canada to-day contains thousands of men who are working out similar stories of progress. There is no great reason. It is unlimited good land. No country in the world has such great areas of first-class arable land as Canada is giving away to settlers in the West. Mere figures give but a slight conception of the marvellous potential wealth contained in the lands of Canada. But here are a few concerning the three inland provinces of the West. Manitoba contains 41,169,280 acres; Saskatchewan 151,900,000 acres; Alberta 155,400,000 acres; total, 348,469,280 acres. Of this vast total there are as yet only 12,359,626 acres under cultivation.

This land is capable of raising the best wheat in the world, oats, barley, flax, potatoes, hay, small and large fruits—in such great abundance that merely to state the yield per acre is sometimes put down as a story of romance. One western farmer last year raised 35,000 bushels of wheat. He has his own elevators. Hundreds of farmers are raising more than 10,000 bushels of wheat in a single year. The best of raising an acre of wheat, including rental of land, seed and all labour on a contract basis, is about \$10 an acre. The average yield per acre in the West last year was 22 bushels, selling at the elevators at an average of 85 cents a bushel.



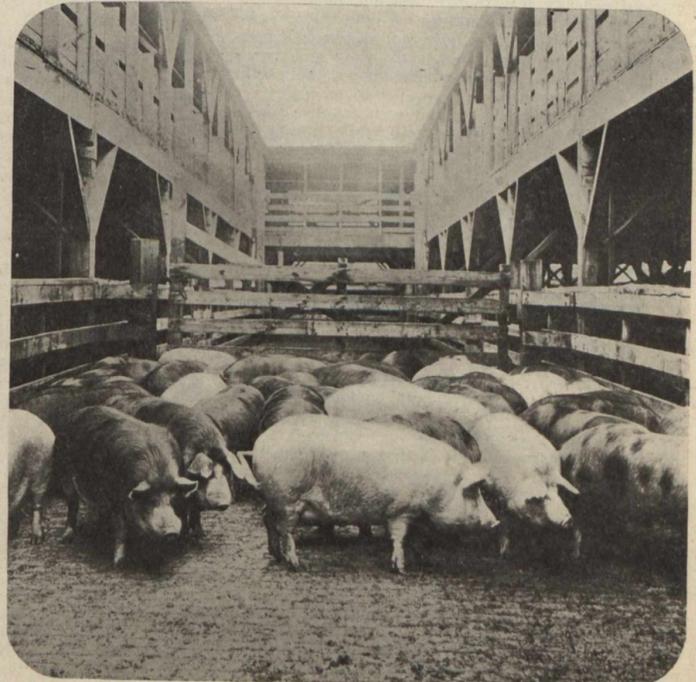
Students from the Ontario Veterinary College getting practical lessons on the Judging of Horses.



Steam Disc-Harrowing the Prairie; Land that has been Ploughed in the Fall.



Squad of Cultivators and Seeders at work on the Western Wheat Lands.



Canadian Bacon Hogs worth nine cents a pound on foot.

British Immigration to Canada

By W. D. SCOTT, Superintendent of Immigration

CANADA is a British colony guided by British ideals and peopled very largely by those of British extraction; it follows as a consequence that in any movement towards the peopling of her vast areas her natural desire would be to acquire the necessary settlers from British sources. In common with other new countries the Dominion has learned from experience that the best and most lasting results are derived from a carefully selected population, and while to one not cognisant of the difficulties attending the proper selection of immigrants, this might seem an easy task, still in practice it has proved to be a work attended with many difficulties.

That the average Canadian is fairminded, and more than that broad-minded, is I believe admitted by all who have visited our shores and enjoyed the opportunity of studying our people. He welcomes to his shores everyone, British or foreigner, who demonstrates his ability to meet Canadian conditions. He holds no grudge against any well-intentioned or energetic immigrant, whatever his race or creed, but against the ne'er-do-well of all races he has an antipathy; the interests of his country demand that much and for the feeling he should be applauded, not condemned. No country is entirely peopled with desirable persons and the British Isles in common with others has her quota of undesirables; it therefore follows that an immigrant need not be acceptable simply because he hails from the mother land. His past record may be such as to make him an unwelcome guest in any country, or his physical or temperamental qualifications may render him absolutely unfitted for a successful career under the new conditions with which he is confronted. If, however, he suffers from none of these disabilities, but is willing to learn and anxious to succeed, Canada offers to him an opportunity afforded by no other country and a hearty welcome amongst people of his own blood and under his own flag.

Immigration from the British Isles may be divided into two large classes, those who come of their own volition and at their own expense, and those who are sent or assisted by charitable organisations. In so far as the latter class is concerned, it would be well for the societies engaged in the work, to remember that adaptability is the first essential requisite which all settlers in a new land must possess. Strength should not be wanting, good health is a necessary qualification, education is an advantage, but unless the immigrant sees fit to attempt at least to adapt himself to his altered surroundings nothing but failure awaits him. Of those new settlers whose efforts have met with most success adaptability has been the marked characteristic, while those who have proven failures have evinced a desire to criticise Canadian methods and enlarge upon the advantages of the "home customs." The latter class have not displayed eagerness to accustom themselves to the ways and means which years of experience have shown to be best suited to this country.

By those who come at their own expense adaptability is likewise necessary, and while it may be, in fact almost certainly is, possessed in a greater degree by them than by those assisted, still it is rather to their self-reliance displayed in starting without a helping hand to hew out for themselves a career in a new land, that their success in greater numbers proportionately is due. It would not be reasonable to expect the same reliance in one who through his fault or misfortune has been worsted in the struggle for existence as from him who has succeeded in remaining self-sustaining, yet it is considered wise to point out this condition as it appears to the Canadian mind.

In all classes who come to Canada there are some who expect to find a land flowing with milk and honey, where gold may be picked up in the street without toil, and while such undergo a disillusionment as rapid as it is disagreeable, still all find work plentiful, the remuneration reasonable and if the employee works hard the employer does likewise.

Taken at random from amongst the thousands of letters received by the Immigration Department from employers of British immigrants, I quote the following:

"— is with me at \$15 per month and lodging. He appears to be good-natured, honest, willing to learn the work he is unaccustomed to, and that is all that is necessary."

"— is in my employ and is a good man. Although

inexperienced he is giving satisfaction in every way. His wages at present are \$160.00 per year."

"I find — a good man. He is inexperienced but willing to learn. Will pay him \$12 to \$15 per month according to how he improves."

"I have hired — for \$15 a month. Although green at our way of farming, because the work is dif-



Central Europe in Canada.

ferent here from the Old Country, he is learning fast and will soon be as good as our own Canadian boys."

"— hired with me for six months but left as soon as the busy season opened. He was an absolute failure, lazy, untruthful, and not even willing to try and follow instructions. Men of his class injure the chances of his countrymen who are good workers."

