

H-734-6 * H-735-2

CANADA, FEBRUARY 8, 1908.

Development of Montreal Harbour.

CANADA

AN ILLUSTRATED WEEKLY JOURNAL

No. 109. Vol. IX. MONTREAL. LONDON. TORONTO. Price 6d. (15 CENTS.)
[Registered at the G.P.O. as a Newspaper] SATURDAY, FEBRUARY 8, 1908.

Manufactured by **MOSES EADON & SONS, LTD., SHEFFIELD, ENGLAND.** (Established in 1823.)
Write for Quotations and Catalogue. Canadian Representative: E. M. WILCOX, Stair Building, TORONTO.

- 
- COMMERCE
 - MANUFACTURES
 - EXPORTS
 - MINING
 - FINANCE
 - EMIGRATION
 - AGRICULTURE
 - SOCIETY
 - POLITICS
 - LITERATURE
 - SPORT

EDGAR ALLEN & CO., Ltd.

Manufacturers of
Best Cast Steel for Engineers' Tools.

Sole Makers of the **EDGAR ALLEN**

HIGH SPEED STEEL



Stocks carried by our Agents:—

Williams & Wilson, Montreal; A. R. Williams Machinery Co., Vancouver;
H. W. Petrie, Toronto; and Canadian Fairbanks Co., Ltd., Winnipeg.
Resident Representative:—**THOS. HAMPTON** (at above Montreal address)

Dredger Pins and Bushes, Crusher Jaws, etc., of

ALLEN'S MANGANESE STEEL

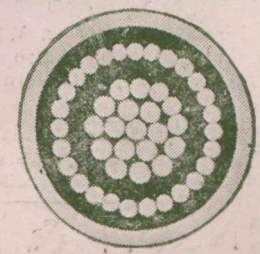
Imperial Steel Works, Sheffield, ENGLAND.

PRINCIPAL CONTENTS.

- The Development of Montreal Harbour: Interview with the Commissioner.
- The Japanese Labour Settlement.
- The Charm of Prince Edward Island. Illustrated.
- Canada's Immigration Policy.
- New Canadian Insurance Act: Various Opinions.
- Life in Ontario: Some Photographic Studies.
- Engineering Supplement in Special Canadian Edition.

HENLEY'S CABLES

ELECTRIC LIGHTING,
TRACTION,
POWER-TRANSMISSION,
TELEPHONY,
HOUSE-WIRING, &c., &c.



W. T. HENLEY'S
TELEGRAPH WORKS CO. LTD.
BLOMFIELD STREET, E.C., ENGLAND.
Canadian Address:
ALEXANDER MACPHERSON & SON,
Room 121 Coristine Buildings, MONTREAL.

"VINGO" HIGH SPEED STEEL · TOOL STEEL · DRILLS

SAWS · FILES · MACHINE KNIVES · CUTTERS · HAMMERS

&c., &c.

WINNIPEG.**Saskatchewan Wheat Lands.**

Buy a Farm in the fertile Province of Saskatchewan Of the many fine farming areas of this province, none possess greater advantages than the

LAST MOUNTAIN VALLEY DISTRICT.

Average wheat yield, 29.2 bushels per acre. Ample rainfall. Warm, kindly, quick-ripening, loam soil; clay subsoil. Railways, markets, churches, schools. Already densely settled; no pioneering. The Last Mountain Valley district is this year reaping its seventh successive bumper crop.

Price from \$10.00 to \$20.00 per acre. Terms so arranged as to make the land pay for itself if cultivated.

New settlers or visitors to Canada are given a cordial invitation to call at our Winnipeg office. Whether for personal farming or for investment, we can offer you a proposition that is as safe as Consols and infinitely more profitable.

WILLIAM PEARSON CO., Ltd.,
371, Northern Bank Building, WINNIPEG, CANADA.

Oldfield, Kirby & Gardner,**GENERAL AGENTS.**

MORTGAGE LOANS.—Investments made in First Mortgages on City and Farm Properties at rates from 5½ to 8 per cent. interest.

INTEREST.—Interest allowed at the rate of 3 per cent. from receipt of funds to date of investment.

CLIENTS.—Large sums invested for English Clients to whom references can be given.

WESTERN INVESTMENT AGENTS FOR—
The North British and Mercantile Insurance Co.
The Norwich Union Life Insurance Society.
The Yorkshire Insurance Company.

391, MAIN STREET, WINNIPEG.

F. W. HEUBACH, Ltd.

UNION BANK BUILDING,
WINNIPEG, CANADA,

**INVESTMENT BROKERS,
RENTAL & REAL ESTATE AGENTS**

The management and securing of property for non-residents and manufacturers a special feature.

Allan Lang Killam and McKay**FINANCIAL AGENTS,****BULMAN BUILDING, WINNIPEG.**

**Investments - Rents - Bonds
Stocks - Debentures**

LLOYD'S AGENTS.

CABLE ADDRESS—"ALLANGKILM."

OSLER HAMMOND & NANTON,**Investment Brokers, &c.,****WINNIPEG, CANADA****Companies Represented:**

Law Union & Crown Insurance Company	Alberta Railway and Irriga- tion Company
North of Scotland Canadian Mortgage Company, Ltd.	Calgary and Edmonton Land Company, Ltd.
New York Underwriters Agency	Saskatoon and Western Land Company, Ltd.
Western Assurance Company	Winnipeg Western Land Corporation, Ltd.

W. Sanford Evans & Co.**INVESTMENTS.**

**Agreements of Sale
Purchased.**

STOCK AND BOND BROKERS.

221, McDermot Ave., Winnipeg, Canada.

MONEY INVESTED

For Clients on First Mortgages on Wheat Lands in Manitoba, Alberta, and Saskatchewan, and also on Improved Properties in Winnipeg, which give a Net Return to the Investor of

SIX PER CENT.

All Securities Carefully Inspected by us. Over \$500,000 now Invested for Old Country Companies and Individuals.

**ROBINSON & BLACK,
WINNIPEG, CANADA.**

COMPANIES REPRESENTED—

Phoenix Assurance Co. Ltd.	Alliance Trust Co. Ltd. (Dundee).
Alliance Assurance Co. Ltd.	Canadian and American Mortgage and Trust Co. (Liverpool).
Employers' Liability Assurance Corporation.	Western Canada Land Co. Ltd.

CANADA LANDS!

The Country attracting the greatest attention in the world of to-day is

WESTERN CANADA.

Our speciality is a wholesale handling of

LAND TRACTS.

If you are interested, write for Free Literature, Maps, &c.

ADDRESS:—

**ROGERS REALTY COMPANY, Ltd.
258, Portage Avenue,
Winnipeg, Canada.**

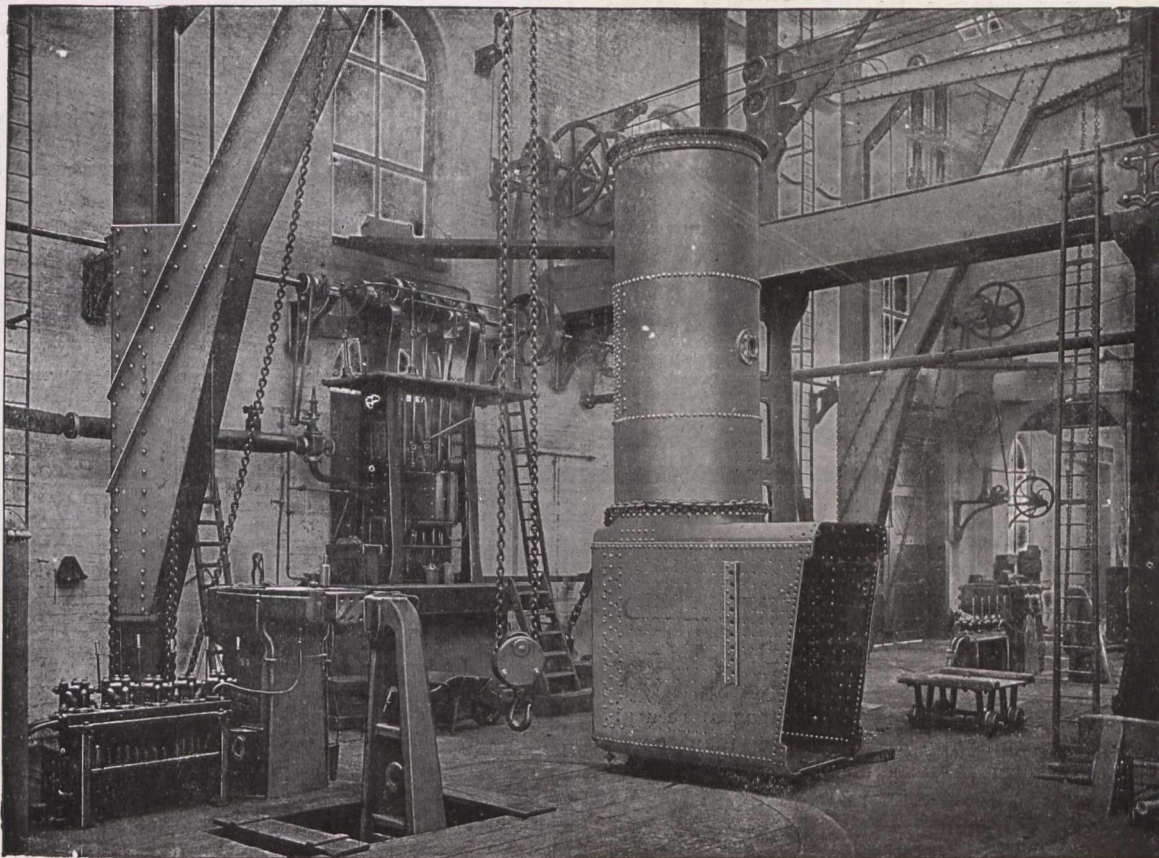
References: Mr. W. P. Machaffie, Manager Bank of British North America, and the Manager CANADA.

Reliable Correspondents wanted throughout Britain.

HENRY BERRY & CO., Ltd., LEEDS, Eng.,
For HYDRAULIC MACHINERY.

Pumps,
 Accumu-
 lators,
 Cranes,
 Lifts,
 Portable &
 Fixed
 Rivetters,
 Presses of
 every
 description,
 Punches,
 Shears,
 Hot Saws
 for Iron
 or Steel,
 Valves,
 Piping,
 Leathers,
 Gauges, &c.

LARGE
 STOCK.



Plants
 for Boiler,
 Girder &
 Tank
 Makers,
 Forging,
 Wheel-
 making,
 Loco.,
 Wagon &
 Carriage
 Builders,
 Engineers
 & Ship-
 builders.

Berry's
 Patent
 Hydraulic
 Working
 Valves
 for all
 purposes.

LOCOMOTIVE BOILER RIVETTING SHOP.

Prices, Specifications and Illustrations on application.

ESTABLISHED 1864.

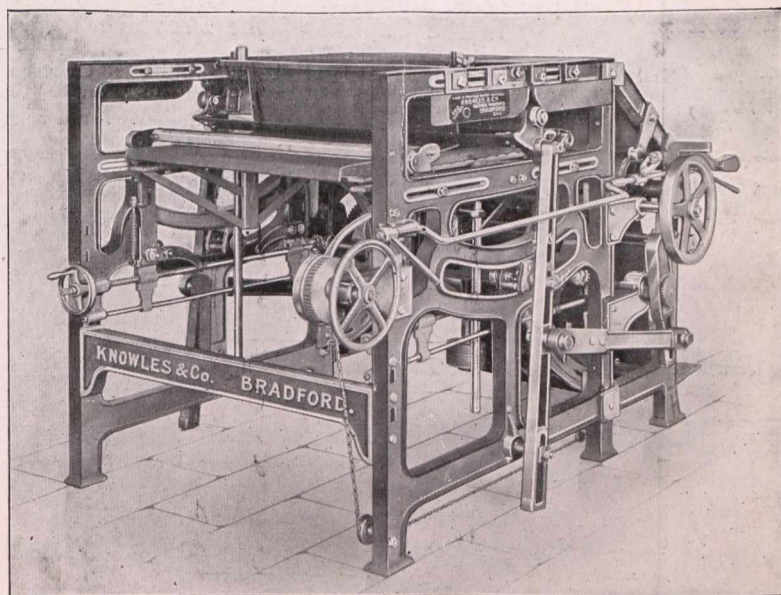
TELEGRAMS:
 MACHINES, BRADFORD.
 W.U.T. CODE USED.

KNOWLES & Co.

(Successors to J. W. KNOWLES & Co.)

Textile Machinists,

Globe Works, Manningham, BRADFORD, ENGLAND.



Patent Folding and Measuring Machine.

Mercerising, Bleaching, Dyeing
 and Finishing Machinery
 FOR CLOTH, WARP AND HANK.

Patent Chilled Rocking Bars.

Patent Sectional Warping and
 Beaming Machine.

Patent Steaming Roller.

Patent
SOLID CORK ROLLERS
 for Washing and Scouring purposes.

WINNIPEG.**SELECTED FARM LANDS IN WESTERN CANADA.**

**Six Sections (comprising 3,840 Acres)
of carefully selected Wheat Lands, in**

The Last Mountain Valley District.

This land is high rolling prairie, excellent quality of soil, and admirably suited for wheat growing on a large scale. Price for individual sections (or 640 acres) \$12.00 per acre. Terms \$4.50 per acre cash, and the balance in four equal annual payments, interest 6%. A substantial reduction in price quoted would be made to anyone purchasing the six sections *en bloc*.

320 acres twelve miles West of Rosthern, situated in the best German settlement in Western Canada. Price \$15.00 per acre on suitable terms.

Funds invested for a term of five years, to net investor 6%. Interest paid promptly every six months.

**WILLIAM GRASSIE,
54, Aikins Building, Winnipeg, Canada.**

SECURITY**AND INCREASED
EARNINGS.**

We invest clients' funds in First Mortgages returning 7 or 8 per cent., loaning up to not more than 60 per cent. of value on a most conservative estimate.

For references, apply to Head Office of CANADA.

**B. M. TOMLINSON & CO.,
6 and 7, Edward Building, Portage Avenue,
WINNIPEG.**

ANGLO-CANADIAN LAND CO. Ltd.

354, Main Street, Winnipeg, Canada.

TO THE CAPITALIST WE OFFER the safest and best investment on the market to-day—Western Canada Farming Lands.

TO THE PROSPECTIVE SETTLER.—Let us send you our new illustrated pamphlet on Western Canada. It is full of valuable and interesting information and is **ABSOLUTELY** free. Will be sent you at once on receipt of request from you giving your name and address.

A Non-Fluctuating Investment.**6% BONDS**

GUARANTEED by **FIRST MORTGAGES** on Western Canadian Real Estate
Write for particulars.

IMPERIAL INVESTMENTS, Ltd.,

WINNIPEG, CANADA.

T. H. CROTTY & CO.

(Established 1879),

**Estate Agents,
WINNIPEG, CANADA.**

First Mortgage Loans net 6%. Absolute Safety. Bank References.
Write for particulars.

Wild Lands, Stock Ranches, Dairy Farms,
All Improved Farms—Winnipeg District.

JAMES SCOTT,

Real Estate Agent, WINNIPEG.

MEMBER OF THE REAL ESTATE EXCHANGE.

VICTORIA, B.C.**Established 1858.**

(Being the oldest Real Estate and Financial Business in Western Canada.)

A. W. BRIDGMAN,

41, Government St., Victoria, B.C.

**Farms, Fruit Lands, Residential and City
Properties for Sale. Estates Managed and
Mortgage Investments carefully Selected.**

Mr. A. W. BRIDGMAN has had many years' experience as a Valuator, and will be glad to correspond with Investors seeking first-class Mortgage Securities on improved Properties.

Bankers: Canadian Bank of Commerce.

FOR INVESTMENTS IN VICTORIA,

The Capital of British Columbia,
Canada's Richest Province,

WRITE TO

PEMBERTON & SON,

Victoria, B.C.

REAL ESTATE AND FINANCIAL AGENTS.

City and Farming Property and Cattle Ranches for Sale. Money Invested on First Mortgages on the Best Class of Improved Residential Property in Victoria and Vancouver at Rates ranging from 7 to 8 per cent., the Amount Loaned being from 40 to 50 per cent. of the Value.

Reference: The Canadian Bank of Commerce, 2, Lombard Street, London.

**FARMS AND FRUIT LANDS ON
VANCOUVER ISLAND A SPECIALITY**

WITH

**Robert S. Day &
Beaumont Boggs,**

620, Fort Street,

Victoria, B.C.

Money Invested on First Mortgage from 6 per cent. upwards on approved property in the Capital of the Province.

GENERAL AGENCIES:

GUARDIAN ASSURANCE CO., LTD.

LAW UNION & CROWN INS. CO.

LONDON GUARANTEE & ACCIDENT CO.

British and Canadian
references can be given.

Correspondence welcomed.

HOWARD POTTS,

731, FORT STREET,
VICTORIA, B.C.

18 Years' Experience. — Bank References.

Cattle Ranches,

Fruit and Agricultural Farms,

City Property,

and Timber.

WANTED, MONEY TO LOAN ON APPROVED
SECURITY AT 7 PER CENT.

MONTREAL.

THE CRADOCK SIMPSON COMPANY.

BUSINESS ESTABLISHED 1879.

**REAL ESTATE, INSURANCE,
MORTGAGE LOANS.**



Real Estate purchased for Investors. Estates managed. Rents collected. Quarterly statements rendered. Money invested in First Mortgage on Montreal City property.

"Real Estate Record" published monthly and sent on application. Correspondence solicited.

References: Rt. Hon. Lord Strathcona and Mount Royal, G.C.M.G., London, England, or any of the Banks in Montreal.

THE CRADOCK SIMPSON COMPANY,

205, St. James Street, Montreal, Canada.

Guaranteed Mortgages.

This Trust Company sells Mortgage Loans on selected Montreal real estate. These Mortgages at the present time will yield from 5½ to 6 %.

The Company charges a small commission for collecting and remitting interest. For a small additional charge, principal will be guaranteed.

Correspondence invited.

Montreal Trust & Deposit Co.

2, Place d'Armes, Montreal.

CANADIAN SECURITIES.

Quotations on high-grade Bonds, Debentures, and Stock. Reliable data furnished on Canadian financial and other enterprises.

D. M. STEWART & CO.,

Bankers and Brokers, Montreal, Canada.

Cable Address: "BANKSTEW."

**McGIBBON, CASGRAIN,
MITCHELL & SURVEYER,**

TH. CHASE-CASGRAIN, K.C. VICTOR E. MITCHELL.
E. FABRE SURVEYER. A. CHASE-CASGRAIN.
J. W. WELDON. ERROL M. McDOUGALL.

ADVOCATES, BARRISTERS & SOLICITORS

**189, St. James Street,
MONTREAL, Canada.**

Solicitors for United Shoe Machinery Co.; Royal Bank of Canada; Standard Oil Co.; Sovereign Bank of Canada; American Locomotive Co.; Royal Trust Company; Laurentide Paper Co.; National Trust Co.; Furness Withy S.S. Co.; Canadian Rubber Co. of Montreal, Ltd.; Pullman Co.

Cable Address: "MONTGIBB, MONTREAL."



PROVINCE OF NOVA SCOTIA.

Offers exceptional advantages in agricultural, fishing, mining, manufacturing and other industries.

Great success has been achieved in dairy farming, beef and sheep raising.

The principal fruit section is in the Annapolis and Cornwallis Valleys, but in various other sections of the province the culture of fruit has been successfully carried on.

Thirty-three model orchards, set out by the Government, prove the possibilities of fruit-growing in every county.

The province has one of the best free non-sectarian school systems in the world.

Nova Scotia leads the way in Canada in the establishment of a system of technical education for its people.

A Department of Industries and Immigration has recently been organised, and any information can be had on application to

ARTHUR S. BARNSTEAD,

Secretary of Industries and Immigration,

HALIFAX, NOVA SCOTIA;

or to

THE AGENT-GENERAL FOR THE PROVINCE,

57a, PALL MALL, LONDON, S.W.

VANCOUVER.

YORKSHIRE GUARANTEE AND SECURITIES CORPORATION, Ltd.,

OF HUDDERSFIELD, ENGLAND
440, Seymour Street, Vancouver, B.C.

Cable Address: "HOULGATE, VANCOUVER."
Subscribed Capital ... £265,490.

ESTATES MANAGED. INVESTMENTS MADE.

Having been established in Vancouver for 17 years, we have unequalled facilities for investing your money in

FIRST MORTGAGES ON IMPROVED PROPERTY BEARING 6 PER CENT. TO 8 PER CENT.

We lend only 50 per cent. of our own valuation of the security, and the net income from the property must be double the interest on the mortgage.

Bankers:

THE LANCASHIRE AND YORKSHIRE BANK, LTD., HUDDERSFIELD
AND THE CANADIAN BANK OF COMMERCE, VANCOUVER, B.C.
R. KERR HOULGATE, Manager.

FIRST MORTGAGE INVESTMENTS.

6 to 7% INTEREST and PRINCIPAL guaranteed

on Improved Business and Residential Property, lending 50 to
60 per cent. of conservative Values. WITHOUT EXPENSE
TO LENDER.

FUNDS INVESTED FOR CLIENTS ON APPROVED RENTAL-BEARING PROPERTY.

ESTATES MANAGED. RENTS AND COLLECTIONS MADE.

WAGHORN GWYNN & COMPANY, Financial Agents, VANCOUVER, B.C.

INVESTING AGENTS FOR THE EDINBURGH LIFE ASSURANCE CO.

REFERENCES.—Imperial Bank of Canada; Edinburgh Life Assurance Co.,
Edinburgh; Law Union and Crown, London.

WESTERN CORPORATION, Ltd.

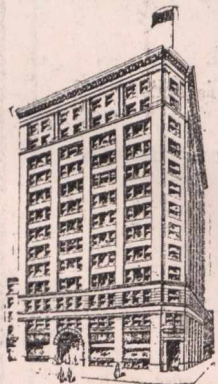
NORTH VANCOUVER AND
VANCOUVER, B.C.

*Estate, Manufacturers' Agents, and
Timber Merchants.*

We make a Speciality of Properties in North Vancouver, the coming City of the West, also placing Moneys on Mortgages.

References:—

THE LONDON OFFICES OF THIS PAPER.



Cable Address: "TRUSTEE." Western Union Code.

Imperial Trust Co. LIMITED.

With which is Amalgamated A. A. BOAK & CO., LTD.

Trustees, Executors, Administrators,
Insurance and Financial Agents ..

VANCOUVER, Canada

Estates Managed.

Money Invested for Non-Residents on First
Mortgage Securities. Principal and Interest
guaranteed.

CORRESPONDENCE SOLICITED.

REFERENCES.—Molson's Bank of Canada or Canadian
Bank of Commerce, Vancouver, and R. G. Dun & Co.,
Limited, Mercantile Agency.

COMPANY'S
PROPOSED NEW OFFICE
BUILDING.

E. B. MORGAN & CO.,

Estate and Investment Agents,
Imperial Block, VANCOUVER, B.C.

AGENTS FOR THE BRITISH COLUMBIA LAND & INVESTMENT AGENCY, LTD.

Old-established, and one of the best known
financial institutions in the Province.

Investments Made for Clients.
First Mortgage Loans, 6 to 8 per cent.

ABSOLUTE SECURITY.

Correspondence Solicited.

DOMINION TRUST COMPANY, LIMITED.

VANCOUVER, B.C.

Incorporated under Act of Parliament of B.C., 1903.

SUBSCRIBED CAPITAL—\$500,000. RESERVE—\$50,000.

An Important Branch of our Trust Business is acting as confidential agents on all financial matters, and the investing of money for Clients. We make a specialty of investing money on First Mortgage Securities on 50 per cent. valuation in British Columbia.

We can place a large sum on First Mortgages in amounts of from £200 to £1,000 at 8 to 9 per cent., and amounts of from £1,000 to £10,000 at 6 to 8 per cent. per annum, interest in all cases paid quarterly. If desired by the Investor we will guarantee both the principal and interest on all loans placed by us for 1 per cent. per annum. Persons having personal or Trust funds will find this a profitable and safe investment. When requested we will collect and remit quarterly at a nominal charge.

Correspondence solicited. Our monthly list of Mortgages and Investments we can offer, sent to any address on application.

Reference: Canadian Bank of Commerce or to the London Offices of this paper.

J. B. MATHERS,
Manager.

Cable Address "DOMINION."

Fruit Farming in B.C.

AN IDEAL and PROFITABLE OCCUPATION FOR ENGLISHMEN.

FOR SALE, a beautifully-situated FRUIT FARM in one of British Columbia's Fertile and Picturesque Valleys, consisting of 40 Acres. Young orchards already in bearing. Most suitable for an Englishman with family. Perfect climate and good educational facilities. Experience not necessary. This would produce an income of over £600 per year. Price £1,200.

Further particulars can be obtained by applying to

"J. W. N.," c/o Canada, 34-35, Norfolk
Street, Strand, London, W.C.

We are Sole Agents for . . .

BRITISH COLUMBIA
for twelve old-established
English and Scotch Companies
of the highest standing in varied
lines of business.

CAN WE DO ANYTHING FOR YOU?

The B.C. Agency Corporation, Ltd.,
Financial, Estate and Manufacturers' Agents,
VANCOUVER, B.C.

Tel. Address—"Vital, Vancouver." A B C Code used.

MISCELLANEOUS ADVERTISEMENTS.

Advertisements in these columns are inserted at the uniform rate of 3s., or 75 cents, for 36 words and under, and 1d., or 2 cents, for every additional word. In every case they must be prepaid.

SITUATIONS VACANT.

MANAGER.—Wanted, a thorough tent and awning man; must qualify to take entire charge in all branches; good salary to right man.—Write, **TOBIN TENT AND AWNING CO.**, Sparks Street, Ottawa, Canada.

PRINTERS.—Wanted, two or three Compositors for directory work.—Address 23, St. Nicholas Street, Hamilton, Canada.

MAN.—Wanted, Young Man having some experience in electrical work.—Address Room 400, Lindsay Building, Hamilton, Canada.

OFFICE MAN wanted, to answer correspondence, look after transfers, deeds, plans, etc., make land contracts, etc., and to look after branch office of land company doing large business; must be good personality and good habits; best references needed; must sign contract.—Address, **Y. S. SHEPARD LAND CO., Ltd.**, Lethbridge, Alta, Canada.

OPERATORS (male), Pressers, Basters on men's coats, wanted.—Address, stating wages expected, where last employed, and full particulars, to **COPPLEY, NOYES & RANDALL, Ltd.**, Hamilton, Ontario, Canada.

PLUMBERS.—Wanted, first-class Plumbers. Steady work to good men.—Address **T. CHRISTY**, 10, Fort Street, Hamilton, Canada.

MEN and Women to learn barber trade in eight weeks. Graduates earn 12 to 18 dollars weekly. Help secure positions. Catalogue free.—**MOLER BARBER COLLEGE**, Queen and Spadina Streets, Toronto, Canada.

TEN first-class Shirt and Overall Makers (power machines).—**WHITE MANUFACTURING CO., Ltd.**, 228, Albert Street, Ottawa, Canada.

SITUATIONS secured as travellers, bookkeepers, stenographers, office men, clerks, collectors, sales-ladies, machinists, painters, carpenters' labourers, bartenders, bell boys, waitresses, chambermaids, generals, or any kind of work.—Write, **THE CANADA EMPLOYMENT AND INFORMATION BUREAU**, 60, Notre Dame E., Montreal, Canada.

TRAVELLERS.—Two high-grade speciality Travellers wanted, one English, one French, to work Montreal, calling on grocery and provision trade.—Apply by letter, with references, **CROWN**, 757, St. Catherine Street West, Montreal, Canada.

WANTED Head Chef and Second for Astoria Hotel, High River, Alta.; must thoroughly understand hotel work. Joint wages, including board and room, \$100 per month.—Address **FREEMAN & WALKER**, High River, Alta., Canada.

WANTED Fur Foreman.—An experienced designer and fur cutter, capable of taking entire charge as foreman of fur factory. Good salary and prospects for qualified man.—Address **B. SILVER & Co.**, 420, St. Paul Street, Hamilton, Canada.

WALL PAPER Salesman wanted for retail store in Montreal. State fully past experience and give references.—**EMPIRE WALL PAPER CO., LTD.**, Toronto, Canada.

WANTED, at once, a gentleman organist and choir-master for Presbyterian church.—Address **Rev. J. D. GILLAM**, Twelfth Street, North Vancouver, B.C., Canada.

WANTED for Farm.—Man and Wife, without children young couple preferred; some experience with horses; by the year; one month's trial at \$16.—Address 304, Good Street, Winnipeg, Canada.

WANTED.—Married man (no children); experienced farm hand and good milkier. Wife good cook.—Address to **G. T. CORFIELD**, Corfield, B.C., Canada.

WANTED.—Good all-round blacksmith, with experience in ship-yard work preferred.—Address, **CANADIAN SHIPBUILDING CO.**, 58, Front West, Toronto, Canada.

WANTED.—Parties wishing domestic help or farm hands, also skilled or unskilled labour, address **ALEX. STEVENSON**, Emigration Agent, Kilmarnock, Scotland.

YOUNG MAN wanted for Office of wholesale carriage, hardware warehouse; must be quick and accurate at figures, and good penman; one who can operate typewriter preferred; must have references.—Address 44 and 46, Wellington Street East, Toronto.

WANTED, for School Section No. 5, Fitzroy, a Teacher holding a permanent first-class certificate, qualified to teach all the subjects of continuation class, including Latin and French; salary paid \$700 (seven hundred dollars)—Address **T. H. ARMSTRONG**, Secretary-Treasurer, Kinburn, Ont., Canada.

WANTED, first-class Salesman or Stock Broker to sell our stock for further development of our mines, to meet the increased demand for coal; state age, experience and testimonials.—**CLOVER BAR COAL COMPANY, Ltd.**, Drawer 30, Edmonton, Alta, Canada.

SITUATIONS VACANT—continued.

WANTED, Miller with \$5,000 cash, to take charge of first-class flour mill proposition in good Manitoba town; salary \$100 monthly; investment will earn 10 per cent. upwards annually.—Address, stating full particulars, **ALLEN & Co.**, Somerset Bldg., Winnipeg, Man., Canada.

WANTED, immediately, competent Assistant (P. L. S. preferred); take charge of party on sub-division; able to establish true meridian, and traverse lakes.—Address, with references, stating salary expected, to **P. T. C. DUMAIS, D.L.S.**, Sandy Lake, Man., Canada.

WANTED, a Young Man having experience in the stationery business who thoroughly understands wall paper business; one capable of taking charge. Also wanted, a Young Man having two or three years' experience, as Assistant.—Address, with reference, and state salary required, **A. H. STRATTON & Co.**, Peterboro', Ont., Canada.

WANTED, Two first-class Steam Fitters; no others need apply.—Address to **H. SHOTTON**, Kamloops, B.C., Canada.

YOUNG MAN for warehouse in crockery store; must be able to keep stock.—Address, **CUDDY & BRODEUR Co.**, 327, St. Laurence Boulevard, Montreal, Canada.

WANTED at once, Man that understands the care of horses, to go west.—Address 303, Mary Street, Hamilton, Canada.

WATCHMAKER.—Wanted, first-class Watchmaker for Ontario town.—Address to **H. PEARCE**, 31, St. David Lane, Montreal, Canada.

DENTIST—ASSISTANT, immediately. Must be good all round man; sober; state age, experience, and salary expected.—Address **GEO. McDONALD**, Carleton Place, Toronto, Canada.

FOREMAN wanted for manufacturing business, preference given to man who will invest in company and take stock; will stand closest investigation.—Address **CANADIAN BUSINESS EXCHANGE**, 43, Victoria Street, Toronto, Canada.

DRIVER.—Wanted man to drive, look after horse, and make himself useful around store; best references.—Address **GEO. G. GALES & Co.**, 137, St. Antoine Street, Montreal, Canada.

AN experienced Collector, speak French and English; steady work.—Address, 557, Sussex Street, Ottawa, Canada.

CIGARMAKERS wanted; hand work; highest wages paid.—Address **GRANDIA HERMANOS & Co.**, 38, St. Peter Street, Montreal, Canada.

FIREMAN wanted, single man, must come well recommended.—Address to **S. S. BAIN**, Florist, 463, St. Catherine Street West, Montreal, Canada.

SALESMEN for Western Ontario town; for dress goods; young man, capable of dressing windows; stable department, young man, must be good stockkeeper; carpets and house-furnishings, young man trained in this department; required to commence middle of February.—Address **THE NORTHWAY COMPANY, LIMITED**, Toronto, Canada.

SALESMAN wanted to call upon brewers and bottlers; must speak both languages.—Address **ALUMINUM AND CROWN STOPPER CO.**, 106, Front Street East, Toronto, Canada.

SHOE SALESMAN, experienced, wanted; only those with experience need apply; good salary paid to the right person.—Address **THE BOSTON SHOE STORE**, St. Catherine Street, Montreal, Canada.

TELEGRAPH OPERATOR, with knowledge of drug business; state salary expected.—Address **C. A. WISMER**, Druggist, New Liskeard, Ontario, Canada.

PRESSMAN.—Smart young pressman; steady position.—Address **SOUTHAM, LIMITED**, 63, St. Alexander Street, Montreal, Canada.

TEACHER wanted; a first-class male teacher to take charge of grades 7 and 8, Sussex Schools.—Address **J. ARTHUR FREEZE**, Secretary Trustees, Sussex, N.B., Canada.

MAN for the poultry department at Lamb's Market, Ltd., with references and experienced.—Address **LAMB'S MARKET, LTD.**, 24, University Street, Montreal, Canada.

WANTED, office apprentice or junior clerk for wholesale hardware. Must be correct at figures, write well, and be well recommended.—Address **CAVERHILL, LEAMONT & Co.**, 89, St. Peter Street, Montreal, Canada.

WANTED, competent stenographer, either sex, grocery experience preferred.—Address **WESTERN CANADA WHOLESALE CO.** Fernie, B.C., Canada.

WANTED, first-class coat maker; none but first-class need apply.—Address **SIMON & Co.**, 57, Cordova Street, Vancouver, Canada.

SITUATIONS VACANT—continued.

WANTED, at once, experienced bookkeeper to take charge of a set of books in a general store and assist in store if required; must be strictly temperate.—Address, giving references and stating salary, to **C. R. LANGSTAFF & SON**, Emo, Ontario, Canada.

