

Montreal—The Manufacturing and Commercial Capital City of Canada.

Concise Resume of her Industrial History, and the Trades and Manufactures which unite to make her one of the Most Wonderful Cities in the World.

Now that Canada is making such rapid strides and filling such a large proportion of the public eye of the industrial world at large, the name of her wonderful metropolitan city, Montreal, is heard in every corner of the earth. The natural keystone of the ocean traffic of the Dominion, Montreal can never be deposed from her proud position as the commercial capital of our country.

Founded on May 18th, 1642, by Paul de Chomedey, Sieur de Maisonneuve, Montreal is rapidly nearing the completion of the third century of her existence. The beautiful island of Montreal, situated as it is at the confluence of the Ottawa and St. Lawrence Rivers, the waters drained from the most productive section of the North American Continent, the overflow from the world's greatest inland seas, concentrated into one mighty stream unite here on their way to the ocean, thus rendering navigation for deep sea going ships possible, and making half a continent commercially tributary to the island which forms the site of the wonderful city. Deriving its name from the beautiful eminence in the centre of the island named Mount Royal by Jacques Cartier, the situation of Montreal is unique among the cities of the world.

Space would not permit one giving in this article a detailed history of the commercial and industrial growth of Montreal. Its romantic history in which rebellion and bloodshed being suppressed in the year 1839, a period of keen political agitation followed, developing in Montreal and district an ugly racial strife, during which business was at a comparative standstill. Gradually, however, the spirit of commercialism asserted itself and business began once more to expand. In 1841 the Bill was passed incorporating the Montreal Board of Trade, which was organized in 1840, and in 1842 its charter was proclaimed. Ever since this time commerce and industry has made rapid strides in Montreal. The Board of Trade has from its earliest days thoroughly justified its existence by its activity in advocating the commercial and financial interests of not only the City of Montreal but of the country of which it is the commercial capital.

Among many of the great boons derived by the commerce of Montreal, and which the Board of Trade have been the main factor in obtaining for the city and country, may be mentioned: The reduction of the tolls on the Ottawa and Rideau Canals, the construction of the Beauharnois Canal, connecting Lake St. Louis with Lake St. Francis, the reform of abuses in the postal service, and the establishment of a uniform postal rate by weight, the abolition of many anomalies in the Customs Service, the repeal of differential duties in the Colonies in favour of British goods, the repeal of the navigation laws, which prevented foreign ships from coming to Montreal for grain, the obtaining of a subsidy from the Government for establishing an ocean steamship line, etc., etc.

The council has always been on the alert to discover causes operating against the commercial advancement of the city and country, and to suggest remedies to the constituted authorities. The requirements of the country in the way of postal, customs, inland revenue, quarantine and pilotage services have been from time to time intelligently discussed, and the hands of successive Governments upheld in intelligent policies, to extend railway systems, and to improve the country's harbours and inland waterways. Much attention has, with great advantage to the city, been devoted to municipal matters and to the improvement of the harbour.

In the subdivision of its work, the Board of Trade maintains the following standing committees: "Execu-

tive," "Municipal Affairs," "Dominion Legislation," "Provincial Legislation," "Insolvency Legislation," "Harbor and Navigation," "Railways."

Affiliated with the Board of Trade in addition to the Corn Exchange Association, are the following important trade bodies: The Montreal Wholesale Dry Goods Association, the Montreal Produce Merchants Association, the Montreal Wholesale Grocers Association, the Montreal Metal and Hardware Manufacturers and Merchants Association, "The Bankers Section, Montreal Board of Trade."

During the past twenty years the history of Montreal has been a record of steady commercial progress, and there is little to record outside of the establishment of new commercial and industrial enterprises and the extension of the others already established. The pacific relations between Capital and Labor, have been the mainstay of this wonderful record to which the work of the Church, her clergy, the True Witness and other Catholic organs have been main contributors.

We now propose to deal concisely with the present position of the various trades and manufacturing industries in Montreal seriatim.

THE GRAIN TRADE.

Canada has been designated the "Empire's Granary" and Montreal has been aptly described as the "Spout of the Granary." Montreal stands in relation to the great wheat growing regions of the North West, as the distributing seaport.

The untold wealth of Canada in her productive soil renders it almost impossible to realize the limits of her agricultural development. Hundreds of thousands of acres of this productive soil, capable of producing standard food products of the very highest grade, merely await cultivation in the great North West Territories, and Manitoba. Farming is carried on there on a most extensive and elaborate scale, the most modern implements, machinery and appliances being in universal use. Nearly one half the population of Canada is engaged in agricultural occupations. The government devotes much attention to the various branches, experimental farms and agricultural colleges being established in various parts of the country. In wheat for bread making, Canada leads the world. The yield ranges from upwards of seventy bushels an acre for spring wheat to twenty bushels for fall wheat, the weather usually permitting it to be harvested in perfect condition, and being thoroughly cleaned by machinery before grinding, its high uniform quality is assured. The milling industry is a large one, not less than 2500 mills being at work employing over 6000 men.

Of oats large crops are grown, Canadian oatmeal being equal to the best in Scotland. Large quantities of rolled oats and oat flakes are also made. Peas, barley and rye are also largely grown.

In the opinion of many expert judges, in about ten years Montreal will be at the head of the grain exporting ports of the world. Vast work has already been completed and is now going on to make the Montreal Harbor into the most modern seaport, enjoying all up-to-date facilities, which will place the city in a position not only to ship more grain, but at considerably less cost than any other port in the world. She will then easily outstrip all competing ports and become the leading grain supplying city of the world.

The records kept by the Board of Trade show the total grain and flour reports via Montreal, from the opening of navigation in May to the end of June this year, to be as follows:—

	BUSHELS.
Wheat.....	2,004,117
Corn.....	2,009,003
Oats.....	1,067,838
Barley.....	545,752
Flour.....	90,767
Total.....	5,717,477

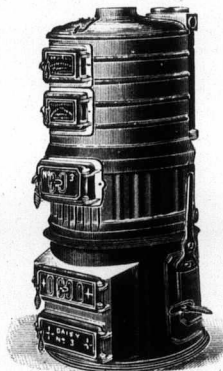
The importance of the Dominion grain trade to Montreal, and of Montreal to the grain trade of the world, can readily be imagined, as a prediction has been made that within three years from the present time the grain crop in Canada's prairie provinces will total 200,000,000 bushels.

(Continued on page 35.)



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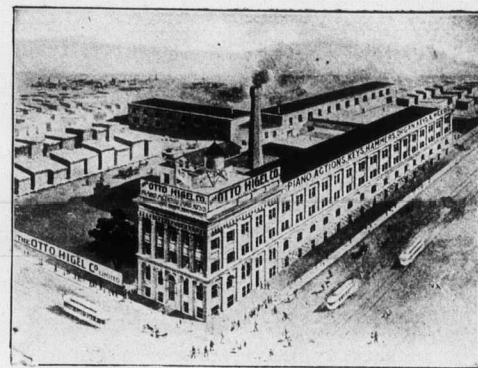
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THE OTTO HIGEL CO., Limited,
TORONTO, ONT.

An index of the prosperity of any country

is to be found in the growth of those industries devoted to articles of luxury. None is more significant in Canada than the development of the Piano business. The success of the firm of The Otto Higel Co. Limited, Toronto, Manufacturers of Piano Actions has been noteworthy. Automatic and semi-automatic machinery constitutes a large element in the productive capacity of the plant, and to visitors it is a revelation as to how far machinery can be used in the production of Piano, Organ and Player supplies; in other words it shows the perfection of the design and marvelous mechanical skill which has resulted in the creation of the tools used in this plant.

The machinery here is as fine, accurate and efficient in its special work as the best tools in the famous American Watch factories. This is a high praise indeed as the latter are known all over the world by machinists and mechanics, but the Otto Higel Co's plant justifies this enthusiasm. Purchasers when buying a Piano should see that it contains an Higel Action. Uniformity is certainly the first essential of such musical instrument parts. It is no reflection on the finest manual skill to say that for the making of Piano Action Parts, for instance a group of mechanically perfect machines is superior to a group of the finest and most conscientious mechanics. The Mechanic no matter how conscientious and careful is human and as such gets tired occasionally. The machine never does and can be depended upon to turn out the same kind of work in the same way at five o'clock in the afternoon as it did at seven in the morning. This insures absolute uniformity.

Besides the usual equipment of geared and speed lathes, planers, milling machines and shapers, as well as all the small tools needed in the machine shop are of the highest class. Here are made the enormous number of dies and cutters used throughout the entire plant. In the course of a year they make a very large number of dies of all shapes and descriptions as they do an immense business in the making of Organ Reeds and Tongues as well as ferrules and all the metal fittings used in musical instruments.

The policy of the management has been to employ none but the most skilled workmen and to use none but the finest selected material. The result is that they have built up an enormous business, which it is noticeable is not confined to Canada. England, Germany, France, Denmark and Norway import this firm's products. The fact that these find a market in these European Countries and especially in some of those countries regarded as homes of music speaks volumes for the advance of Canadian industry and for the excellence of the firm's production. In order to secure the very best raw material they are large buyers in foreign countries. Their imports from England, Germany, United States and France last year amounted to a very large sum, showing that the firm is determined to keep in the front rank.

The firm occupy an immense brick building at the corner of King and Bathurst Sts., Toronto, and their plant is unexcelled in completeness and organization. They have 200 employees on their pay rolls. The firm consists of President and Treasurer: Otto Higel, Vice-President: C. E. Clinkenbroomer, Secretary: R. H. Eason.

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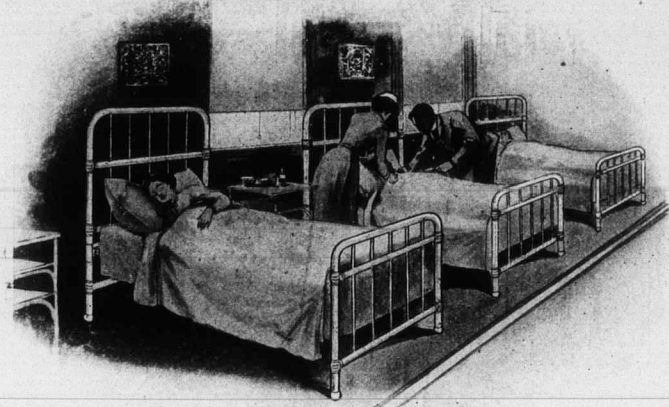
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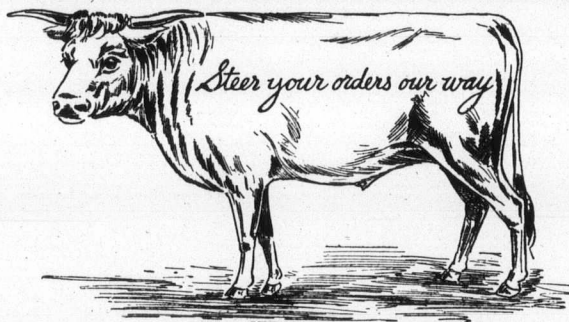
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discomfort. Keeps the Stomach clean and sweet, quickens the action
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The Canadian Northern Ry., a Great National Highway

Ten Years Ago, Unknown,
To-day 2,500 Miles of Track.