"I am pleased to state that — is a thoroughly experienced farm hand understanding fully the care of stocks and the handling of horses, besides he is an expert ploughman, a vocation which he informs me that farm hands from his locality in the Old Country are all

proficient at. I wish we could secure many more of — class from the old land. I am paying him \$320 for the year with board, lodging and washing, and he is well worth it."

The following two extracts from letters from British immigrants are interesting and fairly representative of hundreds of letters received by the Department:

"I am now writing to thank you for getting me my situation last March. I am getting along fine. I got \$15 a month to start with and after two months this was raised to \$20. I like the country fine and would not want to go back home."

"I must apologise for not writing to you before to thank you. This is a splendid place and both Mr. and Mrs. — are very good to me. A fellow gets along well in this country if he gets a move on and keeps his eyes open."

With her immense untilled areas it is to the agriculturist that Canada most appeals, and it is likewise to obtain the agriculturist that Canada is putting forth her efforts. With, roughly speaking, only 7 per cent. of the population of the British Isles following agricultural pursuits, it is very gratifying for Canada to note that of the 430,900 British who settled in Canada from July 1st, 1904, to March 1st, 1910, no less a number than 114,438 or 27 per cent., declared their intention of following farming in their new homes.

Of one other class Canada stands in great need—I refer to female domestic servants, and while in the past six years 32,000 have come from the British Isles alone, without taking into account the large numbers from Continental European countries, the demand is yearly growing greater. In every village, town and city from the Atlantic to the Pacific the cry goes up for this class of help and 30,000 could yearly be placed without materially lessening the demand. One reason for this is that many who come to Canada to engage in domestic service are married within a year or so of their arrival, set up their own homes and in turn join the ranks of those desiring assistance for their household duties.

To the British immigrant able and willing to work, who despairing of finding an opportunity of bettering his condition in the old land, has decided to test his destiny in countries beyond the seas, who relying on the inborn tenacity which has so often enabled the British to surmount apparently insurmountable difficulties and on his virile manhood to achieve for himself success in the land which has proved a Godsend to so many of his countrymen, Canada offers a welcome as hearty as it is sincere.

The Farms of Saskatchewan

Panorama of Progress in the Big Wheat Province

By HON. W. R. MOTHERWELL

THE first decade of the real development of the Province of Saskatchewan has just drawn to a close and we may be said with its completion to have passed the first milestone in the agricultural progress of the province. During that decade the grain production of Saskatchewan as measured in terms of bushels increased thirty-fold in the case of wheat and sixty-fold in the case of oats, the exact figures of production being 3,400,000 bushels of wheat in 1900 and 90,200,000 bushels in 1909, 1,600,000 bushels of oats in 1900 and 105,400,000 bushels in 1909.

This is a rate of agricultural development which, we believe, it would be hard to duplicate in the annals of the civilised world, yet there is nothing whatever to prevent this record from being repeated or even surpassed during the second decade of our development. The land is here, fertility is abundant in it, and the markets of the world are calling for wheat. All that we need is a sufficient number of incoming settlers of the right kind. Corresponding to the increase in quantity produced, there has been an increase in the price on the farm of the leading agricultural products of Saskatchewan. This increase has been from about sixty cents per bushel for the highest grade of wheat ten years ago to about ninety cents during the year 1909. These are the prices after the freight charges and other costs of marketing have been deducted.

Another feature of the development of agriculture in this province during the past decade has been the marked improvement effected in the conditions under which grain crops are marketed. A considerable amount of competition has been infused into the grain trade. Freight rates have been reduced, grading methods have been improved,

transportation facilities have been extended, and in a number of ways the interests of the large body of individual producers have been protected and conserved.

Coincident with the increase in production, enhanced prices, and improved marketing facilities in the grain trade, has been a development of certain branches of the live stock industry. While the rapid extension of farming and of the settled area has gradually lessened, to some extent, the importance of ranching, which formerly constituted the only system of agriculture in the province, there has been an ever increasing interest taken by farmers in some of the forms of live stock production that the ranchers are gradually being forced to abandon. A large stretch of park-like land extending in a northwesterly direction across the province and embracing a strip of territory several hundred miles in width has been found to be admirably adapted to the pursuit of what we know here as "mixed" farming, but what to the British agriculturist would appear as only normal farming. Thus, while the wheat-raising activities of the southern, central, and western portions of Saskatchewan are making the province famous, the industries of dairying and cattle raising are being fostered by the government in the northern and eastern portions of the southern half of the province. The settlers who have taken up land within this area are mainly those to whom this kind of farming is more attractive than exclusive wheat-growing. Co-operative creameries fostered and supervised by the Department of Agriculture are being operated successfully within this belt of park

CONTINUED ON PAGE 29.

PEOPLE AND PLACES

Canada in Little Belgium.

CANADA will be better represented at the Brussels Exhibition to be opened in May, than she has been at some of the world's fairs—by one of the most beautiful and elaborate pavilions in the Exhibition where Canadian manufactures and products will be shown to the world. No doubt even the Kaiser might run over in his motor-car from Berlin to Brussels—beating the "Ride from Ghent to Aix"—just to see what kind of show the country can put up that has repealed the surlax. Brussels is one of the gayest yet most commercial cities in the world.

The visitor may find time to visit the historic field of Waterloo. Bruges, Ghent, Antwerp, Liege, are cities which contain priceless treasures of paintings and sculptures, while the cathedrals are world renowned for the magnificence of their architecture. Ostend, one of the most fashionable watering places in Belgium and the Seaside residence of the King, should not be missed, it is a second Monte Carlo, while Blan Kenberghe is historic for the many duels fought upon its famous sands.

What more beautiful scenery could be found anywhere, than that of the Ardennes—the Switzerland of Belgium?

"When Ardenne waves above her, her green leaves Dewy with nature's tear drops as they pass."

For those who love natural beauty, the towns and villages in the Ardennes offer at once the cheapest and best holiday in Europe. Take a look at old historic Namur, situated in the midst of woody mountains and steep rocks. Old Citadel, at the top of a crag converted into a public walk, from which there is a splendid panoramic view of the charming river Meuse.

* * *

Dr. Shearer's Moral Anti.

MAYOR BILLARD, of Topeka, Kans., who does not quite agree with the present Sunday anti-labour law, is going a novel way about getting it repealed. He does not believe in the closing of theatres on Sunday. He says that, Sunday is the day of recreation for the labouring man, and as long as the attending of theatres is an ancient amusement, the people should be allowed to enjoy it.

"Does the preaching of a sermon on Sunday for pay, the singing in a church choir for compensation and the playing of the church organ for money, constitute a breaking of the Sunday anti-labour law."

Quite as much as do the working of actors and stage hands, says Mayor Billard, or the operation of street cars on the Sabbath—open drug stores, cigar stores, peanut stands, soda fountains, Topeka's mayor means to enforce the anti-labour law to the letter and make Topeka the "tightest" blue law town in Christendom unless the people repeal the present Sunday anti-labour law.

* * *

Promoting the Y. M. C. A.