WANTED, a good salesman, for general store; must be able to speak German and English; applicants will please submit references, state experience and salary wanted.—Address **AARON WENGER**, Ayton, Ontario, Canada.

WANTED.—Reliable man wanted to operate small gasoline pumping engine in railway camp near Sumas; steady job.—Address **CANADIAN FARMERS CO.**, 101, Water Street, Vancouver, Canada.

WANTED, first-class male stenographer for railway construction office; only first-class man need address; references; good wages and advancement.—Address 70, Victoria Street, Toronto, Canada.

WANTED, young man, bookkeeper and stenographer.—Address, giving reference and salary expected, **GAAR, SCOTT & Co.**, Winnipeg, Canada.

WANTED, flute and piccolo player; must be good.—Address **BENNETT'S THEATRE**, Ottawa, Canada.

TRIMMER, experienced in ladies' costumes and coats.—Address **NOVI MODI COSTUME CO.**, 302, Church Street, Toronto, Canada.

WANTED, experienced cutter and trimmer on ladies' skirts.—Address **THE ROBERT SIMPSON CO., LTD.**, Manufacturing Department, 154, Front Street West, Toronto, Canada.

LEARN FARMING.—Experienced Canadian farmer can accommodate one pupil of good habits. Mixed farming and ranching. Terms, £100 yearly. Good references. Pleasant locality. Near town. Good shooting. Near polo grounds.—**C. M. YARWOOD**, Alix, Alberta, Canada.

AGENCIES WANTED.

RAY AND WINDLE, Vancouver, British Columbia are open to represent manufacturers desirous of extending their business to Western Canada.

FOR SALE.

FOR SALE.—Canada (Saskatchewan). Farm, 160 acres, in one of the best districts; two miles from town and station of Marshall, twelve miles from Lloydminster. Partially cultivated; good water; house; church near.—Particulars from "K. A. L.," Vicarage, Rowsley, Derbyshire

FOR SALE.—British Columbia, Kootenay district, ad joining Fruitvale, 531 acres of virgin fruit lands at \$20 per acre. Terms can be arranged. This land has a railway frontage, and is within two miles of post office.—Apply "FRUIT LANDS," c/o CANADA, 34-35, Norfolk Street, Strand, London, W.C.

SIX-HUNDRED-AND-FIFTY ACRES, two miles from Kamloops, B.C., on Thompson River. At present successfully operated as a stock ranch, but also affords an excellent opportunity for subdivision into fruit lots. This is a splendid opportunity for the investment of moderate capital. Full particulars and price on application. Owner at present in England.—Write in first place to "CATTERICK," c/o CANADA, 34-35, Norfolk Street, Strand, London, W.C.

FOR SALE.—Fruit Ranch, 313 acres, in British Columbia; on railway; partly tenced, cleared, cultivated and planted. Good buildings, water and sporting. Price £13 per acre.—Write, **J. T. BEALEY**, Box 897, Nelson, British Columbia.

BRITISH COLUMBIA.—For Sale, best irrigated Fruit Lands in Kettle River Valley, British Columbia; good soil, splendid climate; good shooting and fishing.—Apply, **J. F. DAVISON**, Loxwood House, Billingshurst, Sussex.

MISCELLANEOUS.

ALL those who wish to obtain authentic information regarding the Prices of Real Estate or the opportunities that exist for Profitable Investment of large or small amounts of Capital in the different provinces or districts throughout Canada are requested to write to the Manager of this Paper, when their letters will be forwarded to responsible firms in the districts about which they desire information.—All letters must be addressed "REAL ESTATE AND INVESTMENT," c/o CANADA, 34-35, Norfolk Street, Strand, London, W.C.

"**MATRIMONIAL POST**," sealed envelope, 5d.; with circular, 9d.—Address, **EDITOR**, Rooms 9 to 14, Trafalgar Buildings, Northumberland Avenue, London, W.C. Established one-third century. Distance immaterial.

REGINA,
SASKATCHEWAN.

REGINA _____

The Capital of Saskatchewan.

"The Richest Portion of the North-West."
(Sir John Macdonald's Description of the Regina District.)

The Wholesale and Distributing Centre of the Great West.

When you locate a Factory or Warehouse in Regina you secure a track site from the City at nominal cost.

If you are interested in a good thing, write for further information to

H. C. LAWSON,
Commissioner and Secretary Regina Board of Trade.
P. O. BOX 494.

SASKATOON,
SASKATCHEWAN.

SASKATOON (Saskatchewan).
The Youngest and Most Progressive City in Western Canada.

SASKATOON HAS 3 TRANSCONTINENTAL RAILWAYS.

BUILDING CENSUS REPORT for the City of SASKATOON, 1907.
After making a very careful and thorough personal inspection of the whole City, I find 244 new buildings, including Residences, Hotels, Stores and Offices, Churches, Greenhouses, Railway Station, Railway Freight Shed, Railway Roundhouse, Brewery, Livery Barns, foundation for Post Office, partial building of Court House, but not including Shacks and Small Barns.

For convenience in summarising the figures and to show the universal growth, I have divided the City into four sections, as follows:—

East of C. N. Rly.	\$487,000	Nutana	\$198,150
Riversdale	134,000		
Ashworth Holmes... ..	109,350		\$928,500

In order to show more justly the volume of building progress and money expended, we must add for Traffic Bridge 62,000
Temporary C.P.R. Bridge 10,000
Expended on two permanent Railway Bridges 200,000
Expended on City Public Works 100,000

For all information, apply to— **\$1,300,500**
ADAM TURNER, Commissioner of the Board of Trade.

THE
Haslam Land & Investment Co., Ltd.

We have for Sale 100,000 acres of the choicest wheat land in the Province of Saskatchewan.

We were the first company to bring a party of American settlers into the Province of Saskatchewan, and have sold 400,000 acres since.

We have made hundreds of thousands of dollars for our clients and purchasers.

Send for our illustrated booklet, "The Home Builders," and testimonials from our customers.

The Haslam Land & Investment Company, Ltd.,
REGINA, SASKATCHEWAN.

SASKATOON

The Hub of the Saskatchewan Wheat Belt.

We have 7,000 acres of first class farming land, all within five miles of the Canadian Northern Railway, now under construction. Also well located acreage property adjoining the Canadian Pacific Railway, and close to the city, suitable for manufacturing sites and trackage.

Liberal Inducements Offered to New Enterprises.
Loans negotiated for non-residents, and properties carefully looked after. Correspondence solicited.

References — BANK OF NOVA SCOTIA.

A. H. HANSON & CO., LTD.,
Second Avenue, Saskatoon, Sask, Canada.

W. W. HILTON,
ARCHITECT,

REGINA, SASK. P.O. Box 389.

Plans and Specifications in detail
furnished on short notice.

VALUATIONS MADE.

Saskatoon is a Great City
2,080 ACRES

of first class open Prairie Land, entirely free from stone, scrub, alkali, or marshes, all either adjoining or within 1½ miles from Town of Elstow, Sask., on the C. P. R. Line from Winnipeg to Edmonton, and near the G. T. P. Line. Canadian and English settlement. Near school and churches.

Average Price of \$25.00 per acre.

We can make this pay you big interest. We own it.
Write for particulars and maps.

THE COULTHARD-ALEXANDER CO., Ltd.,
Paid-up Capital \$50,000.00.
REAL ESTATE. LOANS. INSURANCE.
SASKATOON, SASK., CANADA.

COAL LANDS for SALE.

An opportunity occurs of PURCHASING LAND near one of the most important cities of Canada, which is UNDERLAID WITH COAL.

The price at the moment is less than that often paid for land in Western Canada merely for Market Gardening. The total cost, including coal rights, is less than **£4,540.**

There is every prospect of trebling one's capital in a year. Three or four Investors could join together in taking up this property.

Plan and full particulars can be seen in London, and the purchase can be made through a Bank.

For particulars write:—
"COAL LANDS," c/o "Canada" Newspaper,
34 & 35, Norfolk Street, London, W.C.

WESTERN CANADIAN
REALTY INVESTMENTS.

A well-located lot in a Rapidly Growing Industrial and Commercial Western Canadian City. Is an absolutely safe and a very profitable investment.

SASKATOON,
The Most Rapidly Growing City in Canada,

Is destined by its natural location at the crossing of the Saskatchewan River by Canada's three transcontinental railways to become the GREATEST INDUSTRIAL, COMMERCIAL AND RAILWAY CENTRE West of Winnipeg. Unlimited water power awaiting development. Three great railways, and the centre of the World's largest and most fertile hard wheat belt.

PLEASANT HILL ADDITION

Is Saskatoon's most desirable residential property, only one mile from Post Office and Railway Station overlooking the entire city. Lots at \$150.00 each. Terms: One-third cash, balance in six and twelve months, or ten per cent. discount for cash.

Write us to-day for plans and full particulars and Illustrated Booklet of Saskatoon.

REFERENCES.—Bank of Montreal; Canadian Bank of Commerce.
D. H. & W. A. TELFORD,
Saskatoon, Canada.

**STRATHCONA,
ALBERTA.**

The City of Live Opportunity

**FOR THE MANUFACTURER,
WHOLESALE, INVESTOR,
FARMER, AND CAPITALIST.**

Situated in the midst of the richest mixed farming section of **Western Canada**, and at the gateway to the Mackenzie and Peace River basins. STRATHCONA is also the University city of the Province. Railroad facilities are unsurpassed. Fuel, timber, power, and water are here in abundant quantities.

Strathcona is the live, hustling, up-to-date city of the Canadian North-West, and has unexcelled openings for every line of manufacture.

There are many lines of commerce which could profitably be represented here, and it is for the men who can see opportunity, to seize it and reap the rewards.

We will be glad to furnish information upon any subject of interest to you, and will cheerfully answer all inquiries addressed to

**James Weir, Sec'y Board of Trade,
Strathcona, Alberta, Canada.**

The Oldest Established Office in Strathcona.

H. F. SANDEMAN

FINANCIAL, REAL ESTATE,
INSURANCE AGENT.

C. & E. Townsite, Representative.

STRATHCONA, ALBERTA.

Money Invested on First Mortgage Securities on margin of 50 per cent. of conservative value of selected properties at 8 per cent. and 9 per cent.— interest collected and paid half yearly.

References — CANADIAN BANK OF COMMERCE, LONDON.

Head Office:
Strathcona, Alta.

Lanigan,
Saskatchewan.

HOOPER & BOGGS

Successors to W. H. Hooper Co., Edmonton.

Eight per cent. and ten per cent. interest will soon be a thing of the past even here.

Loan recently made for an English client, \$20,000 at 10 per cent. for 10 years **straight**, \$70,000 approved **security**.

Our object — to make **Longest** loans possible at this rate.

References — **IMPERIAL BANK OF CANADA.**

Cable Address:
"Hoboir" Strathcona.

Code, A B C
5th Edition.

A. G. WILSON, Architect.

D. E. HERRALD, C.E., P.A.S.I.

WILSON & HERRALD

Architects, Structural & Civil Engineers,

CITY BLOCK, STRATHCONA, ALTA.

ROSS STREET, RED DEER, ALTA.

Residential Work.
Warehouse, etc.
Blue Printing.

Structural Steel Work.
Civil Engineers.
General Draughtsmen.

FORT WILLIAM.

CANADIAN INVESTMENTS.

A WELL-SELECTED ESTATE INVESTMENT IN A GROWING CANADIAN CITY IS ABSOLUTELY SAFE AND VERY PROFITABLE.

Fort William, Ontario,

is one of those favoured spots destined by natural location at the head waters of the Great Lakes TO BECOME A GREAT INDUSTRIAL CENTRE. UNLIMITED WATER POWER, SPLENDID HARBOUR, three lines of Railway at FORT WILLIAM connect the GREAT LAKES with the rapidly-growing WEST.

THE WAYLAND ESTATE

is the centre of Fort William's development. We are offering lots at £30 each. Terms: One-third cash, balance in 6 and 12 months. Write for descriptive pamphlet and map.

References: Dominion Bank of Canada.

**YOUNG & LILLIE, Estate Agents,
FORT WILLIAM, ONTARIO, CANADA.**

Investments made in Real Estate, also in First-class Mortgages on Improved Property.

CHOICE INVESTMENTS CAN BE MADE IN CITY AND SUBURBAN PROPERTY.

Harbour Frontage for Industrial Purposes can be secured at very moderate prices.

For Reference: Union Bank of Canada.

Illustrated Pamphlets and Maps furnished at once on application for same.

ADDRESS:

J. L. DAVIDSON,

REAL ESTATE AND FINANCIAL AGENT,
FORT WILLIAM, ONTARIO, CANADA.

FORT WILLIAM.

Money is made in buying land in this rising locality. **Acreage**, ripe for sub-division, \$350 per acre. **Farm Lands**, heavily timbered, good soil, from \$5 per acre.

Shop Property—Freehold—to pay from 10 per cent. net.

A. W. FRODSHAM & CO.,

ESTATE AGENTS
(LATE OF BOURNEMOUTH),
MAY STREET, FORT WILLIAM.

NOVA SCOTIA FARMS.

McCallum's Real Estate Mart, TRURO, N.S.

10 to 1 000 acres Farms from £40 to £5 000.

Mr. W. D. McCallum is now in London, and will be pleased to give full particulars. Address:

57a, PALL MALL, LONDON, S.W.

NORTH BATTLEFORD.

SASKATCHEWAN, WHERE "WHEAT IS KING."

Real Estate is Our Business.

We Own or Control—

75,000 Acres of Choice Wheat Land and 150,000 Acres for Ranching. Price ranging from \$7 to \$20 per acre. Two transcontinental lines (G.T.P. and C.P.R.), with 50 new townsites, run near and through these lands; also agent for C.P.R. Townsite Lots. A splendid opportunity for young business men.

Write for information to-day—

J. GRIESE & CO., North Battleford, Sask.

- THE -

BEST WAY TO CANADA

IS THROUGH THE AGENCY OF THE
SALVATION ARMY.

Conducted Parties from Liverpool and Glasgow.

BEST SHIPS. ALL LINES. ORDINARY RATES.
FIRST, SECOND, AND THIRD CLASS.

Full particulars free on application to the Chief Office. Address,
Colonel D. C. LAMB,
122, Queen Victoria Street, London, E. C.
Telegrams: "LAUNCHING, LONDON."

NOTE.—The profits of the department, accruing from commissions, etc., are devoted—as are the whole of the donations to the Army's Emigration Fund—to the assistance, by way of loan, of poor selected families desirous of emigrating.

The Emigration Operations of **THE CHURCH ARMY**

Give to **Canada** a supply of steady, respectable working men, and the opportunity of **independence** to thousands in England, out of work and **in danger** of becoming unemployable.

Strict tests of **fitness** imposed on all applicants. Parties personally conducted. **Immediate employment** obtained in every case, through our agents and Canadian Clergy.

Total cost to North-West: £10 for single man; £30 for small family. Portion of cost paid by emigrants themselves.

FUNDS URGENTLY NEEDED

towards this year's emigration. **Pray help.** Cheques crossed "Barclays', a/c Church Army," payable Prebendary CARLILE, Hon. Chief Sec., Headquarters, 55, Bryanston Street, Marble Arch, London, W.

THE
MARKET PLACE
OF THE
WORLD.

GAMAGES

Holborn, London, E.C.

At
Your
Service.



Sixty Departments, Six Acres of Crammed Floor Space, 700 Employees, and a Catalogue of 1,300 pages, 13,000 pictures, and 60,000 quotations: such is the service this store—England's fastest-growing store—offers you.

Thousands know us as the world's largest Sports Outfitters, we are that and more: all you know about Gamage's isn't half what you ought to know.

Enlarge your knowledge of us by getting the above-mentioned volume of money-saving items; you cannot afford to do without it.

DROP US A POSTCARD TO-NIGHT.

A. W. GAMAGE, Ltd., HOLBORN, LONDON, E.C.

Allan Line TO CANADA



New Ocean
Triple Screw Turbine Steamers

Unsurpassed accommodation for 1st, 2nd, and 3rd class at moderate rates. Fitted with Bilge or Side Keels to prevent Rolling, also Marconi system of wireless telegraphy. Saloons amidships and lighted by Electricity throughout.

Special Through Rates to CHINA and JAPAN, and to points in AUSTRALIA and NEW ZEALAND, by the New Route through Canada, via VANCOUVER, B.C.

EXPRESS WEEKLY SERVICE.

FROM LIVERPOOL TO HALIFAX & ST. JOHN, N.B.

"CORSIKAN" ... Feb. 14	"VICTORIAN" ... Mar. 13
"GRAMPIAN" (new) ... Feb. 20	"CORSIKAN" ... Mar. 19
"VIRGINIAN" ... Feb. 28	"VIRGINIAN" ... Mar. 27
"TUNISIAN" ... Mar. 5	"TUNISIAN" ... April 2

FROM GLASGOW.

**"NUMIDIAN" ... Feb. 15	**"SICILIAN" ... Feb. 20
†"CORINTHIAN" ... Feb. 22	†"LAURENTIAN" ... Mar. 7

* To Halifax and Portland, Me. † To Halifax and Boston.

FROM LONDON.

†"POMERANIAN" ... Feb. 13	†"SARDINIAN" ... Mar. 5
---------------------------	-------------------------

† To Halifax and St. John, N.B., via Havre.

ONLY LINE WITH GOVERNMENT CONTRACT FOR CONVEYANCE OF CANADIAN MAILS.

The Shortest, Cheapest, and most convenient Route to
CANADA, MANITOBA, THE NORTH-WEST TERRITORIES, BRITISH COLUMBIA, THE WESTERN STATES OF AMERICA, and to all Points on the Pacific Coast.

Carrying Passengers and Freight to all parts at Special Through Rates.

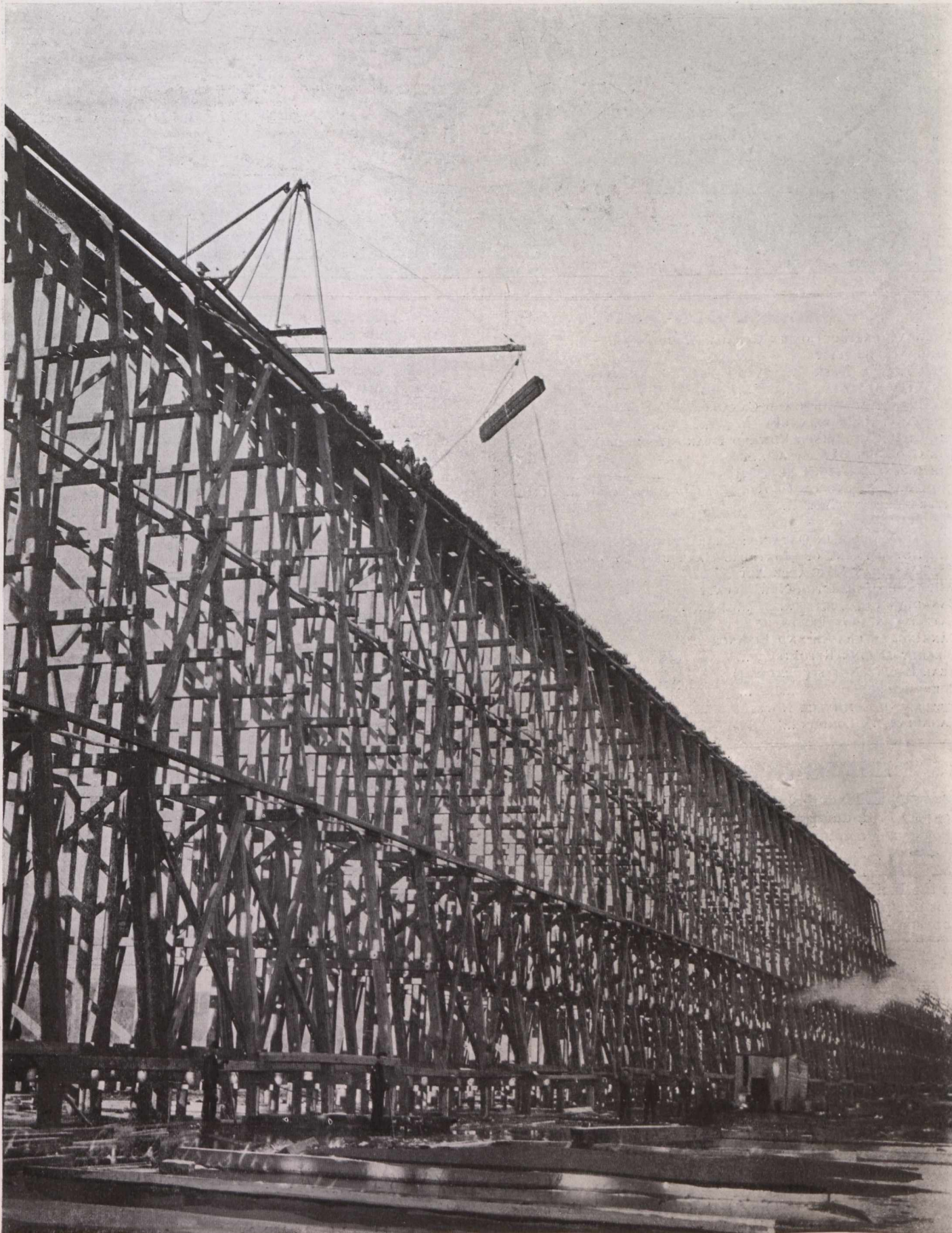
Apply—ALLAN BROTHERS & CO., Lpl. & Ldn., Ltd., 19, James St., Liverpool; 5½, Pall Mall, S.W., & 103, Leadenhall St., London; & 50, Foyle St., Londonderry; J. & A. ALLAN, 25, Bothwell St., Glasgow; H. & A. ALLAN, Montreal; ALLAN LINE, 77, Yonge St., Toronto; PITT & SCOTT, Ltd., 47, Rue Cambon, Paris; J. M. CURRIE & CO., 2, Rue Pleuvry, Havre; 36, Rue d'Hauteville, and 10, Rue Auber, Paris.

CANADA

No. 109. SATURDAY, FEBRUARY 8, 1908. Vol. IX.

6^{D.} WEEKLY.

RAILWAY CONSTRUCTION IN CANADA.



THE GRAND TRUNK PACIFIC'S BIG TRESTLE BRIDGE ACROSS PINE CREEK, 35 MILES WEST OF PORTAGE LA PRAIRIE.
This trestle, 85 ft. in height and nearly half a-mile in length, will ultimately be filled in with ballast.



PRINCIPAL CONTENTS.

	PAGE
RAILWAY CONSTRUCTION IN CANADA (<i>Illustrated</i>)	125
IMMIGRATION POLICY	126
NOTES OF THE WEEK	127
CANADIAN SPORT	127
THE PRINCE OF WALES AND CANADA	128
THE CANADIAN PARLIAMENT	128
THE CHARM OF PRINCE EDWARD ISLAND (<i>Illustrated</i>)	129
THE GEORGIAN BAY CANAL	130
THE JAPANESE LABOUR SETTLEMENT	130
FROM EAST TO WEST. (<i>A Budget of Canadian News</i>) ...	131, 132
LITERATURE AND ART	133
PURELY PERSONAL	135
A PHOTOGRAPHER IN ONTARIO; CHARACTERISTIC STUDIES ...	136
THE DEVELOPMENT OF MONTREAL HARBOUR (<i>Illustrated</i>) ...	137
THE CANADIAN INSURANCE ACT	139
SHIPMENTS UNDER THE NEW TREATY	141
CANADIAN FINANCE	143
LATEST CANADIAN PRICES	144
BANKING, INSURANCE AND FINANCE	147
WEEKLY MINING REPORTS	148
REAL ESTATE NOTES (<i>Illustrated</i>)	148
CORRESPONDENCE... ..	xxvii
TRADE AND COMMERCE NOTES	xxvii
CANADIANS IN LONDON	xxix

IMMIGRATION POLICY.

THE fact that Canada has no intention of becoming a dumping-ground for the unemployed and unemployables of Great Britain, the waste products of an industrial system based on free imports, seems now to be thoroughly grasped in the Mother Country. At any rate, emigration to Canada was not proposed as a panacea by any of the speakers who took part in last week's discussion of the question of unemployment in the British House of Commons. It is now obvious to British politicians of all parties that one of the alternative remedies proposed by the Tariff Reformers and the Labour Party (which has at last elected to fly the red flag of Socialism) must be tried without delay in order that the manufacture of the casual labourer, who has neither the physique nor the will power to work hard six days a week, and of the unemployable or urban tramp, may come to an end. The Socialistic remedy, which involves the taxation of capital beyond the breaking-point, is utterly unconvincing; it suggests the humorist's plan of lifting himself by pulling at the straps of his boots. But the remedy proposed by the Tariff Reformers, which would bring the economic system into line with that of all other commercial Great Powers, is beginning to be understood, and the result of recent by-elections, as well as the confessions of the Labour leaders in regard to the progress of

Mr. Chamberlain's proposals among the masses, point to the victory of Tariff Reform at the next General Election. Meanwhile, Canadians know the derelict workers of the Mother Country could not, even if they were accepted as immigrants, find salvation in the Dominion. Why? Because their working capacity is far below the minimum level required by the Canadian employer. Unemployed men engaged on the relief works in London and the provinces really earn only a small fraction of the wages they receive. Statistics prove that the average week's work of the averaged unemployed person, for which he has received as much as \$6, is worth about \$2, and it is at once obvious that this class of worker would not be worth his board and lodging in Canada, and, if he was emigrated there, would soon become a public charge.

Every man who is able and willing to go on the land will be welcomed in the Dominion, and we are strongly of opinion that, provided his physique and character are up to the mark, it matters not how and where he obtained his travelling money. Again, as last year's influx of Oriental labour clearly shows, Canada is also in need of an additional labour-force for railway construction and other development work. The desire of Canadian politicians to make sure of the Labour voters, who wish to create a highly-paid oligarchy of workers, ought not to be allowed to keep up the shortage of disposable labourers—i.e., labourers not attached to the land—which hampers the building of railways and other undertakings that make for the greater prosperity of the whole Dominion. It is better for the community to recruit this necessary labour-force in the Mother Country than in Japan or in Europe. To this extent, then, Canada can well afford to help the British working classes through the period of transition between Cobdenism and Chamberlainism. But she will also give—indeed, is actually giving—another valuable kind of assistance. The burden of unemployment falls more heavily on the workless man's children than on himself, and the sorry-go-round of the streets of London and the large provincial cities are thronged with starving or half-starved children who, transferred to a new environment, could yet grow up into useful citizens, good material for nation-building. The success of the late Dr. Barnardo's life-work is a proof that Canada knows how to take care of these children and adapt them to their new environment. The recently-issued report on the "Treatment of Children under the Poor Law" also confirms this statement. Since 1883, 7,000 poor children have been emigrated, the vast majority to Canada, and, with very few exceptions indeed, they have all done well, many being now well-to-do citizens and a credit to their foster-country. Good air, plentiful food, and a practical education have helped to bring about this happy result. But the kindness of their Canadian guardians has also been an important factor. Indeed, the

working of the Canadian system has so delighted Dr. Macnamara, Parliamentary Secretary to the Local Government Board, that he wrote Sir Wilfrid Laurier a letter in which occurs the following passage: "I should like to say what very real pleasure it has given me to note the extraordinary kindness with which people in Canada treat these children, and to say also how very much I appreciate the care which your officers of the Department of the Interior take to keep an eye on them. When I consider what these children would probably have drifted on to if they had remained in the slums of our great cities over here, and contrast that with their present bright prospects, I feel very grateful indeed to all concerned." All kinds of farming are successful in Canada; most successful of all is Canadian baby-farming.

—**—

CANADIAN SPORT.

IT is part of Canada's manifest destiny to become the "world's playground"—a profitable prerogative, as the example of Switzerland shows—seeing that no other country in the world provides so great a variety of sport. Shooting of all kinds, fishing, mountaineering, canoeing, camping out in the forest primeval, and all the winter pastimes that have made the fortunes of St. Moritz and Davos Platz, are to be had in the Dominion; and it is important to remember that the sportsmen of the Old World, even when their travelling expenses across the Atlantic are taken into account, can obtain these diversions at a moderate cost. Indeed, Canada's many and manifold facilities for sport form a national asset of great importance, which ought to be administered with an eye to the future. A correspondent of the *Times*, in an article dealing with the Canadian poacher and his methods, expresses the opinion that the big game of the Dominion will always be sufficient for purposes of legitimate sport, provided steps be taken to prevent shooting for commercial purposes during the close seasons, and the existing provincial game laws be rigorously administered. The writer in question touches the weak spot in the business of game preservation throughout the Dominion when he suggests that public opinion does not at present sufficiently support the efforts of those who desire to prevent the gradual extinction of the Canadian *cervidae* for a small present gain, a little filthy lucre in the pockets of men without any sense of sportsmanship. He finds that the force of opinion on the right side is gathering strength, and praises the work in this direction of various agencies for the preservation of game, the tourists' associations, the comments of the Canadian Press, the establishment of national game reserves, and the writings of such men as Mr. Thompson-Seton, naturalist-sportsmen, who are not to be confounded with the "Nature fakers" condemned by President Roosevelt. But the problem of bringing public opinion to bear on the lax or dishonest game warden seems to us to be part of a much larger problem—that of persuading the people of Canada to accept a higher ideal of sportsmanship. As things are, games of all kinds are played in Canada on the "win, tie, or wrangle" principle, and it must be confessed that we have not learnt as yet to regard fair-play as a much more important thing than mere victory, or to take defeat gracefully and with equanimity. It is true we are ahead of the Americans in this respect; in rowing, for example, our crews have always been praised in the Mother Country for their geniality in defeat, whereas American visitors to Henley have more than once made disgraceful charges—disgraceful to themselves—against their victorious opponents. But, when the state of Canadian lacrosse and hockey are considered, it is necessary to admit—with a feeling of regret—that players and spectators alike are deficient in the true sense of sportsmanship. Until the necessity of fair-play at all costs is generally recognised it is hardly to be hoped that the ultimate principle of sportsmanship will be extended to the contests between man and the creatures of the wilderness, and that the public at large will regard the shooting of game out of season and pot-hunting in the season (except for obtaining a necessary supply of food) as disgraceful acts to be punished, not only by the law, but also by the anger of all decent citizens.

The total number of immigrants into Canada during last year was 277,376, showing an increase of 61,464. The number of immigrants from the States was 56,551, a decrease of 7,231.

NOTES OF THE WEEK.

Japanese Immigration.

In certain quarters the arrangement made by Mr. Lemieux for the limitation of Japanese immigration into Canada has not given full satisfaction, the good faith of the Japanese authorities being challenged and the fear expressed that the emigration companies in Japan have sufficient political influence to evade Government control. But the admirable report of Mr. W. L. Mackenzie King, C.M.G., the Commissioner appointed to inquire into the methods by which Oriental labourers have been induced to come to Canada, certainly exonerates the Japanese Government from the charge of breaking their promises in the past. Mr. Mackenzie King found that the evidence conclusively proved that only the following classes had been permitted to leave Japan for Canadian ports during 1907:—(1) Merchants, officers, students, and travellers to the number of about 200; (2) Japanese formerly resident in the Dominion; (3) Relatives or friends of Japanese residents who were sure of employment or a home on arrival, to the number of 190 approximately; and (4) Contract labourers for work under a bonâ-fide contract with a Canadian company or corporation, the bona fides of which contract had been certified to by the resident Japanese Consul, and a duplicate of which had been produced at and approved by the Foreign Office in Japan. Over emigration from Hawaii the Japanese Government have no direct control, though they can indirectly limit its volume by refusing to permit the emigration companies to send labourers there—a step which has already been taken as a result of Canada's friendly representations. No doubt the new regulations whereby the Dominion Government prohibit the landing of emigrants not bearing passports from a port of their own country will check the Hawaiian influx to a considerable extent, though it must be remembered that Hawaii is now United States territory, and many of the Japanese there are American subjects by virtue of the "Organic Act" passed by Congress in 1894. If the fourth class of emigrants named above are also kept back, the problem should be solved, and there is absolutely no reason to fear that Japan will break her promise to take this and the other step for restrictive purposes. But will the British Columbian labour party rest content when the corporations in need of labour for construction works bring in British and European workers? Either they must acquiesce, or else expose the true meaning of their policy of exclusion. It is a pretty dilemma with uncomfortably sharp horns.

* * *

British Patent Law.

Mr. Lloyd-George already leaves his party politics on the door-step when he enters the offices of the Board of Trade, and there are other signs that his mind is becoming widened by contact with Imperial realities, just as did that of Mr. Joseph Chamberlain, who, in the far-off days when he first entered Parliament, was a very narrow, but very strong, type of the doctrinaire Radical. Assuredly the time will come when the President of the Board of Trade will both think and speak Imperially. At present however, he is not consistently a Nationalist, much less Imperialist, and in his letter to the *Times* Mr. A. M. Grenfell has pointed out that his new patent law is on "British" in the narrowest sense of the term. "A British inventor in Canada, Australia, or South Africa, or any other British colony," writes Mr. Grenfell, "is obliged by the law, in order to protect his so-called British patent, to transfer his factory to England; this, therefore, can hardly be called a 'British Patent Law.' It would be a most gracious act on his part, and one which would undoubtedly bear good fruit, if he could see his way to modifying the new Patent Act, so that it may become a British Act, and not merely an Act for the benefit of those Britishers who live in England. Under the present Act the Britisher in a British colony is put on the same footing as a foreigner in a foreign country." This is an excellent suggestion, and if Mr. Lloyd-George should see his way to acting on it—a single-clause Bill would be sufficient to amend it, and the Opposition would certainly support such an amendment—we shall be convinced that he has become a Liberal of the Canadian type, that is to say, a believer in the solidarity of the British Empire.

The Canadian Senate.