The Story of the Development of a Project, Which Though Stupendous in Its Character Has Been Worked Out Almost to Conclusion With Not a Single Hitch.

THE history of the Canadian Northern Railway does not extend back over a great number of years, but such has been the foresight and practical wisdom shown in its promotion and construction that it now stands in the front rank of the important railways in Canada, or in America, and promises within a very few years to be one of the most extensive systems on the continent. Messrs. William Mackenzie and D. D. Mann, who have planned and constructed the road, learned their first lesson in railway work as contractors in the construction of the Canadian Pacific. Impressed with the great possibilities of the West, their first independent work was the construction of a hundred miles of road from Gladstone, Manitoba, through and beyond the Dauphin country, in the summer of 1896, and within nine years the system has been so rapidly extended that now it covers very nearly 2,500 miles. This work has been carried on in such a way and each addition so carefully planned that every section of the road has been made self-supporting immediately upon its construction or acquisition. In fact, each mile of road has been constructed as if on it depended the success of the project.

FIRST STEPS.

In 1895 Messrs. Mackenzie and Mann acquired the charter of the Lake Manitoba Railway and Canal Company, and in 1896 a hundred miles of road was constructed from Gladstone, a little town north-west of Winnipeg, north towards the Dauphin country. Mr. D. B. Hanna, the present third vice-president of the road, was placed in charge, and the operation of the road commenced. In 1898 this road was extended 20 miles to Lake Winnipegosis. From the very commencement, it was obvious that with economical management the road could not only pay its working expenses from the outset, but that it could also provide funds for the payment of fixed charges. This was due, of course, to the low rate of bonded indebtedness per mile. It can be stated without hesitation that the bold conclusion that the construction of a line to the head of the great lakes, with a number of feeders through the unreserved wheat areas in Manitoba, could be built with a continuance of the small bond guarantee already granted by the Local Government, was based on the practical results of the operation of the line from Gladstone to Winnipegosis. And in entering upon this larger plan Messrs. Mackenzie and Mann adopted as a principle that the road should be well located, substantially constructed, and that each section traversed should be a revenue producing district.

TOWARDS LAKE SUPERIOR

The work from Winnipeg towards the Lake of the Woods was commenced under the charter of the Manitoba and South-Eastern Railway. In the first year a stretch of some 50 miles of road was made ready for operation. This line for some distance from Winnipeg afforded transportation to a section of Manitoba, which, from its attractive richness, had been settled a number of years back, crossing, further, cordwood limits especially valuable on account of their comparatively short distance from Winnipeg, and passing near a deposit of an excellent quality of building sand. The traffic in these commodities, together with the dairy products and wheat crop of the parishes of Ste. Anne and La Broquerie created a substantial revenue during the first year's operation.

AT PORT ARTHUR.

At the same time that this work was under way in Manitoba attention was also being given to the lake terminal. Port Arthur was selected, and a large acreage of valuable property was acquired for the purpose of terminals. The charter of the Port Arthur, Duluth,

and Western Railway, which had been granted ten years before, was taken over. This railway had been constructed 85 miles towards Duluth. Twenty miles of this was adopted as available for the main line from Port Arthur to Winnipeg, and Stanley was therefore the point from which the extension towards the south-east corner of Manitoba to connect with the Manitoba and South-Eastern Railway was commenced.

Under the chartered rights of the Ontario and Rainy River Railway a line was located through mineral districts which only require development to make them productive of heavy tonnage through large timber limits now supporting enormous lumber mills, and from the old Hudson Bay post, Fort Frances, to the crossing of the Rainy River, ten miles from its mouth, through nearly sixty miles of the best mixed farming land in Ontario.

AN OLD CHARTER.

In the meantime, fifty miles had been added to the Dauphin line, and the railway extended to Cowan, Manitoba. This work was done under the rights of the Winnipeg Great Northern Railway, which had been chartered as far back as 1880, with the ambitious project of building a line to Hudson's Bay. This latter company was later amalgamated with the Lake Manitoba Railway and Canal Company,

Pacific Railway. After prolonged negotiations the Government of Manitoba had leased these lines, with an option to purchase at any time, and this lease and option was assumed by the Canadian Northern.

These lines consisted of a line from Emerson on the international boundary to Winnipeg; a branch from Morris on this line to Brandon and Hartney; a line to Portage la Prairie, from which point there were two extensions, one fifteen miles in length to Delta, on Lake Manitoba, and the other—more important—twenty miles north-westerly to Beaver. By the construction of eighteen miles between Beaver and Gladstone, the original starting point of what has become the Canadian Northern, all this road was united into one system.

With the railway lines mentioned the Canadian Northern secured a terminal in Winnipeg, which, though only temporary, at least allowed some time for the preparation of the complete plans which the company decided upon, and is now beginning to carry out. It also secured, to the Canadian Northern the Winnipeg Transfer Railway, a line of a little over a mile in length, connecting with the Canadian Pacific, but more important as a trunk line paralleling Main street, the principal thoroughfare of Winnipeg, from which trunk line industrial spurs to the great warehouse district could be, and in fact now have been, built. This line was also utilized to give an entrance to the Winnipeg terminals to the south-eastern line until a bridge could be built across the Red River.

such rapidity that the freight shed accommodation at Winnipeg had to be more than doubled, and the ever-growing traffic made extraordinary demands for new power and equipment.—The efforts of Messrs. Mackenzie and Mann, however, were sufficiently successful to meet all requirements, and several trips to London made by Mr. Mackenzie showed by their results that English financiers had confidence in the undertaking.

Additional lines have been built with astonishing rapidity, the Carman branch, the Neepawa branch, the projection of the latter to meet the north line at McCreary Junction, the extension easterly from Emerson to Ridgeville, which will eventually be a "cut off" for the wheat lines through Southern Manitoba, and the Clam William branch—all these brought the total of operated mileage up to 1,350 miles by the end of 1903.

EXTENSIONS.

The remarkable success of their wheat-carrying line led Messrs. Mackenzie and Mann to disclose the larger plans they had in view—the extension of their lines both east and west. The crying need of the West for railway facilities made a first claim on the railway builders. A water connection with Eastern Canada made eastward extensions not so pressing. The Gilbert Plains route was decided upon for the westerly extension of the main line, and Edmonton as a temporary objective point. The heights west of Grand View were penetrated through an easy pass, which took the line through a short section of excellent ranch country

CLOSING UP THE GAPS.

In addition to the above, which relate to actual track laid, long stretches of grade on the main line are completed and ready for the rails, but at several points large steel bridges have had to be constructed, which work could better be undertaken during the colder months. The past winter has seen great activity in this direction. This would also apply to bridge work on the Northern or Prince Albert branch. The main line crosses the Saskatchewan River at four points. The first of these bridges is a steel deck bridge, with six 180-foot spans—and with the necessary trestlework will be 1,635 feet in length. The second, at the Elbow, consist of six 160-foot steel deck spans, and two 160-foot through spans over the river proper. The third bridge, near Battleford, is the longest on the line, and will have nine 170-foot deck spans and two 170-foot through spans, making a total length without trestles of 1,870 feet. The fourth crossing of the river is at Fort Saskatchewan, and requires a bridge similar to that first mentioned.

On the Northern branch a crossing of the South Saskatchewan River is the only barrier to the railway's access to Prince Albert—a bridge of six 100-foot steel deck spans, is well under way, and will be completed during the summer.

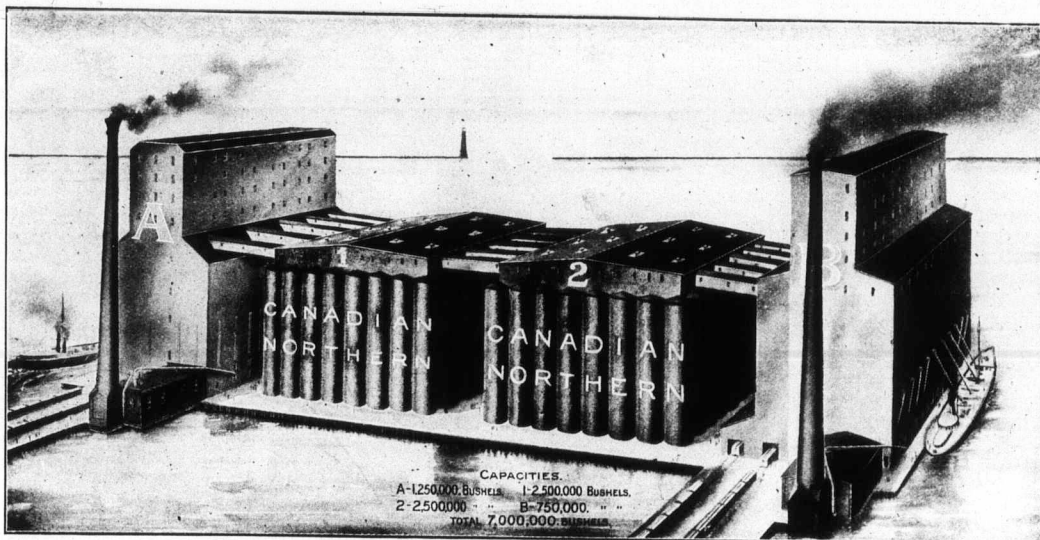
A number of intersecting lines have already been projected by Messrs. Mackenzie and Mann. Besides the extension of the main line to Edmonton, and the northern branch to Prince Albert, the company has already secured authority

the completion of this link a good route was obtained between the two leading cities of Quebec. One of the projected pieces of road is an independent line from a point somewhat west of Riviere a Pierre to Quebec. This line will be built under the charter of the Quebec, New Brunswick, and Nova Scotia Railway, which will also allow the linking together of the Mackenzie and Mann roads in Nova Scotia, in which event the Quebec bridge, now under construction across the St. Lawrence, will be utilized.

DOWN BY THE SEA.

Quite a railway system has been built up in Nova Scotia. The Central Railway was acquired and the Halifax and South-Western Railway organized. Under the charter of this latter road the former was absorbed, and a road built from Halifax to Liverpool—soon to be extended to Barrington Passage. All but the latter mentioned section, in addition to a branch built from the old Central to Caledonia, are now being operated. The Middleton and Victoria Beach line is also owned by the Mackenzie and Mann Company, and the line from Middleton to Victoria will probably be completed this summer.

The latest addition to the Nova Scotia system is the acquisition of the so-called Coast Railway, extending fifty miles from Yarmouth to Barrington—which well fits in with Messrs. Mackenzie and Mann's plans, and assures an almost immediate connection from Halifax to Yarmouth via the South Shore Route.



under the name of the Canadian Northern Railway Company, and subsequently the Manitoba and South-Eastern and the Ontario and Rainy River were absorbed by the Canadian Northern.

In the year 1899, the northern branch was extended to Swan River, and the capacity of the road was taxed to its full extent to move the train loads of settlers and their effects, who rushed in to take up quarter-sections in the Swan River district. The south-eastern line was extended to the southern boundary of Manitoba, tapping a heavy timber district, which at once commenced to supply logs to the Winnipeg mills. The line from Port Arthur to Stanley also was extended northward.