M R. C. S. WARD, the International Secretary of the Young Men's Christian Associations, for buildings and endowment funds, who has for the past 12 years been associated with the International Y. M. C. A. Committee and 27 years with active association work, arrived in Toronto to "general" a campaign, which will commence on April 28th and continue up to May 16th, during which period Secretary Ward hopes to gather \$600,000 into the building fund of that institution.

Mr. Ward has engineered the raise of \$10,000,000; very good sample of colossal promoting.

He has just completed a successful campaign in Detroit; raising \$750,000 for an association building, which is the model for the new \$600,000 building in Toronto. In referring to the industrial phase of association work, Mr. Ward points out that there are men in Europe who go through the steerage of every outgoing vessel and distribute information in various languages among the immigrants, directing them what to do in the country they are bound for. Upon arriving at their port of destination they are met by association secretaries, where additional information and help is given them and endeavours to place them are made. This year thousands of such people will be dealt with in the new Y. M. C. A. immigration department at Winnipeg and similar work will be taken in hand in Toronto. Mr. C. S. Ward has already started to wave his magician's wand and like Midas, may everything he touches turn to gold.

* * *

How the 25th Anniversary of 1885 will be Celebrated in the Northwest.

THERE is a fraternity among men who have fought side by side, or even if they have never met, as long as they have smelt powder. There is a free-masonry between them, a "camaraderie" which makes them grasp each other's hand tightly when they meet.

On Saturday, May the 14th, Manitoba Hall will hold an historic gathering, for at a recent meeting of the Imperial Service Association of Manitoba it was decided to hold a banquet to celebrate the 25th anniversary of the 1885 rebellion.

On Decoration Day—the following Sunday—the following parade will take place: First, the 1885 veterans, occupying the position of honour on account of their anniversary; next in order will be the South African veterans, followed by the members of the Wolseley expedition and the Red River veterans, after which the veterany of the Fenian Raid. The parade will be completed by the local military organisations and various school cadet corps.

It is to be hoped that the attendance at the banquet and also the parade will be larger than ever, for many veterans scattered over the Northwest have already signified their intentions of attending.

There are many in the near East who, though unable to join them in person, will be with them in spirit and extend hearty wishes to the old war-dogs.



Tea Time Talks



It's always tea time when you are tired or thirsty.

Hill-Grown Tea

Tea growing is a fine art. The quality of tea depends on the elevation of the land and the nature of the soil. In Ceylon, where "Salada" Tea is grown, great care is given to the cultivation of the tea plant as an industry, just as we cultivate apples in Nova Scotia. That is why Ceylon Tea is the finest in the world.

"Salada" Tea is grown at an altitude of over 5000 feet. After the leaves are once picked they never touch human hands, but are packed by machinery in hermetically sealed lead packages which retain the fragrance and flavor.

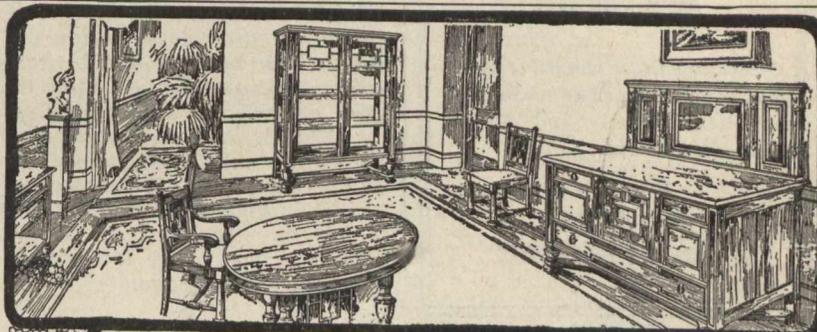
Bulk tea being open to the air, invariably loses its flavor.



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The "SALADA" TEA CO.
32 Yonge Street Toronto



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That's granted. But the furniture in that room is worked overtime. To buy a new suite every few years costs money. YOU don't need to. "LACQUERET" will restore the original beauty of your dining-room suite, making it just as attractive as the day you bought it. LACQUERET is not a paint, nor is it a varnish, but a beautifying lacquer made with soluble and permanent colors. It is elastic, hard drying and lustrous, and easily applied. Its original beauty is lasting. Write for our booklet, "Dainty Decorator." It is entertaining and informing. A Post Card brings it.

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In answering advertisements mention Canadian Courier

MONEY AND MAGNATES

Tobacco King Makes a Terrible Change!

NOBODY thought he would, but he has and as a result Sir William C. Macdonald, the tobacco king and multi-millionaire, is going to have his office in a modern building with an elevator and other modern conveniences in it.

For some forty years the old Tobacco King has had his offices on the first floor of the dingy old building on Notre Dame Street in Montreal and as thousands passed by each day no one would ever have dreamed that here were the headquarters of the man who had given away so many millions of dollars to McGill University and towards the establishment of the Macdonald Agricultural School. The furnishing of the office was always in keeping with the old building because even to the last the plain old wooden desks and chairs seemed to have been the same ones that were secured when the Tobacco King was starting out on his career and opened up his modest quarters in the centre of the commercial district.

Although Sir William's offices were situated a couple of miles from his tobacco factories and matters of importance were cropping up all the time between officials at the office and those in charge at the factories, Sir William would never permit of a telephone being installed in his office—evidently taking the ground that if the officials down at the factory had anything to discuss with him it was well worth their while to come up and if they were not so important, why then they could just wait until such time as they had other business to bring them up into the city.

The offices were situated up on the first floor, but notwithstanding the fact that he is close to the eighty mark Sir William never seemed to mind the flight of stairs very much. But now these are all of the past, and Sir William on the first of May is going to take possession of his new and up-to-date offices up on the seventh floor of the Guardian Building on St. James Street. With the office on the seventh floor Sir William of course will have to get himself accustomed to taking the elevator up and down, but so far it is not definitely known whether he will allow the staff to have a telephone in the office or whether he will force them to have a working arrangement with the office next door which will permit of their using that telephone.

Old Sir William is still hale and hearty and while he does not very often get down much before twelve o'clock, he always is very punctual on Tuesdays and Fridays when the directors of the Bank of Montreal gather at eleven o'clock in the board room of the bank for their semi-weekly meetings.

During the afternoon he always seems to be able to find time to devote some attention to the factories as well as to give a good deal of his time to all work in connection with McGill University.

* * *

Mr. Plummer at the Head of Coal as Well as Steel.

IT is very seldom that any man identified with the larger Canadian corporations has been called upon to occupy such a delicate position as was Mr. J. H. Plummer, the president of the Dominion Iron & Steel Company, when he, the other day, presided as president of the Dominion Coal Co. at the annual meeting of the shareholders of that company.

Mr. Plummer, as president of the Steel Company, perhaps more than anybody else (the exceptions I have in mind being Senator Forget and Sir William Van Horne), was responsible for the stand the Steel Company took when Mr. Ross and his associates in the Coal Company insisted that the Steel Company by their action in refusing delivery of certain cars of coal, had violated the contract that existed between the two companies, and that therefore this contract was at an end.