Second Chamber reform is being discussed not only in the Mother Country (where the question is a chief political issue), but also in the Dominion, Sir Wilfrid Laurier having recently made an important announcement on the subject. The Canadian Senate is rather a secondary than a second Chamber, and certainly does not possess the power either of the House of Lords or of the elective United States Senate, which has by slow degrees become a stronghold of Trust interests, its members helping this or that interest on the "do ut des" principle, and being able to thwart the strongest President in such an all-important matter as the making of foreign treaties. To the average Canadian the secondary Chamber at Ottawa seems little more than a body of eighty-seven pensioners of the State, whose functions in preserving the rights of the minority of the House of Commons or putting the brake on rash legislation are rather theoretical than practical. Briefly summarised, Sir Wilfrid Laurier's plan of reform involves: (1) The reduction of the number of Senators to fifty-four, each province contributing six; (2) the abolition of the life tenure in favour of appointment for a limited period, say ten or fifteen years; and (3) choice by House of Commons election, each member of the First Chamber having one vote, and the Senators being chosen in groups of three, instead of by the present method of Government selection. The last-named suggestion is extremely ingenious, since the minority in the House of Commons, by concentrating its votes on one of the three candidates in a group, could always secure a representative. Moreover, Senators thus chosen in the light of day, so to speak, would be more independent, and the office would cease to be treated—as it generally is by the party in power, whichever party it be—as a reward for the safe party man, who is generally a mediocrity. To make the Senators elected directly by popular vote would be to follow the example of the United States, which, as we have pointed out, has introduced what is a source of weakness, as well as of far-reaching corruption, into the American Government.

* * *

Helping the New Settler.

Canada does not altogether approve of assisted emigration from Great Britain or any other country. But she is not unwilling to assist the hard-working emigrant who has gone on the road and has suffered a set-back at the start through the unfavourable nature of his first season. Recently arrangements were made for the advance of \$750,000 for three years at 3½ per cent. to enable those new settlers in the eastern part of Saskatchewan and portions of Northern Alberta, whose crops were poor in quality and quantity, to purchase seed-grain. This timely temporary aid will prevent their 1908 crop from suffering, and so enable them to proceed without interruption in the task, always a work of some years, of turning a homestead into a home in its setting of broad grain-fields. Economists of the Manchester school would blame the Dominion Government for giving this temporary assistance, but there can be no doubt that the loan will prevent even a momentary cessation of the agricultural development in the Saskatchewan valley. Agriculture is the mainspring of Canadian prosperity, and any help given to the Western farmer is returned to the East tenfold in the end.

—**—

"LOVE—AT LONG RANGE."

Mr. Linley Sambourne's cartoon in *Punch* last week rather aptly hit off the Canadian-Japanese situation. It showed a lady representing Canada regarding with unfriendly eye a Japanese, who says: "Lady, I recognise that my advances are distasteful to you; but I trust I may still regard myself as a friend of the family?" To which Canada replies: "If you promise to let me see as little as possible of you, I don't mind being a sister to you, for mother's sake."

—**—

CANADA'S RAILWAY DEVELOPMENT.

Fully 50,000 men will be employed upon railway construction in Canada this year. The Grand Trunk Pacific Company have 14,000 west of Winnipeg, and different contracting firms will require at least 35,000. The Transcontinental Railway Commissioners are inviting tenders for six additional sections, four in New Brunswick and two in Ontario, covering a distance of 365 miles.

THE CANADIAN PARLIAMENT.**Sir Wilfrid Laurier and Japan.**

An important speech was made by Sir Wilfrid Laurier in the discussion which arose in the Canadian House of Commons upon Mr. R. L. Borden's vote of censure, which was to the effect that "the House, while expressing profound appreciation of the friendly intentions and courteous assurances of the Japanese Government, and while declaring a sincere desire for most cordial relations with the Japanese people, desired, nevertheless, to record a strong protest against a policy under which the wage-earning population of Canada could not be protected from destructive invading competition except by entreating the forbearance and aid of a foreign government."

The Premier, says the *Morning Post's* correspondent, defended the Government at length. He said: "The policy of the Opposition, settled years ago and reaffirmed on this occasion, is to obtain a restriction of Japanese immigration by hostile legislation of this Parliament, with all the consequences of hostile legislation against a friendly Power. The policy of the Government is to obtain a restriction of Japanese immigration, but by the voluntary and friendly action of the Japanese authorities themselves. That is a clear line of cleavage between the two sides of the House."

Proceeding to give the motives, reasons, and results of the Government's policy, Sir Wilfrid Laurier pointed out that the central fact upon which the question revolved was that in all countries where Caucasian and Mongolian races came together there was at once sharp antagonism between the White races and the Mongolian. The population of British Columbia was small, and there was a well understood apprehension that if the current from Asia was allowed to come in free and unchecked the balance of power might pass from one race to another. That was a problem which no Government in this country could afford to ignore. A problem difficult at all times and under all circumstances, it had been made doubly difficult—ten times more difficult—so far as Japan was concerned by the fact that Japan had suddenly risen to the proportions of a first-rate Power. It was not to be expected that old feuds and old antagonisms would disappear in a day. They had proof of that when, within a year of the Anglo-Japanese alliance, a request came from British Columbia pressing for a law of exclusion against the Oriental races.

In referring to the recent influx of Japanese into British Columbia and the subsequent steps, Sir Wilfrid said that the Government had taken the only course possible. The success of that course, the carrying out of which had been entrusted to Mr. Lemieux, everyone knew. As the result Canada was in a much better position than the United States, which country was still negotiating with Japan. The difficulty between Japan and the United States showed that, no matter what was put into the treaty, the nations must always get back to diplomatic action. The condition of things in British Columbia was one that they were bound to accept, and they were prepared to give reasonable and generous heed to the representations of that province. There were two ways. One way was the method suggested by the Opposition—to legislate against the Japanese, to enact in the House of Commons and Senate that no Japanese should come to Canada. Another way was by conciliation—to ask the Japanese Government to recognise the difficulty of the question, and to act voluntarily. The Premier concluded as follows:—"If Japan fails to carry out the understanding, then we have the power to put an end to the Treaty, but this is the last resort. This is only if all means of conciliation have been exhausted and if everything else has failed. We want to preserve peace with the Japanese. They are allies of ours, and we do not want to humiliate them by asking this Parliament to legislate against them."

All the British Columbia members who spoke accepted Mr. Lemieux's arrangement with Count Hayashi as satisfactory to their province.

The motion was defeated by 100 votes to 45.

Supplementary estimates of \$2,850,000 have been submitted by the Hon. W. S. Fielding, Minister of Finance. The money will be used to purchase seed grain for the settlers in Alberta and Saskatchewan, and will be repaid with interest at 5 per cent.

Sir Wilfrid Laurier stated that Canada had received \$82,500 from Russia for the illegal seizure of certain Canadian sealers.

—**—

THE QUEBEC TRICENTENARY.**Probable Visit of the Prince of Wales.**

In the communication sent by the Governor-General to the Tricentenary Anniversary Committee His Excellency says that he expects that the Prince of Wales, as well as Imperial and Colonial Ministers, will visit Canada to assist at the celebration. There will also be fleets from England, France, and the United States, which will afford opportunity for great naval and military spectacles. The Committee is meeting with great success in its work, and is being greatly aided by a branch committee in Montreal headed by Sir Alexander Lacoste, Mr. F. D. Monk, M.P., Lady Drummond, and other leading citizens.

The Charm of Prince Edward Island.

A LAND OF BEAUTY AND FERTILITY.

THE feast of St. John in the year 1497 found the little craft *Matthew*, bound from Bristol on a trans-Atlantic voyage of discovery, tossing in the blue waters of the huge bay that came afterwards to be known as the Gulf of St. Lawrence. In the blunt bows of the little vessel there gathered the sturdy, weather-bronzed crew, somewhat more animated than usually by reason



A SUCCESSFUL FARMER'S HOUSE ON THE ISLAND.

of the fact that the monotonous uncertainty of their voyage was passed, and that they looked upon a new land; on her high carved poop stood a little group of officers in gallant array—the master, the mate, and the dauntless leader of the expedition, John Cabot, and his three sons. From their various points of vantage the personnel of the *Matthew* thus gazed upon the low sandy shore, presently giving place to goodly forests and tracts of grass-land, and then a range of gentle hills of Prince Edward Island.

John Cabot, struck possibly by the coincidence between the fact that the island was sighted upon the feast-day of Saint John (probably, as is the custom of his religion, his own patron saint), and desirous of doing honour to that apostle gave to the island the name of St. John. This it retained until 1799, when, on account of the inconvenience arising from the fact that towns in two neighbouring provinces bore practically the same name (St. John, N.B., and St. John's, Newfoundland), the name was changed to that of Prince Edward Island, by way of compliment to the Duke of Kent, the father of Queen Victoria, who, while in command of the forces at Halifax, had built a fort and established a garrison at Charlottetown.

In common with the other Maritime Provinces, and especially Nova Scotia, Prince Edward Island thus had many associations with the history of the Empire, and played a part in the winning of Canada for the British Crown. Although no blood was ever shed on its soil, for two or three hundred years the island's story was a rough one. Time after time it changed hands, according to whether Britain or France were successful in the wars that harried the North American continent, or in diplomacy that worried the Ministers in Europe. In 1745 the island was seized by the New England forces, but was restored to France by the treaty of Aix-la-Chapelle, and again in 1758, when Louisburg fell a second time before Wolfe's army, Captain Lord Rollo took possession of St. John in the name of King George. By the treaty of Paris, 1763, Cape Breton, the island of St. John, and Acadia were ceded to Great Britain, and the two islands were placed under the Government of Nova Scotia. So it remained until 1769, when it was given a separate government,

presided over by a Governor appointed by the Crown, which was replaced by a responsible government in 1851. In 1873 the island was federated in the Dominion of Canada.

Early immigrants in the island consisted mainly of French settlers from Bretagne, Picardy, and Normandy, who were reinforced at times by refugees from French Canada and from Acadia after those parts had been ceded to the British. In later years many New England loyalists settled in St. John when the Thirteen States revolted, and some of the best families trace their descent from these Imperialists. Subsequently English, Scottish, Irish, and Guernsey emigrants made their appearance, each nationality settling in a certain portion of the island, as may be easily ascertained by a mere reference to the names given to the towns and villages.

The chief industries of Prince Edward Island are agriculture and fishing. The island is noted for the fertility of its soil, nearly the whole of its beautifully undulating expanse, with the exception of a few bogs and swamps composed of a soft spongy turf or a deep layer of wet black mould, consisting of cultivable land. The soil, which is well-watered with numerous springs and rivers, is rich, light, and warm, with here and there somewhat richer clay areas.

The chief products of the island are butter, cheese, beef, bacon, poultry, and fruit, while the cattle, horses, sheep, and swine which are bred are all of excellent quality and high values. The fisheries of Prince Edward Island, particularly those on the north coast, are exceedingly valuable, and this industry must always remain one of the standard resources, although the inclinations of the islanders are so decidedly agricultural that the culture of the deep has not hitherto received from them the attention it deserves. The catch includes salmon, herring, mackerel, lobsters, cod, haddock, hake, pollock, halibut, Brent, eels, and oysters. The province is, indeed, celebrated for the excellence and abundance of the last-named, which may be taken on any part of the coast, and no ground in the world is better adapted for the scientific propagation of this fish than certain parts of the shores of the island.

Prince Edward Island is a desirable place for a certain class of immigrants in search of improved farms with buildings, and within reach of the social comforts of life to be found in a comparatively old well-settled country. Scientific farmers with a little capital can here obtain excellent farms at from \$30 to \$40 an acre, and reach a more independent position than is possible in Great Britain. Nor are these farms by any means



HOLIDAY-MAKING: A SUMMER CAMP ON THE RIVER-SIDE.

worn out or inferior; on the contrary, they are often among the best—farms which will yield a good return for the work bestowed on them, and afford a good income.

There are also openings for a limited number of agricultural labourers to take employment on the farms of the province, with a view of acquainting themselves with the system of agriculture prevailing here, and of eventually purchasing land of their own.

The island also makes an appeal to the tourist and holiday-maker who desires to spend a week or so among rural beauties

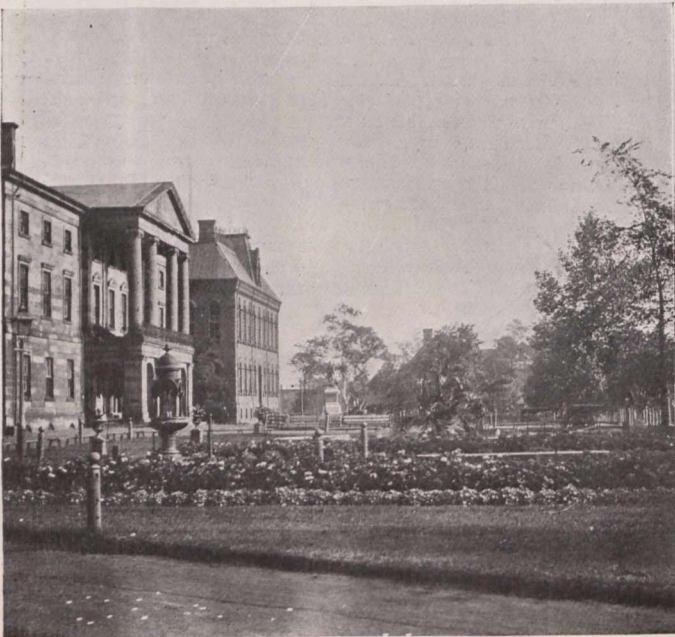


A CHILDREN'S CEREMONY: CLOSING THE SCHOOLS AT CHARLOTTETOWN.

or among romantic associations, and at the same time to have the wonderful sea close at hand. Here he may enjoy the peace that comes only among fertile, flower-gemmed meadows, by the side of running brooks, or under the greenwood tree; here he may delight in the pastoral life that every one of us loves in his heart of hearts. And then, for a change—and change is the essence of holiday-making—he may turn to the coast, with its golden sands, wild red rocks, blue sea, and azure sky, where all the healthful pleasures of a seaside resort may be obtained.

For the tourist who cares for the relics of ancient days and the ruins of antique forts, there is a huge playground in the city of Charlottetown, where many relics of the occupancy of the island by both British and French soldiery are to be found.

Last of all, for the man who is happier, if he has rod or gun at hand, the rivers and lakes afford some excellent trout and salmon fishing, and in the autumn and winter wild geese, black-duck, and sea-fowl abound in plenty.



THE PROVINCIAL GOVERNMENT BUILDINGS AT CHARLOTTETOWN.

WIRELESS TELEGRAPHY TO CANADA.

The Marconi Wireless Telegraphy Company are now accepting messages from the public for transmission between London and Montreal. The charge is 7½d. per word, inclusive of land rates.

THE GEORGIAN BAY CANAL.

Extension of Time Asked.

Among the private Bills read a second time at Ottawa is one backed by Mr. Robert Stewart, M.P., which asks for an extension of time in which to complete the Georgian Bay undertaking, owing to the fact that the Dominion Government has not yet come to a decision in regard to the surveys and inquiries which it has made into the feasibility of the project.

An interim report on the survey places the approximate cost of the section from the bay to Lake Nipissing, a distance of 81 miles, at \$13,700,589. The total distance from the bay to Montreal is 440 miles. The report says that the distance from Fort William to Liverpool via New York is 4,929 miles, while via the Georgian Bay Canal it would only be 4,123 miles.

Mr. Jas. Tudhope, M.P.P., of Orillia, has waited on the Hon. W. Pugsley and the Hon. Geo. P. Graham to ask that the Government undertake as soon as possible extensive dredging works at Tiffin and Victoria Harbours, the Georgian Bay ports of the Grand Trunk Railway and Canadian Pacific Railway respectively. Mr. Tudhope asked that the harbours be dredged this year to a depth of 25 feet and wharves built, so that they might be available for the largest lake freighters next fall. The Ministers promised to promptly bring the matter before the attention of their colleagues.

THE JAPANESE LABOUR SETTLEMENT.

Tribute to Sir C. Macdonald.

The Hon. R. Lemieux, speaking at a banquet given by the Montreal Liberal Club in honour of the Hon. Sydney Fisher, Canadian Minister of Agriculture, repudiated the allegations that the Japanese were an inferior race. On the contrary, he said, they were the most intelligent, up-to-date, and civilised ally that Great Britain could have in the Far East. It was not a party question, Mr. Lemieux continued, that had been discussed behind closed doors in the Foreign Office at Tokio. Sir Claude MacDonald, the British Ambassador, had been constantly at his elbow, and had probably done more for the success of his mission than he would have done for any other country in the world. Mr. Lemieux went on to tell of the delicate nature of the negotiations and of the confidence he had in the good faith of the Japanese Government.

Count Hayashi, Minister for Foreign Affairs, addressing the Japanese Diet on the foreign policy of the Government, announced that the Canadian emigration question was definitely settled, Japan agreeing that emigration should be restricted to reasonable limits which would be defined by a memorandum. They had, however, conceded no treaty rights, and their prestige had not suffered.

CANADA IN THE KING'S SPEECH.

The Japanese labour settlement was referred to in the King's Speech at the opening of the Imperial Parliament last week in the following terms:—"The difficulty which had arisen respecting Japanese immigration into Canada has been settled on terms agreed upon between the respective Governments."

THE CANADA CLUB DINNER.

The second dinner of the season given by the Canada Club was held on Wednesday at the Ritz Hotel, after *Canada* had gone to press. According to previous arrangements, the speakers included Mr. H. Benn, who proposed the "Imperial Forces," Admiral Sir Archibald Douglas, G.C.V.O., Lieut.-General J. W. Laurie, C.B., and Major E. F. Coates (who responded for the Navy, the Army, and the Auxiliary Forces respectively), and Major G. W. Stephens, who responded to the toast of "Canada," proposed by the chairman Mr. F. W. Taylor. The health of "The Guests" was proposed by Colonel H. E. Rawson, C.B., and responded to by the Earl of Ranfurly, G.C.M.G. "The Chairman" was proposed by Sir Gilbert Parker. A full report of the speeches will be given in the next issue of this journal.

The report on the Franco-Canadian treaty of September 19, presented to the French Chamber of Deputies by M. Jules Siegfried, Member for Havre, in the name of the Customs Committee, has just been issued as a Parliamentary paper. M. Siegfried concludes in favour of the ratification of the treaty, as it leaves France free to do as she likes in the revision of her tariffs. He has no doubt that the new arrangement will develop trade between the two countries.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.



Ottawa.—The Ottawa Improvement Commission proposes to utilise \$100,000, which is to be received from the sale of a site for the new Grand Trunk Railway hotel in Major Hill Park, in constructing a river-front driveway from Nepean Point to Rideau Hall. The new driveway when completed will make a fine addition to the present system of beautiful thoroughfares constructed here by the commission.

Toronto.—The construction of a grand plaza, extending 2,000ft. from York Street to Scott Street, having railway traffic accommodated on a stone viaduct and vehicle and pedestrian traffic provided for on a broad thoroughfare, was outlined by Mr. A. H. Chapman, of this city, in a paper on "The Waterfront of Toronto," at the banquet in connection with the twentieth annual convention of the Ontario Architectural Association at the National Club.

—The handsome new home of the National Club in Bay Street has been formally opened.

—Mr. L. H. Clarke has been elected President of the Toronto Board of Trade.

—The University of Toronto now ranks about sixth in the British dominions in point of the number of its undergraduates, and has lately been growing more rapidly than any of them. In arts, science, medicine, and education alone 3,300 students are registered, while counting in the other affiliated colleges the registration approaches 4,000. New buildings are now the need of the university, the accommodation being utterly inadequate.

—Damage to the extent of \$930,000 was done to property here by a fire in St. Joseph Street. The insurance was \$59,000.

—The Provincial Treasurer states that in 1907 the revenue of Ontario from succession duties was about \$836,000, compared with the \$700,000 anticipated.

—The Toronto Suffrage Association has been formed to advance the cause of woman suffrage in Canada. Mr. Jas. L. Hughes, Inspector of Schools, is President.

London.—The Executive Committee of the Daughters of the Empire have decided to advertise for tenders on a suitable soldiers' monument in Victoria Park. Some of the best known Canadian artists have been invited to submit plans and specifications. The ladies have over \$9,000 in hand for the monument.

St. Catherine's.—The new isolation hospital for contagious diseases, built at a cost of \$3,000 by the local Board of Health, the money being collected by the ladies of the city, has been officially handed over to the Mayor by the chairman of the Building Committee of the Board of Health.

Fort William.—The Fort William Terminal Railway and Bridge Company has given notice of application to Parliament for an act to extend the time for the commencement and completion of the works authorised.

Port Arthur.—The City Council have just completed arrangements with the Kaministiquia Power Company for the supply of 700 h.p., to be used for lighting and the operation of their street car system. —At the meeting of the Council the question of selling Fort William this town's end of the street railway, was discussed, and a decision reached that it was not in the interests of the twin towns to have two separate lines of street railway. The sum of \$75,000 was the sum offered by Fort William to the city for the street railway, together with all the franchises and privileges connected therewith and one-half the rolling stock and equipment of the whole railway.

Brantford.—Mr. Johnson, lessee of the opera house which was destroyed by fire recently, has announced that he will, in company with others, build a theatre in Brantford at an early date.

Meaford.—The by-law to build a town hall to cost \$15,000 has been carried, as has also that to grant the Seaman, Kent Company a \$10,000 bonus.

Haileybury.—A charter has been granted by the Government to the town of Haileybury for a Board of Trade.

Saulte Ste. Marie.—The Algoma Steel Company has shut down owing to a scarcity of iron ore.

Goderich.—Two by-laws to authorise the Town Council to expend \$18,000 in the improvements of the town water supply and sewer extensions were defeated.

Tillsonburg.—By-laws to bonus Borden's Condensed Milk Factory and the Pork Packing Company have been passed.

Deseronto.—The Rathbun Company's sash and door factory at Deseronto, which has been closed down for repairs, has reopened.

Berlin.—The progress made last year in this city is marked. There were erected 275 buildings at a cost of \$800,000, nine new industries were started, and 800 were added to the population.

Owen Sound.—In consequence of the poor dry-docking facilities at this port, Mr. W. P. Telford, M.P., is forming a company to build and operate a modern dry dock.

Belleville.—The new public library, which has been given to the town by Mr. Henry Corby, ex-M.P., is now open. The library has a floor space of 1,200ft., seating capacity for 125 people in the reading-room, and cost about \$22,000.

St. Thomas.—The financial statement of the city waterworks for the past year shows an excess of revenue over expenditure of \$17,726. Deducting \$10,021 paid by the city on account of debentures and interest, a surplus of \$7,705 is available for the city's general fund.

Guelph.—A delegation of five aldermen and the mayor have waited upon the Ontario Legislature to make arrangements as to what will

be done in the matter of enlargements to the present winter fair buildings. There are three schemes for the extension of the buildings on the present site; another to move near the new armouries, and another to erect new buildings. The city would favour steel and cement buildings at a suggested cost of between \$20,000 and \$30,000. The help of the Dominion Government is also to be asked.

Windsor.—The town will be supplied with natural gas from the Tilbury fields. The Symes syndicate will pipe the gas at 35 cents. for cooking and lighting and 25 cents. for other purposes, with the privilege of increasing the rates five cents at the end of seven years. As a guarantee of good faith the company proposes to spend \$50,000 of the \$600,000 that will be required to bring the gas to the city in laying mains outside the city limits before beginning to tear up any streets for pipes.

Collingwood.—The assessor's roll shows an increase of \$294,344 in the assessment of the town.

Thorold.—This town will seek ratification by the Ontario Legislature next session of the by-law to raise a loan of \$80,000 for the construction of waterworks. The existing debenture indebtedness of the town, inclusive of the debentures authorised to be issued by previous bylaws, is \$34,568.

Napanee.—The Council is applying to the Ontario Legislature for an Act to confirm the by-law providing for the completion and extension of the municipal electric light plant, and authorising the issue of debentures for \$10,000.

QUEBEC.



Quebec.—The Quebec Exhibition Company has decided to organise an agricultural exhibition, which will take place during the tercentenary celebration of the foundation of Quebec in August next.

—The delegates who have been selected to represent the diocese of Quebec at the Anglican conference in London next June are: Dean Williams, Archdeacon Balfour, Mr. John Hamilton (chancellor of Bishop's College, Lennoxville), and Mr. Wm. Farwell, B.C.L., Sherbrooke. The remaining vacancy will probably be filled by the appointment of a delegation from the Woman's Auxiliary. Quebec's offering to be made with those from other dioceses at the closing service of the conference in St. Paul's Cathedral is a fund of \$10,000, to be devoted to defray the expenses of training young men for the priesthood who will pledge themselves to work for at least five years in the Canadian West.

—Mr. Lorne C. Webster has been elected by the Shipping Federation to represent the latter body on the Quebec Harbour Commission in place of the late Mr. Felix Carbray.

Montreal.—The Canadian Forestry Association will hold its annual conference in March next at Montreal for the first time. The conference will cover two days, and it is expected that the guests will include the Governor-General, Sir Wilfrid Laurier, Mr. R. L. Borden, Archbishop Bruchesi, Mgr. Laflamme, and other prominent people.

—The Hon. Philip Roy, Speaker of the Legislative Assembly at Quebec, has announced that he will oppose Alderman Payette for the mayoralty of Montreal.

Hull.—Mr. Augustin Thibault was re-elected Mayor. —The increase of the town's revenue for 1907 was \$10,658. The sum of \$20,068 has been paid on the debt of the city, of which amount \$10,000 was on notes and \$10,067 deposited as sinking fund. The civic debt now totals \$961,080.

Avilre.—The Town Council has decided to accept the offer made by Messrs. Poupore and Frazer to sell their waterworks system to the town for \$50,000. Debentures will be sold for \$55,000 to provide \$5,000 extra for extensions.

Sherbrooke.—At the annual meeting of the Sherbrooke Power, Light and Heat Company a motion to sell the company's plant and business to the city, at a price to yield the stockholders \$85 a share, the city to assume the company's bonds, was carried.

NOVA SCOTIA.



Halifax.—The Royal Bank of Canada is to establish an uptown branch in the South End.

—Plans are now nearly completed for the complete remodelling of the post office building here.

—Mr. George E. Faulkner, M.L.A., has been elected president of the Halifax Board of Trade, in succession to Mr. A. M. Bell. Messrs. C. H. Mitchell and T. C. Stewart are vice-presidents. It was decided to advocate a line to Canada to equal any to New York. The Board has a membership of 508.

Sydney.—At a meeting of the county and town councillors and citizens resolutions were passed calling on the Provincial Government to pass an Act at the next session of the Legislature to enable it to procure money and make a loan to a railway company of \$13,500 per mile for railway extension in Cape Breton and Richmond Counties. The resolution embodied a proviso that an effort be made to secure the extension of the Intercolonial from Sydney to Louisburg via the Lingan, Glace Bay, and Morien coal basins, which will shortly be developed on a large scale.

Truro.—A Canadian Club has been organised here. The president is Dr. J. B. Hall, professor of the Nova Scotia Normal School,

and the vice-president, Mr. M. Cumming, principal of the Nova Scotia Agricultural College. The Hon. D. C. Fraser, the Lieutenant-Governor, will address the inaugural meeting.

NEW BRUNSWICK.



Fredericton.—In response to a request submitted recently by a delegation from the New Brunswick Teachers' Association, the Provincial Government promised, previous to dissolution, to put into immediate application a system of pensions for aged public school teachers.

—The Provincial Government, if returned to power, will take up the question of establishing a sanitarium for consumptives in this province.

St. John.—It has virtually been decided that the new wharves to be built here by the Government of Canada will be constructed of concrete on heavy timber crib work.

—A new scheme of civic re-organisation has been brought forward for St. John, N.B. It is proposed to abolish the directors of the Board of Works, public safety and water and sewerage, their functions being vested in one engineer. It is also proposed to abolish the offices of superintendent of street and superintendent of ferries, as well as the present board of assessors, with the exception of the chairman.

PRINCE EDWARD ISLAND.



Charlottetown.—The city's receipts from all sources during the past year were \$105,643, and the expenditure was \$105,192, leaving a surplus of \$451. Two miles of concrete sidewalk were laid during the year. The water and sewer commissioners reported that the year was the best financially in the history of the works, the surplus being \$800 better than any previous year. The health officer reported 200 deaths in a population of 12,000.

MANITOBA.



Winnipeg.—In the Legislature the Bill amending the charter of the Winnipeg Grain Exchange has been read a second time. The Premier, in moving it, said the Bill was as drafted and handed to him by the Grain-growers' Association. Representatives of the association and the exchange would be heard before the Select Standing Committee on Agriculture and Immigration, to which it was referred; and suggestions would be received and considered.

—The report of the Provincial Lands Department for 1907 has been laid on the table of the Legislature. It showed that during the year an area aggregating 123,199 acres was disposed of for a sum of \$477,984, giving an average of nearly \$3.88 per acre. The area of lands still under the control of the province is as follows:

	Acres.
Unsold December 31, 1906	905,270
Reverted to province, 1907	11,781
Transferred by Dominion Government in 1907 ...	384,440
	1,301,493
Disposed of during 1907	123,199
	1,178,294

—The City Council has unanimously decided to apply to the Legislature for the repeal of clauses in the charter which gave the street railway company a monopoly of the commercial lighting business. An application will also be made for power to raise money for extensions to the power plant system after it has been completed. The main extension will, of course, be a system for the distribution of power after it is brought to the city.

—Messrs. White and Manahan's millinery and clothing store has been damaged by fire to the extent of \$35,000.

—“The Winnipeg City Directory for 1908” estimates the population at 139,869.

Brandon.—The City Council has practically selected the site which the city is to purchase and upon which the Government is to build the new court house in this city for the western judicial district.

Elgin.—The new Church of England has been opened by Archbishop Mathieson, of Rupertsland.

BRITISH COLUMBIA.



Victoria.—Sir Wilfrid Laurier, answering a question in the Dominion House of Commons recently, stated that there was no truth in the report that the Federal Government had instructed the Lieutenant-Governor of British Columbia to disallow the Bill framed on the lines of the Natal Immigration Restriction Act, which has just been introduced into the Legislative Assembly of the province.

—Dr. Hall has been elected Mayor of Victoria for the present year.

—The Hon. Richard McBride, with Mr. A. E. McPhillips, K.C., M.P.P. for the Islands, is making a tour of that constituency. Before leaving, a dinner was given in honour of the Premier, at the Sydney Hotel. Mr. Clive Phillipps-Wolley, president of the Conservative Association for the district, was chairman.

Vancouver.—The city's bank clearings in 1907 showed an increase of 44.5 per cent., the biggest gain shown by any city in America. Sioux Falls, S.D., was next, with a percentage of 32.5.

—The assessment of Vancouver has increased by \$6,833,895; the total assessment last year being \$54,035,010, and this year \$61,768,905. The population has increased by 8,000.

SASKATCHEWAN.



Regina.—Judge Killam, chairman of the Railway Commission, recently sat in this city to hear depositions from the merchants of Regina, Portage la Prairie, and Brandon protesting against the enforcing of the new freight tariff, by which Winnipeg traders could have their goods sent west at cheaper rates than those of other towns.

—Mr. Frank B. Smith, M.E., has been commissioned as Inspector of Mines for the Dominion Government in Saskatchewan and Alberta to look into the question of royalties on coal lands which were secured by purchase May 19, 1902, and prior to the issuance of new coal regulations. Under the new regulations no coal lands are purchased, and coal rights are leased only.

Saskatoon. Mr. Wm. Whyte, second vice-president of the C.P.R., has promised, when he is next here, to accept an invitation to address the Canadian club.

Moosomin.—The secretary-treasurer of the town announces that he has collected during 1907, taxes amounting to \$12,772. Of this amount \$12,069 was town taxes and \$702 rural taxes.

ALBERTA.



Edmonton.—A musical festival will be held here in May, at which singers and choirs and pianists from all parts of the province will compete.

—At the first regular meeting of the new Council it was decided to appoint a permanent city auditor at a salary of \$3,000 a year. The city borrowed \$255,000 more from the Imperial bank, making the total indebtedness to the bank of \$445,000.

—The Dominion Government will grant 15 per cent. of the cost of the high-level Strathcona-Edmonton railway bridge to the Canadian Pacific Railway, the amount to be applied to the building of a traffic floor on the bridge. The total cost of the bridge is estimated at \$1,000,000. Deducting from this the estimated cost of the traffic bridge—\$275,000—would leave \$725,000. Fifteen per cent. of this would be \$109,500, which, deducted from the \$275,000, together with the \$100,000 promised by the Local Government, would leave about \$60,500 for Edmonton and Strathcona to contribute. Strathcona is willing to put up \$25,000, leaving \$35,500 for Edmonton to pay. The matter is being discussed by the City Council.

Calgary.—At a dinner given by the Calgary Exhibition Co. to the board of directors of the City Council and school trustees, the manager of the fair stated that up to the present time the prospects for a successful exhibition far surpassed the most sanguine expectations. Although the exhibition dates are nearly six months ahead, the exhibits and entries already promise to far exceed in quantity and quality those of any previous years.

Obituary.

The following deaths are recorded:—
 Sir Henry Whauley Tyler, for eighteen years (from 1877 to 1895) President of the Grand Trunk Railway. Sir Henry was formerly a captain in the Royal Engineers, deputy chairman of the Great Eastern Railway of Great Britain, and chairman of the Peruvian Corporation and of the Westinghouse Brake Company. He sat in the Imperial Parliament as a Unionist member for Harwich from 1880-85, and represented Yarmouth from 1885-92. He was knighted in 1877.

Sir William George Johnson, Bart., the fourth holder of the title, the first possessor of which was known as Johnson, of New York. He received the distinction in 1755 in recognition of military services in North America, and also for his success as negotiator with the American Indians. Sir William had a residence at St. Matthias, near Montreal, Canada.

The Hon. George A. Walkem, ex-judge and formerly Attorney-General and twice Premier of British Columbia, at the age of eighty-one. Mr. Walkem was born in Ireland, but went to Canada at an early age, and finished his education at McGill University. He first sat for the Legislative Council of British Columbia in 1864. He was one of the most active workers on behalf of confederation. After his resignation of the position of Premier in 1882, he was appointed a puisne judge of the Supreme Court of the Province.

Just Published, 5s. net.

**SIXTY YEARS OF PROTECTION
IN CANADA, 1846-1907.**

WHERE INDUSTRY LEANS ON THE POLITICIAN.

By **EDWARD PORRITT.**

THE TRIBUNE.—“Mr. Edward Porritt's complete, detailed, and most instructive history of ‘Protection in Canada.’”

MACMILLAN & CO., LTD., LONDON.