In the summer of 1900 a branch was built from Dauphin to Grandview, a distance of 25 miles, to a point where the Duck Mountains to the north and the Riding Mountains to the south make a break in the prairie—and seemed to prevent the further extension of the line in a westerly direction. The northern branch was, however, pushed on through the north-west corner of Manitoba to Erwood, 22 miles west of Manitoba's boundary. That same season 43 miles of road were built across the north-east corner of Minnesota, to complete the line from Port Arthur to Manitoba. During the winter an immense bridge had to be constructed across the Rainy River.

ENTRANCE TO WINNIPEG.

A great step in advance, which gave the Canadian Northern an entrance into Winnipeg, was the taking over from the Government of the Manitoba lines of the Northern

WINNIPEG TO SUPERIOR.

The Canadian Northern commenced to operate the Northern Pacific lines on June 1, 1901. Later in the same year the bridge across the Rainy River was completed, and the track on the Port Arthur line laid to Fort Frances. On the last day of the year the president and the vice-president of the road, with a party of distinguished guests, having been royally banqueted the evening before, left Port Arthur to make the first through trip from the lake port to Winnipeg. At the meeting of the rails there was some ceremony surrounded the driving of the last spike. Hon. E. J. Davis, then Commissioner of the Crown Lands of Ontario, completed the link with a specially provided silver spike, a production of the mines along the route.

The completion of another outlet to navigation for Manitoba wheat meant a great deal to the Western farmer, and when the new line was opened for traffic early in 1902, the event marked an epoch in the progress of the West. By the addition to its mileage of this new stretch of road and the Northern Pacific lines the Canadian Northern sprang suddenly into third place among the Canadian railways. With 1,200 miles of road it immediately became a factor of comparative importance with the Canadian Pacific Railway in Western transportation.

RAPID ADVANCES.

Operating results, as from the very beginning, had demonstrated that the system was being worked on a paying basis. Business from the combined lines increased with

—then on the line was located the beautiful undulating valleys of the North and South Saskatchewan—the richest and most productive areas in the great West's fertile belt, passing such points en route as Saskatoon and Battleford—from their geographical position already distributing stations of considerable importance. The line has been pushed forward energetically, and will bring Edmonton equivalent with Calgary from Winnipeg. With Edmonton once reached, a wheat area considerably larger than Manitoba will be tapped, to say nothing of the tremendous stretch of wheat raising country traversed, the new line running a thousand miles through the richest wheat land.

In June, 1904, the road from Grandview to Kamsack was opened, and the road is now operated 150 miles further to Humboldt. Last year track was laid 235 miles west of Kamsack. Another, 135 miles was added to the Prince Albert branch, west of Erwood to Melfort, and the operation of the line has now been extended to that point. The Arizona branch was extended 51 miles south-west to Carberry, from where it will be extended to Brandon to make a short route from that city to Winnipeg. About 22 miles were built of a short connection from this line through Carberry, to meet the Neepawa section. Sixty-five miles of road were built from Winnipeg to Oak Point, on Lake Manitoba, following the route of the old Hudson Bay line, and 52 miles added by the construction of the Wakopa branch from Greenway, south-west to Adelpa. Forty-five miles of track were laid on the Rossburn branch westward from Clare William.

to build an extension to Regina, and also powers to project a line from Regina, westerly and northerly, through the valley of the South Saskatchewan, and further on striking the country watered by the Red Deer River. From this line, a branch will extend to Carlton. Another projected line will run north from Regina, through Humboldt, on the main line, then in a north-westerly direction, crossing the Prince Albert branch and the Carrot River to Pas Mission, this is an old Hudson Bay Company station, and a point which the builders of the Canadian Northern have had in view for some time. It is thought that the much-talked-of Hudson's Bay outlet will be projected from this post.

The wheat areas in the vicinity of Edmonton will necessitate several feeders, radiating from that point. That the Mackenzie and Mann Company have many years of active railway building in sight in the West before their system will be anything like complete is evident from the projections already sanctioned. That the development of the West will demand others is only a natural conclusion.

IN OLDER CANADA.

Those who were watching the growth of the Mackenzie & Mann Railway were not surprised to hear that control of the Great Northern Railway of Canada had passed into their hands. This line runs from Hawkesbury to Riviere a Pierre, from which point an entrance into Quebec is now obtained over the Quebec and Lake St. John Railway. The Chateaugay and Northern Railway was formed to build from Montreal to Joliette, and with

A Good Country for a Young Man

If Horace Greely were alive to-day he would amend that oft-quoted advice of his to read: "Go North-West, young man; go North-West."

The Canadian North-West

is the young man's country. It is growing faster and building on a firmer foundation than any other portion of the American continent. Take Manitoba for example—Population in 1901, 255,500; to day over 400,000.

The Reason? Good Soil, good climate, good citizens—a trinity that makes a good country.

Saskatchewan and Alberta

will duplicate Manitoba's record, and the young man who is looking for an opening—Professional, Agricultural or business—will do well to make a personal investigation of the New West referred to in this folder.

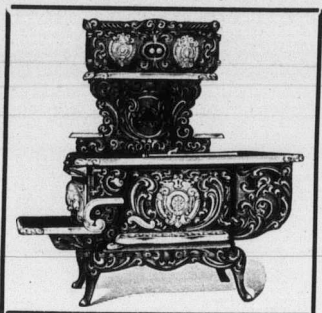
Maps, Descriptive Literature—the kind you can depend upon—mailed on request.

GEO. H. SHAW, Traffic Manager, WINNIPEG, Man.

Perfect in Every Detail.

That's the description in a nutshell of the
"SOUVENIR" RANGE.

AN
 UNSURPASSED
 BAKER



PERFECT
 SYMMETRY OF
 OUTLINE

If it were possible by spending more money to make a better Cooking Range than the "Souvenir", we would cheerfully do so. — As it is we take every pains to make a thoroughly reliable cooking outfit. None but the best workmen are employed in its construction, and every stove is subjected to a thorough inspection before being shipped.

Experience has taught the twentieth century woman that good cooking is as indispensable to successful housekeeping as the "Souvenir" is to good cooking.

It is a perfect success, uses little fuel, is easy to manage, and cooks to perfection.

You take no chances when buying a "Souvenir" Range.

If your local dealer cannot show you a "Souvenir" write us direct for information.

Manufactured by
THE GURNEY, TILDEN CO., LIMITED.
 HAMILTON, MONTREAL, VANCOUVER.

Western Agents
TILDEN, GURNEY & CO., Limited,
 WINNIPEG, Man.

... THE ...
John Inglis Co.
 Limited,

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 and ...
 Boiler ...
 Makers ..

14 Strachan Avenue, ...
TORONTO, ONTARIO.

Binder Twine

BLUE RIBBON,	650 ft. to the lb.
REDCAP,	600 " " "
TIGER,	550 " " "
GOLDEN CROWN,	500 " " "
STANDARD,	500 " " "
SISAL,	500 " " "

Blue Ribbon is undoubtedly the Queen of Binding Twines

It gives 650 feet of twine to the pound, and is manufactured with the choicest Manila Fibre.

The 650 feet Twine is the only twine manufactured thoroughly with Manila Fibre

DEALERS OUGHT TO BE CAUTIOUS

with the Twine advertised as manila and measuring less than 650 feet. They are Binding Twines with mixed Fibres.

Ask for Samples.

CONSUMERS
CORDAGE CO., Limited,

HALIFAX, N. S.
 MONTREAL, Que.

ECONOMY
 SAFETY
The Canadian
Heine Safety Boiler Co.

ESPLANADE,
 OPP. SHERBOURNE ST.
 TORONTO.

Water Tube Steam Boilers for all
 Pressures, Duties and Fuels from 100
 to 550 H. P. Units.

JOHN J. MAIN, Manager.

Temaga

Virgin Natur
 World

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 here the rarest sport
 all North America.
 And it's all so easy,
 hours from Boston,

Full inform

Grand Trunk Railway System.

Temagami, Mecca of Sportsmen

Virgin Nature and the Finest Sport in the World Within Easy Reach of All.

THE Indians, centuries ago, perhaps, named the wonderful translucent lake that lies up here in New Ontario "Temagami," which comes from the Indian word "Temagamingue," and signifies "deep water." Other lakes in the North may be as deep, but they were unable to sound them with the naked eye as they could sound Temagami, whose waters are so crystal clear that one may see bottom where it is very deep.

hours from New York or Chicago, will take the traveller to the heart of the happiest hunting ground upon this mundane sphere.

Temagami is a great patch cut out of Canada, containing 1,400,000 acres of lakes, rivers, and wilderness. The scenic grandeur of this new territory is almost incomparable. Lake Temagami has a shore line of about three thousand miles, and there are a thousand and one lesser lakes, countless little tim-

bered isles, walled in by the unscarred forest, with its cathedral pines, through which the low winds sing of health and rest and happiness—the sweet forgetfulness that comes to a tired soul when he steals away for a brief visit with Nature.

Temagami, it would seem, holds all that the lover of Nature or the Nimrod wants—small-mouthed black bass (*micropterus dolomieu*); speckled trout (*salvelinus fontinalis*); lake trout (*christivomer mamaycush*); wall-eyed pike, pike-perch, or dore (*stizostedion vitreum*); and common pike (*esox lucius*); its altitude above sea level of over 1,000 feet; the health-giving efficacy of its pure air, and its wild animals and birds.

held sway, he should take a canoe and an Indian guide and camping outfit, and starting in at Lake Temagami, follow a course through this magnificent water stretch, portage into some of the many lakes and rivers, and experience the delights that offer for every minute of the trip. There he will find a land with virgin forest, fishing that is unexcelled anywhere, lakes that you can almost see boil with the gamiest of black bass, and all big fellows, running from two up to six pounds, and a land where neither the settler nor the lumberman has penetrated, owing to the regulations of the Forestry Act, which prohibits the granting of timber limits or of land for settlers in this reservation, consequently keeping this large area in its virgin state for the lover of God's out-of-doors.

When the summer dies, and the low wind sighs in the hemlocks, the rod will be put aside for the rifle.

Tourists Find a Real Paradise

In the Highlands of Ontario—Scores of Unrivalled Resorts for Rest Seekers.

Sucker Gut, and the east branch of the Montreal River, are found duck in abundance. The varieties embrace the following species: Mallard, wood duck, merganser, blue-bill, shell drake, widgeon, etc. Partridge are found almost anywhere in the forest. The open season for shooting duck is from September 1st to December 1st, both days inclusive.

The best means of transportation to this attractive region is via the Grand Trunk Railway System, who run through sleeping cars direct from Buffalo and Toronto to Temagami Station.

As soon as June unfurls her banner of blue above us and spreads beneath our feet her carpet of green, then comes the



Matawabika Falls, Temagami District.



On Hawk Island, Lady Evelyn Lake, Temagami District.