Mr. Plummer's position, besides, would not have been quite so delicate had it not been that the report that he had to submit to the shareholders of the Coal Company was very far from being of the character which the general public had expected, when the syndicate acting in the interests of the Steel Company had gone as far as to get that company to pay \$100 per share for the 50,000 shares of Coal common stock which were held by Mr. Ross.

The losses that had been sustained by the Coal Company, by having to pay all the costs in the long litigation, as well as by having to put up with the disadvantages and reduction in output occasioned by the long strike that has been on in the company's mines, had greatly changed the company's position.

Besides all this, the average shareholder of the Coal Company had somehow got the idea that in the negotiations tending to the merger between the Steel and Coal companies, the Steel Company was getting rather the best of it, because the Coal Company no longer had an old stalwart fighter like Mr. James Ross to watch their interests.

But right from the start, Mr. Plummer made a decided impression on the many shareholders present, very largely because of the frank manner in which he took them all into his confidence and told them not only all he knew about the Coal Company, but a great deal as well about the various things that have made it a very difficult proposition for Mr. Plummer and his associates to bring about the consolidation of the Steel and Coal Companies on a basis that he felt would be absolutely satisfactory to the shareholders of both concerns.

Mr. Plummer went even further, and invited the shareholders of the Coal Company to ask any questions that they might like in connection with the affairs of the company, stating that he would reply to them to the best of his endeavour.

On one point all the shareholders were agreed, and that was that Mr. Plummer was absolutely sincere in his desire to do just the right thing by the shareholders of the Coal Company, as well as of the Steel Company, and that in everything that he would do, the interests of the shareholders of one concern would be safeguarded just as much as those of the other.

Regarding the future, Mr. Plummer spoke, if not optimistically, at least hopefully, and as I listened to his remarks, I could not help recalling his taking just such a similar stand when he first joined the Dominion Iron & Steel Company and set to work to carry it back from the brink of liquidation to a condition of prosperity.

Mr. Plummer always seems to have preferred to do a thing rather than say that he would do it, and so once the effect of the long strike at the coal properties is over, the shareholders should feel very confident regarding the progress the company will make under his direction.

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CANADIAN ATHLETICS

By F. H. HURLEY

A BLUE-NOSE WINS THE BOSTON MARATON.

CANADA, in general, and Nova Scotia, in particular, is justly proud of the victory of little Fred Cameron, of Amherst, N.S., in the recent Boston Marathon, where he met, and defeated, and that, too, with comparative ease, the best long-distance runners in America. His victory is all the more remarkable from the fact of its having been his first attempt at such a long distance—he not having gone beyond ten miles previously—but he was evidently in the best of condition for this race, and his regular habits—he has never used liquor or tobacco in any form—seem to have stood him in good stead when the supreme test came. They always do. As a rule small men, especially if they are somewhat sturdily built, excel at this kind of running, although there have been many noteworthy exceptions.

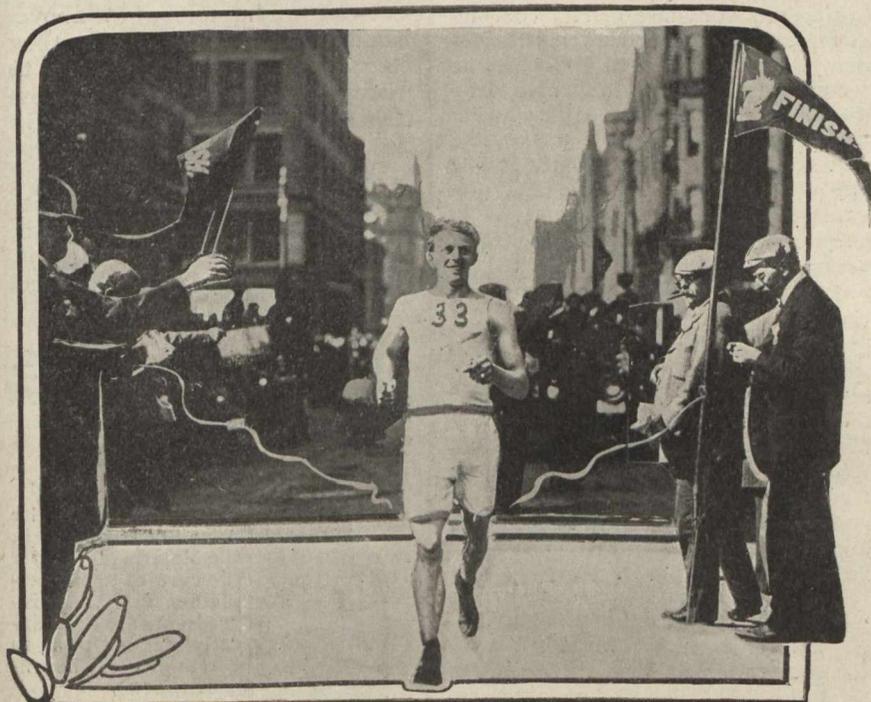
Mr. Gillis, while she would not exactly wish you to sacrifice yourself on the altar of patriotism, as it were, and as some think you would be doing in tackling Mr. Sheridan, nevertheless, she desires the best that is in you, and that, there is a lurking suspicion, in some quarters especially, will be good enough for all purposes.

* * *

TEN - MILE CHAMPIONSHIP RACE AT REGINA ON DOMINION DAY.

THE Standard race, for the amateur championship of the Province, will be held at Regina, as usual, on Dominion Day. Paul Acoose, the well-known Indian runner from the Grenfell reservation, won the event in 1908, but has since become ineligible. Eddie Marat, of Moose Jaw, who won last year, will again be a competitor, while the Y.M.C.A. of the same place, it is expected, will also send an entry, and the local

THE BLUE-NOSE AT THE FINISHING TAPE



Fred. L. Cameron Winning the Boston Marathon.

Our hero is but 5 feet 3 1-2 inches tall, and weighs in the neighbourhood of 120 pounds.

* * *

FOR WORLD'S ALL-ROUND CHAMPIONSHIP.

JOHN H. GILLIS, of Vancouver, B.C., the present all-round champion of Canada, intends trying for the world's honours the coming summer, and, with that object in view, has already started training. He will meet Martin Sheridan, the present champion, and the greatest all-round athlete that has ever lived, but he has confidence in his ability to win, and the probabilities are—judging from the records of the two men—that, if he does not, he will not be far behind at the finish.

Sheridan, it is rumoured, is not paying that strict attention to his condition that it would appear necessary to successfully defend his title against a man of the calibre of Gillis, but the chances are that he understands his own powers best, and knows what to expect, and what to do, better than his critics. He is a wonderful athlete, beyond a doubt, but it is just possible that Gillis is a shade better. Time alone will tell. Canada could do nicely with the all-round championship, and therefore

Y.M.C.A. probably two. Great interest is always manifested in this race, and the entry list is likely to be larger than ever this year.