THE CANADIAN TARIFF.*

Mr. Porritt has taken infinite pains in the accumulation of materials for his history of Canadian fiscal policy, but it is a subject for regret that he has not sorted out the evidence in the first place in accordance with the first axiom of scientific history. To him a handful of statistics from a blue-book, the witness of a trained observer, the *à priori* statement of an economist of the Manchester School, an excerpt from a leading article in a British or Canadian journal, a passage from an electioneering speech—all such matters are regarded as chunks of reality, always provided it suits his purpose to bring them into his narrative. This is not the way to write economic history, and the result is close on 500 pages of stodgy, pretentious journalism of a kind, which was good enough for the past generation of omnivorous readers, but is now "taken as read" by persons who wish to ascertain the living truth. Moreover, it is abundantly clear from the first page—the title-page, on which a saying of Alexander Mackenzie's to the effect that "there is no policy more consistent with what we call the Dark Ages of the world than that of protection as a principle" is presented as his text—that his chief object has been to produce a piece of special pleading on behalf of the so-called "Free Trade" of the old-fashioned insular economists. Let us take one significant example of his method. In 1893 Sir Richard Cartwright, stumping the country in the days when his perferendum ingenium had not been cooled by the burden of official responsibility, declared that thirteen years of the National Policy had cost Canada "hardly less than a thousand million dollars." "When Germany levied her enormous war indemnity upon France twenty years ago," he went on to say, "the total sum which the victors dared exact from the vanquished country hardly amounted to the sum which has been levied from you, and taken out of your pockets, for the purpose of entrenching your oppressors in power and enabling them to defeat the wishes of the people." Would any writer, who aspired to be accepted as a serious authority on the science of political economy, be so foolish as to base his argument on this piece of statistical rhetoric? Yet this is what Mr. Porritt does when, to affright the souls of British electors promoting the case for Tariff Reform, he estimates that during the period 1879-1907 Sir John Macdonald's national policy and the adaptation thereof by the Laurier Administrations have cost Canada two thousand million dollars. It is true that he points out in passing that the number of men employed in manufacturing plants—at a very high rate of wages, as we know—in 1901 was 575,000, as compared with between 5,000 and 7,000 in 1858. We should like to ask Mr. Porritt the question which, with another significance, used to appear constantly in the editorial pages of the *Toronto Globe*: What has become of the money? He gives his readers to believe that it has gone where war indemnities go—out of the country. Or if compelled to admit the utter absurdity of such a suggestion, he would probably say that it had all gone into the pockets of a few manufacturers. But such a statement would be equally erroneous, since a moment's con-

sideration of the increase in the number and average wages of the employees clearly shows that a very large proportion of this hypothetical sum must have gone into the pockets of the workers, and been distributed throughout the community from the Atlantic to the Pacific. But Mr. Porritt is blind to all such facts, since, like nearly all Cobdenites, he thinks the "producer" and the "consumer" are two distinct persons. In Cobdenite works on economics the producer never eats or wears anything; the consumer is merely a stomach, unemployed and unemployable. It is high time an end was made of all this fantastically foolish reasoning.

But it is the ethical motive of his book which will appeal most to the opponents of Tariff Reform in the Mother Country. Indeed, the Liberal journals have all made much of it, catching at its rubbishy arguments as a drowning man does at a straw. Protection, whether it be purely defensive, as in Canada, or offensive as well as defensive, as is the case with the U.S. tariff, which was avowedly framed to crush out British competition in the world's markets, is—in the Free-importer's opinion—an inevitable cause of political corruption. The American manufacturer is always asking for more, and the Canadian manufacturer has not been slow to follow his example. But in the United States and in Canada—certainly in Canada—the influence of the agricultural vote has limited the gratification of this very human desire to increase the margin of profits. Mr. Fielding ("H. S. Fielding," according to Mr. Porritt, whose great soul cannot concern itself with such small inaccuracies) has, in the opinion of non-partisan observers, held the balance fairly enough between the agricultural and manufacturing sections of the country. That political corruption exists in Canada is a regrettable fact which nobody can truthfully deny. But how far is it the result of the existence of a tariff? It is hard to say; this at least is certain, that it is not, as Mr. Porritt would have us believe, altogether the result of tariff manœuvres. Germany and France both have a tariff mid-way in "height" between that of the United States and that of the Dominion. Yet political corruption is an insignificant factor in the former two countries, public opinion there being strongly opposed to the professional politician with an axe to grind. It is not the existence of a Tariff, but the careless complaisance of the ordinary elector engrossed in his own business of money-making, which is the causa causans of political corruption in a "new" country such as Canada. Canada will grow out of this carelessness; so perhaps will the United States, where, however, a prevailing habit of lawlessness is another obstacle in the way.

Two more points, out of many which occur to the critic of this unhappy perversion of Canadian history and the politics which is Canada's history in the making, shall be touched upon in conclusion. Mr. Porritt appears to think that the "National Policy" was nothing more than a tariff. He forgets, if he ever knew, that the object of the "Fathers of Confederation" was to create a transcontinental polity which should be economically and politically independent of the United States, and that this task involved the purchase of the Hudson's Bay Company's territorial rights, the

welding together of all the British North American communities, the building of the Canadian Pacific, and the adoption of a fiscal policy which would prevent Canadians from becoming mere "hewers of wood and drawers of water" for the United States. Canada, under the rule of Alexander Mackenzie, a convinced Cobdenite, was a slaughter-market for the American manufacturer and a land of soup-kitchens. If the profits of Western development were to go, even in part, to the Dominion, a moderately-protected tariff was a corollary of the political project. Secondly, he attacks Sir Wilfrid Laurier and Sir Richard Cartwright for abandoning their free-trade principles when they entered office, forgetting (1) that the British preference was a step in the direction of freer trading, and (2) that wise men, when face to face with facts and responsible for the administration of a great and growing country, often show their wisdom best by inconsistency. Dare to be inconsistent—should be the motto of every statesman. Finally, the amazing prosperity of the Dominion is by itself ample confutation of the arguments of any number of half-Americanised Porritts.

THE COLONIAL OFFICIAL JOURNAL.

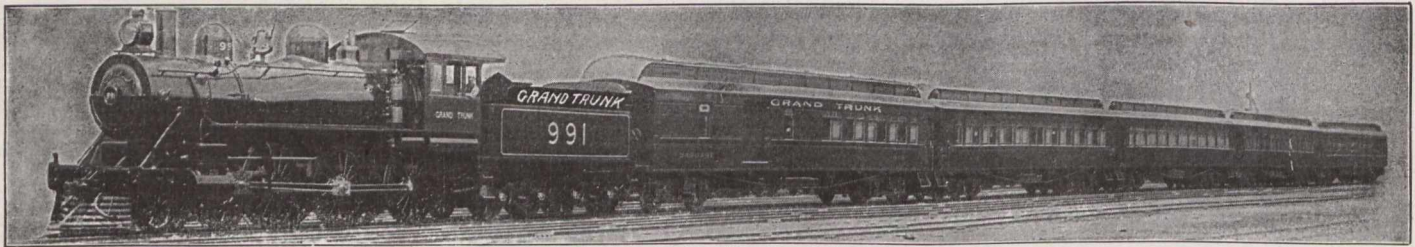
Though edited by W. H. Mercer, C.M.G., and R. V. Vernon, both members of the Colonial Office Staff, the tone of this periodical is by no means "official," several of the contributions in the January issue being outspoken to a degree. Perhaps the most interesting article is that entitled "Canada and Old Age Pensions," which, now that the British Government have decided to make an attempt to assure the future of aged workers—it is difficult to see where the money is to come from—in order to keep the Labour Members in line, deserves to be widely read. The writer is of opinion that old age pensions, except under the form of a self-supporting insurance scheme, are not regarded as necessary in Canada, where any willing worker can hope to provide for his declining years by the exercise of ordinary thrift. "The position," the article concludes, "may be compared with the trend of thought in Australia. Here also there is no submerged tenth. The question is not one of abject poverty, but of the decent workman. It is he who thinks most of the future, and agitates for a provision for it. The demand for old age pensions is, in fact, influential where the average standard of living is high, and where the worker learns to appreciate the comforts of life. But a state of rapid commercial expansion, which familiarises public opinion with examples of brilliant successes and obscures the failures, is not favourable to the idea. Evidently the movement will have no place for the present on the American continent."

Good short stories are rare, but in "Held to Honour" (London: Ouseley, 6s.), by Ella Napier Lefroy, there are several excellent examples. That which gives the name to the volume reminds one of "The House with the Green Shutters"—what a loss the author's death at the age of twenty-five was to Scottish literature!—in its uncompromising realisation, power of character-making, and correctness of dialect. Mrs. Lefroy does not make use of the weirdly and wonderfully made patois of the "kailyard," and if she continues to work in this vein of tragedy she will not be one of those who go up like a Crockett to come down like a Stickit minister. Of the literary yarns we like best "A Case for the Authors' Society." Some of the others are not quite convincing. Writers who cannot make fiction pay never, or hardly ever, leave life in despair. They live on to write for the daily—what is the paper's name?—or, still more often, become financial journalists.

* "Sixty Years of Protection in Canada, 1846-1907." By Edward Porritt. (London: Macmillan). 5s. net.

GRAND TRUNK RAILWAY SYSTEM

Canada's Double Track Railway



GRAND TRUNK RAILWAY STANDARD PASSENGER TRAIN.

THE "INTERNATIONAL LIMITED"

The "Railway Greyhound of Canada" and the
Finest and Fastest Train in the Dominion,
Runs DAILY between MONTREAL, Toronto, Niagara Falls,
Detroit and Chicago.

Finest Roadbed in Canada. Courteous Attendants.
Modern and Luxurious Trains.
Beautiful Scenery. The Best of Everything.

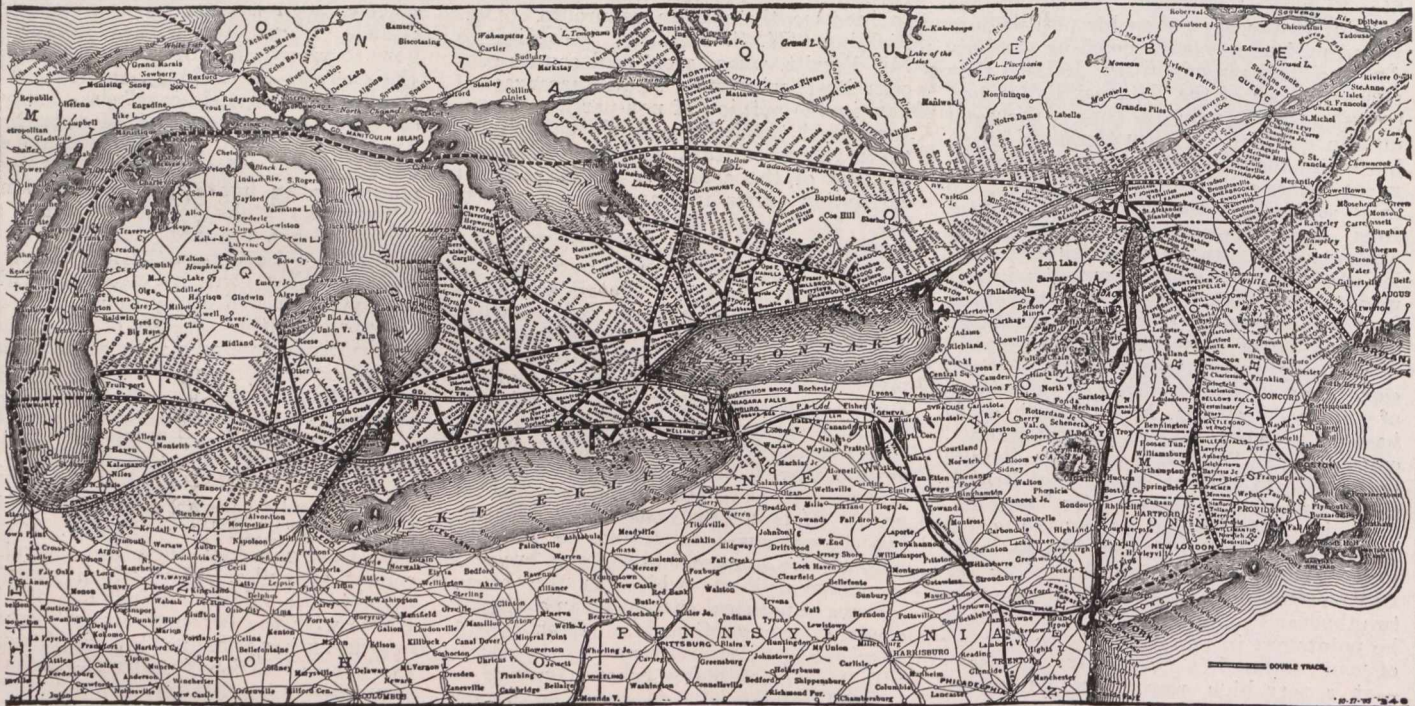
4 FAST EXPRESS TRAINS Between MONTREAL and TORONTO Each Way Daily

THROUGH TRAINS

Between BOSTON [via Boston & Maine Railroad and Central Vermont Railway] MONTREAL, TORONTO and CHICAGO.
Between NEW YORK, TORONTO and CHICAGO via Lehigh Valley Railroad and Niagara Falls.
Dining, Cafe-Parlor, and Library Cars on Day Trains. Pullman Vestibuled Sleeping Cars on Night Trains.

THE LINES OF THIS GREAT SYSTEM

REACH ALL THE PRINCIPAL CITIES AND TOWNS IN THE PROVINCES OF QUEBEC AND ONTARIO.



MAP OF THE GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS.

The GRAND TRUNK RAILWAY SYSTEM issues Bills of Lading and quotes Rates of Freight Through from Great Britain and the Continent to all the principal points in CANADA and the WESTERN UNITED STATES, in connection with the Steamships lines to Montreal in summer and Portland in summer and winter.

For further particulars and all information apply to

F. C. SALTER, European Traffic Offices

Colonial House, 20, Water Street, Liverpool.

44, 45, 46, Leadenhall Street, London, E.C.

75 Union Street, Glasgow.

General Offices: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

PURELY PERSONAL

Sir Lawrence Young, one of the oldest directors of the Grand Trunk Railway, is now visiting Canada. During his stay in Toronto he was escorted by Mr. Fitzhugh, the third vice-president, and Mr. Brownlee, the superintendent of transportation, to the Sarnia tunnel, to inspect the progress of the installation of the electric plant which is to provide power to haul trains through the tunnel.

Judge Gordon, who has left his position in Carnduff, Man., to assume the duties of circuit judge of Yorkton district, has been presented by the townspeople with a gold-headed cane. Mrs. Gordon was made the recipient of a silver tea service.

Mr. Cyril E. Ham, of St. John's College, Oxford, son of Dr. Albert Ham, of St. James's Cathedral, Toronto, has temporarily assumed the leadership of the Magdalen Church choir, owing to the illness of Dr. Varley Roberts. Mr. Ham is a young man for the position, being only twenty-two years of age, and the fact of his being chosen to take charge of this famous choir promises well for his future.

The engagement is announced in Toronto of Captain D. Douglas Young, R.C.D., son of Colonel Young, D.A.A.G., E.O.C., and of Mrs. Young, Kingston, to Miss Amy Falconbridge, daughter of Chief Justice Falconbridge, of Toronto.

Captain Duncan S. MacInnis, D.S.O., Chief Staff Officer of the Halifax Garrison, is shortly returning to England to rejoin his corps, the Royal Engineers. His services were loaned to Canada by the Imperial authorities when the Dominion took over military arrangements. He is a Canadian, and graduated at the Royal Military College in 1891.

Professor Torrington, who has been connected with the musical life of Toronto since his coming to the city in 1873, has been presented by the musicians of the city with a handsome leather-covered easy chair.

Mr. J. H. Plummer, of Toronto, President of the Dominion Iron and Steel Company, Limited, is in London, staying at the Savoy Hotel. Mr. Plummer is accompanied by Mrs. Plummer and family.

Mr. T. H. Smallman has been elected President, and the Hon. Adam Beck Master, of the London (Ont.) Hunt Club for the present year.

Mr. Chester Martin, the New Brunswick Rhodes scholar, who graduated last summer, has won the Beit scholarship of £50. This is a signal victory, as the scholarship is open to Oxford graduates of twelve years' standing. The subject of this year's essay was "Colonial administration of Lord Charles Somerset in South Africa." Mr. Martin is the first Canadian to secure this prize.

The marriage of Mrs. Henri Laurier, sister-in-law of Sir Wilfrid Laurier, to Mr. Alphonse Brodeur has been solemnised in the chapel of St. James' Cathedral, Montreal, Archbishop Bruchesi officiating. Sir Wilfrid Laurier was witness for the bride, and the groom's witness was his brother, the Hon. L. P. Brodeur, Minister of Marine and Fisheries. Among the guests were Lady Laurier and Mrs. L. P. Brodeur. Mr. Alphonse Brodeur has been presented with an artistic vase of the Louis XIV. period by the members of the St. Denis Club.

As the result of a competition organised by the *Toronto News* for Toronto commercial travellers, Messrs. William Colville,

W. G. Reilly, James Lumbers, and Valentine Wells have started on a tour of the world. They will travel to England by way of Japan, China, Ceylon, Arabia, Suez, Italy, Morocco, and Gibraltar. Sixteen days will be spent doing the Motherland, with side trips to France, returning home via St. John and Montreal. They are due to arrive home on April 14.

The Rev. W. B. Cooper, M.A., pastor of St. James's Presbyterian Church, Bristol, England, has been appointed as general secretary of the Canadian Bible Society, as a successor to the Rev. Dr. Welsh. Mr. Cooper is a graduate of King's College, Aberdeen.

An oil painting of the late Hon. J. W. St. John, a Past Master and Past District Deputy Grand Master, has been unveiled in connection with the installation of officers at Alpha Masonic Lodge. The painting, which was the gift of Bro. J. Sutton, was unveiled by the Hon. Thos. Crawford.

THE LATE HON. A. PETERS.



The Hon. Arthur Peters, K.C., the Premier of Prince Edward Island, whose death, we regret to announce, took place last week after six weeks' illness, was in his fifty-fourth year. He came of a law-giving family, his father, the late Hon. James Horsfield Peters, having been Master of the Rolls of the Island, while his brother, the Hon. F. Peters, was also Premier and Attorney-General of Prince Edward Island from 1891 to 1897. Mr. Peters studied law with the present Master of the Rolls of Prince Edward Island, with the late G. Baugh Allen, one of the last of the special pleaders, and, while in London, where he was a member of the Inner Temple, with Lord Alverstone, the present Lord Chief Justice of England, and with Mr. Freeman, of the Equity Bar. He was called to the Bar in Prince Edward Island in 1878, and in England in the following year. He subsequently returned to his native province, and for many years practised there. He was made a Q.C. in 1898. Mr. Peters has been a member of the Legislative Assembly of Prince Edward Island since 1890, when he was returned for one of the divisions of King's County. He formed his first Ministry in 1902, and his second in 1905, holding in each the offices of Premier, Attorney-General, and President of the Council. He was, in addition, made Attorney-General in the Farquharson Ministry, when that Cabinet was reorganised in 1899.

Dr. F. J. Shepherd has been elected President of the Montreal Art Galleries.

Dr. J. O. Orr, manager of the Canadian National Exhibition, is making a trip to Egypt, Italy, and other countries.

Dr. A. Ross Hill, the young Nova Scotian, has been just appointed President of the University of Missouri, one of the largest of western universities. Dr. Hill graduated from Dalhousie University in 1892, with honours in philosophy. He took a post-graduate course at Cornell, where he received the Ph.D. degree. He was appointed to Wisconsin State Normal School, later going to the University of Nebraska. From there he was called to the University of Missouri, where he organised the Department of Education, which is recognised as second to none in American Universities. Subsequently he was appointed Dean of the Faculty of Arts and Sciences at Cornell, a position which he now relinquishes.

Mrs. Edwards, of Toronto, the mother of Senator J. C. Edwards, has just celebrated her ninetieth year. Mrs. Edwards was born in Scotland, and came to Canada when only six months old. Her maiden name was Ann Cameron. Mrs. Edwards is remarkably active for a lady of her age, retains all her faculties, and has a wonderful memory.

The marriage has taken place of Dr. Wilbert McIntyre, M.P., of Strathcona, and Miss W. J. Harkley, a daughter of the late Captain Robert Harkley, of Owen Sound, Ont.

The engagement is announced, at Quebec, of Miss Ena Drum, youngest daughter of Mr. S. Wilson Drum, to Mr. Harry F. Dyke, second son of Mr. Edward Dyke, of Worcester, England.

Mr. and Mrs. John Galt, of Winnipeg, are at the Carlton Hotel. Mr. Galt is a partner of the well-known firm of Messrs. G. F. and J. Galt, Winnipeg, and a son of the late Hon. Sir Alexander T. Galt.

Mr. G. M. Bosworth, the fourth Vice-president of the C.P.R., had the misfortune recently to break his arm. On his way from his home to his office he fell on the slippery sidewalk, coming down heavily, and fracturing the right arm between the shoulder and the elbow. He is going on well.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

GOMES.—On Monday, the 27th January, at 5, Upper Woburn Place, London, the wife of S. Gerald Gomes, F.R.C.S.E., of a daughter. (Canadian papers, please copy.)

MARRIAGES.

HUTT-RICHARDSON.—On the 26th December, 1907, at St. Philip's Church, Norwood, Man., by the Rev. Sydney G. Chambers, assisted by Rev. T. A. Garton, Roie Gladys, eldest daughter of Mr. and Mrs. Kemp-Richardson, of Norwood, to Charles Mustapha Hutt, second son of the late C. M. Hutt, of London.

WALKINGTON-SIMPSON.—On the 21st January, at the Parish Church, Monkstown, co. Dublin, by the Rev. Ralph Harden, Francis John, elder surviving son of the late Thomas Walkington, of Ballinderry, co. Antrim, and Toronto, to Margaret Bella, daughter of George Simpson, of Huntley, N.B.

ROBERTSON-HENDRICK.—On 18th January, at New York, by the Rev. Dr. Howard Duffield, Jane Carlyle Hendrick, second daughter of William Jackson Hendrick, of New York, to John Sinclair Robertson, eldest son of J. Ross Robertson, Toronto.

DEATHS.

LINN.—At Manville, Alberta, on the 6th January, William, second son of Thos. B. Linn and Agnes Orr, his wife, late of Glasgow.

TAYLOR.—At Edmonton, on the 8th ult., James Taylor, aged 32, the fourth son of James Taylor, late of Douglas, Lanarkshire.

BEDARD.—In Montreal, on January 13th, Martha Elizabeth Bushe, wife of Francis Xavier Bedard, aged 63.

SNAPSHOTS IN ONTARIO: SOME CHARACTERISTIC STUDIES.



CURIOSITY.



LEISURE HOURS IN THE WOODS.



TARGET PRACTICE.



THE OLD BARN AT EVENTIDE.



TEA IN THE GARDEN.

[Photos by R. G. Waring.]

The Development of Montreal Harbour.

INTERVIEW WITH THE PRESIDENT OF THE HARBOUR COMMISSION.

(Special to "Canada.")

IN furtherance of the scheme to bring the harbour of Montreal up to the most modern standard in the way of equipment and transportation facilities, and to make the port worthy of its destiny as one of the great shipping centres of the world, the Montreal Harbour Commission recently authorised its President, Major George W. Stephens, and its Chief Engineer, Mr. F. W. Cowie, to inspect the port facilities of all the important harbours of Western and Southern Europe. The tour will include London, Southampton, Cardiff, Bristol, Glasgow, Belfast, Liverpool, and Newcastle-on-Tyne, the Baltic ports, Rotterdam, Amsterdam, Antwerp, Havre, and Marseilles. Major Stephens and Mr. Cowie anticipate being in Europe for three months, returning to Montreal before the opening of the spring navigation.



MAJOR G. W. STEPHENS.

The Montreal port authorities have already had the advice of a British expert on the subject of the proposed improvements, and this, in conjunction with the ideas they will gain by personal observation of the aforementioned shipping centres, should prove the foundation of a scheme of enlargement and improvement specially adapted to the needs of Canada's great national port. The new Board of Commissioners of the Port of Montreal commands the full confidence of the shipping interests of the Metropolis and of the Dominion Parliament, upon whose

required to raise the guarantee they will float whatever loan is necessary funds for the works in contemplation.

A representative of *Canada* met Major Stephens during his stay in London, the docks of that city being the first to come under inspection. "The purpose of our tour," said Major Stephens, "is the investigation of the most modern port equipment and development of the principal shipping centres of Europe, with a view to placing the harbour authorities of the port of Montreal in a position to include in their development of the harbour of Montreal and the River St. Lawrence the latest and most efficient methods.

"Montreal," continued the Major, "is situated at the head of ocean navigation, and is approached by a 30-ft. channel, 1,000 miles from the sea. This channel is now buoyed and lighted throughout its entire length with modern gas-buoys and shore-lights of very powerful carrying capacity to within 120 miles of Montreal. The channel is suitable for ships of any length, width, or tonnage to within the same distance of Montreal. For the last 120 miles, however, there is a clear depth at low water of 30 ft. 6 in. in the channel, which is from 350 to 800 ft. wide. Vessels, therefore, with a gross tonnage of 14,000 tons can at the present time proceed to Montreal night or day, without waiting for tide level, and under any weather conditions. From Montreal westward the Canadian canal system affords the only 14-ft. waterway on the North American continent, tapping the whole of the country tributary to the Great Lakes, Western Canada, and the Western States. What this means as a strategical trade factor in favour of the Dominion of Canada will be understood when we recollect the fact that

171,000,000 acres of wheat-bearing land lie in the district between the Canadian frontier separating us from the United States, and the Rocky Mountains and the Red River. Out of these 171,000,000 acres of valuable wheat land there are only at the present time 6,000,000 acres under cultivation. In 1900 only 2,500,000 acres were under cultivation, so that in six years the wheat field of Western Canada has trebled, and the yield of wheat in the same time has grown from 33,000,000 to 140,000,000 bushels per annum. All this great natural wealth is tributary to the Canadian Pacific Railway, the Canadian Northern Railway, and the Grand Trunk Pacific system, over whose lines the whole of this immense agricultural production is carried eastward to the Great Lakes. Herein, therefore, lies the reason why it is deemed advisable to provide, from the Great Lakes to the sea, by way of the St. Lawrence route to Montreal, the best transportation and terminal facilities possible, so that the cost of transportation by way of the Canadian route will place this avenue



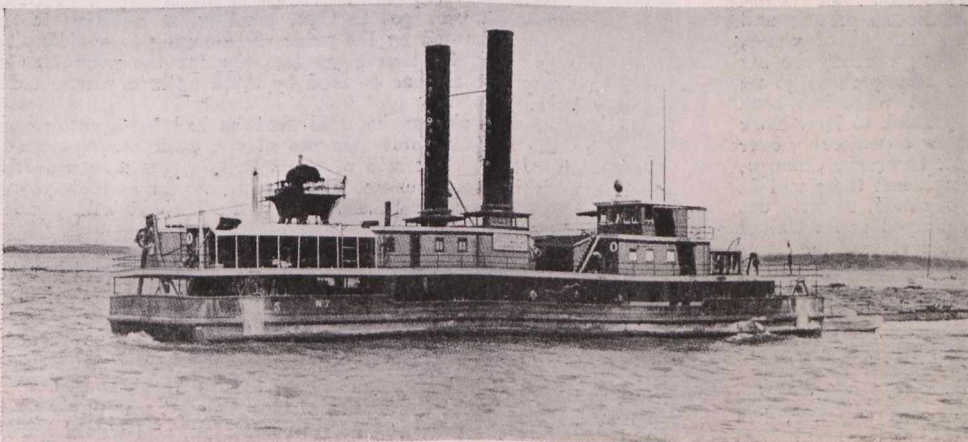
ON BOARD THE DREDGER "GALVESTON."

Mr. F. W. Cowie (on the left) Superintending Engineer of the Ship Channel and Chief Engineer of the Montreal Harbour Commission, and Mr. V. W. Fomeret (on his right), Assistant Engineer of the Ship Channel.

of trade in a position the prestige of which may not be assailed by any rival route.

"Montreal being the interchange point between farthest ocean navigation and the deepest inland water transportation system in the North American continent, it is important that the terminal facilities afforded at this point should be of the most modern kind. Not only will this route afford the line of least resistance for the products of Western Canada, but it will place at the disposal of the shippers of the Western States a highway of trade which will bring Chicago and Duluth nearly 500 miles nearer Liverpool than by any other existing water route on the continent. The Erie Canal, which connects Buffalo on Lake Erie with Hudson River, has a depth of 6ft., as compared with the Canadian canal system with a depth of 14ft. This means that the American canal has a maximum carrying capacity of 8,000 bushels of wheat, while the Canadian maximum capacity is 80,000 bushels. From Buffalo to the sea there is 306 miles of canal navigation by way of the Erie Canal, while by way of the St. Lawrence there is only sixty-five miles. It will be seen from this comparison what a tremendous natural advantage the St. Lawrence water route has over any of its rivals, and only needs the provision of ample terminal facilities and transportation equipment to carry the bulk of the exported wheat of the North American continent.

"That Canadian products and British manufactured articles in the great interchange of trade," said Major Stephens, in conclusion, "should pass from the Motherland to Canada, across America to the Pacific, and



THE HYDRAULIC DREDGE "J. ISRAEL TARTE" AT WORK.

Pacific to the Orient, under the folds of a common flag is an ideal that appeals strongly to the Canadian mind, while the fact that Nature has given us the shortest trade route being the earth is the inspiration that prompts a serious and careful development of the port of Montreal."

Speaking at Liverpool upon the Georgian Bay Canal, Major Stephens stated that the survey had now been completed, and would be presented with estimates to this Session of the Dominion Parliament. In Canada there was a divergence of opinion as to the probable success of the scheme, but personally he was an optimist, and to his mind it was an almost essential accessory in the way of developing the Canadian West.

The Improvement of the St. Lawrence Route.

Marine insurance companies have noted with interest that the accidents upon the St. Lawrence direct route to Quebec and Montreal were very trifling during last season. The work of improving the lighting, as well as the deepening and widening, of the Ship Channel between the pilotage ground at Father Point (Rimouski), 157 miles below Quebec, and Montreal, which is a similar distance above the ancient capital, has been energetically carried on by the Department of Marine, under the Hon. L. P. Brodeur and his predecessors, the late Messrs. Pre-

Since the arrival of Major Stephens and Mr. Cowie on their tour of inspection of the leading British and European ports the Canadian Shipping Federation has passed a resolution recommending that plans be matured for deepening the channel from Montreal to the sea beyond the 30ft. depth at low water, which the present programme so rapidly nearing completion will assure.

Major Stephens at Bristol.

After inspecting the docks at Cardiff the Chairman and Chief Engineer of the Montreal Harbour Commission visited Bristol and were there entertained at a banquet by the Chamber of Commerce, at which over a hundred representative men were present. In replying to a toast proposed by the Bishop of Clifton, Major Stephens, after references to the ancient history of Bristol as a seaport and the visit of Sir Wilfrid Laurier to the city, spoke of his mission, remarking that until January 1, 1907, the port of Montreal was administered by an elective body, partly appointed by the Dominion Government and partly elected by the different interests of the city of Montreal. But there had been so much putting off of the development of the port that the Government determined to place the responsibility in the hands of a Commission of three persons appointed directly by the Government, with an abso-



A VIEW OF MONTREAL HARBOUR.

fontaine and Tarte. A lasting monument to the latter Minister is the altered condition of the greatest Canadian ocean highway, for it was during his administration that fresh energy was infused into the Department of Marine and consistent support given to the programme of the permanent officials. In order to obtain a minimum depth of 30ft. under all tidal conditions, it was necessary to dredge at various points for a total distance of 70 of the 340 miles between the greatest port of the Dominion and the sea. A greatly improved plant, mostly built at the dockyard of the Dominion Government, situated at Sorel, some forty miles below Montreal, was in operation last year, and next April will be in still better condition to complete the work of removing the obstructions which remain, the most difficult of which are situated near the Beaujeu bank and Crane Island, a few miles below Quebec, and in the vicinity of Cap Roche, a short distance above that city.

At present the largest steamships, such as the *Empresses* and the 12,000-ton *Allan* turbiners, owing to their draught of water, have to pass these obstructions on a flowing tide; indeed, the big Canadian Pacific Railway vessels have not yet attempted to go up to Montreal. Expert engineers are satisfied that what has been done to deepen the channel leading from Sandy Hook to New York to accommodate the giant Cunarders, which draw considerably over 30ft. of water, can also be carried out in the St. Lawrence Channel, and so soon as the present programme is accomplished there will be more work for Mr. Cowie, the superintending engineer, to carry out if the great Canadian port is to be as fully equipped as its United States rivals for the reception of the up-to-date steamship. It is not generally remembered that even now the big floating palaces which pass up the St. Lawrence could not go through the Suez Canal. The highest tribute yet paid to the work accomplished by the Canadian engineers came from M. Quellenerec, the present successor to the great Lesseps, during a tour of inspection made a few months ago.

The reconstitution of the Montreal Harbour Board, with Major G. W. Stephens as president and Mr. Cowie as engineer, has facilitated the work of improving the port as well as the approaches thereto.

lately free hand, subject to the control of the Minister of Marine and Fisheries, to carry out the development of the port. He regretted the absence of his able colleagues, Messrs. Geoffrion and Ballantyne. Major Stephens spoke at length upon the development of Canadian trade and its growing connection with the Avonmouth docks, which were such a credit to Bristol and Mr. Girdlestone, their engineer. He told his hearers that whilst his colleague, Mr. Cowie, was looking after the technical side of their visit, it was his special duty to sound the feelings of different people with reference to the business aspect. He was interested in cementing and increasing business intercourse between the merchants of Bristol and the merchants of Montreal, between the railways of Canada and the railways of Great Britain—he wanted to see the time in the near future when it would be possible for people in Canada to transport goods from any town in Canada to any town in Great Britain, and when they got to that, possibly, in addition to the sentimental bond created by the pride of belonging to one Empire, they were going to have as great facilities for the promotion of trade that any two nations divided by 2,000 miles of water could possibly have.

Mr. Cowie, who also spoke, said that he had been particularly struck by the stability and elegance of the dock construction at Avonmouth. It might be said of Great Britain that it was ever in the lead in design, permanence, and beauty. So far as their voyage had gone, Bristol was the climax, for it had a harbour with wonderful possibilities.