That these little, limpid, wood-girt seas should lie so long, almost at the heart of the continent, unexplored and practically unknown for two hundred years, is due to the fact that until now no railway had pierced that wilderness. Now, however, the pathfinder has passed that way, has opened a steel trail, so that during the fishing and shooting season of 1905, you, who are tired of the old, worn trails, may have your first peep into this new sportsman's Paradise. They are passing rapidly, these "silent places." The march of Empire has reached the Pacific Ocean. The Eastern sportsman, voyageur, and explorer having wiped the West out, is turning to the North. The white man, in his ceaseless search for the earth's endowments, is now wiping out the wilderness. A little while and the "forest primeval" shall be no more. In all probability we of this generation will be the last to relate to our grandchildren the stirring stories of the hunt in the wild forests of Canada.

RAREST SPORT EVER.

Therefore, it behoves you, O mighty hunter, to go forth and capture your caribou or moose while you may. The scenes are shifting. Civilization is shoving the wild things farther and farther to the North. But you who are lucky enough to live to-day, may hurry to these last fastnesses and find here the rarest sport to be had in all North America.

And it's all so easy, too. Thirty hours from Boston, twenty-four

hours from New York or Chicago, will take the traveller to the heart of the happiest hunting ground upon this mundane sphere.

Temagami is a great patch cut out of Canada, containing 1,400,000 acres of lakes, rivers, and wilderness. The scenic grandeur of this new territory is almost incomparable. Lake Temagami has a shore line of about three thousand miles, and there are a thousand and one lesser lakes, countless little tim-

THE PLACE FOR REST.

This is the Mecca for the tired business man, the toiler for busy mart and street, with labor-dimmed eyes and weary brain, and where more perfect rest and tranquility can be found than even the tired mind longs for or fancy depicts.

This region is a part of Canada that a few years ago was visited only by Indians and the Hudson Bay Company's war canoes, and which to-day is visited by dozens of college students and others, who have heard of its attractions, though it is still the same untouched and uninhabited wilderness, with the addition that all the necessary accessories are at hand in the locality to make a trip of any length with comfort. This form of vacation is typically Canadian. No other civilized country has great north

is cold and pure, and so translucent that objects can be plainly seen at a depth of from 30 to 40 feet. Though 300 miles due north of Toronto, the weather during the day is warm and balmy, with little rain, and the nights pleasantly cool for sleeping. When the day's work of fishing and paddling is over, and the pipe-lighted round a cosy camp fire, it

The big game found in the Temagami region comprises the moose, caribou, and red deer. The open season for hunting these animals commences on October 16th and continues until November 15th, both days inclusive. The same dates apply to the hunting of red deer, reindeer, or caribou.

Now that the district is so acces-



Caught opposite Camp Temagami, Lake Temagami, "New Ontario."

just begins to dawn on one that, after all, the chase for filthy lucre is not the only motive in life, and that there are two sides to every question worthy of consideration.

INTO VIRGIN AREAS.

If the traveller has the explorer's instinct, and wishes to see the forest as it looked when only the red man

sible the best hunting grounds are easily reached without the discomforts formerly experienced.

The game birds found in this locality are the ruffed grouse, commonly called willowed partridge and the pine grouse, besides geese, duck, and other water fowl. In the northern portion of the territory, toward the head of Lady Evelyn Lake, Lady Evelyn River,

EVERY CAMPING COMFORT.

Reliable Indian guides are obtainable throughout the Temagami country—wise old woodmen who can lead you to where the wild things live. And they know, too, where the fishing is best.

During midsummer the lake front take to deep water, and can be reached only with something like two hundred feet of wire line. But the black bass bite well in July and August, and the waters of lakes in the Temagami country simply teem with them. They seem to be gamier than fish of the same species in other waters, and run up to six pounds. All these fish have a fine flavor, because of the low temperature and pure water.

The visitor can outfit at Temagami Station, and take steamer which plies on the lake, reaching Bear Island or any other point by this means, and thence proceeding by canoe into the more remote parts of the reserve.

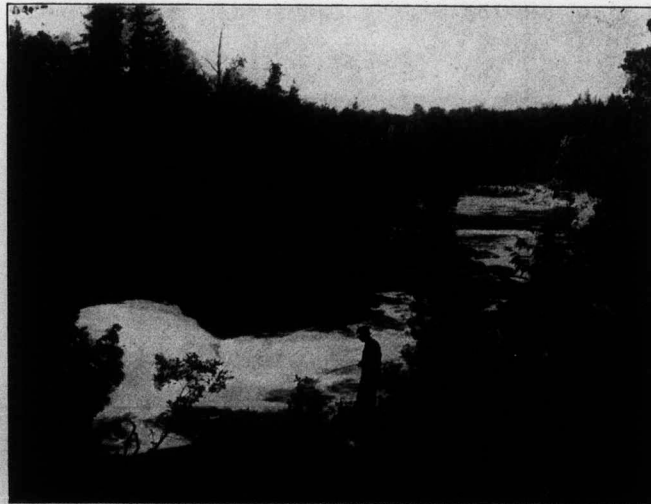
About five miles from the Bear Island, down the South Arm, is situated Camp Temagami, an organized summer camp, where parents may entrust their boys under the care of responsible men, feeling assured of their safe return after an ideal and profitable vacation, refreshed and strengthened with an abundance of stored energy, a greater love and knowledge of nature, and with new accomplishments likely to prove of lifelong interest and benefit. This camp is conducted under the personal management of Mr. Arthur L. Cochrane, of the staff of Upper Canada College, Toronto, Ont.

question from all quarters: "Where shall we spend our holidays?" It comes from the heads of families who want a good thing for the whole household, from mothers of little children seeking God's out-of-doors unmarred by the hands of man, from students with "tired eyes," and from "office workers and girls weary of the tick of the typewriter keys."

There is a region easy of access that has become the popular playground and the objective point for all those who are looking for recuperation, physically as well as mentally, and for that rest which comes after a sojourn among Nature's unadorned loveliness. The attractions that are found in the "Highlands of Ontario" appeal to the summer tourist, and holds forth unlimited scope to the summer visitor, as well as the lover of rod and gun. These Highlands are an earthly paradise for the seeker after rest, health, and pleasure. Over 800 lakes and rivers lie within their boundaries. These lakes vary in size from thirty miles long to mere lily ponds connected with the larger water stretches by rivers and rivulets. They include the "Muskoka Lakes," "Lake of Bays," and "Maganetawan River" districts, all of which are magnificent in their matchless beauty. The "Muskoka Lakes" embrace Lakes Rosseau, Muskoka, and Joseph, making a continuous water trip, over which large steamers ply, of nearly 50 miles. The waters of these lakes are studded with islands of every shape and size, clothed in mantles of beautiful green pine and balsam.



Where Bass abound, north end Lady Evelyn Lake, Temagami District.



Where the Bass lie, Lady Evelyn Falls Temagami District.

Full information and handsomely illustrated literature, bearing upon any of these districts may be had on application to G. T. BELL, General Passenger and Ticket Agent, Grand Trunk Railway System, Montreal.

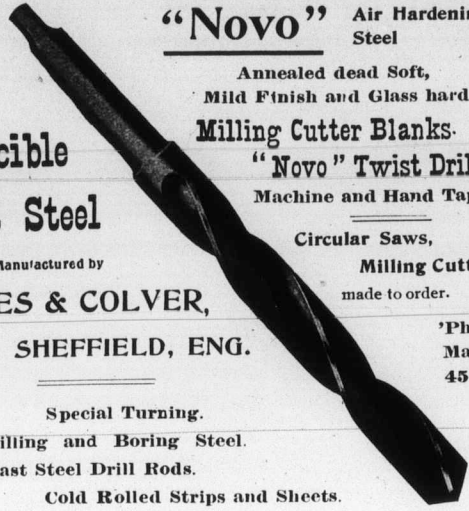
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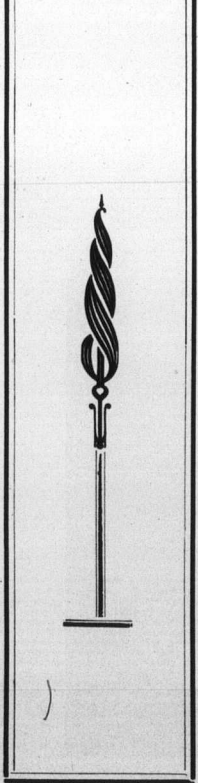
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They fit well
 They look well
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 They wear like Iron

EMPLOYEES BENEFIT

A Remarkable
 Preached by the
 Callaghan
 At Last Year's Lab
 in Notre Dame Ch
 THE English se
 Day, 1904, w
 Rev. Dr. Luke
 the pulpit of Notre
 Montreal.
 Father Callaghan t
 "Labor like a good
 Jesus."—Timothy chap.
 and preached the fol
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EMPLOYERS OF LABOR BENEFACTORS OF RACE

A Remarkable Sermon

Preached by the Rev. Dr. Luke Callaghan

At Last Year's Labor Day Services in Notre Dame Church, Montreal

THE English sermon on Labor Day, 1904, was delivered by Rev. Dr. Luke Callaghan, from the pulpit of Notre Dame Church, in Montreal.

Father Callaghan took for his text: "Labor like a good soldier of Christ Jesus."—Timothy chap. 2 v. 2.

and preached the following remarkable discourse:

Jesus Christ, the Founder of the Church, whose loyal warm-hearted sons you are, and claim to be, is the carpenter's son who is proposed to your admiration and invitation, as the ideal workingman, your model, your sole hope and consolation in life and in death.

The Roman Catholic Church has been at all times and in all places the fearless champion of the workingman in particular and of the laboring classes in general. To her, after her Divine Founder, is the world indebted for the honor in which manual labor is held. Had the principles which she has always inculcated been more strictly adhered to, had her heaven-inspired counsels and directions been more scrupulously followed, there would be no necessity for any struggle between capital and labor, between the employer and his employee, none of those scenes of strife, turmoil and hardship which we are called upon also, to witness, too often, on this and the other continents of the globe.

RIGHTS OF WORKERS.

The workingman has his rights and obligations. The capitalist, the master, have theirs. Unless their mutual rights be respected, unless their mutual obligations be strictly discharged, the solution of the momentous question of the hour, "The Labor Question," will never be righted. The employer, whoever he may be, has rights, which must be respected. His capital is involved. He is, in a sense, a benefactor of the human race. Consequently, he is entitled to gratitude and consideration, and to ample compensation for his enormous outlay of money which he invests and risks in the wants of trade and commerce. Still he must necessarily treat his subordinates with like consideration, not as white slaves, and pay them fair wages to enable them to provide for the necessities and the ordinary comforts of life for themselves and their families and to reward them for their services in his behalf. Nor should the hours of labor be too prolonged.

DUTY OF EMPLOYEES.

The employee must act fairly and squarely by his employer, take a deep interest in his concerns, and even remember the motto that "Honesty is the best Policy." If more economy and less extravagance, more sobriety and less intemperance were practised, if the atmosphere of the homestead were more redolent of the home of Nazareth, there would be sufficient resources to meet all actual wants, and to provide for the rainy day, for the daytime of sickness, adversity and death.