Canada, by her showing in the Boston Marathon, demonstrated conclusively that she has attained to an enviable position in this branch of athletics.

She is not as well off, however, for short distance runners as she might be—although she has a few of exceptional merit—but, as she has been paying a little more attention lately to the development of these, it is felt that, ere long, she will have a strong representation in this class, too.

* * *

IN a recent athletic article in this department of the COURIER the Hamilton Herald was credited with the enterprise of sending Eddie Cotter to England—instead of the Hamilton Spectator. The fact is Cotter won the Brantford-to-Hamilton Marathon conducted by the Spectator on May 24th, 1909. On that account the Spectator is defraying the runner's expenses to England. It was merely an error as to which newspaper is doing the trick. Hamilton still gets the glory as the home of a lot of speedy young men. No city in America has done more for this branch of athletics than Hamilton.

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Now, uniformity in flour comes only from eternal vigilance. It is the result of everlasting care and watchfulness at the mill. It can only be produced by the most advanced methods of milling and the most expensive up-to-date equipment.

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Royal Household Flour has to be uniform. It cannot be anything else. It is surrounded at every stage of production with the utmost care and watchfulness.

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It has taken enormous Capital and the experience of a life time to achieve the absolute uniformity of Royal Household Flour. The watch, watch, watch and test, test, test which have made ROYAL HOUSEHOLD FLOUR the

world's finest flour are your permanent safeguard as to quality.

Royal Household Flour is best for bread, best for cakes, best for pies, best for all household baking.

To be sure of uniform results in baking whether for bread or pastry—use Royal Household Flour and stick to it.

Write for "Ogilvie's Book for a Cook". This book contains 125 pages of excellent recipes many of which have never before been published and will be sent free if you mention the name of your dealer.



Two Royal Steamers

THE Royal George and the Royal Edward are two of the best examples of modern passenger craft referred to on page 12 of this issue. These two splendid vessels have been put on the British-Canadian route for the first time this season by the Canadian Northern Steamship Co.

The promenade decks on the Royal George and the Royal Edward are more spacious than the whole cargo and passenger accommodation of the old-time greyhound that used to make twelve knots an hour.

The Royal George and the Royal Edward inaugurate the Bristol, Montreal and Quebec service, with a journey from London to Bristol only half as long as that from London to Liverpool, and an ocean trip shorter by twelve hours than the fastest previously made. This is possible because the 12,000 ton vessels are driven by the newest type of turbine engines, and have triple screws. Their speed trials showed twenty knots.

Broadly speaking, the improvement in passenger accommodation is as great as the improvement in size and speed of vessels. Just as the smallest boats of to-day are bigger and faster than the biggest boats of the later nineteenth century, so the inferior (using the word in a merely comparative sense) accommodation is better than the superior used to be. The second-class is more desirable than the first, and the third is very much better than the second was. The first-class of the Royal Line, in the appointments of the public and private rooms and in the service, is in keeping with the luxury of the finest hotels on land.

The naval architect is, of course, limited in his designs, but in the grand staircase, dining-hall, library, smoke-room and lounge the general scheme of construction and furnishing is after one or other of the historically famous styles—Elizabethan, Louis Fourteenth, Louis Fifteenth, Georgian, Regency—the acme of comfort for those desiring comfort, and a plentitude of interest for the connoisseur.

The second-class state-rooms are as well applaned as the first. The dining-hall is big, and furnished with far greater luxury than the first-class saloon with which I became acquainted years ago. The same is true of the ladies' lounge and music-room, and also of the smoke-room.

In the third-class, the fixings, of course, are not quite so elaborate, but there is abundance of room, perfect cleanliness, splendid table-fare and service, and the berths and the private rooms are much better than were provided for first-class passengers of a few years ago.

In truth, for space and air, which is brought in from outside by the Thermo tank system, for food and drink, which are kept fresh by a refrigerating plant of the newest invention, and unprecedented extent; for room to walk around, and for games to play, the cheapest accommodations on the Royal George and the Royal Edward are infinitely better than captains and admirals of the Royal Navy enjoyed when the Royal Navy won its great renown.

This marvellous improvement in comfort coincides with a revival of the return to the place which Bristol held four hundred years ago, as the port for the quickest voyage to North America. The Royal Line sailing from the most historic port of Britain to the chiefest of the King's Overseas Dominions is a fitting demonstration of the modern revolution in ocean-going travel that is at the service of the courageous pilgrim to the New World.



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"EVERYTHING IN THE UNDERWEAR LINE."

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Every one is familiar with the distressing symptoms of the above-named ailments—although they do not seem serious enough to justify the employment of a physician—remember "a stitch in time saves nine" and that if these ailments are allowed to run on unchecked they may terminate in diseases most destructive in their results, such as Bronchitis, Pneumonia, Lung Troubles, and Tuberculosis.



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is composed of the most efficient drugs in the Materia Medica for the cure of these complaints, and these ingredients are scientifically blended so as to get their most beneficial effects.

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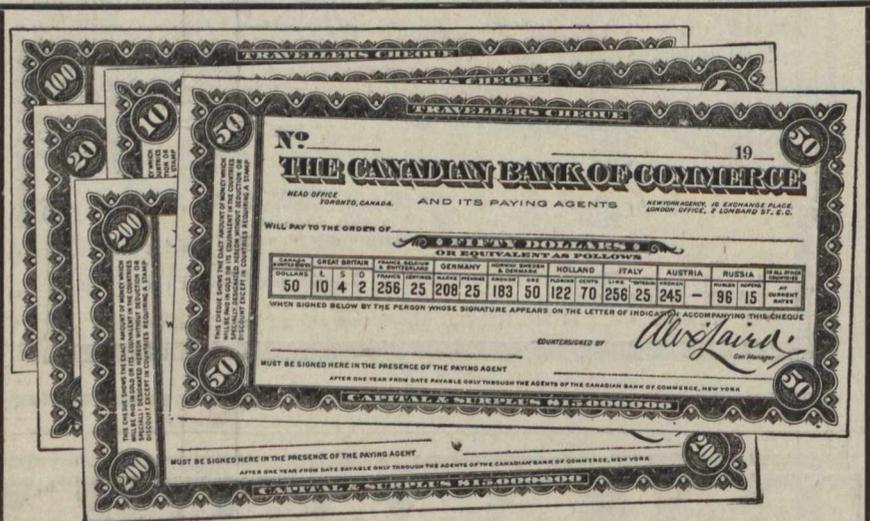
SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon, on FRIDAY the 27th MAY 1910 for the conveyance of His Majesty's Mails, on a proposed Contract for four years 12 times per week each way, between Connor & Palgrave Railway Station and Palgrave & G. T. Ry. Station from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices on the route and at the Office of the Post Office Inspector at Toronto.

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G. C. Anderson
Superintendent.