In a letter to Earl Grey, the Governor-General, Mgr. Sbaretti, the Apostolic Delegate to Canada, endorsed His Excellency's scheme for the consecration of the Quebec battlefields.

A deputation from the Montreal Corn Exchange recently waited upon the Hon. Sir R. J. Cartwright to urge the establishment of a direct steamship line to the West Indies. The Minister replied that the Imperial Government was paying half the subsidy to the present line from Halifax, and would hardly consent to its removal to the more distant port of Montreal.

The New Canadian Insurance Act.

FEATURES OF THE BILL AND ITS RECEPTION.

(Special to "Canada.")

The new Insurance Act of Canada, presented by the Finance Minister to the Dominion Parliament, contains a number of modifications in the existing law, but is, on the whole, much less drastic in its provisions than might have been expected from the recommendations made by the Royal Commission on Insurance last year. Interviews with a number of the leading authorities on life insurance in Canada would seem to show that the measure is, broadly speaking, most acceptable to the companies. Whatever weakness it contains will no doubt be fully exposed when the Bill comes up for examination before the Parliamentary Committee on Banking and Commerce. The Hon. W. S. Fielding, in presenting the result of his labours to the House of Commons, frankly admitted that he had very little hope of pleasing everybody. His endeavour had been to find the medium course between the widely divergent views which are held on this question by the insurance companies and by the Commissioners who recently reported on the conduct of life insurance business in the Canadian field.

Restriction on the Powers of Investment.

The Government Bill covers the entire range of insurance, and many of its provisions apply to all classes of insurance alike. It provides, among other things, for greater publicity, for a triennial distribution of dividends to policy-holders, for a prohibition of rebating under severe penalties, and for a limitation of investments to established dividend-paying stocks and bonds. The investment clauses are described by the author of the Bill as "an entirely new basis of determining the classes of securities in which insurance funds may be invested, based upon the earning power of the individual securities." This restriction on the powers of investment will apply to British and foreign companies operating in the Canadian field, as well as to those which derive their corporate powers from the Parliament of Canada. The prohibition of rebating applies too, of course, to Canadian, British, and foreign companies alike. At the present time the British and foreign insurance companies, operating in the Dominion, have trustees in Canada with whom securities are deposited for the security of their Canadian policies. The new law provides that as these trustees, most of them private individuals, drop out, their places will be taken by incorporated trust companies. The insurance companies will be given five years to get rid of any investments which do not correspond to the requirements of the new law.

The Bill's Principal Features.

The following are the principal features of the Bill:—

The powers of the Government over the conduct of the insurance business are enlarged. The Finance Minister may suspend, withhold, or refuse to issue new licenses for violation of the regulations.

British and foreign companies must place their deposits for the security of their Canadian business in the hands of Canadian trust companies instead of private trustees.

Deferred dividends must be distributed at least once in every three years.

Separate account must be kept of the cost of new and renewal business.

Head offices must not accept commissions; agents, however, may still be paid either by salary or by commission.

No salary of \$5,000 or upwards is to be paid without the special sanction of the company's board of directors, and returns shall be made to the Insurance Department yearly for publication of all persons in the company's employ receiving \$4,000 or upwards, either in salary or commission.

Agents granting a rebate, or policy-holders accepting a rebate, will be liable to a fine of \$100, and any manager or director wilfully granting a rebate will be liable to a fine of \$1,000.

Pension funds can only be established by authority, obtained at a general meeting.

No proxy will be valid unless given within two months of the date of the meeting at which it is presented.

Standard policies will not be demanded, but standard provisions must be adhered to by all the companies.

All new fraternal society insurance must hereafter be based on the tables of mortality prepared by the National Fraternal Congress.

Companies may invest their funds also in accepted bonds of five years' standing, on which there has been no default; in debentures of seven years' standing, on which there has been no default; in preferred stock, which have for seven years paid a dividend of at least 4 per cent. per annum; or in common stocks, which have paid a dividend of at least 5 per cent. for ten years. Provision is made to prevent insurance companies controlling subsidiary companies. With this object in view an insurance company is not permitted to hold more than 20 per cent. of the total issue of bonds, stocks, or debentures of any one company.

Investments may also be made in Standard Government securities and in mortgages to 60 per cent. of the value of the real estate security therefor.

Companies are given five years to dispose of prohibited securities with power to the Governor-in-Council to grant an additional year.

Returns must be made to the Superintendent of Insurance quarterly of all securities held by the various companies for the security of their Canadian business.

Commission to agents on new policies must not exceed 50 per cent. of the first premium.

An Underwriter's Appreciation.

Mr. H. C. Cox, President of the Life Underwriters' Association of Canada, has expressed his approval of the new law. "On the whole," he said, "I consider the Bill an excellent one. The public is well protected, and so are the companies. It has evidently been drawn with the basic lines on the English system of publicity and the Board of Trade returns. Compared with the Armstrong Bill in

New York State, or even with the recommendations of the Canadian Royal Commission on Insurance of last year, it seems much less drastic in many respects."

As regards the stamping out of rebates, the Underwriters' Association has been working for some time on an agreement to accomplish this same desirable end, and the Life Officers' Association have approved of an agreement to be entered into by all the companies doing business in Canada, including the foreign companies. This provides for penalties and restrictions for rebating, as against both the companies and the agents. This shows that both the companies and the agents themselves are most anxious to prevent rebating.

Views of London Managers.

The London managers of some of the Canadian insurance companies have been visited by a representative of *Canada* with a view to ascertaining their opinions upon the Bill. Mr. G. A. Sterling, of the Manufacturers' Life, who has had much experience in the Canadian insurance world, was emphatic in his approval of many of the provisions of the Bill. "There is no clause in the Bill," he said, "which will entail any hardship on the companies. With most of the provisions I am thoroughly in accord. Of course, certain modifications will undoubtedly be made before the Bill is finally passed, but on the whole it is, to my mind, very fair, and ought to be beneficial to the companies affected. One strong point is the abolishing of rebates. This rebating has been the curse of the business, and has driven high-class men out of the ranks of the agents. The companies and the better class representatives have been endeavouring for some time back to put a stop to it, but so far have been unsuccessful. Any legislation to improve matters will be heartily welcomed.

"Had the recommendation of the Commission to compel an annual distribution of surplus every year been adopted it would have been unfair to the companies, but a distribution every three years is, I think (continued Mr. Sterling), satisfactory to all concerned. I am not quite sure if it is the intention of the Bill to abolish the tontine business. If so, the policy-holders insured under that condition will not probably secure such good returns as they would have had if they had tontined or 'pooled' their profits for fifteen or twenty years. If it is the intention to abolish this class of business, however, it will do away with the necessity of publishing estimated results, which has been a serious objection. After all, tontine insurance is, to a certain extent, a gamble, and perhaps it would be advisable to do away with such an element."

A Necessary Measure.

Mr. Sterling added that he was glad to see the fraternal societies were to be dealt with. "Too often in the past," he declared, "companies of this nature have been started only to run for a short time before complete collapse. There are in existence fraternal societies doing a good business on safe and conservative lines, but with the majority stringent regulations are an absolute necessity for the protection of the public.

"The investment clause will probably create much discussion, as it is one of the most important provisions in the Bill. To my mind insurance companies cannot be too careful in this respect. The funds held by the companies are in reality held in trust for widows and orphans, and to invest these funds in any channel where the slightest risk is incurred, however attractive the returns may be, is not good policy.

"The other provisions," he added, "are equally fair. Regarding the commission question, I do not think officials of standing at the head offices ever accept commissions. However, the suggested publicity would prevent erroneous ideas becoming prevalent in the mind of the public, and, although the clause is unimportant, should do good. A standard policy is an impossibility. There can be no objections, however, to certain standard provisions, and the abolishing of long standing proxies is certainly, to say the least, reasonable. In fact, the Bill in its entirety is, in my judgment, drawn up on lines which should make it acceptable both to the insurance companies and to the public."

Mr. A. D. Cheyne, manager of the Canada Life Assurance Company, said: "I have not yet had time to thoroughly digest the provisions of the Bill, but, as far as I can judge at present, it is very fair, and should do much good. I am just leaving for Canada, and on my return in February I shall be very pleased to give you my opinion fully on the new Bill."

Mr. G. A. Reid, manager of the Sun Life Assurance Company, of Canada, declined to give any opinion in his official capacity. "Speaking personally, however," he said. "I consider the Bill very satisfactory."

Mr. G. H. Veitch, of the Confederation Life Association of Canada, stated that, as the Bill would probably be altered and modified before finally becoming law, he preferred to wait until it was passed before expressing an opinion. "When it is passed," added Mr. Veitch, "I shall be perfectly willing to give you my views as to how the Bill will affect the English side of the business."

Some Canadian Opinions.

Mr. C. C. Ferguson, actuary of the Great West Life Assurance Co., of Winnipeg, in a letter to the *Monetary Times*, says that the Government has evidently approached the matter of insurance legislation in a commendable spirit of compromise, and the companies, appreciating this fact, will not oppose any laws which are effectively aimed to improve the business of life insurance.

Mr. E. Marshall, general manager of the Excelsior Life Insurance Co., Toronto, on the other hand, says that the Royal Commission was composed of gentlemen who had no practical knowledge of the business of life insurance. "As was naturally to be expected (he continued) the Bill they presented was impossible, and even in the form at present admitted it can have no other result than that of impairing the stability of the companies, diminishing the profits which will accrue, have a tendency to increase rather than to decrease the expenses, and it is not improbable that an increase in the premium rates would be imperative."

Railways.

St. Boniface, the centre of the French-Canadian community in Manitoba, will become an important point on the new Grand Trunk Pacific Railway, as the company will erect large repair shops and sidings there; the contracts will be let before the spring. In Winnipeg the company expects to be employing 2,000 mechanics and other workmen before the end of the year. Mr. William Wainwright, fourth vice-president of the Grand Trunk Pacific, is now in British Columbia, and will negotiate with the Government there regarding details of construction in the province.

The Canadian Northern Railway is asking Parliamentary power to construct a line between Hawkesbury and Montreal with a view to opening a new route between the latter city and Ottawa.

Mr. W. P. Chapman, the recently appointed resident engineer in Toronto for the Mackenzie-Man railways, was born at Abbotsby, Hunts, in 1857, and educated at Bedford College. He went to Canada in 1882. Mr. D. Blythe Hanna, the third vice-president of the Canadian Northern Railway, is a Scotchman, born in 1858, who was a cashier in the service of the Caledonian Railway in 1882, when he went to Canada to the auditor's office of the Grand Trunk Railway; his advancement since that date has been remarkably rapid.

As a result of the visit of Mr. Morse, general manager of the Grand Trunk Pacific Co. to St. John, N.B., borings are being made in Courtenay Bay to determine the depth of water available and nature of the bottom.

Quite independently of the main line railway construction going on for the leading companies the Dominion Parliament will be asked to authorise several other enterprises calculated to open up the country. The Alberta North-Western Railway Company seeks to build from a point between Olds and Red Deer on the Calgary-Edmonton line north-westerly to the Rocky Mountains, along the valleys of the Red Deer, Raven, and Clear-Water Rivers.

Another projected line of the same company aims to start at a point in the North Saskatchewan, between the Big Horn and Sheep Rivers, north-westerly to the Brazeau River, and thence along the valley of the McLeod River to join the main line of the new Grand Trunk Pacific.

Shipping.

The Grand Trunk Pacific Railway Co. is arranging for the immediate construction at Victoria, B.C., of a large stern wheel steamer to operate this year between Essington and Hazelton, on the Skeena. Two new Hudson's Bay boats are now building at Victoria, and all three will be ready for operation by the middle of May. Messrs. Polsons, of Toronto, have the contract to supply the machinery.

The Allan turbines *Virginian* and *Victorian* resume their place in the mail service by leaving Liverpool for Halifax direct on February 28 and March 13 respectively.

The Canadian Pacific Railway steamship department reports an improvement of 40 per cent. in the business done by their steamships between Antwerp and Canadian ports. Complete figures regarding the passenger service for 1907 show that the C.P. Atlantic liners carried 104,000 and the Allan Line 125,000 passengers. The growth of the passenger traffic of all the Canadian steamship lines is calculated at 30 per cent.

OPPORTUNITIES FOR BRITISH MANUFACTURERS.

The Department of Marine and Fisheries, Ottawa, will shortly call for tenders for the construction of a new ice-breaker for use between Prince Edward Island and the mainland. The estimated cost is put in the neighbourhood of \$600,000, and the specifications will call for one of the most powerful ships of this class ever built.

The Department of Marine, Ottawa, is in the market for motor life boats. One was recently purchased from an American firm at Bayonne, N.J., which was 36 ft. over all, 8 ft. 1½ in. beam, and is constructed almost entirely of mahogany, the fastenings being of gun-metal and copper; no iron was used.

TRADE PERSONALS.

The firm of H. W. Petrie, machinery importers, of Toronto and Montreal is now a joint stock company, capitalised at \$400,000.

A Manitoba branch of the Canadian Society of Civil Engineers has been formed with Col. H. N. Ruttan, Winnipeg city engineer, as chairman. Prof. Brydon-Jack, of the engineering department of Manitoba University, was elected secretary.

The St. John (New Brunswick) Iron and Hardware Association at their annual meeting elected officers for the present year:—President, Mr. W. S. Fisher; vice-president, Mr. Mr. F. Irwin; secretary-treasurer, Mr. Fred C. Owens; directors, Messrs. W. H. Thorne, Thomas McAvity, and M. E. Agar.

Mr. David H. Simpson, of Midgley and Simpson, Leeds, manufacturers of the Pelapone high-speed paraffin or petroleum engine, has returned from a business trip to Canada. He travelled as far west as Winnipeg, and is greatly impressed with the extent and value of the field open to British enterprise.

Answers to Trade Correspondents.

T. W. (Redditch).—The last available Blue Book shows that in the six months ended September, 1907, the imports of dutiable builders hardware into Canada was valued at \$321,615 from the United States; from the United Kingdom, \$36,247, and from other countries, \$2,514. In paints and colours the figures are \$324,025 from the United Kingdom, and \$111,000 from all foreign countries; the United States being credited with \$52,127 only.

Canadian Buyers in England.

Since our list was published last week the following are the movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

- E. St. Pierre (Thibaudeau Frères Co., Quebec)—22, Basinghall Street, E.C.
- J. Kyle (Kyle, Chesbrough and Co., Montreal)—35, Milk Street, E.C.
- F. Russell (McIntyre, Sons, and Co., Montreal)—17, Aldersgate Street, E.C.
- J. Suckling (Stobart Sons and Co., Winnipeg)—17, Aldersgate Street, E.C.
- R. Ackerman (Glover, Fry and Co., Ltd., Quebec)—40, Bishopsgate Street Within.

MANCHESTER.

- A. L. Melrose (Vassie and Co., Ltd., St. John, N.B.)—Midland Hotel.
- F. W. Tisdale and W. T. H. Boyd (Jno. Macdonald and Co., Ltd., Toronto)—Midland Hotel.
- A. Robinson (McLaren and Co., Ltd., St. Catharines, Ont.)—Midland Hotel.
- G. A. Smith (G. M. Smith and Co., Ltd., Halifax, N.S.)—Midland Hotel.
- J. W. Moyer (The Murphy-Gamble Co., Ltd., Ottawa)—Queen's Hotel.
- F. E. Elliot (Mahon Bros., Halifax, N.S.)—Midland Hotel.

BRADFORD.

- D. H. Gibson (Burton, Spence and Co., Ltd., Toronto)—Victoria Hotel.
- N. McFadyen (Fitzgibbon, Schafheitlin and Co., Montreal)—Victoria Hotel.
- F. P. Garneau (P. Garneau, Fils and Co., Quebec)—Midland Hotel.
- M. P. Beaudry (Ganvreau, Beaudry and Co., Quebec)—Midland Hotel.
- Geo. H. Stewart (Stobart, Sons and Co., Ltd., Winnipeg)—Midland Hotel.

WORDEN & HANCOCK,

4, Wood Street Square,
Wood Street, E.C., - -

LONDON, ENGLAND.

Specialists

IN
**Infants' & Children's
Millinery,**

ALSO
**COSTUMES, PELISSES, and
LADIES' WHITE SKIRTS.**

Our SPRING SELECTION on show
from FEBRUARY 1st. . . .



Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

- P. B. BALL, Room 39 and 40, Central House, Birmingham.
- J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.
- P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.
- W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—

- J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—

- W. T. R. PRESTON, Club Hotel, Yokohama.

France—

- A. POINDRON, 101, Rue Réaumur, Paris.

Japan—

- ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—

- A. W. DONLY, Rebelde No. 6 Mexico, D.F., Mexico.

Newfoundland—

- E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—

- C. E. SONTUM, Grbbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—

- JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—

- E. H. S. FLOOD, Barbadoes.
- E. A. H. HAGGART, Kingston, Jamaica.
- R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
- S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
- EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Trade Notes.

[Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.]

The Phoenix Assurance Company, Limited, is applying for legislation authorising it to carry on, in Canada, the business of the Pelican and British Life Office.

Black bear skins on the Edmonton fur market recently were quoted at \$6.50 to \$15.00, brown or cinnamon, \$14 to \$15.75, grizzly and silver tip, \$6.25 to \$15.

Tenders are asked for before February 20, by the Montreal Water Department for a 12,000 gallon steam pump; the work to be completed in nine months from signing of contract.

The president of the Dominion Iron and Steel Company says that the manufacture of steel rails will keep his works busy, and that there has been a slackening only in the wire department.

The name of the Canadian Locomotive and Machine Company has been changed to that of the Montreal Locomotive Works, Ltd. The capacity of the works has now reached 300 locomotives annually.

Mr. A. A. Ayer, president of the Montreal Produce Merchants' Association, states that the trade in which the Association is interested has brought \$500,000,000 in gold to Canada in the last 25 years.

The new steamer *Cherokee* will ply on the Muskoka Lakes next season. Mr. L. W. Moxson, late manager of the Queen's Royal Hotel, at Niagara on the Lake, will occupy that position at the Royal Muskoka Hotel.

A large delegation from Toronto, Hamilton, Peterborough, and Montreal has interviewed the Minister of Customs at Ottawa, asking that the duty of 10 per cent. on rolled brass bar, brass and sheet rolled brass, imposed last session, be struck off.

Canadian cattle, sheep, swine and poultry were shipped direct to British ports in the West Indies last year, and a growing trade in this class of export is anticipated. Cotton was for the first time imported into Canada from the West Indies.

Canada is one of the most progressive customers of the United Kingdom for whisky. Its imports last year, amounting to 870,347 gallons, showed an increase of 113,974 gallons, which follows upon an increase of 109,876 gallons in the previous year.

E. Lindeman, the Swedish mineralogist, has examined the iron deposits of Vancouver Island on behalf of the Dominion Government. He reports that the ore is largely of the magnetic variety, the most valuable commercially of the various grades of iron ore found in the Dominion.

Probably the most modern flour mill in the world was opened in Winnipeg on December 12. It is operated by turbine water power from the falls of the Lake of Woods. The mill is constructed to manufacture 5,000 barrels per day, though at present its output is limited to half that amount.

"Wa-Wa," the Indian name for the wild goose, is the name chosen for a new summer hotel, containing 100 rooms, which is being built at Norway Point, 25 miles from Huntsville, on the Grand Trunk Railway, in the popular sporting district of the Lake of Bays, Northern Ontario. The Canada Railway New Company of Toronto are the proprietors.

The Page Hersey Iron Tube and Pipe Co., which has recently added \$1,500,000 to its capital, has built large works at Welland, called the Ontario and Steel Co., and is adding a furnace building. About 1,000 hands will be employed shortly. The Warner Gibson Co. are building an agricultural implement factory. The Bank of Nova Scotia is opening a branch with Mr. C. A. Rowley as manager, and the Royal Bank of Canada recently came here.

Messrs. James Pollock, Sons and Co., Ltd., of Lloyds Avenue, E.C., have issued an elaborate publication entitled "Vessels of Various Types," which contains valuable technical illustrations, and details as to cost, of many types of light draft passenger and cargo steamships; also of ferry boats, tugs, barges, lighters and dredges which they have built, or are constructing, for coasting and harbour work in many foreign and colonial ports. This firm makes a speciality of building vessels for re-erection abroad.

SHIPMENTS UNDER THE NEW TREATY.

Statements made to the Canadian Parliament by the Hon. W. S. Fielding, the Finance Minister, and the Hon. L. P. Brodeur, the Minister of Marine, in connection with the recently negotiated Franco-Canadian Treaty of Commerce, shed a new light on the terms of the agreement in regard to direct shipments. The terms of the treaty provide that in order to enjoy the advantages of the French "minimum" tariff Canadian goods for the French market must be conveyed thither without transshipment from a Canadian port, or from a port of some country which enjoys the benefits of the French "minimum" tariff. Shipments made other than by these routes will be subject to the French taxes d'entrepot. On the other hand French goods destined for the Canadian market to obtain the advantage of Canadian "intermediate" tariff rates must be landed at one of the Canadian ports, but may come either from France direct or through any country enjoying either the Canadian "preferential" or the "intermediate" tariff. The French authorities attach great importance to this question of direct shipments and would not extend their "minimum" tariff rates to Canadian products on any other terms. Canada, on her part, has made large expenditures for the improvement of her own seaports, and is determined that the import and export trade of the country shall, as far as possible, pass through them rather than through the cities of the American seaboard. For this purpose millions have been expended in improving the aids to navigation along the St. Lawrence channel. For this purpose also, the Dominion is now building a new trunk line of railway from coast to coast.

But Mr. Brodeur let fall a hint of still another reason why the advantage of the "intermediate" tariff is not to be extended to shipments of French goods that have arrived through American ports. "Last year (he said) the Parliament of Canada decided that whenever the Governor-in-Council saw fit to put such a regulation in force, British goods to obtain the benefit of the "preferential" tariff must be sent to Canada direct. It is true that this clause of the Custom's Act has not yet been put into force, but we expect that it will be put into force, before long. Now, suppose that four years from now goods imported from Great Britain were made subject to direct shipment before they could obtain the benefit of the 'preferential' tariff, what would be the result? The result would be that if they came through New York they would have to pay 'general' tariff rates, whilst at the same time imports from France, but for the provision we have now made, would have the right to enter at the 'minimum' rates which are considerably lower than the 'general.' I think," concluded Mr. Brodeur, "this is, accordingly, one of the clauses of the new French treaty for which the Government is to be commended."

As explained by the Canadian Finance Minister, there is nothing in this agreement concerning direct shipments to injure the interests of British shipping. French goods destined for Canada may, if the shippers desire, be forwarded through one or another of the British ports. If a ship sailing from Canada carries cargo both for British and French ports, she may land the latter first or may, if she prefers, discharge the goods she carries for Britain and then proceed to a French port to deliver what remains. If, however, the shipment for France is landed at Liverpool or London and then sent forward to its destination across the Channel it will be subject to the French tax d'entrepot.

CANADIAN EXHIBITS IN LONDON.

The Dominion Government exhibit at the Franco-British Exhibition, which opens in London on May 1, will consist of exhibits of the natural resources of Canada—agricultural products, minerals, forestry, fish and game, horticulture, and food products. Space will also be allotted to Canadian manufacturers.

Canada is also likely to be well in evidence at the Horse Show to be held at Olympia in June.

Parsons and Parsons, of Cleveland, U.S., are to open a manufactory for rubber goods in Hamilton, Ontario.

GROSSE & BLACKWELL

21, SOHO SQUARE, LONDON, W.,
PURVEYORS TO
HIS MAJESTY THE KING.

UNEXCELLED for

PICKLES.

In Bottles.

UNEXCELLED for

**PURE MALT
VINEGAR.**

In Bottles.

UNEXCELLED for

PURE LUCCA OIL.

In Bottles.

UNEXCELLED for

FLORENCE CREAM.

For Salads.

UNEXCELLED for

**POTTED MEATS
AND FISH.**

In Jars and Tins.

UNEXCELLED for

**FRESH FRUIT
JAMS AND
JELLIES.**

UNEXCELLED for

PREPARED SOUPS.

In Tins.

UNEXCELLED for

SOUP TABLETS.

UNEXCELLED for

**CALVES' FEET
JELLIES.**

In Glasses.

**GROSSE &
BLACKWELL, LTD.,**

Purveyors to THE KING.

Agents—

**C. E. COLSON & SON,
MONTREAL.**



Head Office, The Traders Bank of
Canada, Toronto.
The highest commercial building in the British Empire.

THE TRADERS BANK OF CANADA

(Incorporated 1885).

Head Office: TORONTO.

Capital Paid Up	-	-	-	-	\$4,350,000
Reserve Fund	-	-	-	-	\$1,900,000
Deposits	-	-	-	-	\$23,500,000
Total Assets	-	-	-	-	\$33,700,000

Agents in Great Britain: THE NATIONAL BANK OF SCOTLAND, LTD.

Funds deposited at any Branch of the National Bank of Scotland, Limited, can be transferred to any Branch of the Traders Bank of Canada.

A GENERAL BANKING BUSINESS TRANSACTED.

SAVINGS BANK DEPARTMENT.—Interest allowed on Balances.

QUEBEC CENTRAL RAILWAY.

The only line running through Palace Sleeping and Parlour Cars between

**QUEBEC AND NEW YORK,
BOSTON, PORTLAND AND THE
WHITE MOUNTAINS.**

Ask your Agent for Tickets via the Quebec Central Railway.

FOR TIME-TABLES AND OTHER INFORMATION APPLY TO ANY OF THE COMPANY'S AGENTS.

FRANK GRUNDY, J. H. WALSH, E. O. GRUNDY,
Vice-Pres. Gen. Manager. General Passenger Agent,
SHERBROOKE, QUE.

WARDEN & FRANCIS,

Financial Agents,

TORONTO, CANADA.

Buyers and Sellers for English Houses.

**MUNICIPAL, RAILROAD AND
CORPORATION BONDS**

Yielding from 4% to 6%.

WRITE FOR INFORMATION.

Special attention paid to Correspondence.

Investment Register.

TOWN SITES—FARM LANDS—TIMBER AND COAL.

Below we give brief details of properties which are specially recommended as exceptionally attractive investments by reputable Canadian agents. Further particulars of these properties can be obtained on writing to the Manager of *Canada* giving the index number of the properties regarding which detailed information is required.

All communications regarding these matters should be addressed to the Manager of *Canada*, 34-35, Norfolk Street, Strand, W.C., and the reference number in all cases must be given.

Coal Properties.

C. 51.—Small selected property situated near an important city in Western Canada. About 200 acres underlaid with coal. The price is about £4,000, and the property could be turned over within a year, with probably 100 per cent. profit on the capital invested.

C. 52.—About 18,000 acres in one block of valuable coal lands in Western Canada, on which a considerable amount of development work has already been done. Already 200 tons per day are being shipped, and this quantity could very easily be considerably increased without any delay or difficulty. The coal is reported to be of high quality. With good management the property could be made to produce 2,000 tons per day within about two years. The property has been reported on by a well-known North of England engineer, a recognised authority on coal mining. Contemplating purchasers will be given every opportunity for investigating and satisfying themselves.

Timber Lands.

T. 73.—175 square miles of pulp land in Quebec. The railway runs through the limits, and enormous water power is available. The timber runs large in most places, about 50 cords of pulp wood can be cut to the acre.

T. 74.—475 square miles of spruce limits. This property is virgin forest, and the best in the district.

T. 75.—1,125 square miles of timber limits in the Province of Quebec. This large block of timber run is all virgin forest, and is accessible by three railways. The limits produce white pine, red pine, spruce, poplar, balsam, cedar, and tamarack. The growth of the timber generally is large, sound, and abundant. This is an exceptional opportunity for the investment of about £200,000.

T. 76.—140,000 acres of freehold timber limits. This is one of the only two blocks of freehold lands in Quebec that are virgin forests. The Government Engineers report about 15 cords of pulp wood to the acre. There is also a large quantity of white birch suitable for the English market. The location of the property is an ideal one for both the English and the American markets.

Farms and Farm Lands.

A. 42.—About 450 acres of farm land, half of which is under cultivation. All wire fenced. Good house and large out-buildings. This farm is situated in Central Alberta, five miles from a station, and can be purchased outright for about \$22 per acre, including buildings.

A. 43.—640 acres of prairie land, fairly level surface, can all be cultivated; heavy black loam soil. Only 4 miles from railway. Can be purchased for about \$17 per acre.

A. 44.—545 acres of excellent prairie land sloping towards lake. Fairly level surface, with rich black loam soil. 500 acres can be cultivated. Only 3 miles from railway. The surrounding country is well settled. Only low figure is required for this property, which makes it a particularly attractive investment.

A. 45.—10 acres of fruit land in British Columbia. Beautifully situated. These 10 acres will produce \$1,000 per year, and can be purchased outright for twice that sum.

A. 46.—500 acres of exceptionally good farm land situated in beautiful valley in British Columbia. Good soil and splendid climate with good shooting and fishing. The price of this land is very reasonable.

Building Sites in Growing Cities.

B. 63.—A splendid opportunity is open for purchasing a number of town sites in one of the most thriving cities in Western Canada. About 150 lots mostly overlooking a lake and surrounded by good residential property. The price of these lots is very low at the present moment. Any number of lots can be taken up, and there is every prospect of showing a return of 100 per cent. on the capital invested within two years.

B. 64.—About 1 acre of land situated in the best residential district of one of the largest cities in Western Canada. Good class residences are rapidly springing up all around this property. This is a splendid opportunity for the investment of a small amount of capital, and will show a very good return before the end of next year.

Central Canada Loan and Savings Co.—Net profits of \$153,079 are shown for last year, out of which the usual dividend of 8 per cent. was paid, \$50,000 transferred to the reserve fund, which is now equal to 73 per cent. of the company's capital account.

Montreal Street Railway.—The Bank of Montreal is offering for subscription £460,000 of 4½ per cent. sterling debentures in this company at 96½ per cent., at which price the yield works out at nearly 4¾ per cent. It has been known for some time, of course, that this issue would be made directly the monetary situation improved, and Mr. Forget and his financial advisers in this country have promptly availed themselves of the opportunity afforded by the change in the money market to place this high-class Canadian bond at the disposal of the home investor. In our Toronto correspondent's letter, which appears elsewhere, reference is made to the impending issue, and it is shown that by means of it certain floating indebtedness and a 5 per cent. issue will be cleared off, the terms showing a saving in interest charges. The issue was over-subscribed and the subscription list was closed on Tuesday afternoon.

Canadian Finance.

(From Our Own Correspondent.) TORONTO.

The Bank statement for the month of December shows that the banks are still disposed to keep firm control over the financial situation, call loans in the Dominion being \$1,232,000 lower than in November, while an increase of call loans elsewhere of over \$2,000,000 is disclosed. Deposits on demand have been reduced by more than \$3,000,000, whilst deposits at notice are over \$6,000,000 lower. The period of the year, however, would naturally be largely responsible for the latter, whilst the desire of the banks to keep good balances at the turn of the year would account for the conservative attitude indicated in the former item. The view is still hopeful of much easier monetary conditions in the present year, and although business is still very quiet, it is said that there is very little stock on offer, and the tone keeps quite steady. Even the downfall of the Sovereign Bank did not disturb the market unduly, the position being a healthy one, and therefore, less susceptible to alarm than it might otherwise have been.

Montreal Streets New Issue.

The announcement that the Montreal Street Railway Co. has placed \$2,300,000 of 4½ per cent. bonds at about 2 per cent. discount in London, and that it is proposed to issue \$1,000,000 of new stock at 125, was rather a bolt from the blue, and the price was lowered smartly owing, apparently, to a misunderstanding of the actual state of affairs. One New York journal jumped to several wild conclusions, and has been taken to task by Senator Forget for its carelessness. The newspaper in question seemed to think that the interest on the new bonds and stock would be all new obligations, whereas, of course, about 75 per cent. of the capital raised by the bonds will be devoted to repayment of 5 per cent. bonds, short term notes, and bank loan upon terms slightly in favour of the company. Mr. Forget says that the present dividend is not in any way endangered by the issue, that revenue is expanding steadily, and that operating expenses are well in hand. But the market took fright and dropped the stock a dozen points, acting without a due regard to the actual position of affairs. When they have realised that the board would hardly have decided on the increase of capital if they had not felt sure that it would be productive of increased revenue, they will probably put the price back again. The present price of about 180 coupons was 225 a year ago and 284 in 1906.

Associated Banks Take Over the Sovereign.

The inevitable has at length happened, and the Sovereign Bank is now in process of liquidation, its business having been taken over by a number of the older banks. When the news came it, of course, caused a sensation in the market, but the monthly bank returns had, of course, prepared insiders for the end. The whole of the proceedings were carried through without any sign of disorganisation, and the whole affair forms another high tribute to the banking system of this country, which has been twice severely tested in less than two years. The decision was made by the Associated Banks on the Friday, and the next day the branches of the Sovereign opened in the ordinary way, but under new management. Deposit-holders will, of course, be paid in full, but it has yet to be seen how the shareholders will come out, although at present it is hoped that they will not lose much. The capital account was, of course, ruthlessly handled last year, and the reserve wiped out, but the financial position of the bank should not entail any heavy loss on those who have already suffered pretty severely.

European Shareholders in the Bank.

Everybody, of course, knew that Morgans were heavily interested in the Sovereign, and that it was powerfully backed by a Berlin financial group. A glance at the latest official list of shareholders shows that the Dresdner Bank of Berlin is down for 7,000 shares. Morgans do not figure in the list, but a Mr. Joyce, of New York, has 2,500 shares and a Mr. Van Vleek, of the same city, holds 2,000 shares. Apparently London and the European Continental centres were but slightly interested. Messrs. Coates,

Son and Co., of London, are in the list for 450 shares, and a Mr. Baxendale, of London, holds 100, whilst a Mr. Trickett, of Manchester, figures for 75 shares. The total assets of the bank are \$19,678,000, and its liabilities \$16,585,000, leaving a balance of \$3,095,000 on paper, which, when the liabilities have been provided for, will remain for the shareholders. How these assets will work out in the process of liquidation has yet to be ascertained, but in view of last year's drastic reorganisation it is hoped that they will stand the ordeal of realisation fairly well.

Last Stage in the Coal-Steel Struggle.