Strikes violent or peaceful, should be avoided at all costs. Daily experience teaches that for the few advantages derived thereby, if ever derived, they tend to impoverish the working man and his family, to sink them in debt and open up avenues to the most deplorable excesses.

DEPLORES STRIKES.

In a recent pastoral letter, written expressly for you my dear friends, His Grace the Archbishop begs you for the sake of God, for the sake of yourselves and your families, not to have recourse to strikes. He urges you to employ every means of conciliation, to use the influence of your best friends, impartial and true, his influence, if you wish, to bring about an amiable solution of your difficulties and grievances, so that the scenes of other days may never be revived. You are all free men. Do not accept a galling yoke which means slavery. You have many friends of your own class to espouse your cause and fight your battles. But when the voice of your chief pastors is raised to warn you do not be influenced by demagogues who, under the cloak of friendship, are but too anxious to propagate their socialistic ideas, to

undermine your respect for authority in church or state, and dechristianize the world by preaching the necessity of a godless education, divorce, and other pernicious evils whose trend is to rob you of what you hold most dear and most sacred, yea, to sap the very foundations of the social fabric. "Love your work. Glory in being hardy toilers. Manual labor has been always held in honor by the Church of Jesus Christ, who came upon earth to raise man to his proper level and dignity, dignified labor; yea, He defied it. He Himself earned His bread by the sweat of his brow. The Apostles commissioned by Him to evangelize the world and to continue His mission till the end of time were chosen by Him from the laboring class. St. Paul was not ashamed to declare that he was a tentmaker. The founders of the great Monastic Orders inculcated the necessity of manual labor and enforced it.

CHURCH NOT OPPOSED TO UNIONS.

"The Catholic Church does not oppose your unions. Those unions are for the mutual assistance and support of the members, and in union there is strength. However, a spirit of Christian faith and charity must ever characterize them. Unless they be grounded in such solid bases, those associations may thrive for a time, but eventually they will dwindle into insignificance and end in being a menace to the commonwealth. A few days ago at the Episcopal Consecration of one of his most distinguished Sons at Joliette, his Grace the Archbishop, when bidding adieu to his former colleagues and diocesan, bade them to remember three things if they wished the blessing of heaven upon their new diocese and upon their labors. 'Keep the Lord's Day holy,' he said 'avoid intemperance, and give your children a thorough Christian education.'

"When listening to the farewell address, I bethought myself of the saying of His Grace's illustrious namesake, the great apostle of the Gentiles, St. Paul. 'We should live soberly, justly and piously in this world, looking for the blessed hope and coming of the glory of the great God and our Saviour Jesus Christ.'

A POWER FOR GOOD.

"Dear friends, you form a most important factor in our community. You are a power for good or for evil. Upon you in a great measure depends the rise or fall of our Dominion. Our age, our country, will be what you and we make them. They will be Christian in so much as by our lives we make them Christian. If you wish to take up manfully, as I am confident you do, your share of this great responsibility, if you wish your fellow citizens to vie with you in promoting the prosperity and the best interests of the community at large, if you wish your children to grow up and be a credit to you, their families, their nationality, their Church, their God, then be men of God. Let prayer, the frequentation of the Sacraments, assistance at Holy Mass, sanctify your labors. Be loyal to the Holy Mother Church, her teachings, her directions, true to all your duties as members of society. Your compliance will afford you all true happiness you may expect to enjoy in this life, and merit for you the grace of an imperishable Crown in Heaven, your future home. Labour like good soldiers of Christ Jesus."

JNO. R. BARBER, President JNO. F. ELLIS, Treasurer

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(G. A. Barnard—Casimir Dessaulles)

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District Savings Bank

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180 St. James Street,

Montreal

Alex. Nelson and Co. . .

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Reliable Furs

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AND

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Alex. Nelson & Co.

Portland Cement

Farm Tiles, Culvert Pipes,
Hard Wall Plaster, Cal-
cined Plaster, Land Plaster,
Drain Pipes, Fire Bricks,
etc.

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IMPORTER,
50 BLEURY ST., MONTREAL

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MANUFACTURERS OF
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CURTAIN POLES,
and TRIMMINGS,
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for the highest quality
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have got to send to

The Toilet Laundry Co., Ltd.

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UP
3480, 3481,
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Clothe your Family WITH GREEN CASH RECEIPTS

They are taken as cash
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Stores as \$4.00 in Cash.

Our Stores are the best
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and we permit no other
to undersell us or make
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252-256 ST. JAMES
1835 NOTRE DAME ST.

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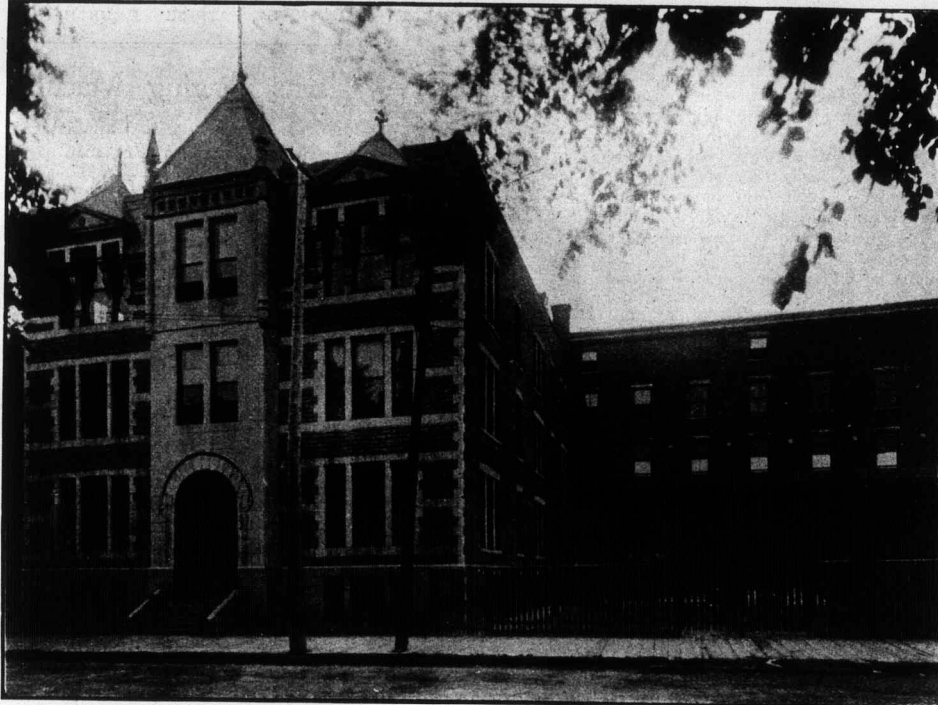
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It will ensure Durability and Appearance.
Our (Scotch and Milwaukee) Grains are Standards of
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Our Sydney Grain for Miners and Fishermen's Boots
are unequalled.
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Pure Bright Ice Wholesale and
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Your Horse

Will require shoeing, and upon
the quality of the nails used by
the Farrier, will depend entire-
ly how long the shoes will re-
main on. Horse Nails of infer-
ior quality may mean cost of
reshoeing or if badly driven
may lame or even ruin a
valuable horse.

It costs you the same price for
shoeing, no matter what kind
of nails are used.

WHY NOT HAVE THE BEST?

All you have to do, is to insist
that the farrier shall use for your
work, horse nails having the
"C" brand and our name on the
box. We make them from the
best material in the world for
the purpose. We have been
making nothing but horsenails
for forty years in this City.
They will stand the most severe
tests, and hold the shoes until
they are required to be removed

Don't Forget

therefore in your own interests
the "C" brand, the first letter
in "Catholic" and the first
letter in "Canada."

Canada Horse Nail Co.
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The Laurentian Swimming & Turkish Baths

GOR. CRAIG and BEAUDRY STS.

America's greatest bathing
establishment, where you may
enjoy an ideal summer's day
all the year round. The big
swim, the most colossal swim-
ming bath on the continent.
Water always kept at summer
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Shower Bath and Swim . . . 25c.
Boys under 15, 15c.

OPEN DAILY from 7 a.m. to 9.30 p.m.
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We sell nothing but
Beds and Bedding.

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Let us submit figures
on your requirements.

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2236 St. Catherine St.

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Manufacturers of

The Celebrated

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10 cent Cigar

Sir Robert Peel

5 cent Cigar

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FRANK J. MURRAY - Proprietor

Centrally situated in the
heart of the business and
wholesale section of the
city. The Grand Union,
recently refurbished and
redecorated throughout,
is celebrated for

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REASONABLE RATES.

EXCELLENT TABLE.

Omnibuses and Couriers meet all Trains and
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Write for the Grand Union
Unique Guide to Montreal.

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Wine, Brandy and Gin Casks

Of all Sizes Always on Hand.

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HIGHEST GRADE

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evidences of the intrinsic value of the in-
struments we are selling. The rich,
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tion of the most skilled workmen, and
are artistic in design and scientific in con-
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Progress

The Capital of Ontario
Industries and Man
preserving the de
of her beautiful
tricts.

Beautifully situated
shore of Lake Ontario
capital of Ontario
renowned as the Que
Dominion, possesses a
upward of quarter of
is the second largest
Toronto was former
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Toronto may well b
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Metropolitan (Method
Jarvis Street Baptist C
Andrews' and Knox
churches may be men
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has a frontage of four
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McMaster University.

The Municipal build
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historical attractions
yet modern comforts
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natural attractions of
vicinity, rival those o
the continent.

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exteriors, one finds cre
and little lawns and g
interiors are also kept

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TORONTO, QUEEN CITY OF THE DOMINION.

Picturesque, Prosperous, Progressive.

The Capital of Ontario developing her Industries and Manufactures while preserving the delightful privacy of her beautiful residential districts.

Beautifully situated on the north shore of Lake Ontario, Toronto, the capital of Ontario Province, and renowned as the Queen City of the Dominion, possesses a population of upward of quarter of a million, and is the second largest city in Canada. Toronto was formerly called York, when the original city was created in 1793. In 1834 the city was incorporated under the name of Toronto, and three years later in 1837, when the federation of the provinces was completed, she became the capital of Ontario, and from that time her growth has been rapid, and her commerce has increased by leaps and bounds.

Rising gradually from the water's edge to an elevation of over one hundred feet above the level of the lake, Toronto is laid out on the principle of modern American cities. The two main arteries of the city are Yonge and King Streets which cross each other at right angles. All the streets are broad and well paved, and in the residential sections they give way to boulevards lined with beautiful trees, and the houses standing well back from the thoroughfares, are fronted and in most cases surrounded with well kept lawns and gardens.