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INVASION OF CANADA

CONCLUDED FROM PAGE 15

immigration, the census of Canada in 1944 should be thirty millions.

This is on the assumption that Canada will continue to make room and to find work for the people that continue to come during "Canada's century": which is merely a phase of optimism at present pervading Canada from coast to coast.

Meanwhile they continue to come. "Quality and quantity" has been substituted for mere quantity by the Department of Immigration under the management of Mr. W. D. Scott, Superintendent, and the Hon. Minister of the Interior. On board three steamers which arrived at the port of Halifax during the week ending April 2nd were men, women and children equal in number to the population of a good sized town. In 1901 Regina and Edmonton, the respective capitals of Saskatchewan and Alberta, together contained several hundred less inhabitants than the three steamers from Europe carried. Calgary was half a thousand behind the number and the population of a hundred little settlements in the Canadian West, destined some day to become flourishing cities, was contained in these three steamers.

With thousands on the waiting list the influx will last till well on into the summer, the tide being diverted to Montreal and Quebec after the season at the Atlantic ports of Halifax and St. John has closed.

Before the last of the three big liners had landed its human freight at Halifax other liners were on the way from the other side of the Atlantic with equally large passenger lists. One, which left Rotterdam, has a record number on board, there being more than two thousand immigrants on this steamer alone. Few steamers arrive now with less than 1,400 passengers and extra boats have to be sent out to relieve the situation on the other side.

St. John shares with its sister city the winter influx of immigrants and what has been said of Halifax applies with equal force to the Bay of Fundy city.

In spite of regulations which have been characterised as harsh by many journals, the immigrants now reaching this country are able to pass muster. The three last ships of the Allan Line, with passengers aggregating in number more than four thousand, brought only one person who was held up by the immigration authorities. His was a mild case of trachoma from which he will soon recover under treatment.

"The best lot of immigrants ever brought into the port of Halifax are arriving daily," said the United States Immigration Agent at Halifax to the writer a few days ago. "They are bringing out giants these days," he added. This officer had no detentions worth speaking of from these ships. The Canadian agent was equally as emphatic in his appreciation of the quality of the immigrants.

Steamers of all flags are under charter to companies engaged in this great traffic. Two years ago the New York and Continental Steamship Company started a fortnightly service between Rotterdam and New York via Halifax. The first steamers brought out less than 200 passengers for both ports on an average. A dozen or two would be landed at Halifax. The line was not taken seriously and when the company transferred its business and steamers to the Northwest Transport Company, very little more was looked for from the company. It was expected that such a line, unrecognised as it was and operating in the face of such

well established lines as the Hamburg American, North German Lloyd and Canadian Pacific, would have odds against it. The expectations were realised. Many deportations were made as a result of the lack of selection on the other side, but the line grew in favour and at the beginning of this year it had attained a position where choice could be made and undesirables rejected.

Complete returns for the season are not available till the end of April. The figures up to the end of March are instructive, however, and it suffices to say in reference to the present month that the conditions of the previous months prevail to a greater extent than in previous months. The Allan Line has placed extra boats in service to cope with the traffic and with the opening of the St. Lawrence the Canadian Northern Steamship Company will be in the field for passenger traffic in addition to the old lines.

The banner year for immigration was 1906-07. Then the slump took place and work could not be found for those in Canada. In 1908-9 trade conditions had improved to such an extent that immigration was again encouraged. This year there is room for all, so long as the newcomer is a desirable citizen.

St. John has had the same experience as Halifax with immigration. Every direct ship arriving there has a full passenger list. The Empress boats and Lake steamers of the C. P. R. bring their thousands and the other lines find St. John a convenient port at which to disembark some of their passengers.

The immigrants arriving at Halifax at the present time fall into several natural divisions. There is the great mass of British-born settlers from the British Isles, or rather from Scotland and England. Irishmen seldom emigrate to Canada; they flock to the United States.

Every now and then parties of girls and boys are brought out from various "homes" in England. These are former waifs, changed by healthful food and careful treatment into robust children. Heedless of climatic conditions and their surroundings, they are the life of the ships on which they come out. The best-known institution of this kind is the Dr. Barnardo Home in Liverpool. Since 1882 the Barnardo Home has sent out to Canada more than 22,000 children, many of whom are now wealthy citizens of this Dominion. Mr. Alfred B. Owen, who is in charge at Peterboro, the Canadian distributing centre, made his 191st trip across the Atlantic a few weeks ago.

Special trains are made up on the arrival of the steamers. The time of their arrival is known long in advance through the medium of wireless telegraphy, with which all passenger boats on the Atlantic are or are about to be fitted. So far this season the number of immigrant specials in excess of the number up to date last year is in the vicinity of 40.

Very little time is spent by the immigrant at Halifax. Boston inspectors made a record this month by inspecting 2,000 passengers from the *Ivernia* in four hours, 281 remaining at the conclusion for special interrogation by a special board. It took eighteen inspectors to do the work in this time. Two Canadian inspectors at Halifax, Messrs. Barnstead and Blackader, inspected the *Hesperian's* 1,416 passengers on the 11th instant in less than eight hours inclusive of the dinner hour.

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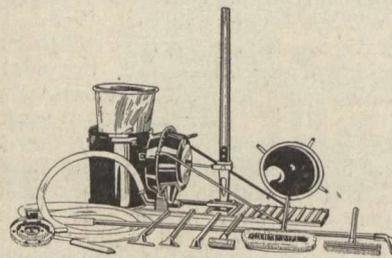
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Miss Patterson and Another

By CLIVE R. FENN

"WHAT are you going to do about Miss Patterson?" said Mrs. Spark, seated comfortably at breakfast.

"Do about her, my dear?" said Mr. Spark. "I am not going to do anything about her. Why should I?"

"Well, now I should have thought that you would be the first to resent it, to see the utter impossibility of it. When I engaged her as governess for Rose I certainly had my doubts as to her fitness for the post; but you, in your rough and ready way, told me to take her and have done with it. Of course, I could see that she would never do. Now there comes this frightful scandal."

"But what sin has she committed?" "What sin? The artful, designing hussy! And your own brother, too!"

Mr. Spark laughed in the assertive way that always got on his wife's nerves.

"I should say that old Jack can take care of himself."

"That is just like you, Ted. You leave me all the horrid responsibility and worry. Of course, the matter cannot be allowed to remain where it is. It is absurd! Monstrous! I will not have it! If your brother has no better idea of the family dignity—well, I will look after it myself. Jack is a baby in the ways of the world. The first girl who sets her cap at him, and he surrenders. He ought to have been married long ago. If he is not looked after he will end by making some ludicrous *més-alliance*."

Mr. Spark sighed.

"Oh, very well, Amy; have it your own way," he said resignedly.

"But it is your way. It is everybody's way. Is your brother to be made the victim of a scheming girl who began to ogle and set her cap at him the moment he came down?"

"She doesn't wear a cap," said Mr. Spark.

"Don't be ridiculous."