It is generally understood that every endeavour will be made to secure the prompt adjudication of the Privy Council on the matters at issue between the Steel and Coal companies. It is current gossip that Mr. Plummer has already retained Sir Robert Finlay as leading counsel for the steel interests, and it is reported that Mr. Campbell, K.C., Mr. Lafleur, K.C., and Mr. Lovett, K.C., the counsel on this side for the coal company will immediately proceed to England to get the case they represent into shape for presentation to the British Privy Council. Much as everyone in Canada would like a pronouncement on the case by the Supreme Court here it is recognised that time and money will be saved by adopting the course now suggested, especially as it is now considered that all chance of a peaceful settlement has been abandoned.

The Case for Canadian Investments.

A point which British investors would do well to remember is that Canadian securities are now many points below the mean valuation of the past five years; and, indeed, in many cases it will be found that they are quoted at prices under the average lowest figures recorded since 1902. A comparison has been made showing the full extent of the damage done last year, and the amount of the loss since recovered, but it would be well to carry the investigation further, and show how current values compare with, say, the mean valuations for the past five or six years. Those who have money to invest can do little harm in purchasing the highest grade stocks at the quotations now ruling, and as on every hand a strong recovery is looked for this year, it is likely that they would see a big increase in their capital. The upward swing of the pendulum has already commenced.

The London Market.

LONDON, WEDNESDAY.

The feature of the Stock Markets during the past week has been the continued advance in Consols and kindred securities. The prospect of a period of cheap money is, of course, the impelling force, in the strong upward movement for which readers of CANADA have long been prepared. Canadian securities have participated in the upward trend of values, Canada Threes being 96. Other departments have shown a good tendency on the whole, being assisted by the strength of gilt-edged descriptions, but their movements have been less decided. Americans stood the shock of President Roosevelt's latest fulmination very well indeed. Not so very long ago such a sweeping statement would have caused a ten point fall, whereas it hardly affected the market at all. It must, however, be borne in mind that a Presidential Election Year is always prolific of lively movements, and this is hardly likely to be an exception. The consternation caused by the fiendish crime in Portugal produced a brief period of hesitation in the Foreign Market, and Portuguese dipped sharply, owing to the uncertainty as to the actual position of affairs at Lisbon, but recovered later on the prospect of a conciliatory cabinet and the prospect of a general amnesty. In Canadian rails the changes on the week are very small. The whole section weakened on the statement that traffic had been seriously delayed by snowstorms, and the Trunk traffic showing a decrease of £26,000—£6,000 or £7,000 under the markets lowest estimate—lends colour to this report. Prices, however, have rallied since, and show hardly

any change on balance. The prior charges of the different companies have met with strong investment support, but Alberta was an exception. We understand on excellent authority that the issue by the Bank of Montreal of £460,000 Montreal Street Railway Four and a-half per Cent. Sterling Debentures at 96 per cent. has met with a very favourable response, the general impression in the market coinciding with that expressed in another column, viz., that these bonds are a very attractive investment. The issue was quickly over-subscribed and the lists are closed. Hudson's Bays have been well over 80, and, although below the best, are about 2 up on the week. Another feature was the sharp advance in Southern Alberta Lands, which have been bid for up to 17s. The explanation of this movement is investment buying and the discovery by the market that the price had been allowed to fall to a level which was quite incommensurate with the intrinsic merits of the property. The favourable circular commented on in this column last week, has also stimulated support. The opinion is freely expressed that the price will be double the present quotation within a year. The South American group has shown further strength, Mexican Tramways, and Mexican Light and Power again being in the van of the advance.

Answers to Correspondents.

INVESTOR.—We do not think you are likely to purchase valuable real estate any cheaper by waiting: there are now exceptional opportunities for investing.

COBALT.—This is the same thing as an outside broker's circular, and you must not regard these statements as impartial advice. You had better confine yourself to the shares of the companies in our list.

E. R. (Brighton).—We regard both these industrials as good. Of course the power company is less affected by trade depression than the other. In both cases the shares are at a low level, and might now be bought with advantage.

M. A. C. (Nice).—We have heard the rumour you mention that the dividend may be reduced to 8 per cent., which would account for the low price of the shares. Even then the return at the present price would be satisfactory.

C. B. (Eastbourne).—The information you quote is substantially correct, but these rates apply to the west, and would be somewhat lower in the older cities of the east. There are a number of firms of high standing whose announcements appear in our advertising columns. You cannot do better than get into communication with them. You would certainly be wise to pay a visit to Canada yourself, after which you could form such a syndicate as you suggest.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on January 23:—

	Issued Capital.	Par Value.	Sel. lers.	Buy. ers.
Foster-Cobalt Mining Co.	\$1,000,000	\$1.00	.65	.61
Trethewey	1,000,000	1.00	.56	.52
Buffalo Mines Co.	900,000	1.00	2.50	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	1.10	1.00
Cobalt Silver Queen	1,500,000	1.00	.75	.70
Green-Meehan Mining Co.	1,500,000	1.00	.15	.12
Coniagas	4,000,000	5.00	4.35	3.75
Kerr Lake Mining Co.	3,000,000	5.00	3.75	3.00
University Mines	1,000,000	10.00	2.50	1.00
Nipissing Mines Co.	6,000,000	5.00	7.25	7.00

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Ten Days Ending Jan. 31.	Compared with Corresponding Days Last Y	
		Increase.	L
Canadian Pacific	\$1,396,000	\$104,000	—
Grand Trunk	£137,451	—	£24,497
Canada Atlantic	£7,281	—	£51
Grand Trunk Western	£25,531	—	£493
Detroit Grand Haven	£10,158	—	£924
Mexican Southern	\$33,577	—	\$6,936
White Pass and Yukon (7 days ending Jan. 14)	\$2,375	—	—

CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per \$100.*
Bank of Brit. North America ...	£50	145
Bank of Hamilton ...	\$100	190.192
Bank of Montreal ...	100	243
Bank of New Brunswick ...	100	270.275
Bank of Nova Scotia ...	100	273.279
Bank of Ottawa... ..	100	210.214
Bank of Toronto ...	100	210
Banque d'Hochelega ...	100	136.140
Banque Nationale ...	30	120.125
Canadian Bank of Commerce...	50	162
Dominion Bank... ..	50	218
Eastern Townships Bank ...	50	152.154
Imperial Bank of Canada ...	100	212
Merchants' Bank of Canada ...	100	155.160
Metropolitan Bank ...	100	193.196
Molson's Bank ...	100	197.200
Quebec Bank ...	20	121.123
Royal Bank of Canada... ..	100	220.223
Standard Bank of Canada ...	50	217.218
Traders' Bank of Canada ...	100	123.125
Union Bank of Canada ...	100	120.125
Union Bank of Halifax ...	50	178.182

LOAN COMPANIES.	Paid	Price per Share per \$100.*
Agricultural Savings and Loan ...	50	121.124
British Columbia Permanent Loan and Savings ...	100	150
Canada Landed and National Investment ...	50	116.122
Canada Permanent Mortgage ...	10	122
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment ...	50	70.72
Hamilton Provident and Loan ...	100	118.120
Huron & Erie Loan & Savings..	50	173.175
Imperial Loan and Investment ...	100	71.74
Landed Banking and Loan ...	100	121.124
London & Can. Loan & Agency ...	50	98.100
London Loan ...	50	116.118
Montreal Loan and Mortgage... ..	25	140.150
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	128.131
Real Estate Loan and Debenture ...	40	83.85
Toronto General Trusts ...	100	145.150
Toronto Mortgage ...	50	103.105
Toronto Savings and Loan ...	100	110.112

INSURANCE.	Paid	Price per Share per \$100.*
British America ...	50	95.97
Canada Life ...	400	167.170
Confederation Life ...	10	270.280
Imperial Life ...	45	140.150
Sun Life of Canada ...	15	413.417
Union Life ...	100	150.155
Western ...	20	77.81

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.	Paid	Price per Share per \$100.*
Canadian General Electric ...	100	100
Consumer's Gas, Toronto ...	50	189
Electric Development of Ontario ...	100	40
Do 5% Bonds ...	100	70
Halifax Electric Tramway ...	100	97
Hamilton Cataract Power, Light, and Traction ...	100	—
Havana Electric Railway ...	100	25
Do. 6% Preferred... ..	100	67
London Electric... ..	100	89.90
London Street Railway ...	40	—
Montreal Street Railway ...	50	179.5
do. do. 4% Bonds ...	100	97.100
Ottawa Electric Railway ...	100	—
St. John Railway ...	100	—
Toronto Electric Light... ..	100	110
Toronto Railway ...	100	99
Trinidad Railway ...	100	75.77
Twin City Rapid Transit ...	100	86.87
Winnipeg Electric St. Railway ...	100	140

MINING SHARES QUOTED ON THE LONDON MARKET.	Paid	Price per Share per \$100.*
B.C. Development ...	1	1
Le Roi ...	5	1 7/8
Le Roi No 2 ...	5	1 1/8
New Nimrod ...	1	—
Tyee Copper ...	1	7/8
Ymir... ..	1	1 1/8
Casey Cobalt ...	1	1 1/8
Cobalt Townsite Silver... ..	1	1 1/8

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of \$100.

IRON, COAL, AND STEEL, &c.	Paid	Price per Share per \$100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines ...	100	75.90
Crow's Nest Pass Coal ...	100	275
Dominion Coal ...	100	40
Do. 7% Preferred ...	100	89.92
Do. 5% Bonds ...	100	92
Dominion Iron and Steel ...	100	15 1/2
Do. 7% Preferred ...	100	51
Do. 5% Bonds ...	100	74
Intercolonial Coal Mining ...	100	88.90
Do. 7% Preferred ...	100	—
Montreal Steel Works ...	100	80.85
Do. 7% Preferred ...	100	92.94
Nova Scotia Steel and Coal ...	100	58 1/2
Do. 8% Preferred ...	100	108.109 1/2
Do. 6% Bonds ...	100	97 1/2.100

MISCELLANEOUS.	Paid	Price per Share per \$100.*
Bell Telephone ...	100	130
Do. 5% Bonds ...	100	103.105
Canada North-West Land ...	25	450
Do. 6% Preferred ...	60	—
Canadian Coloured Cotton Mills ...	100	49.53
Do. 6% Bonds ...	100	96.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph ...	50	112.115
Dominion Textile 7% Preference ...	—	78 1/2.80
Do. 6% Bonds, Series "A" ...	—	82.88
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	79
Do. 7% Preferred ...	100	105
Do. 6% Bonds ...	100	103
Laurentide Paper ...	100	89
Do. 7% Preferred ...	100	106
Do. 6% Bonds ...	100	100.110
Montreal Cotton ...	100	108.115
Montreal Telegraph ...	40	140.148
Niagara Navigation ...	100	105.106
Northern Navigation ...	100	88.90xd
Ogilvie Flour Mills ...	100	250
Do. 7% Preferred ...	100	115
Do. 6% Bonds ...	100	110
Ontario and Qu' Appelle Land... ..	40	100.105
Richelieu & Ontario Navigation ...	100	63.66
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation ...	100	113.115xr

*CANADIAN SOUTH AMERICAN SECURITIES.	Paid	Prices.
Havana Electric Railway 5% Bonds ...	\$1,000	83.87 nom.
Mexican Light and Power 5% Bonds ...	\$500	87 1/2.88 1/2xd
Do. do. Shares ...	\$100	55.57
Mexican Electric Light 5% Bonds ...	\$500	77.79%
Mexico Tramways 5% Bonds... ..	\$500	85 1/2.86 1/2%
Do. do. Shares... ..	£100	74.77xd
Port of Para 5% Bonds ...	£100	82.85xd
Rio de Janeiro Tram, Light and Power 5% Bonds ...	\$500	79 1/2.80 1/2
Do. do. Shares ...	£100	36.36 1/2
Sao Paulo Tram, Light and Power 5% Bonds ...	\$500	94 1/2.95 1/2%
Do. do. Shares ...	£100	121.124xd

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

Canadian Money in the States.—"As an object lesson of the soundness of Canadian banks it is mentioned that, not long ago, the Michigan Central Railway Co. paid all its employees in New York, Indiana, and Ohio, as well as in the province of Ontario, in Canadian money; at San Francisco a business house refused a cheque for \$5,000 sent by a Canadian firm upon the First National Bank of New York, but accepted one for the same amount drawn on the San Francisco branch of the Canadian Bank of Commerce."—*Canadian Machinery.*

A Reported Reorganisation.—Mr. W. Max Aitken, vice-president of the Montreal Trust and Deposit Company has been negotiating with the directors of the Law and Loan Company of Sydney, N.S., with a view to the reorganisation of the Nova Scotia firm.

The Discount Market in London, July-December, 1907.—With regard to the recent suggestion put forward in CANADA that the rates of interest allowed on deposits should fluctuate in accordance with the value of money, as in this country—referred to at length in CANADA on Jan. 18—it may be worth noting that at a meeting of the National Discount Company Mr. Dostat pointed out that the average margin between the actual discount rates and those for deposit interest from July to December was £1 3s. 5d. But, on the other hand, in the uncertainty as to withdrawals and doubts as to the course of the market, the directors had, throughout the critical times through which they had passed, aimed at being fully prepared for any eventualities, and therefore at times the company had had large sums on hand, or lent out at call, without profit or even at a temporary loss.

Commercial Failures for Past Six Years.—The total number of commercial failures in Canada, as reported to Bradstreet's, with assets and liabilities, for the past six years, are as follows:—

Year	No.	Assets.	Liabilities.
1907	1,368	\$5,265,998	\$11,767,897
1906	1,289	4,301,165	9,596,395
1905	1,430	6,583,191	13,879,700
1904	1,177	4,136,618	10,018,299
1903	959	3,890,237	8,383,767
1902	1,096	3,601,162	8,345,365

A Broad View of the Situation in Canada.—So far as statistics of the year's general trade indicate, there is no justification for the mutterings heard from some quarters that business is not what it used to be, and the unfortunate phase in the situation is that the standard of our prosperity is based upon the returns of 1906, and not upon an average of development covering a period of, say, five or six years. Rome was not built in a day, neither will Canada, nor any other country, continue to show uninterrupted development in its march toward nationhood. Recessions are inevitable. We must have stock-taking or the nation's system of credits will become inflated and unwieldy. — *Montreal Daily Herald.*

A Useful Chart.—We have received from Messrs. Baillie, Wood and Croft, of Toronto, their useful chart, corrected to November 15 last, giving the capitalisation, earning power, and quotation record of active Canadian securities. This carefully compiled list will be found invaluable to all interested in Canadian investments, giving, as it does, particulars of no less than 73 companies, which are not always easily obtainable in this country.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital \$4,000,000

Reserve Fund \$4,500,000

70 Branches throughout Canada.

London Agents:—The London and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

THE

Dominion Securities CORPORATION, LIMITED.

CAPITAL PAID UP \$1,000,000

RESERVE FUND \$500,000

CANADIAN Municipal and Corporation BONDS.

TORONTO 26, King Street East.

LONDON 4, Bishopsgate Street, E.C.

J. A. GROVE, Manager.

The Canadian Bank of Commerce.

Capital: \$10,000,000 (£2,054,794).

Reserve Fund: \$5,000,000 (£1,027,397).

President—B. E. WALKER.

HEAD OFFICE—TORONTO.

General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook	Kamloops	New West-	Vancouver
Creston	Ladysmith	minster	(3 offices)
Dawson	Mission City	Penticton	Victoria
Fernie	Nanaimo	Prince Rupert	White Horse
Greenwood	Nelson	Princeton	

WESTERN PROVINCES

Bawlf	Hardisty	Melfort	Saskatoon
Brandon	High River	Moose Jaw	Stavely
Calgary	Humboldt	Moosomin	Stony Plain
Canora	Innisfail	Nanton	Strathcona
Carman	Innisfree	Neepawa	Swan River
Claresholm	Kamsack	Nokomis	Treherne
Crossfield	Kenville	N'th Battleford	Vegreville
Dauphin	Kinistino	Norwood	Vermilion
Drinkwater	Langham	Pincher Creek	Vonda
Durban	Lanigan	Ponoka	Wadena
Edmonton	Lashburn	Portage la	Watson
Elgin	Leavings	Prairie	Wetaskiwin
Elkhorn	Lethbridge	Prince Albert	Weyburn
Gilbert Plains	Lloydminster	Radisson	Winnipeg
Gleichen	Macleod	Red Deer	(8 offices)
Grandview	Medicine Hat	Regina	Yellowgrass

ONTARIO AND QUEBEC

Ayr	Fort Frances	Ottawa	Simcoe
Barrie	Fort William	(2 offices)	Stratford
Belleville	Galt	Paris	Strathroy
Berlin	Goderich	Parkhill	Toronto
Blenheim	Guelph	Parry Sound	(10 offices)
Brantford	Hamilton	Peterboro'	Toronto
Cayuga	Kingston	Port Arthur	Junction
Chatham	Latebford	Port Perry	Walkerton
Cobalt	Lindsay	Quebec	Walkerville
Collingwood	London	Rainy River	Waterloo
De Lorimier	Montreal	St. Catharines	Warton
Dresden	(2 offices)	Sarnia	Windsor
Dundas	Orangeville	Sault Ste. Marie	Wingham
Dunnville		Seaforth	Woodstock

MARITIME PROVINCES

Alberton	Charlottetown	Parrsboro'	Summerside
Amherst	Halifax	St. John	Sydney, C.B.
Antigonish	Middleton	Shelburne	Truro
Barrington	Montague	Souris	Windsor
Bridgewater	New Giasgow	Springhill	

IN THE UNITED STATES

New York Portland, Ore. San Francisco (2 offices) Seattle Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C.

S. CAMERON ALEXANDER, Manager.

Agents in Scotland—Bank of Scotland.

Agents in Ireland—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1835.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 460,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.	Halifax, N.S.	Quebec, Que.
Ashcroft, B.C.	Hamilton, Ont.	Reston, Man.
Battleford, Sask.	" Barton St.	Rossland, B.C.
Belmont, Man.	" Victoria Ave.	Rosthern, Sask.
Bobcaygeon, Ont.	Hedley, B.C.	St. John, N.B.
Brandon, Man.	Kaslo, B.C.	" Union St.
Brantford, Ont.	Kingston, Ont.	Toronto, Ont.
Cainsville, Ont.	Levis, P.Q.	" King and
Calgary, Alta.	London, Ont.	" Dufferin Sts.
Campbellford, Ont.	" Market Square.	" Bloor St. and
Darlingford, Man.	" Hamilton Road.	Lansdowne
Davidson, Sask.	Longueuil, P.Q.	Ave.
Dawson, Yukon Dist.	Midland, Ont.	Toronto Jct., Ont.
Duck Lake, Sask.	Montreal, P.Q.	Trail, B.C.
Duncans, B.C.	" St. Catherine St.	Vancouver, B.C.
Estevan, Sask.	N. Vancouver, B.C.	Victoria, B.C.
Fenelon Falls, Ont.	North Battleford, Sask.	Weston, Ont.
Fredericton, N.B.	Oak River, Man.	Winnipeg, Man.
Greenwood, B.C.	Ottawa, Ont.	Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up \$3,800,000
Reserve Fund and Undivided Profits . . . 5,000,000
Deposits by the Public 34,000,000
Total Assets 48,000,000

Branches and Agents at every point in Canada and the United States.
Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.
Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, General Manager.

H. J. BETHUNE,

EVAN A. BEGG,

Superintendent of Branches.

Chief Inspector.

THE

BANK OF OTTAWA.

Capital, \$3,000,000.

Rest and Undivided Profits, \$3,144,020.

ASSETS, over \$31,000,000.

President, GEORGE HAY. Vice-President, DAVID MACLAREN.
General Manager, GEORGE BURN.

SIXTY BRANCHES IN CANADA.

Correspondents throughout the World.

Agents in Great Britain: PARR'S BANK, LIMITED.

The financial strength and careful management of this institution, which has been established since 1874, warrant your confidence.

BANK OF MONTREAL.

EST. 1817.

Capital All Paid-up £2,958,904 Sterling.

Reserve Fund, £2,260,274 Sterling.

Undivided Profits, £86,854 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
 Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.*
 E. S. CLOUSTON, Esq., *Vice-President.*

A. T. PATTERSON, Esq.
 R. B. ANGUS, Esq.

E. B. GREENSHIELDS, Esq.
 JAMES ROSS, Esq.

SIR WILLIAM C. MACDONALD.
 SIR R. G. REID.

HON. ROBERT MACKAY.

E. S. CLOUSTON, *General Manager.*

HEAD OFFICE, MONTREAL

Branches in the Dominion of Canada.

Alliston, Ont.
 Almonte, Ont.
 Altona, Man.
 Amherst, N.S.
 Andover, N.B.
 Armstrong, B.C.
 Aurora, Ont.
 Bathurst, N.B.
 Belleville, Ont.
 Bowmanville, Ont.
 Brandon, Man.
 Brantford, Ont.
 Bridgewater, N.S.
 Brockville, Ont.
 Buckingham, Que.
 Calgary, Ala.
 Canso, N.S.
 Chatham, N.B.
 Chatham, Ont.
 Collingwood, Ont.
 Cookshire, Que.
 Cornwall, Ont.

Chilliwack, B.C.
 Danville, Que.
 Deseronto, Ont.
 Edmonton, Alta.
 Edmundston, N.B.
 Eglhnton, Ont.
 Enderby, B.C.
 Fenelon Falls, Ont.
 Fort William, Ont.
 Frasersville, Que.
 Fredericton, N.B.
 Glace Bay, N.S.
 Goderich, Ont.
 Grand Falls, N.B.
 Grand Mere, Que.
 Greenwood, B.
 Guelph, Ont.
 HALIFAX, N.S.
 and Sub-Branch,
 North End.
 HAMILTON, Ont.
 and Sub-Branch,

HAMILTON, Ont.
 Sherman Avenue.
 Hartland, N.B.
 Holstein, Ont.
 Indian Hd., Sask.
 Kelowna, B.C.
 King City, Ont.
 Kingston, Ont.
 Lake Megantic, Que.
 Lethbridge, Alta.
 Levis, Que.
 Lindsay, Ont.
 London, Ont.
 Lunenburg, N.S.
 Mahone Bay, N.S.
 Millbrook, Ont.
 Moncton, N.B.
 MONTREAL, Que.,
 and Sub-Branches.
 Hochelega.
 Papineau Avenue.
 Point St. Charles.

MON TREAL, Que.
 St. Catherine St.
 St. Henri.
 Seigneurs Street.
 Westmount.
 S. Anne de Bellevue
 West End
 Mount Forest, Ont.
 Nelson, B.C.
 New Denver, B.C.
 Newmarket, Ont.
 New Westminster, B.C.
 Nicola, B.C.
 Oakville, Man.
 OTTAWA, Ont.,
 and Sub-Branches.
 Bank St. and Hull.
 Paris, Ont.
 Perth, Ont.
 Peterboro', Ont.
 Picton, Ont.
 Port Arthur, Ont.

Portage La Prairie, Man.
 Port Hood, N.S.
 Port Hope, Ont.
 QUEBEC,
 and Sub-Branches.
 125, St. Peter St.
 Upper Town.
 Raymond, Alta.
 Regina, Sask.
 Rossland, B.C.
 Rosend, Man.
 St. John, N.B.
 S. Mary's, Ont.
 Sarnia, Ont.
 Saskatoon.
 Sawyerville, Que.
 Shediac, N.B.
 Stratford, Ont.
 Sudbury, Ont.
 Summerland, B.C.
 Sydney, N.S.

TORONTO, Ont.,
 and Sub-Branches.
 Carlton and
 Yonge Streets.
 Queen and Port-
 land Streets.
 Richmond Street.
 Wellington Street.
 Yonge Street.
 Trenton, Ont.
 Tweed, Ont.
 Vancouver, B.C.
 Vernon, B.C.
 Victoria, B.C.
 Wallaceburg, Ont.
 Warsaw, Ont.
 Watertord, Ont.
 WINNIPEG, Man.,
 and Sub-Branches.
 Fort Rouge.
 Logan Avenue.
 Wolfville, N.S.

Woodstock, N.B.
 Yarmouth, N.S.
In
Newfoundland
 Birchy Cove.
 St. John's.
In
United States.
 NEW YORK,
 31, Pine Street.
 CHICAGO,
 Cor: La Salle and
 Monroe Street.
 SPOKANE,
 State of Washington.
In Mexico.
 CITY OF MEXICO.

Correspondence in United States.

BOSTON—Merchants National Bank—J. B. Moors & Co.
 BUFFALO—The Marine Bank.

NEW ORLEANS—Whitney Central National Bank.
 PHILADELPHIA—Bank of North America.

SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - 46 and 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq., and ALEX. LANG, Esq.
 FREDK. W. TAYLOR, *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,146 - \$3,360,170
 Reserve Fund £690,446 - \$3,360,170

Head Office, Montreal.
 63 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - \$3,900,000 RESERVE - \$4,390,000

Head Office - - - MONTREAL.

86 Branches in Canada.

9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, \$6,000,000

Reserve Fund and Undivided Profits, \$4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

SIR H. MONTAGU ALLAN, Kt., *President.*
 E. F. HEBDEN, *General Manager.*

JONATHAN HODGSON, Esq., *Vice-President.*
 T. E. MERRETT, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton
 Alvinston
 Athens
 Belleville
 Berlin
 Bothwell
 Brampton
 Chatham
 Chatsworth
 Chesley
 Creemore
 Delta
 Eganville
 Elgin
 Elora
 Finch

Fort William
 Galt
 Gananoque
 Georgetown
 Glencoe
 Gore Bay
 Granton
 Hamilton
 Hanover
 Hespeler
 Ingersoll
 Kingsdale
 Kingston
 Lancaster
 Lansdowne
 Leamington

Little Current
 London
 Lucan
 Markdale
 Meaford
 Mildmay
 Mitchell
 Napanee
 Oakville
 Orillia
 Ottawa
 Owen Sound
 Parkdale
 Perth
 Prescott
 Preston

Renfrew
 Stratford
 St. George
 St. Thomas
 Tara
 Thamesville
 Toronto
 Tibury
 Walkerton
 Watford
 West Lorne
 Westport
 Wheatley
 Williamstown
 Windsor
 Yarker

Quebec

Montreal (Head Office) St. James St.
 " 1255 St. Catherine St. E.
 " 310 St. Catherine St. W.
 " 1330 St. Lawrence Boul.
 " Town of St. Louis
 Beauharnois
 Lachine
 Quebec
 " St. Sauveur
 Rigaud
 Brandon
 Carberry
 Gladstone
 Griswold
 Macgregor
 Morris
 Napinka

Manitoba

Nepawa
 Oak Lake
 Port'e la Prairie
 Russell
 Souris
 Winnipeg

Alberta

Calgary
 Camrose
 Carstairs
 Daysland
 Edmonton
 Ft. Saskatche'n
 Lacombe
 Leduc
 Lethbridge
 Saskatchewan
 Arcola
 Carnduff
 Gainsborough
 Maple Creek
 Oxbow
 Whitewood

British Columbia

Vancouver
 Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY, Agent.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

Banking, Insurance and Finance.

A Quinquennial Analysis of Canadian Prices.

In our Investment Supplement last week we published some interesting statistics showing the highest and lowest prices of all the principal Canadian securities during 1907, the closing quotations at the end of 1907 and 1906 respectively, and the net changes. We also dealt fully with the enormous capital fluctuations entailed by the wide variations incidental to an abnormal period, and pointed out that it may be many years before such another opportunity is presented to the home investor of purchasing first-class Canadian securities at bargain prices. To give point to those remarks we have this week analysed the movements in the prices of a group of representative issues over a period of five years—1903 to 1907. We have taken the average nominal valuation of the stocks dealt with at 100. During this quinquennium the highest annual valuation of these stocks has varied between 146 $\frac{5}{8}$ in 1904 and 161 in 1906, the average for the period being 152 $\frac{7}{8}$. The extremes in the opposite direction fluctuated between 113 $\frac{3}{4}$ —last year's figure—and 138 $\frac{5}{8}$ for the preceding year, the average for the five years being 124 $\frac{4}{8}$. Interesting, however, as are highest and lowest fluctuations from a market point of view, it is the mean valuations alone which can be relied upon as an index to the trend of values in any particular section of that market. For the quinquennial period selected for the comparison, the group of stocks dealt with, after a temporary set-back in 1904, recovered to a pronounced extent in the following year, and were at their apex in 1906, when the average mean stood at 149 $\frac{3}{8}$, dropping in 1907 to 130 $\frac{3}{8}$, the lowest point reached in the five years, and some 8 points under the average mean recorded from 1903 to 1907—viz., 138 $\frac{1}{2}$.

* * *

The Value of Index Statistics.

The value of index statistics of this kind lies, of course, in the assistance they afford to investors in deciding as to whether stocks generally are relatively high or low. The present average market valuation of the group of stocks included in our calculations, although rather above the lowest of 1907, at 120 $\frac{1}{2}$, is still 10 points under the mean of that year, and as much as 18 points below the average mean for the quinquennium; whilst the margin between this figure and the high-water mark of 1906—161—is no less than 40 points. In other words, the investor can feel sure that the present level of quotations current in Canada affords the maximum prospect of improvement in capital value with the minimum of risk. It must be distinctly understood in this connection that we are not dealing with individual stocks, but with the general trend of the market—over a period of years. Particular securities are, of course, actuated by specific factors. The stocks dealt with in our calculations have, however, been selected for their representative character, and include banks, railways, street railroads, navigation, mining, manufacturing, land mortgage, and general industrial concerns, and from year to year move more or less in harmony. If an investor was assured that a high-class security which had suffered from purely adverse market circumstances in no way whatever connected with its intrinsic worth was procurable at 120 $\frac{1}{2}$ at the present time, that it had never been under 113 $\frac{3}{8}$ in a period of five years, that it had been as high as 161, and that its average mean valuation during the quinquennium was 138 $\frac{1}{2}$, he would feel pretty safe in putting his money into such an attractive medium. That is just the position of the Canadian stock markets at the present time, and it is because we feel that the home investor has an unprecedented opportunity of buying sovereigns at a substantial discount that we have taken the trouble to analyse the quinquennial record of a group of Canadian securities which are in the highest degree representative, and the fluctuations in which may be relied upon to afford a trustworthy index of the Canadian market as a whole.

* * *

The Home Investors' Opportunity in Canada.

That the present is an opportune moment for the investment of funds in Canadian investments has been persistently stated both by our special correspondents at Montreal and Toronto, and also in the financial pages of *Canada*. As, with the release of dividend moneys incidental to this season of the year, many investors may be considering the advisability of purchasing Canadian securities, we have compiled a list which may suit their requirements. Whilst not unmindful of the natural desire to obtain a reasonable rate of interest on the funds employed, we have especially aimed at selecting stocks which are likely to rapidly reflect the improvement in market conditions, which it is freely predicted by well-informed financiers both in Canada and in this country will be experienced during the present year. That Canadian securities now stand at very attractive levels as compared with the extremes marked during the past five years we show elsewhere. Amongst the banks, the shares of the Bank of Montreal at 240 can be bought to pay about 4 3-16 per cent.; in 1903 the price was 280. Canadian bank of Commerce at 161 yield nearly 5 per

cent., and were at 190 in 1906. Street Railways also offer attractions worth considering. The shares of the Montreal Company at 180 yield over 5 $\frac{1}{2}$ per cent., and in 1903 were exactly 100 points above their present price. Toronto Railway stock at 98 gives 6 $\frac{1}{8}$ per cent., and so recently as 1906 stood at 126. Consumers' Gas is a company which is regarded as likely to be in the forefront of the expected recovery in market conditions. This stock can be purchased at about 185, at which price it yields over 5 $\frac{3}{8}$ per cent.; in 1904 it was dealt in up to 220. Canadian General Electric was amongst the stocks which were banged for no rhyme or reason last year. It has excellent prospects, is doing a splendid business, and at the present price of about par shows the high yield of 10 per cent.; in 1903 this stock stood at 215, so that there is ample scope for an improvement in capital value here.

* * *

Stocks Still Obtainable at Bargain Prices.

The Toronto Electric Company is now in the throes of a struggle with the City Council; but, even if Toronto should be insane enough to set up a competitive system, the company would be able to hold its own, and 117 allows a wide margin for such a contingency, at which price the return is nearly 7 per cent., whilst in 1906 the price reached 171. One of the soundest industries of the country is flour milling, and Ogilvie's Preferred at 114 are a sound security, yielding 6 $\frac{1}{8}$ per cent.; in 1905 the quotation was not regarded as unduly excessive at 15 or 20 points higher than this. Amongst the land mortgage companies, Canada Permanent occupies a high position, and although the range of fluctuations is less wide in the stock of this company than in some of the others named above, the present quotation is 12 points below the highest price recorded in 1905—132—and the yield works out at a small fraction under 5 per cent. Laurentide Paper and Pulp is another company with large possibilities and its common stock at a little over 90 gives about 6 $\frac{1}{2}$ per cent., whilst this quotation compares with 107 so recently as 1906. Montreal Telegraph can be purchased to show a return of nearly 5 $\frac{1}{2}$ per cent., whilst the present price is some 20 points below the best of 1906—viz., 171. One might go on indefinitely, but enough has been shown to prove our contention that those who purchase now get in on exceptionally favourable terms from every point of view, for, in addition to securing high-class stocks yielding relatively high returns upon their capital—the average return upon the stocks cited is rather better than 6 per cent.—they should derive substantial advantage from a capital point of view when prices commence the upward reaction in earnest. Although there may be a little marking time, the trade of the Dominion is really quite healthy, and practically unaffected by developments in the United States, whilst the improvement in the financial situation will undoubtedly have a marked reflex action both at Montreal and Toronto. It should be noted that our calculations as to interest yields are based on the last annual dividends reported by the respective companies. The stocks of the railway companies have not been included in this selection because their merits are already pretty generally understood by investments in this country.

* * *

Breaking away from old Traditions.