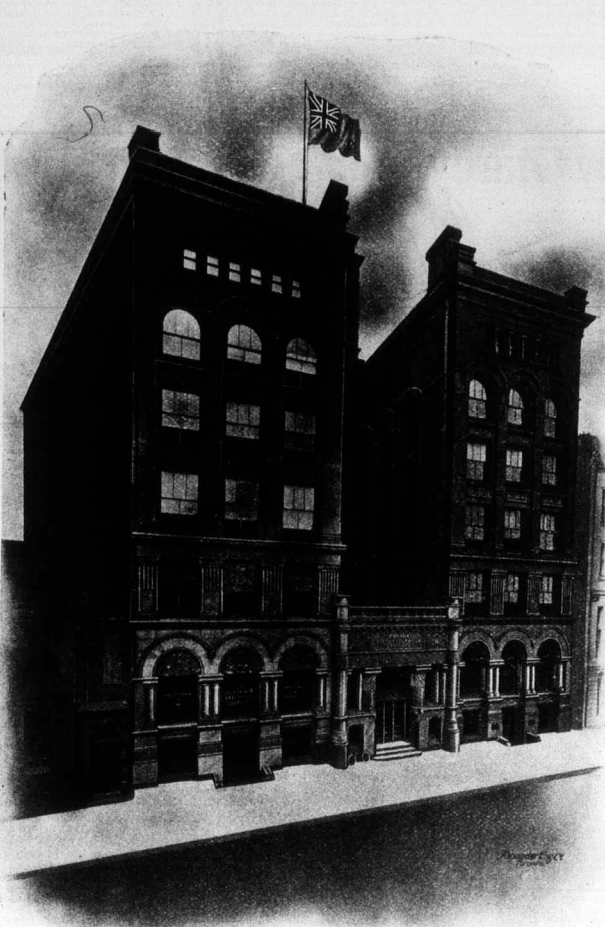
It is essentially a city of homes, which alone makes Toronto a most attractive place for residents, and in addition its picturesque parks, beautiful churches, colleges, and fine public buildings, render it a most attractive place for the visitor. In summer the climate is mild and agreeable owing a great deal to its situation on the lake. It therefore proves a highly attractive summer resort, the island and lake shores being filled with summer cottages and residences. Yachting, boating, horse-racing, driving, and fishing are freely indulged in and sports of every description are plentiful.

Toronto may well be proud of her beautiful churches, St. James' Cathedral, St. Michael's Cathedral, the Metropolitan (Methodist) Church, Jarvis Street Baptist Church, the St. Andrews' and Knox Presbyterian churches may be mentioned as fine specimens of architecture.

The Provincial Parliament buildings at the southern end of Queen's Park is a magnificent pile and was erected at a cost of \$1,250,000. It has a frontage of four hundred and thirty-five feet, with a depth of two hundred and sixty, and from its towers magnificent views of the city are obtainable. In the western part of the park, stands the famous Toronto University, a superb group of noble buildings, in the Norman style of architecture. The University was founded under a royal charter in 1827, and has an endowment of \$1,800,000. Other fine and interesting buildings are Osgoode Hall, where the highest courts of the province are held; the University of Trinity College; Victoria University, and McMaster University.

The Municipal buildings are splendid specimens of modern architecture, the City Hall and Court House being one of the finest in Canada, having been erected at a cost of \$3,000,000. The Custom House, Board of Trade, the great insurance and banking buildings, the great Temple Building erected by the Independent Order of Foresters, the splendid stores, modern and up-to-date, all strike the eye of the visitor. In fact Toronto is a modern, bright, up-to-date, cleanly and go ahead city, and has an air of newness which is a welcome change from the older Canadian cities, for if without the ancient historical attractions of the latter, yet modern comforts and conveniences are not to be despised. The natural attractions of Toronto and vicinity, rival those of any city on the continent.

As a manufacturing centre Toronto is growing as rapidly as her rival Canadian cities. Her plants have nearly all been erected in recent years, and are equipped with all the latest machinery of the most modern type. The Toronto manufacturers are always on the *qui vive* to out rival their neighbours across the lake in keeping their plants right up to date in every respect. One great future of the factories in Toronto is the perfect cleanliness of their surroundings. Instead of grimy and dirty exteriors, one finds creepers, flowers and little lawns and gardens. The interiors are also kept as bright and



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The Canada Life enjoys the unique distinction of holding the strongest Policy Reserves of any old established life office on this continent.

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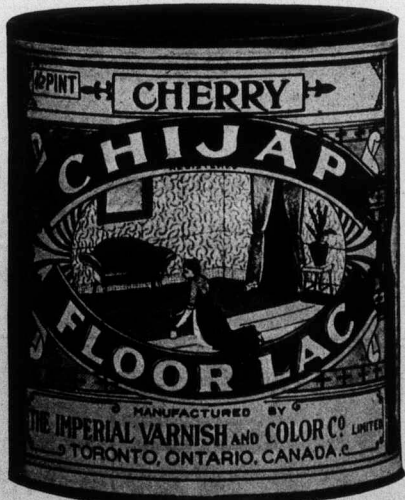
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SHINES LIKE A MIRROR,
IS FREE FROM SLIPPERINESS &
WILL NOT CHIP OFF.**

In Oak, Cherry, Mahogany, Rosewood, Walnut and Bog Green transparent stains. Ivory, Drab, Yellow and Maroon solid colours. The fact of its being made to withstand floor wear makes it particularly well adapted for doing over any old piece of furniture, and makes it look like new and retain such appearance for a remarkable length of time.

A sample tin mailed absolutely free of charge to anyone for the asking.

Ask your dealer for it.

Manufactured only by
**The Imperial Varnish &
Color Company Limited,**
TORONTO, ONTARIO, CANADA.



(Continued on page 12.)

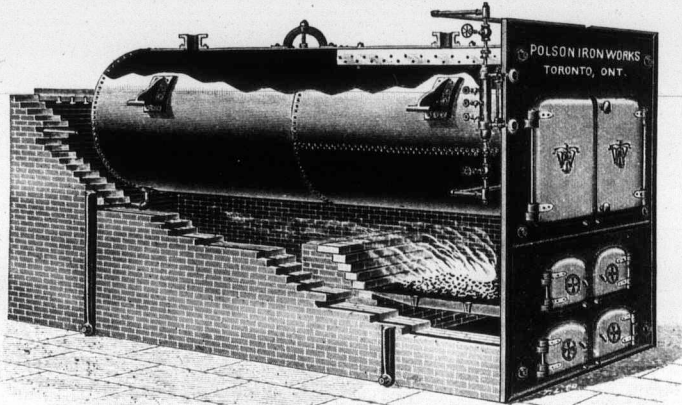
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Insured Boilers are regularly inspected by thoroughly competent inspectors, reports on their condition sent to owners by the Company's Chief Engineer, who is at all times glad to advise (free of charge) those insured with this Company, regarding any matters whatever in connection with their steam plants. These services are based on an experience of Thirty years in this business.

Specifications for boilers or engines supplied. Steam Engines indicated.

Boilers tested, both for strength and for evaporative capacity.

Plans furnished for brick setting suitable for all classes of fuel.

All Free of Charge to Policy-Holders.

We can furnish References as to the value of the Engineering services we have rendered and as to the prompt payment of losses.

cheerful as the nature of the particular manufacture process will permit, thus lightening the toil of the hardworking men and women employed.

Engine works, boiler works, ship-building works, breweries, biscuit and confectionery, clothing, carpets, silverware and jewellery, paper, books, textiles form only a portion of the manufacturing industries of Toronto. Toronto capital is largely employed also in manufacturing industries carried on in the numerous surrounding towns and cities of Ontario. The great firm of MacKenzie, Mann and Company, Ltd., have done a great deal to establish and develop Toronto's prosperous iron trade.

As a city of retail stores, Toronto compares favorably with any modern city wherever situated. The finest and best of merchandise of every variety and description abound in her emporiums. She possesses the largest departmental store in Canada. In comparison with Australian cities Montreal has been likened into Sydney and Toronto to Melbourne, and the characteristics of both these Antipodean cities certainly resemble to a great extent those of our two great Canadian centres.

The hotels of Toronto are of the highest class. There is a splendid street car service. With all her manifest advantages Toronto is certainly an enviable city to live and work in, and a place to profitably invest one's capital, with a certainty that energy, perseverance and ability will assuredly result in the success that all are striving for.

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Hard Felt Hats from \$1.00 up to \$3.00.
Soft Felt Hat, \$1.00 upwards.
Straw and Outing Hats, 25c. up.
Men's Caps of all kinds.

CLOTHING.

READY-TO-WEAR OR MADE TO MEASURE
Men's Tweed Suits, from \$5.00 upwards.
Summer Outing Suits, \$2.75 up.
Fancy Summer Vests.

FURNISHINGS

Men's Summer shirts, 50c, 75c, \$1.00, \$1.25.
Cool Summer Underwear, 25c upwards.
Plains and Fancy Socks, 15c. up.
New Summer Neckwear, 10c, 15c, 25c.
Latest Style collars, 15c. (2 for 25c.)
Belts, Sashes, Stipendiaries.

And everything for Men and Boy's Wear.
ALL NEW AND UP-TO-DATE STYLES.
Prices always the lowest.

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OLD SYDNEY STEAM
SCRANTON HOUSEHOLD
LEHIGH BROKEN
BLACKSMITH'S COAL

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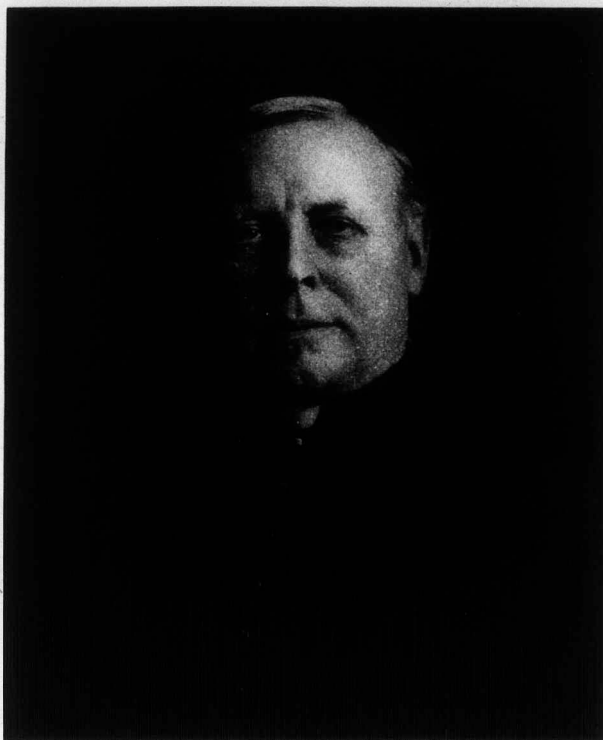
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REV. MARTIN CALLAGHAN, PASTOR ST. PATRICKS.



North-western Canada undoubtedly possesses the largest and finest wheat growing areas in the world. Notwithstanding this, we must not overlook the fact that olden Canada, and particularly the Provinces of Ontario and Quebec are still much ahead of the North-west in the average production of grain per acre which is largely due to better methods of farming.

For more than fifty years the name "John Abell" of Toronto has been a household word throughout Ontario, Quebec and the Maritime Provinces in connection with threshing and saw mill machinery.

Since 1876 the Abell Company have won twenty-nine first prizes including

• • Thirteen Gold Medals • •

winning first place in every contest-trial in Canada for Portable and Traction Engines and also first place at the Centennial Exhibition 1876, and at the World's Fair, Chicago, 1893.