"Certainly not, my dear. But look here. You asked Jack down because you wanted to fix up a marriage between him and that—who is she?"

"Miss Vavassour."

"Yes, of course, that's it. You have got it in your head that Jack will make a rush for her."

"So he ought. He's in debt. If he doesn't marry and settle down he'll become a bankrupt."

"If Jack heard you he would swear off matrimony for ever. He's not that sort."

"Then he ought to be."

"What, go and get married to the first girl because he happens to owe a few hundreds?"

"I have no patience with you. What if I did bring him down with a purpose? It's for his good. And you sit there and smile. He actually travelled down with Miss Patterson, and he was not even at the garden-party yesterday when I had arranged everything."

"Well, there he is out in the garden. Call him in and tell him what you think of him. Oh! and there is Miss Patterson with him! I didn't see her."

He rose from the table and went over to the French window.

"Call your brother in," said Mrs. Spark. "Tell him that breakfast is nearly cold. I won't have him flirting with that minx."

"Hallo, Jack! Ship ahoy!" cried Mr. Spark from the window. "Come in to breakfast."

"All right, Ted," was shouted from the garden. "Come along, Miss Patterson."

The two entered by the open win-

dow. Mrs. Spark rose; she was about to say something majestic and severe, but before she could utter a word Jack had given a comprehensive good-morning, and made the governess sit down.

"There's a place, Miss Patterson," he said. "Now, which will you have, tea or coffee—or both?"

"Tea, please," said the governess.

Mrs. Spark looked unutterable things.

"Miss Patterson usually has her breakfast in the nursery," she said austere.

"I dare say; but she isn't going to this morning! We are going golfing to-day, and she hasn't time for the nursery."

Mrs. Spark swept from the room with a frown; and Mr. Spark sighed.

"Golfing to-day, eh, Jack?" he said.

"Yes, my boy, golfing it is," said Jack, with his mouth full of eggs and bacon. "By Jove, Miss Patterson, that walk before breakfast has given me an appetite. You might pour me out another cup of coffee, as you are nearest the coffee pot. Thank you. Going, Ted?"

"Yes; I've some letters to write before I drive over to the Court."

The door closed, and Jack Spark's hand settled down on the small one of Miss Patterson. He rose from the table still keeping hold of that hand, which did not seem reluctant.

The girl got up, too.

"You have made my position very, very difficult," she said demurely. "Mrs. Spark will send for me in a minute and tell me that my services are not required here any more."

"Then you will look out for another place, I suppose?"

"What do you think? Do you imagine that a nursery governess can go about the country playing golf?"

"Look here, Ethel—I met you a week ago on the train, so I've known you long enough to call you Ethel—I want a nursery governess."

"But I couldn't teach you anything."

"You could. Rather. There's that stroke of yours at golf. Where did you learn to play so well?"

"Oh!—oh!—before I became a nursery governess I had a few opportunities!"

"I should just think you had. Why, you are prime at it."

The girl turned with a half-smile as the prim parlourmaid entered the room.

"If you please, Miss Patterson, mistress wishes to speak to you in the morning-room."

"Oh, very well!" said Jack, and he dismissed the maid with a gesture.

"Now, then, it's my play. See here. I've got a few hundred a year—oh! very few, but it will be enough for us! Before you go in there say you will marry me."

"Mr. Spark!"

"No, it's Jack." He caught her round the waist and kissed her.

"Say you will. Quick!"

"Ye—es—I will."

"Good! Now I don't care if it snows."

"Well, it's July; it couldn't."

"Oh, that's all you know about it! You can't know our climate. But you do—you said you had lived in Birmingham all your life."

"Oh, that was a part I was playing!"

"What do you mean?"

Just then Mrs. Spark bristled into the room.

"Miss Patterson," she said, "I expect ready obedience from my servants. I am sorry to have to tell you

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that I do not require your services any longer."

"All right, Amy," said Jack. "It don't matter. Ethel is going to marry me, so, of course, any way she could not have remained on."

"Jack, are you mad?"

"Not quite—only nor-nor-west, as somebody said. Come, you might kiss your sister-in-law!"

"Miss Patterson!" gasped Mrs. Spark.

The girl slipped her arm through that of Jack. There were tears in her eyes. "No, not Miss Patterson," she said. "Coming down here last Thursday I met an old schoolfellow of mine who had fallen on evil times. Jack travelled with both of us. When I saw that he took me for the—the governess I thought it would be a good joke to carry it on. But I never thought that you would propose, Jack. So—so I sent my friend on to Lady Belton's and came on here myself just to see what it would be like."

"And—and you—you—" began Mrs. Spark tremulously.

"I am Ethel Vavassour."

"The wealthiest woman in the States."

"I suppose I am," was the calm reply.

Jack Spark had had his hand round the speaker's waist, but now he slowly withdrew it.

"I—I'm sorry I've made a fool of myself," he said quietly.

The ex-Miss Patterson turned to him.

"You are just the sort of fool I like," she said. "And now, Jack, let's go out in the garden. Mrs. Spark looks as though she wants time to get over it."

Farms of Saskatchewan

CONTINUED FROM PAGE 18.

country and the work is gaining ground each year. In 1909 the combined output of these creameries approximated half a million pounds of butter.

Various meadow grasses and several of the clovers are proving to be well adapted to the soil and climate of this province and one of the features of agricultural educational work at the present time is a provincial contest in the growing of alfalfa or lucerne, the most valuable fodder plant known to man. Certain varieties of this plant have been found to be well adapted to growth in Saskatchewan and to encourage their more rapid adoption and use by the farmers of the province several thousands of dollars will be distributed in cash prizes for the best ten-acre fields of alfalfa growing in Saskatchewan in 1914. The agricultural press and one of the railway corporations are contributing largely to this fund, while the farmers themselves through the medium of the agricultural societies, are also co-operating with these agencies and with the Department of Agriculture in this important, novel and interesting contest.

No survey or review of agriculture as to-day exemplified in Saskatchewan would be at all complete which did not record the wonderful change that has taken place during recent years in the methods of cultivation employed on the farms of the province and particularly in that vast stretch of open prairie which was once thought to be quite too deficient in rainfall for successful or profitable grain farming. Thanks to the intelligent and untiring efforts and experiments of a band of pioneers from Eastern Canada and the Old Land, of whom Mr. Angus MacKay, now for twenty-one years superintendent of the world-famed experimental farm at Indian Head, Saskatchewan,

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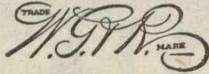
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A Daring British Aviator

IT is satisfactory to hear that Mr. Henry Farman, "the man bird," has broken another record on his flying machine, for, although he spends so much of his time in France, Mr. Farman is an Englishman, and British aviators are sadly few in number.

Mr. Farman is still quite a young man—only thirty-five, in fact—and so he has plenty of time to perfect his schemes and to break more records.

Up to the present he has been one of the most daring of flying men, and one of his greatest feats was winning the Deutsch-Archdeacon prize of £2,000 for covering a circular course of a kilometre in a machine heavier than air.