When a few weeks ago we commented on the growing disposition of life insurance companies in this country to offer more liberal terms to insurers, and noted the efforts of a well-known Colonial office to break away from old traditions, we offered the opinion that this step would be quickly followed by other companies. As we write we have before us particulars of a new policy issued by one of the oldest and one of the strongest life offices in the kingdom, which is aptly called "The Twentieth Century Option Policy." This is one of the most interesting policies we have ever examined. Primarily, it is intended to meet the uncertainties of investments. The company guarantees a cash value irrespective of market fluctuations, and also undertakes the payment of a guaranteed income to the beneficiaries of the insured, a very valuable privilege where trustees are not appointed, and even worthy of the consideration of the latter where they exist, and the terms of the deed does not preclude them adopting such a course. For a guaranteed non-fluctuating income on a large portion probably of the trust fund would relieve them of much responsibility and trouble. This policy offers liberal options to meet possible changes in the financial position of the policy holder, making it the equivalent of endowment, annuity, insurance pure and simple. We look for important developments in connection with these efforts to meet changing conditions in the lives of policy-holders, and place a greater number of options at the disposal of those interested when the policy become claims or mature, and it is for this reason that we suggest that the Canadian Parliament will do well to think twice before they impose vexatious legal restrictions on the company in the matter of the terms of their policies. Standardisation of policies in the ordinary meaning of the term is a reactionary step which is quite opposed to the spirit of the times.

Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

Mining Reports.

COBALT.

Shipments during the week ending January 11 were as follows:—

	lbs.
Coniagas	67,020
La Rose	43,800
Nipissing	121,750
Nova Scotia	40,790
Total	273,360

The question of the depth of the rich silver deposits in the Cobalt district has become a subject of such widespread difference of opinion among mining engineers that the Dominion Government has undertaken its solution. A corps of Government engineers has been set to work on a corner of the Gillies Timber limit, the mineral rights of which have been retained by the Government. A shaft was sunk near the Savage claim, and up to the present time a depth of over 700 ft. has been uncovered, and at last reports the vein was gaining in strength and richness as further depth was attained. The reports of the commission have not as yet been made public, but, according to reports received from Toronto, it has been conclusively proved that the silver deposits of the Cobalt region are the result of a great upheaval, the origin of which was several thousand feet below the surface.

It is stated that a big strike has been made on the Columbus mine, at the cross-cut on the second level. The vein is reported to be ten feet in width, of calcite, quartz, and galena, with calcite stringers running all through the vein and solid galena in places, with silver values which should easily make good concentrating ore in endless quantities, with excellent indications of finding good shipping ore. Another good strike is reported at Coniagas of a vein which shows good silver values of calcite several inches in width.

Mr. F. D. McNaughton, an experienced mining man of Nova Scotia, has been appointed superintendent of the Trethewey Mining Company at Cobalt.

In connection with the King Edward Silver Mines Co., the original capital stock of which was 1,200,000 shares, 200,000 shares being in the treasury, it is announced that of the 1,000,000 shares outstanding there have been given up by the original syndicate of promoters 504,000 shares, as the result of a suit begun by Samuel Newhouse, which was compromised by the return of those shares, which have been cancelled, and the payment of \$41,000 in cash. This has gone into the treasury of the company, leaving it with ample cash reserves and 496,000 shares outstanding.

ROSSLAND.

Shipments during the week ending January 11 were:—Centre Star, 3,783; Le Roi, 1,821; Le Roi No. 2, 414; total, 6,018 tons.

BOUNDARY.

The Granby mine shipped during the week ending January 11, 12,887 tons.

The first shipment from the Granby mines since the closing on November 11 was made early in the new year, and consisted of 1,000 tons of copper. There is no longer any danger of a coke shortage at the smelter. In another month or so the new installation at the Gold Drop terminal of ore crusher, conveyor, ore bins, etc., will be finished, giving another extensive outlet for the Granby. At the mines of the Granby company things are getting into shape, and the tonnage output will be gradually increased.

The North Star Mining Co. has declared a dividend of 2 cents a share. The mining operations during the last six months were fairly satisfactory.

SLOCAN-KOOTENAY.

During the week ending January 11 the following shipments were made:—Vancouver, 64; Vancouver, milled, 400; Sullivan, 600; St. Eugene, 554; Whitewater Deep, 69; White water, milled, 140; La Plata, 427; Poorman, milled, 250; Queen, milled, 185; Second Relief, milled, 145; Ferguson, 79; North Star, 33; Rambler Cariboo, 21; Arling-

ton, Slocan, 23; Standard, 24; Arlington, Erie, 43; Montezuma, 24; Nugget, 24; Lone Batchelor, 22; Reco, 20; Ruth, 20; Emerald, 18; Revenue, 15; Silver Cup, 12; Nugget, 4; total, 3,216 tons.

Enlargements in the lead plant at Trail have reached a point which makes it unnecessary for the Consolidated company to make any further shipments of St. Eugene lead concentrates to Europe. In future these concentrates will all be smelted and refined locally.

THE LARDER LAKE DISTRICT.

The sixteenth annual report of the Ontario bureau of mines, which has just been issued, contains a report of the Larder Lake district, based upon field work, by Mr. R. W. Brock. In a paragraph upon the possibilities of the district he says:—"It has not yet been proved that 'run of mine' might be expected from any place. Some of the stringers are quite rich, but they seem to be too small and irregular to be mined by themselves, and it would appear that the whole rock would have to be taken. Over what area such material could profitably be mined and what it would run can only be satisfactorily determined by mill tests. On a few claims very fine samples of free gold nicely disseminated through a considerable extent of rock have been found. Further prospecting may increase the number of gold showings. From the character of the quartz and gold fourteen feet below the surface it looks as if gold might continue to exist in a free state for some depth. Though the stringers with gold are small and irregular, and therefore make a rich workable ore uncertain, there seems to be a reasonable chance that at some point by mining the whole rock, a large tonnage of low grade ore may be developed, with perhaps occasional rich bunches. If further work and mill tests prove this to be the case, a few dollars per ton in easily won gold, as the gold here so far seems to be, would constitute good pay ore."

REPORTED VALUABLE GOLD DEPOSITS.

The discovery is reported of remarkable gold deposits in the district around the confluence of the Finlay and Ingenia Rivers, in North British Columbia. So definite are these reports of mineral wealth that a rush in the direction of the district has begun from all parts of the province. The region named lies east of the gold-bearing districts in Alaska, just beyond Peak Mountains, and flanking the imperfectly explored area south of the Turnagain or Black River.

Smelter Receipts.

The amounts of ore received at the smelters during the week ending January 11 were:—

	Tons.
Granby	12,887
Trail	5,693
Le Roi, Northport	1,941
Marysville (estimated)	600

Mining Returns.

Camp Bird.—December return: Mill ran 29 days and crushed 6,986 tons of ore (drv weight), yielding 8,714 oz. of bullion, and approximately 474 tons of concentrates; amounts received from sales of product effected during the month, as follows:—Bullion (including cyanide bullion), \$153,631; concentrates (494 tons), \$17,749; profit, \$22,912.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending January 10 was 23,399 tons; daily average, 3,900 tons. Week ending January 17, 24,611 tons; daily average, 4,102 tons.

Western Canada Cement and Coal Co., Ltd.—Following cable received:—Exshaw (Alberta) mill is making cement of excellent quality in commercial quantities; three kilns running; 3,000 barrels made. Mill will gradually reach full capacity.

Real Estate Notes.

Montreal.—There were several transactions in real estate during January. In Westmount a prominent corner block of 23,700 feet superficial area changed hands for \$59,250. The previously reported sale to the *Montreal Herald* of an important site in Victoria Square was registered. Price \$80,000 for 71 ft. x 106 ft. In the Fairmount suburb building lots are selling at 25 cents per square foot. The Sovereign Bank building, one of the principal sites in St. James Street, has been taken over by the Bank of British North America. It cost over \$400,000 in 1905, and earns a good dividend from office rents.

An important transfer is that of the Carleton Apartment House to Mr. J. A. Jacobs for \$97,500. Superficial area 8,325 square feet, in Sherbrooke Street.

Toronto.—The Canadian Shipbuilding Co. has sold its site in Toronto to Messrs. A. Berg and Sons, who will erect a brick-making plant. The ground covers about 2½ acres, and the price named is \$175,000. The Shipbuilding Co. will concentrate its efforts on the works at Bridgeburg, Ontario, where they hold 125 acres. Messrs. Berg will employ over 200 men.

A lot in the principal residential district sold in January for \$110 per foot, area 100 ft. x 150 ft.

Edmonton.—The Custom House here collected \$265,149 in 1907, as against \$155,072 in 1906. Express parcel business also shows a great expansion. These actualities denote the rapid development of the wholesale trade here, and January is showing an improvement over the trading in the last three months.

Nelson.—Fruitvale, fifty miles south of Nelson, where in July last there was not a single settler and which in November applied for and got a post office, is now so well settled that a schoolhouse is being completed, with accommodation for fifty pupils. This is only one instance of several showing the manner in which the fruit lands of the Kootenay are being taken up.

Victoria.—The sale of 42 lots, comprising over eight acres, bounded by Queen's Avenue and Blanchard Quadra and Pembroke Streets is reported. Price \$32,000.

Mr. Morley, the Mayor, in his report to the City Council, alluded to the scarcity of labour last year as having hindered many contemplated municipal improvements, which, he believes, will be carried out in 1908 more economically. Improved exhibition buildings will be erected, and the City Hall converted into a building more worthy of the capital of the province.

Kettle Valley, B.C.—Among recent sales effected by the Kettle Valley Irrigation Fruit Lands Co., Ltd. of B.C., are 60 acres to Mr. Temple Godman, of England; 18 acres to Colonel Glossop, of England and Vernon, B.C.; 31 acres to Miss Davison, of England; and 31 acres to Mr. J. F. Davison, of England and Vernon, B.C.

Prince Rupert.—The announcement that the Grand Trunk Pacific Railway Co. will at once commence construction from its western seaport has stimulated interest in the real estate outlook. So far, only a few acres have been laid out as building lots, and when it is surveyed for this purposes every fourth block will belong to the province of British Columbia. Pending this survey, the Grand Trunk Pacific, which is the ground landlord, only issued temporary permits, so that permanent buildings are scarce. The Canadian Bank of Commerce owns its own premises, and the Prince Rupert Empire has a location in which some office accommodation has been let. Mr. Wainwright and other prominent Grand Trunk officials are now in consultation with the British Columbia Government at Victoria, and the time is near when active steps will be taken which will enable private enterprise to erect permanent buildings in a town which must inevitably become one of the great seaports on the Pacific Coast, nearer to the far East than is Vancouver.

The Grand Trunk Pacific intends to make Prince Rupert a model city. Messrs. Brett, Hall and Stiles, landscape architects, of Boston, U.S., are reporting on a scheme of development. An up-to-date hotel is being planned for the railway company.

"CANADA."

AN ILLUSTRATED WEEKLY JOURNAL.

Edited by W. LEFROY.

Price 6d. or 15 cents. Annual Subscription, 29s. or \$7.

OFFICES.

LONDON: 34 and 35, Norfolk Street, Strand, W.C.

TORONTO: "CANADA" & "TIMES" Office, Stair Building, 123, Bay Street. Telephone: Main 6270.

MONTREAL: "CANADA" Offices, 205, St. James Street. Phone: 2612 Main.

WINNIPEG: R. J. McPHERSON & Co., Ltd., 713/15, Union Bank Building.

VANCOUVER: 405, Hastings Street, W.

GLASGOW: 166, Buchanan Street.

PARIS: 18, Rue Favart.

Sole Agents for Australasia

GORDON AND GOTCH—
Queen Street, Melbourne;
Pitt Street, Sidney;
Queen Street, Brisbane.

South Africa:

The Central News Agency, Ltd.,
St. George's Street, Cape Town.

Telephone—London: 10197 Central.

Telegrams: "Canada Newspaper, London." Cables: "Chinook, London."

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our London or Canadian offices to be called for (not forwarded).

Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

CANADIAN WHEAT EXPORTS TO BRITAIN.

To the Editor of *Canada*.

SIR,—Just now, what with the commencement of the new Session of Parliament and the heated strife of British by-elections, which bring with them the never-failing refrain of Free Trade or Tariff Reform we are hearing much of the price of wheat, and still more of the sources of the world's supply of that most necessary commodity.

The *Westminster Gazette*, in a recent issue, published some most interesting figures which showed the fluctuations of the supplies of wheat received from the three great wheat-producing States of the Empire—Australia, Canada, and British India—during the period from 1900-1906. During these years the supply from British India fluctuated between 25,521,097 cwt. and 6,239 cwt.; from Australia, between 11,480,672 cwt. and 61 cwt.; and from Canada, between 14,465,484 cwt. and 7,997,626 cwt.; and the obvious moral is pointed out that Britain must never trust for her whole supply to such unstable sources. Meanwhile, the *Evening Standard* devotes much space to showing how the decrease in wheat production of some of the English counties is owing to Free Trade, which has therefore, caused us to look for outside help, and has forced us to pay for that assistance dearly.

Surely there are other lessons to be learned and many grains of comfort to be picked up from all this controversy. Canada is admitted to be the most equable of wheat-exporting British countries. Even in the worst year her exports were over 50 per cent. of those in her best. The volume of her best year was enormous, yet as nothing compared with the possibility of her best in but a few years when more of her vast wheat-growing plains are in cultivation. There is a far worse insecurity than trust in the climate of the nearest and greatest of our dominions, and but few better safeguards than the possession of a vast granary within our own Empire. It should not be difficult by judicious encouragement, to raise the mean of Canada's wheat-exporting power so high that her lowest should be well above the limits of safety demanded for our Imperial needs.—Yours, etc.,

R. H. C.

United Empire Club, February 1.

The King's Speech at the opening of Parliament contained the following announcement:—"Negotiations are being conducted with the Government of the United States for an agreement to refer to the International Court of Arbitration at the Hague questions pending between the two Governments which relate to the Newfoundland fisheries. It is hoped that by this friendly procedure a long-standing source of difficulty may be satisfactorily removed."

Lord Strathcona, who was announced to preside at a lecture on Canada at Hitchin recently, but was unable to do so, in a letter of apology said: "There is room in the Dominion for all who, from one cause or another, may have made up their minds to emigrate, provided always that they are both able and willing to work. But I would wish very strongly to impress on all that there is no place there for those who are incapable of doing their part well in life."

Trade and Commerce Notes.

Canadian Wood Pulp for Japan.

Mr. W. T. R. Preston, the Canadian Trade Commissioner in the Far East, in a recent report to the Department of Trade and Commerce at Ottawa, directs the attention of Canadian manufacturers of wood pulp to Japan as a large importer of this product and suggests that Canadian exporters of pulp may, if they will, obtain a proportion of this business. The Japanese are among the oldest paper makers in the world, and it is not surprising, therefore, that they should have made themselves acquainted with the more expeditious facilities for the manufacture of paper afforded by the aid of Western appliances. Two-thirds of the entire pulp imports of Japan are credited to Germany, but the bulk of these imports really originate in Norway, being handled by Hamburg merchants and carried to the Far East in German ships. Formerly the main customer for the pulp carried by these German ships was the United States, but since this latter market has been exploited by the Canadians the Hamburg exporters of wood pulp have turned their attention to the Orient, with the results which have been already indicated. In the early history of the Japanese pulp industry the wood product was used altogether for the manufacture of what is known as foreign papers. But now there is an ever-increasing demand for this raw material for the manufacture of Japanese papers. It has been found that by a proper mixture of the wood pulp with the ingredients usually used for manufacturing Japanese paper, a much cheaper manufactured product is available, and, at the same time, the peculiar fibre of the Japanese paper is not eliminated. From that standpoint it is fair to believe that the demand for wood pulp will increase very largely within the next few years. In respect to the Japanese market, however, Canada labours under advantages as well as disadvantages. In ordering from Europe no more than ninety days elapse from the transmission of the cable order from Japan to the arrival of the pulp at a Japanese port. Canada, it is true, is within much easier reach than Europe for the supply of pulp, but this advantage, too, is offset by the very cheap means of water transportation from the European ports. Freight charges on pulp from Christiania to Yokohama do not exceed thirty shillings, while at times an even lower rate can be secured. From Hamburg the rate is only twenty shillings per ton. The plain statement of fact in this report will enable Canadian manufacturers of wood pulp to realise how far the Eastern market may be available to them now. In consideration of the question they may rest assured that the demand in Japan for all kinds of pulp will increase enormously in each succeeding year, as Japan will not only be supplying the local demand for paper, but will seek for other markets throughout the entire East, including India as well as China.

* * *

The Fruit Marks Act.

Mr. W. A. Crouch, the well-known fruit salesman of Liverpool, in the course of correspondence with Mr. J. A. Ruddick, the Cold Storage Commissioner of the Dominion, which is published in the *Liverpool Journal of Commerce*, points out the necessity of a still more stringent examination by the inspectors appointed under the Fruit Marks Act. He quotes Mr. Ruddick's statement that only two per cent. of the total number of packages exported are examined, and remarks:—"When there is abundant proof from all quarters that the packing, grading, and branding is at serious fault, the examination of two per cent. of the bulk is by no means sufficient. Mr. Ruddick admits that the total of the barrels examined during the year 1906 was about 8,000, whilst in 1907 it was nearly 16,000,000. Why was this increase necessary if the authorities were satisfied that the packing was up to the usual standard? Even allowing for the larger crop, the fact that twice the quantity of barrels was examined in 1907 as against 1906 speaks for itself." Britain's import of apples goes on increasing, and the source of supply is widening; it is, therefore, of the utmost importance to Canada that the excellent measure put upon the Statute-book by the Hon. Sydney Fisher, the Minister of Agriculture, should not fall short of its object for the lack of more administrative machinery. At present Mr. Ruddick says: "The onus of packing and marking the packages"—according to their grades—"rests upon the shipper." Considering to what an extent the fruit-growing industry is localised, it should not be a difficult or expensive matter to provide for inspection at the orchards: it is probable that the actual growers in many cases err through ignorance, which touring inspectors would enlighten. The regular well-known shipper of large quantities is wide-awake enough to know that he is undermining his business by misrepresentation and poor packing. Of course, in many cases an unsuitable temperature on board the steamship and improper handling after arrival are responsible for defects too often blamed upon the Canadian grower or shipper.

It has been suggested that the Marconi system should be extended across the Dominion, and Signor Marconi has stated that the matter is now under consideration.

Answers to Correspondents.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be marked "Inquiry" in left-hand top corner, should be accompanied by the Special Coupon to be found in another part of this issue.

CANADIAN LEGATEE (Plymouth).—The Government of the Province of Quebec can claim a succession duty of 5 per cent. in the case you mention.

E. M. W. (Wimbledon).—We publish an article dealing with office employment in Winnipeg in our issue of January 25. This can be obtained from the publisher by remitting 6½d. You might also get such a situation as you want in Vancouver.

GERALD (Cardiff).—Bank Holidays in Canada do not correspond with those of England, but there are other legal holidays generally observed:—Victoria Day, May 24; Dominion Day, July 1; Labour Day, first Monday in September; and Thanksgiving Day, generally fixed for the last Thursday in October. Instead of Boxing Day, New Year's Day is kept as a general holiday. In the Province of Quebec religious holidays, such as All Saints Day, are generally observed.

P. K. (Dublin).—Undoubtedly with a family, of which three sons are good workmen, you ought to do well in Canada. Toronto or Winnipeg would probably be the best centres for you. You might write to the Secretary of the Canadian Manufacturers' Association, Toronto, who would advise you as to what firms to get into communication with.

W. S. P. (Nottingham).—There are four places named Greenwood in Canada:—One each in the Province of Manitoba, British Columbia, Ontario, and Nova Scotia. The nearest railway station to Greenwood in Ontario is Whitby, on the Grand Trunk Railway, about 280 miles from Montreal. Be careful to put the name of the province on your envelope.

M. A. B. (Stamford).—This vacancy has been long ago filled, but there is no difficulty whatever for a really competent and hard-working ploughman and his wife (especially if she can do plain cooking) to get steady employment almost anywhere in Canada. British Columbia is, of course, on account of its climate, one of the most attractive portions of the Dominion, but the distance makes the fare prohibitive in some cases. There are probably plenty of openings for your friends in the maritime provinces, which are easily and cheaply reached. Write to the Agent-General for Nova Scotia, 57A, Pall Mall, S.W.

The Theatres.

Pantomime.—At the Lyceum "Robinson Crusoe" is being played to good audiences. The large stage of this famous theatre admirably lends itself to striking scenic effects, which the management has taken full advantage of in their presentation of a rapid succession of attractive scenes. The old story is of course considerably varied in this presentation, but there is much to delight children, who will vote the gigantic cock to be quite the finest bird they have ever seen. The old-fashioned harlequinade is given at matinees only.

Drama.—"Susannah and Some Others" at the New Royalty is attracting many to Dean Street, where Miss Nina Sevenson, in the title rôle, has won recognition and applause seldom gained by so young an actress. Her acting is full of charm and attraction, and the piece runs smoothly to its happy and inevitable conclusion, assisted by the admirable acting of Miss Gertrude Kingston.

"Dear Old Charlie," at the Vaudeville, is one of those comedies in which Mr. Charles Hawtrey's inimitable manner is seen at its best. Mr. Hawtrey is assisted by a very capable company, and the entertainment affords a capital evening's amusement.

C.P.R. Canadian Pacific Railway Ocean and Rail Services.

THE ONLY ACTUAL TRANS-CONTINENTAL RAILWAY IN THE WORLD. THE ONLY COMPANY RUNNING THROUGH TRAINS UNDER ONE MANAGEMENT FROM THE ATLANTIC TO THE PACIFIC OCEAN. THE LONGEST RAIL TRACK IN THE WORLD. C.P.R. TRAINS AND STEAMERS EXTEND IN A DIRECT LINE FROM GREAT BRITAIN TO HONG KONG—11,841 MILES.

Atlantic S.S. Lines

Large twin-screw Royal Mail steamers from Liverpool, carrying Saloon, Second and Third Class.

"**EMPRESS OF BRITAIN**" & "**EMPRESS OF IRELAND**," 14,500 tons, 18,000 H.P., Largest and Fastest to Canada.

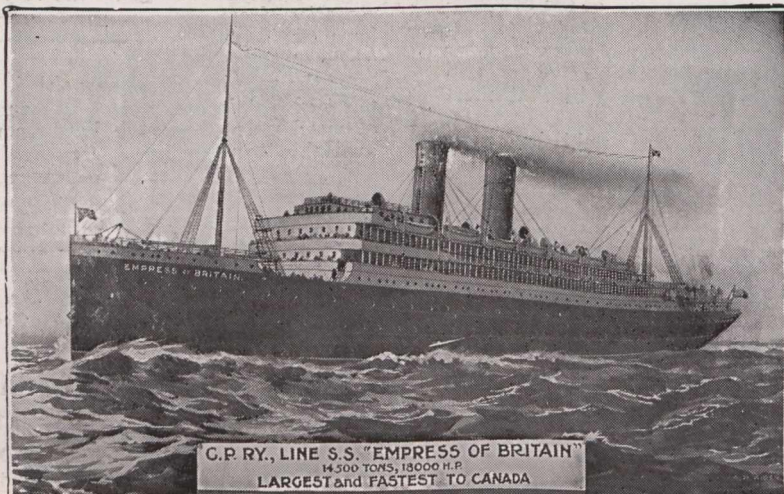
Shortest route for Western U.S. point.—Rest at the "Chateau Frontenac" Hotel, Quebec, on the finest site in the world.

1st, 2nd, & 3rd class from Liverpool.

Feb. 12—"Lake Manitoba"
" 21—"Empress of Ireland."

Tours in Canada.

RAPID, LUXURIOUS TRAVEL. The "Over Seas Limited," makes the journey between Quebec and Vancouver in 79 hours.



C.P.R. LY., LINE S.S. "EMPRESS OF BRITAIN" 14,500 TONS, 18,000 H.P. LARGEST and FASTEST TO CANADA

Everyone who reads this should apply personally, or by letter, for gratuitous and post-free Maps and Hand-somely Illustrated Guide Books to the

Passenger Departm't,
CANADIAN PACIFIC RAILWAY,

LONDON—

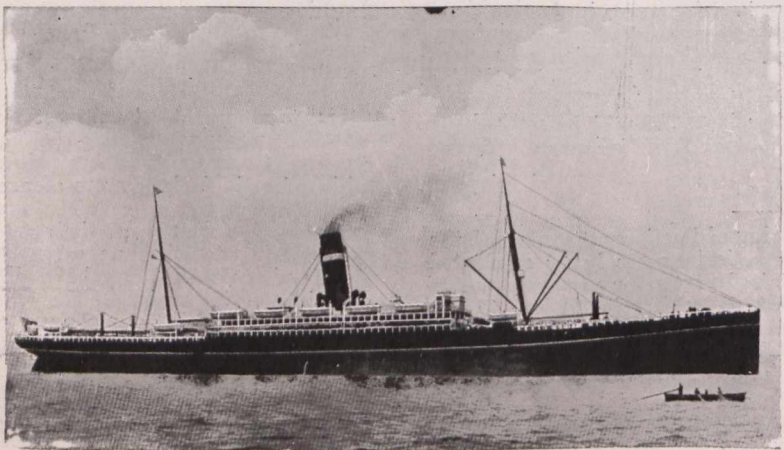
- 62 to 65, Charing Cross, W.C.
- 67 & 68, King William St., E.C.
- Liverpool—24, James Street.
- Glasgow—67, St. Vincent St.
- Bristol—18, St. Augustine's Parade.
- Manchester—92, Cross Street.
- Belfast—41 Victoria Street.
- Antwerp—33, Quai Jordeans.

DOMINION LINE TO CANADA.
CONNECTING WITH THE GRAND TRUNK RAILWAY.

FLEET OF PASSENGER STEAMERS.

STEAMER	TONS.
ALBERTA Triple-Screw (Building)	14,000
ALBANY Twin-Screw (Building)	14,000
CANADA Twin-Screw	10,000
KENSINGTON Twin-Screw	8,669
SOUTHWARK Twin-Screw	8,607
DOMINION Twin-Screw	7,008
OTTAWA	5,070
VANCOUVER	5,236

Passenger Fares.
1st Class from £10 0s.
2nd " " £7 10s.
3rd " " £5 10s.



TWIN-SCREW STEAMER "CANADA," 10,000 TONS.

27 & 29, JAMES ST., LIVERPOOL.

1, Cockspur Street, S.W.,
38, Leadenhall Street, E.C.,

LONDON.

WEST INDIA HOUSE, BRISTOL.

Descriptive Pamphlets and Maps on Canada furnished free on application.

REGULAR PASSENGER AND FREIGHT SAILINGS.

Liverpool to Halifax and Portland, Me.; Liverpool to Quebec and Montreal. Also Freight Sailings, Avonmouth (Bristol) to Portland, Me., and to Quebec and Montreal.

THROUGH BOOKINGS TO ALL PARTS OF CANADA AND THE UNITED STATES AT LOW RATES.

Shipping News.

FEBRUARY SAILINGS.

C.P.R. LINE.—Liverpool to St. John, N.B. and Halifax, N.S.
 Feb. 12.—S.S. *Lake Manitoba*.
 Feb. 21.—R.M.S. *Empress of Ireland*.
 Feb. 26.—S.S. *Lake Champlain*.
 ALLAN LINE.—From Liverpool to Halifax and St. John, N.B.
 Feb. 14.—R.M.S. *Virginian*.
 Feb. 20.—S.S. *Grampian*.
 Feb. 28.—R.M.S. *Victorian*.
 From London to St. John, N.B. via Havre.
 Feb. 13.—S.S. *Pomeranian*.
 DOMINION LINE.—From Liverpool to Halifax.
 Feb. 13.—S.S. *Vancouver*.
 Feb. 20.—S.S. *Kensington*.
 Feb. 27.—S.S. *Canada*.

Canadians in London.

The following Canadians have registered at the High Commissioner's office, 17, Victoria Street, London, S.W.:—
 S. Johnstone, Toronto—6, Godstone Street, King's Cross.
 Mr. and Mrs. W. McBride, Winnipeg—Esmond Hotel.
 Mr. and Mrs. F. W. Williams, Bracebridge, Ont.—13, Gordon Street, W.C.
 F. H. Mayhood, M.B., Calgary—13, Gordon Street, W.C.
 S. Morley, Winnipeg—312, King's Road, Reading.
 J. P. Northey, Toronto—Savoy Hotel.
 Mr. and Mrs. H. S. Hulme-Goodier, Port Arthur—Doere Banks, near Leeds.
 C. F. May and A. G. King, Toronto—Victoria Hotel.
 H. Dorrell, Moose Jaw—3, Queen's Leas, Forest Hill.
 Miss L. Virtue, Toronto—Alexandra House.
 E. K. Spinney, Yarmouth, N.S.—Hotel Cecil.
 Major and Mrs. P. Lewis—Tyghyn, Aeron, Cardigan-shire.
 Mrs. A. Kirkpatrick, St. John, N.B.—17, Elsham Road, W.
 Rev. W. Cotton, Charlottetown, P.E.I.—3, Chatfield Road, Croydon.
 Mr., Mrs. H., and Miss Gunner, Guelph—Russell Hotel.
 Miss E. M. Robertson, Kingston, Ont.—Imperial Hotel.

THE CANADA YEAR BOOK.

The *Canada Year Book*, issued by the King's Printer at Ottawa, and edited by Mr. Archibald Blue, chief officer of the Census and Statistics' Office, is a well indexed and invaluable official record of information necessary to the student of Canadian affairs as a politician, an exporter, an importer, or a financier. A mass of historical information formerly included has been replaced by additional tables, of which the most important are the census of manufacturers of Canada for the calendar year 1905, taken in 1906, and of the population and agriculture of the North-West Provinces in 1906, taken in June of that year. The general information is brought down to 31st December, 1906. Events of the year include a very useful summary of the Immigration Act and other legislation of interest in the United Kingdom.

The current issue of the *Cornhill Magazine* contains an article upon the "All-Red Route" by the Hon. W. P. Reeves, Agent-General for New Zealand, which will be read with much interest by all concerned in the proposal to establish the proposed new steamship route. Another paper of interest to Canadians and also to all financial men will be that entitled "The Late American Crisis." The other contributions include two or three excellent stories and several articles, of which that concerning "The Queen and the Whigs" by the Right Hon. G. W. E. Russell, will be much appreciated.

11, Templeton Pl.,

EARL'S COURT (S. Kensington).

Most comfortable house, excellent cuisine, liberal table; large dining, drawing, and smoking rooms. Terms, 30s. weekly, full board residence; double, 24 guineas. Separate tables or meals in own room; every comfort; large garden for children. Ten minutes to West-End and Theatres.

9 & 8, PRINCES SQUARE, LONDON, W.

(RECOMMENDED BY CANADIANS.)
 Kensington Gardens. Queen's Road Stations. Elec. Light. Mod. Sanitation. Quiet. Best English Cooking. Sep. Tables. Telegrams, "Henbane, London." Telephone, Western 2703.
 Inclusive Terms per Week, single, from £1 18s.
 double .. £3 8s.

London and Country. REFINED FAMILY BOARD-RESIDENCE AND SUITES OF FURNISHED ROOMS.

Recommended by Australians.
 LONDON: 73, Holland Road, Kensington, W., and at NORFOLK: "The Pines," Kelling Heath, Holt, Norfolk.
 Write: Mrs. BROWNE, 73, Holland Road, Kensington, W.

CHARLES LANCASTER
 ESTD GUNMAKER to 1826
 H. M. the KING.
 HAMMERLESS EJECTOR GUNS
 £63-£45-£35-£26 & £22.
 HIGH VELOCITY
 "CORDITE" & "AXITE"
 SPORTING RIFLES.
 THE "ROSS" STRAIGHT PULL
 MAGAZINE RIFLES.
 "THE COLINDIAN" (Rd.)
 A "CORDITE" BALL & SHOT GUN.
CARTRIDGES
 OF EVERY DESCRIPTION.
 "CLAY" PIGEONS & TRAPS.
 GUN FITTING WITH TRY GUNS
 ALSO INSTRUCTION AT
 THE NORTH WESTERN
 SHOOTING SCHOOL
 (Ring up Harlesden 38)
 "THE ART OF SHOOTING"
 7TH EDITION 2/6 postage 6^d extra
 BOOKLET & PRICE LIST FREE.
11, PANTON ST
HAYMARKET,
 Opposite Comedy Theatre **LONDON S.W.**
 TELEGRAMS:—OVAL BORE LONDON.
 TELEPHONE:—GERRARD 3691.



Carl Below, Leipzig,
 Mammut-Werke
Disc Talking Machines.
 Only first-rate makes, at the rate of Marks
12.50 up to Marks 2000.
 Records, Needles, Accessories, &c.

"THE SHAREHOLDER"
 Canada's Old-Established Journal of
 Banking, Insurance & Commerce.
 Full, fair and fearless information on the
 Trade and Finance of the Dominion.
 PUBLISHED WEEKLY IN MONTREAL.
 Annual Subscription, 10/6, post free.
 Advertising rates furnished on application.

Canadian Professional Directory.

Chartered Accountants.

WINNIPEG—
 EDWARDS & RONALD, 20, Canada Life Buildings.
 W. A. HENDERSON, 341, Main Street.
 Mr. D. A. PENDER, 56-57, Merchants Bank Buildings.

Barristers and Solicitors.

TORONTO—
 Messrs. LEFROY & BOULTON, Room 1504,
 Traders' Bank Building.
 Messrs. DAY, FERGUSON & DAY, 34, Victoria
 Street. Branch at Cobalt.

MACLEOD, ALBERTA—
 M. MACKENZIE, M.P.P.

CRANBROOK, B.C.—
 G. H. THOMPSON, East Kootenay.

Bond and Investment Brokers.

TORONTO—
 BAILLIE, WOOD & CROFT, 42, King Street West.

Mining Engineer.

VANCOUVER, B.C.—
 A. E. HEPBURN, M.C., M.E., 956, Nicola Street.
 C.A. "Ruhtra."



Established over 50 years.
 Catalogue Free.
YARDLEY & CO.
 (Stourbridge, Ltd.),
STOURBRIDGE,
ENGLAND.

GEO. BUTLER & CO.'S
Famous Sheffield Cutlery

"Cavendish" Brand of Table Knives and
 Plate. Butler's "KEEN" Razors.
 London Showrooms—62, Holborn Viaduct, E.C.
 Manufactory—Trinity Works, Sheffield.

HORSFIELD, Manufacturers of all Fancy
SONS & Leathers for Book-binding,
MACKRELL - Purse and Case Trades, -
BROS., Ltd., - Upholstering Leathers. -
 Pigskins and Russia Hides.
LEEDS, ENGLAND.

FARM IN BRITISH COLUMBIA.