During the past few years, however, it has been universally admitted that the United States leads the World in up-to-date machinery in every line and particularly in Agricultural Machinery.

The American-Abell Company of Toronto

as its name indicates, represents a combination of the reliability of the old Abell line of goods and the latest and most modern ideas in Engines and Threshing Machines known to the wide-awake American Manufacturers.

The whole policy of the Toronto Company is based upon the idea of "Canada for the Canadians" and it hopes that the days is not far distant when it will be able to purchase Iron and Steel as well as all kinds of raw material of the very best quality in our own country.

While the Company devotes most of its energies to supplying large threshing outfits for Manitoba and the North-west, it turns out also on a smaller scale outfits specially suited to the requirements of the Ontario and Quebec Threshermen. The Company produces Portable and Traction Engines from 12 h. p. up and Separators from 28 x 40 up with all up-to-date attachments, feeders, blowers, baggers, weighter, etc. The Company also makes a special feature of Portable, Semi-Portable and Stationary Saw-Mill Engines and Machinery adapted for use in Northern Ontario and Quebec.

A Handsome Catalogue is issued by the Company and will be forwarded to any address on application to the

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ASSESSMENT SYSTEM

Canadian Order of Chosen Friends

Organized March 28th, 1887
Incorporated June 1st, 1887

HEAD OFFICE C.C.F.,
HAMILTON PROVIDENT BUILDING
E. T. ESSERY C.L.B. Grand Councillor, - - - London, Ont.
W. T. MONTAGUE, Grand Recorder, - - - Hamilton, Ont.
W. F. CAMPBELL, Grand Organizer, - - - Hamilton, Ont.

Admits Ladies and Gentlemen on the same terms.

FRATERNAL,
BENEVOLENT,
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THE CANADIAN ORDER OF CHOSEN FRIENDS

Is one of the most successful Fraternal Insurance and Sick Benefit Orders in Canada, and has over 28,000 members.

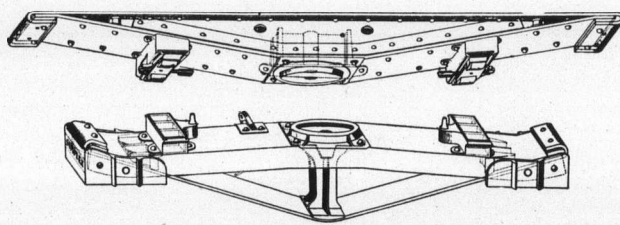
PROVIDES

Life, Disability, Old Age, Sick and Funeral Benefits at Actual Cost.
Life Insurance Certificates issued for \$250, \$500, \$1,000, \$1,500 and \$2,000.
The full amount payable at death. Twenty per cent. of one-half payable to yourself annually, if you become totally disabled by disease or accident. Payments made annually until one-half of the amount your certificate calls for has been paid.
An annuity of twenty per cent. of the full amount of your certificate payable to you at the age of 75, if totally disabled by the infirmities of old age. Payments are made annually thereafter until the whole amount is paid.
The **Sick Benefit Department** provides for a weekly benefit of \$5.00 for gentlemen and \$3.00 for ladies. In the event of the death of a **Sick Benefit Member**, a **Funeral Benefit** of \$50.00 is paid. Assessments in all departments are made monthly, consequently members know just what they have to pay and when to pay it.
The **Canadian Order of Chosen Friends** has 480 Councils in the **Dominion of Canada**, and extends from St. John, N.B. to Vancouver, B.C. Quite recently the Order entered the **Province of Quebec**, and already has 36 Councils in that province with a membership of 1,300.
The Order has paid out \$1,700,000 in Benefits, and in addition has a **Reserve Fund** of \$500,000.00 all of which is invested in **readily convertible securities**, no investments of questionable character being permitted.

Rates, Literature and full information can be obtained, and will gladly be furnished by the Grand Organizer, W. F. CAMPBELL, Hamilton, Ontario.

VICTOR LEVESQUE, Druggist, 566 Parc La Fontaine, Montreal,
is a member of the Grand Executive Committee and
ALBERT CHEVALIER, 295 St. Andre Street, Montreal,
is Chairman of Finance.

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for Freight Cars
and
Locomotive Tenders

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BRAKE BEAMS
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ROLLER SIDE BEARINGS
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A most beautiful climate in the Summer months, cool, even and invigorating

THE FINEST CARIBOU HUNTING GROUNDS IN THE WORLD
Miles and miles of barrens being covered with a rich carpet of moss on
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The best Salmon and Trout streams that have yet been discovered

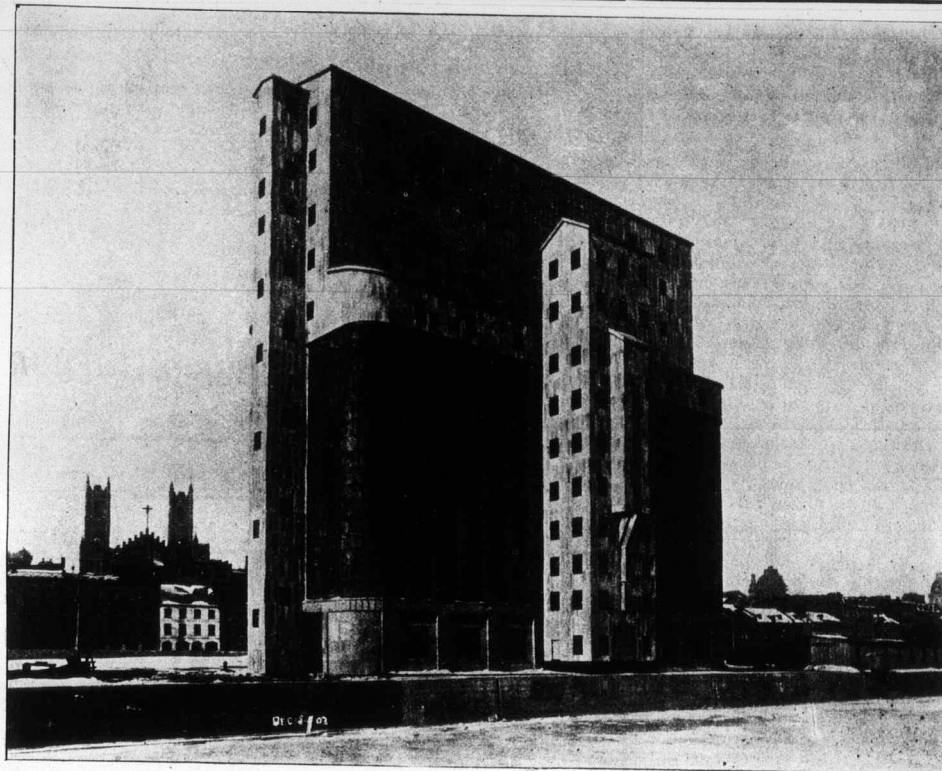
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SWITCHES AND TRACK WORK,

For Steam and Electric Roads.

SPRINGS OF ALL KINDS.**MANGANESE STEEL CASTINGS,**

For wearing parts, insuring great hardness and durability.

Interlocking Plants

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Thomas Firth & Sons, Limited**"Speedicut" High Speed Steel, Tool Steel, Axe Steel, Saw Steel,
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A LARGE STOCK CARRIED IN OUR WAREHOUSE:

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LIMITED.

This Company is one of the largest manufacturing concerns in Canada. Originally established in 1872, its business has flourished and steadily increased until it has reached its present dimensions.

The offices of the Company are situated on corner of Parthenais and St. Catherine Streets, while their works are located on both sides of Parthenais Street, extending from St. Catherine to Notre Dame St., and cover an area of about 10 acres, on which are three complete plants for the manufacture of Floor and Table Oil Cloth and Linoleums, and comprise no less than twenty one huge buildings, the majority of which are fire-proof, being of concrete, steel and brick construction, and all equipped with the fire preventive sprinkler system.

The success of this Company is due to its having kept abreast of the times, installing the latest machinery and employing none but the best skilled labor throughout the establishment.

In 1904 the Company erected an extensive Linoleum Plant, the first of its kind in Canada, and in adding this important industry to Canada's ever growing list of manufactories the management is to be commended for their enterprise. Judging from the results obtained the success of these goods is already assured. The Linoleum the Company now manufacture, is the equal of any imported. It is made in all qualities both printed and plain, two and four yards wide. From the Atlantic to the Pacific in every city and town throughout the Dominion, the Company's products have for many years been favorably known for their sterling worth. They are known and advertised as being

MADE IN CANADA.

The Company manufacture a comprehensive line of Floor Oil Cloths, in several grades, to suit all classes, also Table Oil Cloths, Oil Cloth Mats or Rugs, Cotton, Canvas and Painted Back Stair Oil Cloths, Carriage and Enamelled Oil Cloths, and Shelf Oil Cloth, as well as Decorative Burlaps for Wall Covering.

The Company imports its Canvas from Scotland, and manufactures all its own paints. The Cotton Muslins, Drills, Ducks, Linseed Oil, Varnish and other Raw Material used in the business are nearly all made in Canada.

The large plant is operated by electricity and steam, nearly 250 men being employed.

The products of The Dominion Oil Cloth Company have attained the highest Standard of Excellence, and are unsurpassed in beauty and variety of design and valuable qualities of durability.

Not Natural Enemies But Helpful Friends Are Capital and Labor.

In Canada, this Result due to Teachings of the Church.

The Peaceful and Harmonious Relations between Employers and Employed have seldom been seriously disturbed in the Dominion during the past twenty years.

No other country in the world has been so free from troubles between capital and labor, during the past twenty years as Canada. The specific and harmonious relations which are happily enjoyed between employers and employees throughout the Dominion, have practically existed during the past two decades, without having been really seriously disturbed. The work of the Catholic Church, her clergy and members, in the times of dispute, urging moderations on all sides, and wisely supporting equitable arbitration to settle the difficulties which have now and again arisen, has been one of the main factors in producing this enviable condition of affairs.

The *True Witness* reaching, as it does, the hearts and homes of the vast Catholic population of Canada, has ever made one of its features, while supporting the free independence of the working classes, and championing their rights, strong reasoning arguments against lockouts and strikes. It has sized up the 'pros' and 'cons,' and exact situation of both sides in every threatened conflict, and demonstrated in this way with success for many years past, the give and take principles which the disputing parties should adopt on every point arising in difference between them. The cooperation of the Church and her ministers, and printed organs, earnestly working in the direction of peaceable settlement by arbitration, has been an influence so powerful as to have become nigh irresistible. And one reason for this is that the love, reverence and devotion of all true Catholics for the advice and teachings of their pastors, has impelled them to listen to calm judicious counsels before rushing in to mad and thoughtless conflict which has always had the inevitable result of causing loss, misery, deprivation and lasting injury to more or less extent on every individual concerned, and alas in the most cases on those dependent upon them.

The great working classes, toiling as mechanics, artisans or laborers, know full well the deep and loving sympathy and compassion of the Church for those who earn their existence by the sweat of their brow, the majority having to endure the bitter ills of poverty from youth to old age. The main endeavor of the Church and clergy, in fact the bulk of the work they do is in the direction of assuaging the suffering, troubles and distress of the less fortunate of their fellow creatures.