Mr. Farman makes light of the dangers attaching to aviation. He is much more shy of the dangers of motoring, for some time ago he nearly lost his life in a motor accident during a race.

Taking a corner too quickly, Mr. Farman suddenly found the car going headlong down a precipice. It was only by a miracle that he managed to save his life by clutching the branches of a tree, and holding on until help arrived.

Mr. Farman is something of a humourist, and he is fond of telling the following story:

He visited an American aeronaut on one occasion, and was struck by the smallness of his flat. "It showed me the point of a joke I once heard an American make," says Mr. Farman. "I laughed then at this joke, which I had heard two years before.

"Smith, of Brooklyn," I said to my American friend, "doesn't strike me as at all literary, yet he declares that he only feels really comfortable when snugly ensconced in his library."

"Oh, that's easily explained," said my companion, with a smile; "you see, Smith's bookcase is a folding bed."

A HIGHLANDER fell into a river and after desperate efforts managed to reach the bank in safety. His wife, who had been a distressed on-looker, exclaimed, as soon as her anxiety was relieved, "Ah, Donald, ye should be verra thankful tae Providence for saving your life." Donald was somewhat aggrieved at what he deemed an unequal apportionment of the credit. "Yess, yess," he replied; "Providence wass very good, but I wass ferry clever, too, whatefer."

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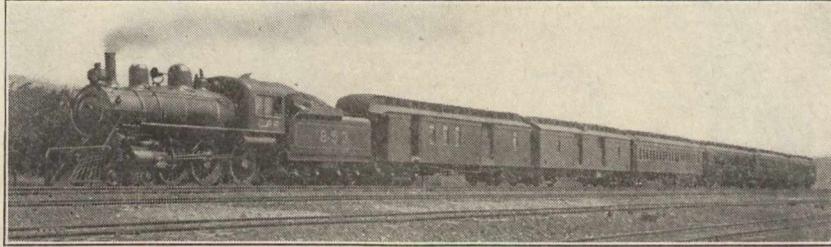
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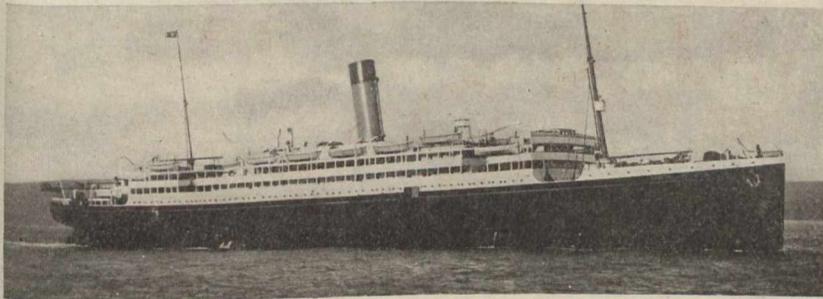
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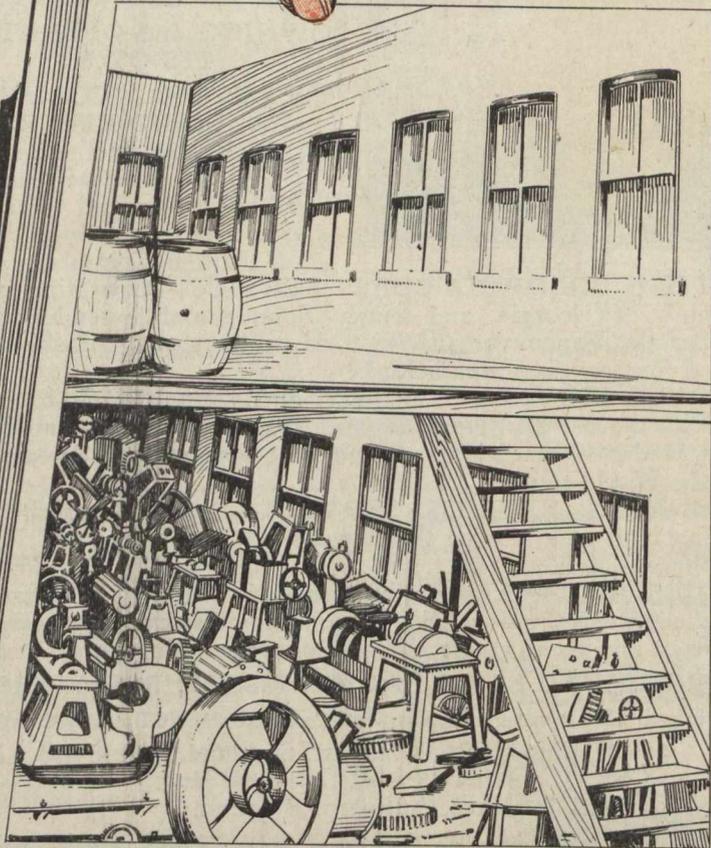
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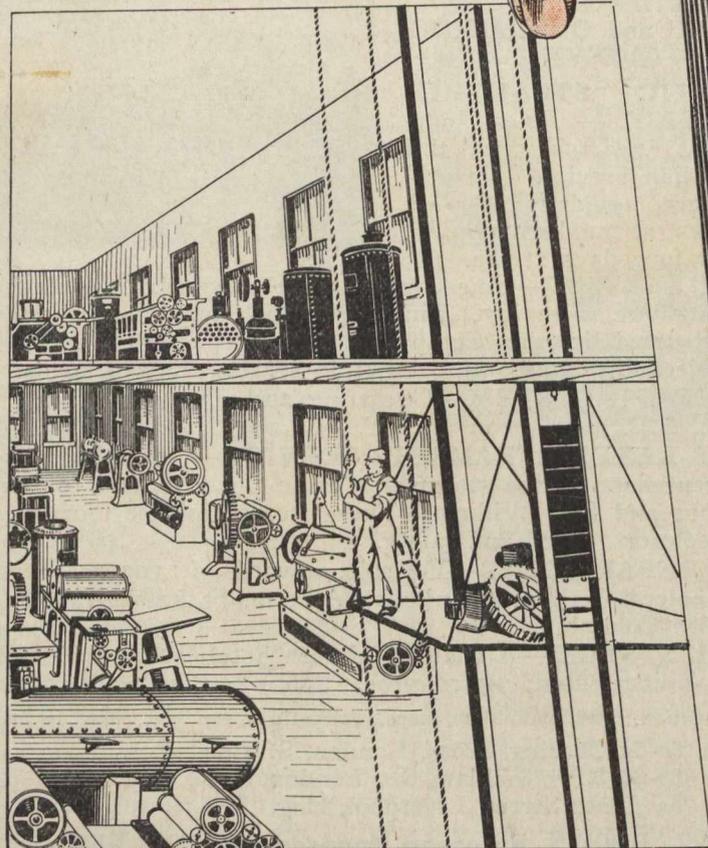
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