41 acres in fruit, &c. Fine house and out-
 buildings, situated on good roads, near
 school, stores, station, &c. \$5,000, one-
 third cash, balance two years.

RAY & WINDLE, VANCOUVER, B.C.

AN EXHIBITION OF
NOVA SCOTIA APPLES

Selected and forwarded by the Nova Scotia
 Government, is now on view in the
CANADIAN COURT, CRYSTAL PALACE.

SPECIMENS can be loaned to local Exhibitors
 upon application to the Agent-General, MR. JOHN
 HOWARD, 57A, PALL MALL, LONDON, S.W., from whom
 all information can be had respecting the Province.

Subscribers who take an interest in
 Canada and who would like their friends
 to see the journal are invited to commu-
 nicate with the Editor. If the addresses
 of friends are supplied we will gladly
 forward specimen copies.

ENQUIRY COUPON.
 "CANADA," No. 109, Feb. 8, 1908.
 This coupon must be cut out and enclosed
 in any letter of enquiry.

CALGARY.

ALBERTA.

**Population, June, 1907, 21,040.
97 Wholesalers, 27 Manufacturers.**

GOOD SCHOOLS, CHURCHES, HOMES AND CLIMATE.
EXCELLENT SOIL FOR FARMING.

**Natural Gas just discovered which
will be sold at 15 cts. for power
and 25 cts. per 1,000 feet for light.**

UNLIMITED COAL SUPPLY.

TWO ELECTRIC PLANTS AND A THIRD
BEING INSTALLED TO GENERATE ELECTRICITY FROM
THE BOW RIVER.

Write for beautiful 82-page Illustrated Pamphlet to
**E. L. RICHARDSON, Secretary Board of Trade,
CALGARY, ALBERTA.**

EDMONTON.

ALBERTA.

Population, 15,500. Assessment, \$21,985,700.

The great inland City of Canada needs capital to develop the
surrounding Coal Mines, Timbered Areas, Clay and Marl
Deposits, Natural Gas and Petroleum Fields, Iron Ore Deposits,
Quartz Mining Claims, Cattle, Sheep, Hog, and Agricultural
Industries.

NOTE.—That Edmonton has the Grand Trunk Pacific, the Canadian
Northern and Canadian Pacific Railways, that is about the centre of the
Province of Alberta, that it is about the centre of Western Canada, taking
Manitoba and British Columbia into consideration, that it is the Capital
City, that it has 13 Banks, 13 Churches, 10 Public Schools, one College,
a million dollar Pork Packing Plant, 12 Hotels, &c.

Edmonton requires: Woollen Mills, Pickle Factories, Cheese
and Butter Factories, Cereal Mill, Box Factory, Furniture
Factory, Soap Factory, Cement Works, Paper Mills, Oatmeal
Mill, Malting House, Wholesale Fur House, Terra-Cotta and
Ornamental Brick Factory, &c.

For detailed information write

**A. G. Harrison, Sec. Board of Trade,
Edmonton, Alberta, Canada.**

TOOLE, PEET & CO.,

Financial, Real Estate,
and Insurance Agents,

CALGARY, ALBERTA.

Money Invested in First Mortgages with 50 per
cent. margin on selected business and residential
property in Calgary at 7 per cent. and 8 per cent.
interest.

Bankers—CANADIAN BANK OF COMMERCE.

McGeorge, McIntosh & Chauvin

FINANCIAL, REAL ESTATE,
AND INSURANCE AGENTS,

EDMONTON, ALBERTA.

Money Invested in First Mortgages with 50 per
cent. margin on selected business and residential
property in Edmonton, at 8 per cent. interest.

SOLE REPRESENTATIVES OF
Atlas Assurance Co., of London.
Northern Assurance Co., of London.
London Assurance Corporation.
Guardian Assurance Company.

REFERENCES:
(by permission)
Merchants' Bank
of Canada,
London, Eng.

Head Office: Alexander Corner, Calgary, Alberta.
P.O., Box 275.

Branch Office: Regina, Sask.

**William M. Dodd, M.A.A.A.,
ARCHITECT.**

SPECIALIST IN

Structural Engineering, Fireproofing, Sanitation,
Lighting, Ventilating, Heating, Furnishing,
Decoration, &c., &c.

H. L. DOWNEY & Co.

Real Estate and Investment Brokers,

709, Centre Street,

CALGARY, ALBERTA.**The Alberta Trusts Co., Ltd.**

(Incorporated by Charter of the Province of Alberta.)

Property selected and purchased for Investors.
Estates managed, outside clients' interests safeguarded in
every way.

Money Invested on first Mortgage on selected properties, on
50 per cent of conservative valuation, at 7 per cent. and 8 per
cent. interest.

CORRESPONDENCE INVITED.

THE ALBERTA TRUSTS CO., LTD.

236, Jasper Avenue,
EDMONTON, ALBERTA, CANADA.

**Exceptional Opportunity for Small
Capitalist to insure a Comfortable Living**

**A SMALL FARM OF
ABOUT 200 ACRES**

well cultivated, with good House and Outbuildings, within easy
distance of railroad.

This Farm, in the hands of those with even only limited experience,
will provide a sure and comfortable living for a family.

PRICE £800. Possession in April.

FOR FURTHER PARTICULARS APPLY—

C. H. R., c/o "Canada," 34/35, Norfolk St., Strand, London, W.C.

FREE LAND FOR ALL!

CANADA.

The 20th Century is ours—Britain's Nearest and Greatest Colony.

Free Farms in the Golden West.

HAPPY HOMES.

HEALTHY CLIMATE.

LIGHT TAXES.

BOUNTIFUL HARVESTS.

In the Empire and Under the Flag.

DON'T SAIL BEFORE APRIL.

CHEAP FARES.

SPEEDY PASSAGES.

COMFORTABLE TRAVEL.

For free Maps, Pamphlets, and full particulars, send postcard to

J. BRUCE WALKER, Assistant Superintendent of Canadian Emigration, 11-12, Charing Cross, London, S.W.

A. F. JURY, Old Castle Buildings, Preeson's Row, Liverpool.

GEORGE MITCHELL, 139, Corporation Street, Birmingham.

H. M. MURRAY, 81, Queen Street, Exeter.

M. McINTYRE, 35-37, St. Enoch Square, Glasgow.

J. WEBSTER, 17-19, Victoria Street, Belfast.

L. BURNETT, 16, Parliament Street, York.

JOHN McLENNAN, 26, Guild Street, Aberdeen.

E. O'KELLY, 44, Dawson Street, Dublin.



PC RIBB

PORT ARTHUR.

PORT ARTHUR is the leading City of Canada in Municipal Ownership—owns and operates its own Electric Railway, Electric Light, Telephone, Exchange and Waterworks. Offers unusual advantages to the Capitalist, Manufacturer, and Miner.

Operation of its franchises has reduced rate of taxation to 15 mills in the dollar (fourpence in the pound) on low assessment.

Extensive Lumbering and Smelting Works located in Port Arthur. Splendid transportation facilities by lake or rail.

For further information address—

F. D. JACKSON,
 Sec. Board of Trade,
 Port Arthur, Ont., Canada.

SAFE AS CONSOLS!

But yielding 6 to 7 per cent. net.

FIRST MORTGAGES

On Improved Properties in

The City of PORT ARTHUR.

SEND 6 SHILLINGS

For Map of District and Descriptive Pamphlet.

R. A. RUTTAN,

P.O. Box 195, PORT ARTHUR, Ont., Canada.

(BUSINESS ESTABLISHED 1880.)

Special Engineering Supplements

to Canada are issued every four weeks. By consulting their columns British and Colonial Engineers are kept in touch with the latest improvements in British machinery and equipment. These Supplements (13 numbers) are supplied post free at \$1.50c. per annum.

How to Make Sand Profitable.

Manufactured out of Sand, Quarry Chips, &c., mixed with Cement or Lime—Bricks, Tiles, Pavement and Mosaic Plates, Cement Pipes, Concrete Blocks, Drain Pipes.
 Most Simple, Lucrative, and Profitable Enterprise. SMALL CAPITAL.

Mechanical and Hydraulic Presses, and all Auxiliary Machine, for hand and power, in high-class workmanship; Pipe Moulds, Concrete-Blocks, and Drain-Pipe Machines.

Complete Equipments for Concrete-block, Lime Sandstone, and Cement Bricks Factories. Brickyard Plants for Loam and Clay. Brick Presses for horse-power.

Thirty years' experience. Thousands of Plants supplied. First-class references. Catalogue gratis. Most important works for Special Machines of the Cement Ware and Stonemaking Industry.

AGENTS WANTED.



CANADIAN EXPRESS COMPANY

(ESTABLISHED OVER HALF A CENTURY).

General forwarders of **GOODS** in any quantities, **POULTRY**, **LIVE DOGS**, and **VALUABLES** of every description to and from

CANADA.

Personal attention given to all shipments routed by this Company, and owing to special arrangements with Steamship and Railway Companies, we can offer a **SUPERIOR SERVICE** than by any other route. We forward by

Royal Mail Steamers

in every case, and have exclusive operating privileges over the passenger train service of the following Railways in Canada:—

GRAND TRUNK R.R.
 CENTRAL VERMONT R.R.
 BAY OF QUINTE R. & N. CO.
 QUEBEC SOUTHERN R.R.
 GREAT NORTHERN R.R.
 CUMBERLAND R. & C. CO.
 MONCTON & BUCTOUCHE R.R.

SALISBURY & HARVEY R.R.
 MIDLAND R.R. OF NOVA SCOTIA.
 CAPE BRETON R.R.
 CANADIAN GOVERNMENT R.R.S.
 CENTRAL ONTARIO R.R.
 BROCKVILLE, WESTPORT & N.W.R.R.
 QUEBEC & LAKE ST. JOHN R.R.

TEMISCOUATA R.R.
 NEW BRUNSWICK CENTRAL R.R.
 HAMPTON & ST. MARTIN'S R.R.
 SYDNEY & LOUISBURG R.R.
 INVERNESS R.R. & COAL CO.
 ATLANTIC & LAKE SUPERIOR R.R.
 and various Inland Steamship Lines.

CANADIAN EXPRESS MONEY ORDERS issued. The safest and cheapest way to carry your money. Cashed on face value everywhere in Canada and the United States. If lost, prompt refund made.

SMALL PACKAGES are carried at the lowest through rates to all points. **LARGE CONSIGNMENTS** are given special attention and specially low rates to all principal points, and the undersigned should be communicated with to obtain our

CARGO EXPRESS RATE.

FOR FULL INFORMATION ON ALL MATTERS CONNECTED WITH ABOVE, ADDRESS—

F. C. SALTER, European Traffic Office

Colonial House, Water Street, Liverpool, England.
 44, 45 & 46, Leadenhall Street, London, E.C.
 75, Union Street, Glasgow.

Manufacturers' Directory and Buyers' Guide.

NOTE.—"T.A." Telegraphic and Cable Address.

Biscuit and Bread Machinery and Plant Manufacturers—
GILLESPIE, ANDREW & SONS, Kinning Park, Glasgow. T.A., "Considerate, Glasgow."

Boot Polish—
G. H. NELSON, Clarke Road, Northampton. Manufacturer of "N" Brand High-Class Polish. T.A., "Victory, Northampton." Code: ABC.

Brick Kiln Builders and Designers—
J. OSMAN & CO., Ltd., 3, Arundel Street, Strand, London, W.C.

Clothing Machinery Makers—
THOS. BEECROFT & CO., 14, Meanwood Road, Leeds. Patentees, Special Labour Sizing Machinery.

Confectioners (Wholesale and Export)—
CLARKE, NICKOLLS & COOMBS, Ltd., Hackney Wick, London, E. T.A. "Clarnico."

Contractors' Plant—
THOS. DUNLOP & CO., 25, Wellington Street, Glasgow. Locomotives, Steam Navvies, Tools, Rails, etc. New and Good Second-hand. T.A. "Pivot." Codes: ABC (5th), and Engineering.

Corliss Engines, Steam Pumps, Steam Hammers.
COCHRANE, Engineer, Barrhead, Scotland.

Cranes—
Messrs. JOSEPH BOOTH & SONS, Rodley, Leeds. Cranes, Overhead Travelling, Locomotive, Wharf, etc.—Electric, Steam, Square-Shaft and Rope Power-Winding and Hauling Engines.
MARSHALL, FLEMING & CO., Motherwell, Glasgow, Scotland. Overhead Travellers, Locomotives, and Wharf Cranes. Electric, S.eam. T.A., "Dellburn, Motherwell."

Cutlery Raw Material—Razors, Scissors, Table and Pocket-Knife Blades—
Messrs. H. INNOCENT & SON, Broad Lane, Sheffield.

Emery Wheels and Emery Grinding Machinery—
L. STERNE & CO., Ltd., Crown Iron Works, Glasgow.

Essences and Essential Oils, etc. (Manufacturers of)—
STEVENSON & HOWELL, Ltd., 95a, Southwark Street, London. T.A., "Distiller, London." Agents—Weir Specialty Co., Toronto.

Fire Brick Manufacturers—
PETER & MARK HURLL, Manufacturers of Fire Bricks, Gas Retorts, Fittings, Blocks, Covers, etc. Works: Glenboig, Scotland. Office: 144, West Regent Street, Glasgow. Agent—Alex. Bremner, 50, Bleury Street, Montreal.

Flags, Banners, Bunting and Tents—
Codes: ABC, 5D, and Western Union.
E. RILEY & CO., Providence Street Mills, Leeds.

Gas Oil Engines and Suction Pumps—
GLOBE GAS ENGINE CO., Ltd., Johnstone, Scotland.

Glass Bottles—
E. BREFFIT & CO., Ltd., Castleford, Yorks., England. Bottles or Wines, Jams, Sauces, Mineral Waters; Air-tight jars for Fruit, etc. Enquiries please mention CANADA.

Governors, Pickering Type, with Patent Automatic Cut-Off Gear—
THOS. HARRISON, Ltd., Engineers, Bradford, Eng.

Hydraulic Machinery (Electric and Hydraulic Lifts)—
ROBERT MIDDLETON, Sheepscar Foundry, Leeds.

Iron and Steel—
A. & T. MILLER, Globe Iron and Steel Works, Motherwell N.B. T.A., "Globe, Motherwell." Makers of Merchant Bars, Angles, Tees, Small Fencing, and other Sections. On Admiralty and War Office Lists.

Iron, Steel and Joists—
P. & W. MACLELLAN, Ltd., 129, Trongate, Glasgow. 15,000 tons Standard sections kept in stock to execute urgent orders.

Iron Founders—
LION FOUNDRY CO., Ltd., Kirkintilloch. Makers of Verandahs, Balconies, Fire Escape Stairs, Rain-water and Soil Pipes and Sanitary Goods, &c. Catalogues on application. T.A., "Lion."

Joists, Rolled Steel—
THE GLENGARNOCK IRON & STEEL CO., Ltd., Glasgow.

Knitting Yarns, Wool, and Worsted—
THOMAS BURNLEY & SONS, Gomersal Mills, Leeds, England. Agents—Chorlton and Bros., Montreal, Toronto, Winnipeg.

Locomotive Builders—
MANNING, WARDLE & CO., Ltd., Boyne Engine Works, Leeds.
R. & W. HAWTHORN, LESLIE & CO., Ltd., Forth Bank Works, Newcastle-on-Tyne.

Marine Engineers and Boiler Makers—
DAVID ROWAN & CO., 131, Elliot Street, Glasgow.

Machine Tools—
CRAIG & DONALD, Ltd., Johnstone (near Glasgow). Makers of Heavy Machine Tools for Shipyards, Iron and Steel Works, Girder and Boiler Works, etc., etc. Established 1845. T.A., "Craig Donald," Johnstone, Scotland.
MACDONALD, ADAMSON, SWINBURNE & CO., Ltd., Glasgow. Specialities: Patent Cylindrical Grinding Machine Without Overhead Gear; Disc Grinders; Universal Tool Grinders; Ordinary Grinders for Dressing Tools and other Metals; Key-seating Machines; Lathes and Drills.

Mining and Quarry Tools—
FLEMING & CO., 31, Robertson Street, Glasgow. T.A. "Dynamite, Glasgow."

Motor Cars—
THE KENNEDY MOTOR CO., Ltd., Motor Engineers, Glasgow. Specialities Ailsa Cars, Delivery Vans for all purposes. T.A., "Darracq, Glasgow."

Motor Vehicles (Pleasure and Industrial)—
ALBION MOTOR CAR CO., Ltd., Scotstown, Glasgow. "Albion" Pleasure Cars, Char-a-Bancs, &c.; Industrial Wagons, 15—40 cwt. load.

Motor Wagons (Steam)—
MANN'S PATENT STEAM CART & WAGON CO., Ltd., Pepper Road Works, Hunslet, Leeds. T.A., "Canning." Tel., 972.

Nails and Spikes—
CLYDE NAIL CO., Ltd., Newton, near Glasgow. Dog Spikes, Holdfasts, Wall Eyes, Steel Nails and Tacks.

Patent Furnace and Indestructible Fire-Bar—
CROSTHWAITE, Leeds. Increased duty and efficiency; less smoke.

Pumps (Centrifugal and Hydraulic)—
BOLDY & SONS, Pit Lane Works, Bradford.

Railway Cars and Wheels—
R. Y. PICKERING & CO., Ltd., Wishaw, Scotland. T.A., "Pickering, Wishaw."

Raising or "Napping" Machines for Cotton and Woollen Good—
TOMLINSONS (Rochdale), Ltd., Soho Works, Rochdale.

Saddlery and Harness Manufacturers—
RAWLE & SON, 231, 232, Blackfriars Road, London, England.

Sash Weights—
C. H. TAYLOR & SON, Ltd., Cyclops Foundry, Kirkstall Road, Leeds. Tel. No. 1196.

Shaftings and Bearings for Power Transmission—
THOS. A. ASHTON, Ltd., Sheffield. Codes: ABC (4th Edition), Lieber's, Western Union (Universal Edition), Engineering, Telegraph. Telephones: 12, 1810 & 1561.

Shipping and Forwarding Agents—
ARBUCKLE, SMITH & CO., 63A, St. Vincent Street, Glasgow.
W. M. WHITTINGHAM & CO., 20, Chapel Street, Liverpool; and at Manchester, Swansea and Newport.

Spiral Springs—
L. STERNE & CO., Ltd., Crown Iron Works, Glasgow.

Steam Engine and Gearing—
POLLIT & WIGZELL, Ltd., Bank Foundry, Sowerby Bridge, Yorks.

Steam and Power Hammers (Rigby's Patent), &c.—
R. G. ROSS & SON, Greenhead Engine Works, Glasgow.

Steel Bridges, Piers, Roofs, Tanks, Dock Gates, Caisson Hydraulic Pressed Flooring—
THE MOTHERWELL BRIDGE CO., Ltd., Motherwell, Scotland. Contractors to War Office and Admiralty; Indian Government; and British and Foreign Railways. T.A., "Bridge, Motherwell."

Tubes, Copper and Brass—
THE LEEDS COPPER WORKS, Ltd., Hunslet, Leeds. T.A., "Electro Leeds" Tel. 615.

Tubes for Boilers, Iron and Steel Electric Traction Poles and Steel Plates—
STEWARTS & LLOYDS, Ltd., Glasgow and Birmingham. T.A., "Lapweid, Glasgow"; "Lloyds, Birmingham."

Valves (Safety Stop)—
JOHN A. GRANT & CO., Cardonald, Glasgow. Spring Safety Valves and High-Pressure Stop Valves for Marine Boilers, to Admiralty, Board of Trade, Lloyd's, or other Surveys.

Wire Rope Manufacturers—
W. T. BOWIE & CO., 200, Glenpark Road, Glasgow. T.A., "Hauling, Glasgow."

Zinc White Manufacturers—
ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

THE CHARING-CROSS BANK.

ESTABLISHED 1870.

28, BEDFORD ST., CHARING CROSS, LONDON, and 39, BISHOPSGATE ST. WITHIN, LONDON, E.C.

BRANCHES: MANCHESTER, LIVERPOOL, LEEDS, BRADFORD, BRISTOL, DUBLIN, BELFAST, EDINBURGH, GLASGOW, CARDIFF, &c., &c.

Assets, £1,607,949.

Liabilities, £1,236,871.

Surplus, £371,078.

LOANS of £30 to £2,000 granted at a few hours' notice in town or country, on personal security, jewellery, precious stones, stocks, shares, and furniture, without removal. STOCKS AND SHARES BOUGHT AND SOLD. TWO AND-A-HALF PER CENT. ALLOWED ON CURRENT ACCOUNT BALANCES.

DEPOSITS of £10 and upwards received as under:—

Subject to 3 months' notice of withdrawal	5 per cent. per annum.
" 6 "	"	"	6 "
" 12 "	"	"	7 "

Special terms for longer periods. Interest paid quarterly.

Owing to the nature of our investments, we are able to pay rates of interest on deposits that will compare favourably with dividends paid on almost any class of stock or share-holding insuring the safety of capital. We have been established for 33 years, and our position in the banking world to-day testifies to the success of our business methods, and to the satisfaction of our customers. Write or call for prospectus.

A. WILLIAMS and H. J. TALL, Joint Managers.

For Your Service
We Are Right Here
Under the Shadow
of St. Pauls



no telephone
59.33 Central

A. BOURNE & CO.
Process Engravers,
Wood Engravers, etc.
73, LUDGATE HILL,
LONDON, E.C.

Two Old Establishments

We are Engravers

to this Illustrated Newspaper.

The Paper used for this Journal is British made and supplied by

JOHN HUNT & SON, Ltd.
28, Shoe Lane,
St. Bride St., E.C.



TELEPHONE: 10552 CENTRAL.
CODE: A B C, 4TH EDITION.

TELEGRAMS: "HUNTORIUS, LONDON."

Agents, Printers, and Stationers are requested to write for Samples. Lowest Market Prices.
AGENTS REQUIRED ALL OVER CANADA.

The Pelapone High Speed Paraffin or Petroleum Engine.

COST OF OIL, 5d. PER GALLON.

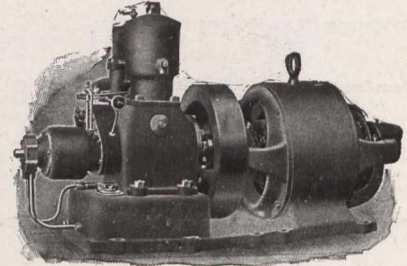
Will drive Engine (3 to 4 h.p.) at a penny an hour. Most compact Engine in the World.

Made in all sizes.

Can be managed by any person.

Takes up a quarter the size of a gas engine.

Forced Lubrication throughout.



The "Ideal" Engine for Electric Lighting, Accumulator Charging, &c.

THE PELAPONE ENGINE CO.,
Aire and Calder Buildings, [LTD.]
BRIDGE END, LEEDS.

Telephone No.: 3674 LERDS.

Telegrams: "SHUNT, LEEDS."

A B C Code used.

CRANES - CRANES

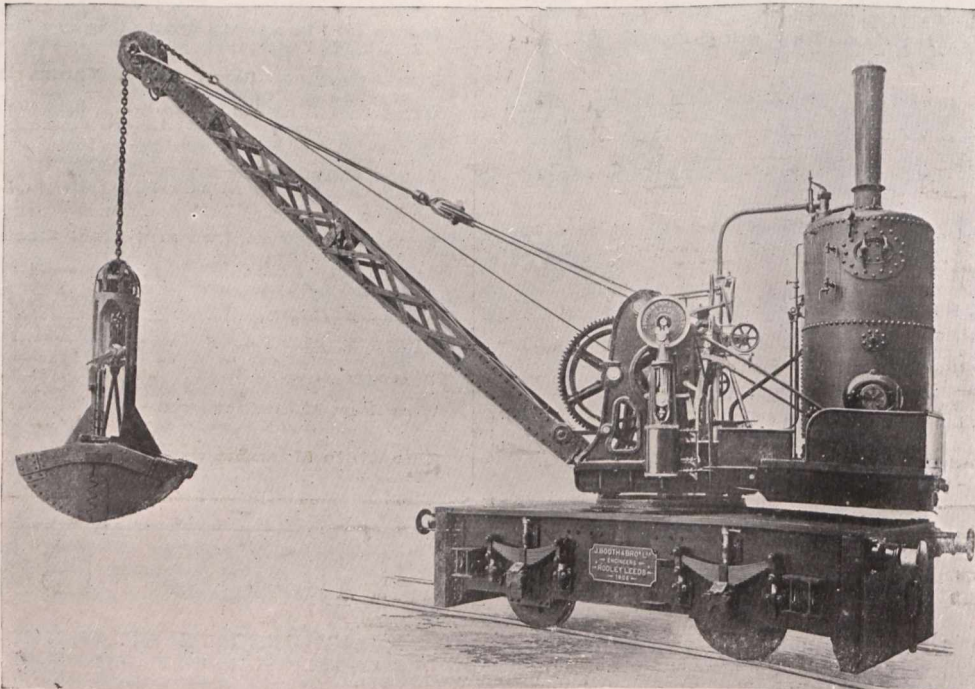
Telegrams: "CRANES, RODLEY."

AND LIFTING MACHINERY OF EVERY DESCRIPTION.

CRANES worked by Electric, Steam, and other Powers.



CRANES of all Types made: Overhead, Cantilever, Goliath, Travelling, Breakdown Cranes.



CRANES supplied to the British, Colonial, and Foreign Governments, Dockyards, Arsenals, Railway Companies.



CRANES with complete Electric Equipments, Dynamos and Motors.

STEAM LOCOMOTIVE CRANE WITH GRAB. GRAB can be taken off, and CRANE used ordinary.

JOSEPH BOOTH & BROS., Ltd,
Electrical and Mechanical Engineers,
Rodley, Leeds, ENGLAND.

SILVER MEDAL at the Mining Exhibition, Glasgow, Sept. 24, 1885.

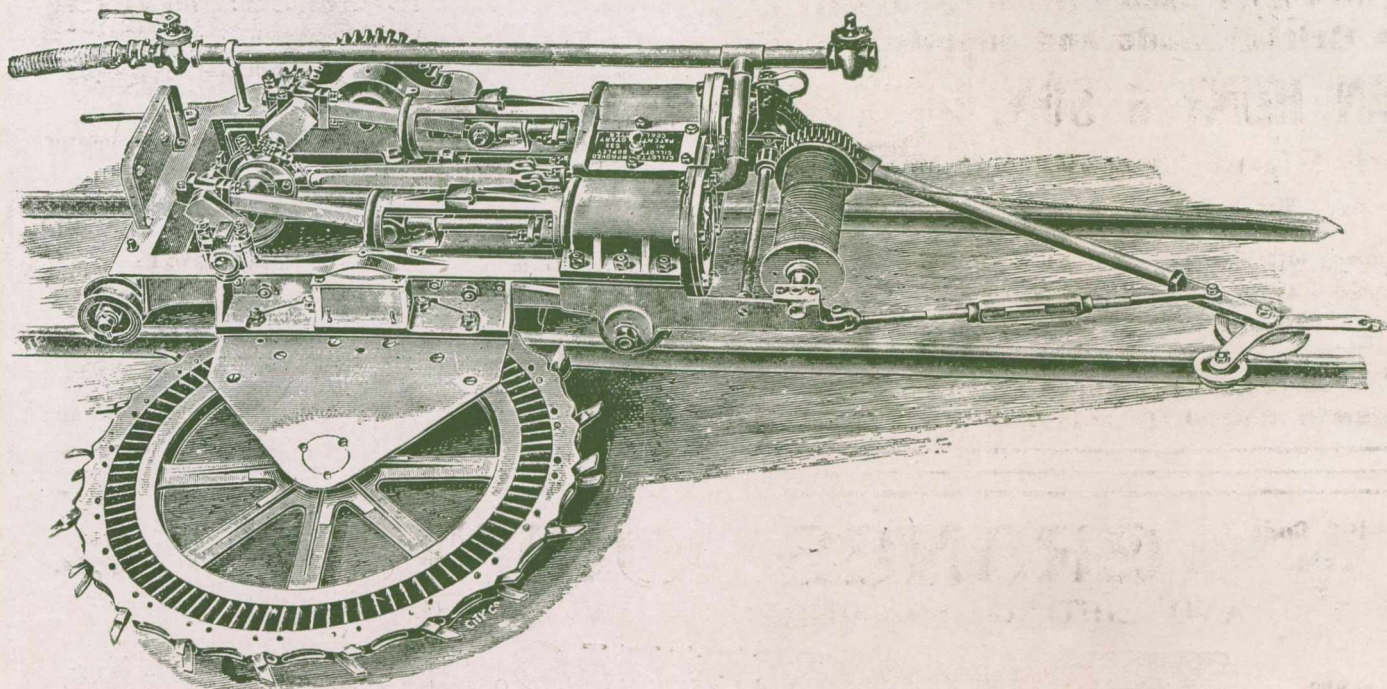
Established 1872.

In use all over the world.

GILLOTT'S IMPROVED

"GILLOTT AND COPLEY"

ROTARY COAL-CUTTING MACHINE.



Height of Machine, inclusive of Rails ... 1 ft. 10½ in.
 Depth of Undercut ... 3 ft. 6 in.

Length of Machine ... 6 ft. 6 in.
 Width with Wheel removed ... 3 ft. 3 in.

Weight ... about 15 cwt.
 Smaller machines (to work in 18 in. seams) are also made.

JOHN GILLOTT AND SON,

LANCASTER WORKS, BARNSELY,

Make a Specialite of

**COAL-CUTTING MACHINERY; MACHINES FOR COAL HOLING;
 MACHINES FOR FIRECLAY HOLING, HARD OR SOFT;
 MACHINES TO TAKE OUT A PRICKING BETWEEN TWO COALS.**

The only machines in successful operation, and giving profitable results.

Will cut from 20 yards per hour in hardest Coal or Fireclays. Is made almost wholly of Steel. Amount of work guaranteed. Is lighter, more portable, durable and compact, and will do more and better work than any other machine. 20,100 yards holed in 1,726 hours in six months in a 28 in. seam of Coal, including all stoppages, and producing 12,500 tons of Coal. We had 17 of our Machines at work at the Colliery where this was done.

Inspections made with view to Working Machinery and approximate Results given.

Ask for Circular "B."

Sole Agents for British Columbia:—

THE BRITISH COLUMBIA AGENCY CORPORATION, LTD., 405, HASTINGS STREET, VANCOUVER.



MANCHESTER LINERS, LIMITED.
MANCHESTER and CANADA

Goods taken at through rates to and from all parts of the United States, Canada, United Kingdom, and Continent. Accommodation for a limited number of Saloon passengers. Marine Insurance to all parts of the world effected at current rates. For further particulars apply to **W. W. JONES, DOOLY & CO., 95, Leadenhall Street, London, E.C.;** or to **MANCHESTER LINERS, LIMITED, ST. ANN STREET, MANCHESTER.**

FURNESS LINES.

Between HALIFAX and London, Liverpool, St. John's, Nfld. | AGENCIES: Furness Withy & Co., Ltd., London. Allan Bros. & Co., Ltd., Liverpool. G. Brown Corblet, Havre. J. & W. Pitts, St. John's, N.F.

Regular Sailings. Accommodation for limited number First-Class Passengers. London Steamers call St. John, N.F.

For further particulars apply to **FURNESS, WITHY & Co., Ltd., Halifax, N.S.;** **WM. THOMSON & Co., Saint John, N.B.**

REID NEWFOUNDLAND COMPANY.

PROPRIETORS OF THE DRY DOCK, ST. JOHN'S, N.F.

One of the best equipped dry docks in America. Steamships docked and repaired at the lowest rates. Well equipped and thoroughly fitted with all modern appliances for temporary or permanent repairs. Length of dock, 640 feet. Depth of water, 27 feet.

PROPRIETORS and OPERATORS of ST JOHN'S ELECTRIC STREET RAILWAY.

All the electric power supplied in St. John's is generated on this system. City lighting and power for factories, etc., supplied at moderate rates. Those requiring electric power for any purpose should consult the undersigned.

OWNERS OF EIGHT CLYDE-BUILT STEAMSHIPS.

Royal Mail Steamers Operating on the Bays and the Coasts of Newfoundland and Labrador.

Lessees and Operators of the Newfoundland Railway, 638 Miles.

FOR SALE.—2,500,000 Acres of Mineral, Timber, & Farming Lands, Prices according to Location and Quantity required.

The Newfoundland Express Company, carrying on Express Business with all Express Companies of the world and money orders issued to all parts.

The railway and steamship systems give the best connection between Newfoundland, Canada, and the United States, and the best freight line between Canada and Newfoundland. **S.S. BRUCE** connects at North Sydney with the Intercolonial Railway three times per week, on Tuesdays, Thursdays, and Saturdays, leaving North Sydney on the arrival of the I.C.R. Express Trains on these evenings.

Newfoundland offers to the Tourist, Sportsman, and Health-seeker the grandest scenery in the Western Hemisphere. A most beautiful climate in the summer months; cool, even, and invigorating. Finest caribou hunting grounds in the world. Best salmon and trout streams that have yet been discovered. The Railway is equipped with Dining and Sleeping Cars, and everything to please the taste and add to the comfort of the Tourist is provided.

All information in regard to Newfoundland or Labrador will be given on application to

THE REID NEWFOUNDLAND COMPANY, St. John's, N.F.

GEO. CRADOCK & Co.,

REGISTERED STEEL WORKS.
ROLLING MILLS.



TRADE MARK.

WAKEFIELD, WIRE DRAWING MILLS,
WIRE ROPE WORKS.

REGISTERED



TRADE MARK.

MAKERS OF ALL DESCRIPTIONS OF

STEEL AND IRON WIRE ROPES.

CONTRACTORS TO THE ADMIRALTY.

DE BEERS CONSOLIDATED MINES

(the largest Diamond Mines in the World).--

On the Wesselton Shaft, a pair of Cradock's Improved
Patent **CRUCIBLE** Steel Ropes, 5 in. circ., raised

1,746,370 Loads

In 11 months, this being the record at these mines compared
with other makers **PLOUGH** and **Crucible** Steel Ropes.

LONDON Office: 7, East India Avenue, E.C.

AUSTRALIAN Office: 82, Pitt Street, SYDNEY.

SOUTH AFRICAN Office: 208 (2) 208a, 2nd Floor, The Corner House, JOHANNESBURG.

Telegrams: "CRADOCK, WAKEFIELD."

ABC, A1, and ENGINEERING Codes used.