When His Holiness Pope Leo XIII issued his famous Encyclical on "The Conditions of Labor" containing in language which may almost be called sublime, pleas so strong and undeniable for the amelioration of the surroundings of the working masses, and fastening upon every state in Christendom, the absolute necessity for the passage of laws to give wage earners government protection and assistance, he struck a keynote of sympathy which echoed throughout the civilized world. He had made a life long study of the modern conditions which now exist between capital and labor by reason of the growth of industry, the marvelous discoveries of science and commercial competition, watching closely during his long life, the birth, growth and development of these conditions. In his Encyclical, Leo XIII, having pointed out that classes revolve around their own interests adds: "The richer population have many ways of protecting themselves and stand less in need of help from the state. Those who are badly off have no resources of their own to fall back upon and must chiefly rely upon the assistance of the State, and it is for this reason that wage earners who are undoubtedly among the weak and necessitous should be cared for and protected by the commonwealth."

It is a matter for congratulation that Canada has recognized these great truths as fully and practically as any other country in the world. For upwards of the thirty years past, since the first congress of duly accredited representatives of labor met in Canada in 1873, the necessities of the laboring masses have been met by wise, just and sustaining legislation. Several years ago the Dominion Government established a Department of Labor to investigate and report upon conditions in this and

(Continued on page 27.)

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HARPER'S Pork is always young and tender.

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HARPER'S Lard is pure and of the highest grade.

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IRISH LACES
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LACE WORK

It happened ten years ago—a sight to remember—the Countess of Aberdeen selling Irish Laces behind the counters of this store, with the Governor-General of Canada lending his assistance! expressing as it did, a fine practical enthusiasm by the highest in the land, in the encouragement of a beautiful industry, it had an almost historic import and will long remain impressed upon the minds of those who were present.

Her Ladyship was then, and is now, President of the Irish Home Industries' Association, through which these lovely laces are placed upon the market and we are still by her appointment, sole selling agents for the Dominion. It therefore goes without gainsaying that our stock affords a rare medium by which to become possessed of choice specimens of Real Irish Laces and Lace Work in the shape of Collars, Collarettes, Capes, etc. Our collection is always replete with the latest productions, and deserves inspection by every lover of genuine art allied to utility.

And we not only carry Irish Laces, but our stock of fine Irish Linens and of genuine Irish Homespun, is just such as you would naturally expect to find here, and expressing such values as only our great buying facilities make possible.

At the same time, our supremacy in other lines of Dry Goods is too well known to need any comment from us.

The John Murphy Company Limited
Dry Goods MONTREAL.

LONDON & LANCASHIRE LIFE ASSURANCE CO'Y.

Head Office for Canada: MONTREAL.

Premium
Income
\$1,467,300.

Total
Income
\$1,840,442.

Added to
Funds
\$638,467.

Total
Funds
\$10,002,386



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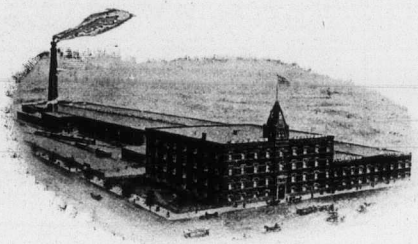
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Fall
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You will be Surprised

When you see our new Samples for Fall which will contain

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That we have not hitherto shown in

Men's and Women's Footwear

It will pay you to wait a little before closing your orders in

Ladies' Evening Wear **Infants' Fine Oxfords**
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Hockey Balls. **Buttoned Bluchers.**

All in “**BELL**” Quality.

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Exclusive Excellence of Semi-ready Tailoring.

Specialization has made Semi-ready tailoring the best produced.

Steady, all-the-year-round employment secures for us the very highest class tailoring experts. We pick them out from the best workmen in the country.

Under our head designer they work in teams, each employee on that part of a garment which he best knows how to make.

One excels at sleeve fitting, another works away at the collar of a garment, and another does his best work on the stitch-moulding of shoulders. So a garment passes from one team of tailors to another until the finished product is the finest example of the very highest class of workmanship.

You never have to think of fit when you are buying a Semi-ready garment—that is guaranteed. Just think of fitness. Pick out the material and style that best suits your individuality, and we will look after the fit.

You see Semi-ready garments are made in sizes and shapes according to our copyrighted plan of physique types. By this system the sizes are graded within a fraction of an inch. The proportions are made to suit all figures such as short stout, tall stout stooping shoulders, high shoulders, etc. Perfection of fit is guaranteed.

The materials are right—we know it. We buy from the Mills direct—in most cases the cloths are made to our particular order. We guarantee them.

Semi-ready Tailoring is famous for style. It is the standard on which most tailors of Canada work.

With all these excellent features Semi-ready Tailoring has one more protection for you—We refund your money for any reason.

**Semi-ready
Tailoring**

Montreal Wardrobes:

231 ST. JAMES ST.

1551 ST. CATHERINE ST.

(Continued from page 14.)

other countries, and to endeavor to promote that harmony between the different classes which is essential for the development of the Dominion. Legislation tending toward the maintenance and continuance of pacific relations between capital and labor has been enacted by the different Provincial Governments from time to time, and the efforts of the various Provincial Bureaus of Labor in their collection of statistics and in the settlement of disputes have been materially assisted by the labor organizations of the country. Among these organizations it has happily become almost a fixed principle to submit industrial disputes to conciliation or arbitration, excepting under the most extreme conditions, and Canada may rest thankful that they have not arisen within her borders. Trade and manufacture throughout the Dominion have consequently not received those terrible set backs which have been dealt them in other countries as the result of disastrous strikes and lockouts. The Canadian Governments, Dominion and Provincial, are fully alive to the great importance of keeping the happily existing pacific conditions of the labor world in perpetual force, for upon them undoubtedly, largely if not entirely depends the prosperity and future of this great country.

So long therefore as the State affords protection and help against oppression and possible, though not probable hard times, for years to come, to the working masses and supports the Church in her great work by wise legislation, so long will the industrial condition of Canada flourish and increase amid such peaceful and cheerful surroundings which alone are sufficient to bring success. It must not be forgotten however, that this work is not entirely in the interest of labor as against capital, on the contrary, the unperturbed and smooth current of the industrial stream is capital's best protection. We must look at the result of the existent harmonious relations.

What are they? Capitalists from all parts of the United States are flocking to Canada to erect plants and establish factories where they can manufacture and produce with a minimum risk of loss through industrial disputes, and at a fair and equitable rate of wages. It is certainly true that in some parts of the United States wages are considerably higher in specific lines of work than in others, but this is more than offset by the greater cost of living and the precariousness of the tenure of the job arising solely from strikes and lockouts or the more rapid industrial changes to which our enterprising neighbours are subject. When a United States artisan visiting Montreal a little while ago was explaining to a resident mechanic who also had worked in the States that he could get so much higher rate of wages over the border than in Canada, the Kanuck promptly answered "Yes, but it costs you a dollar or two more per day to live and the concerns here are so solid that it is usually your own fault if you cannot keep a steady job for life." Capital is therefore more secure against organized attitude in Canada, and where time is the essence of a contract and penalties are enforceable if time limits are not fulfilled, manufacturers and contractors, can nearly always rely on being able to complete their work according to the letter of their agreements.

We may safely say, that this combination of fortuitous conditions, has during the past ten years produced such an increase in Montreal and vicinity of plants, factories and a variety of industries which no other city of her size can boast of. The number of concerns, with modern and up to date plants, installed during the past year, and now being constructed in the neighbourhood of the Canadian commercial metropolis, is little short of marvellous. They offer employment to many thousands of hands, skilled and unskilled, at wages, which not only insure the workman with a large family a good living, but that which is nearly as important, a sufficiency to put by for the rainy day, which sooner or later, for a longer or shorter period, comes to all. These great and increasing advantages should not fail to be appreciated by all the vast body of earnest, willing and able workers. That they have been appreciated is fully demonstrated by the flourishing condition of the Savings Bank departments of the numerous financial institutions of the country. The large proportion of showings per capita of the working population of a country, is an unmistakable sign of the prosperity and independence of the majority of its inhabitants. A good and steadily increasing savings bank account, produces increased self reliance among the workers, individually and collectively, strengthens their hands, and enables them to

(Continued on page 24.)

First British Fire Insurance Office Established in Canada A. D. 1904.

PHOENIX ASSURANCE COMPANY LIMITED OF LONDON.



ESTABLISHED 1788.

CAPITAL AND ASSETS OVER \$20,000,000

INSURANCES against Loss by Fire and Lightning are effected by the Company upon every description of Insurable Property, IN ALL PARTS OF THE WORLD, ON THE MOST FAVORABLE TERMS and AT THE LOWEST CURRENT RATES OF PREMIUM.

CLAIMS upon the Office are SETTLED with the GREATEST DESPATCH and LIBERALITY.

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Pocket Knives, Razors, Scissors.

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J. G. Kennedy

Mr. J. G. Kennedy so long a leader in the Montreal wholesale and retail clothing industry, was born in Limerick, Ireland, in 1838. He came to Canada in 1858, managing some important concerns, and finally embarked in business for himself in 1861. In thirty three years Mr. Kennedy carried on a highly successful business, his extensive premises being situated on St. Lawrence Main Street. Retiring in 1894, he has since devoted his time to the management of his extensive real estate interests in Montreal and vicinity. Mr. Kennedy has been a pew holder in St. Patrick's Cathedral for 36 years.

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provide the housekeeper with a variety of excellent dishes which appeal to all appetites.

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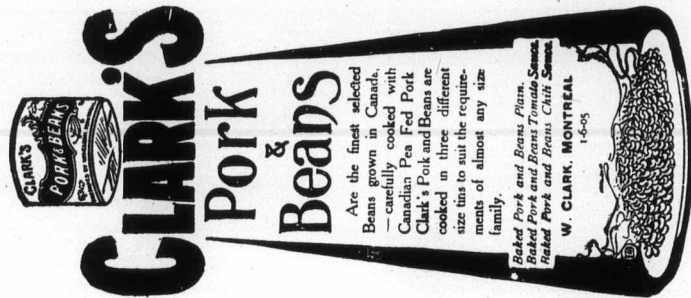
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CLARK'S VEAL & HAM LOAF CLARK'S POTTED MEATS
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You can choose from 60 varieties.

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CLARK'S Sliced Smoked Beef

A cool dainty dish to coax the summer appetite.

FINE BEEF JUST SLICED AS THIN AS WAFERS AND DRY CURED.

Serve with crisp lettuce or radishes and bread and butter.

Your dealer sells many other delicacies all ready to serve, put up and guaranteed by W. CLARK, MONTREAL.

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EXTENSIVE COMPLETE NEW HOG PENS NEW CATTLE YARDS REPAIR LARGES HORSE STABLES THE MOST COMPLETE AND MODERN DOMINION LIGHTING ELECTRIC

The remarkable shipment of livestock shown from the 6,940 cattle and 9,600 sheep compared with 112,600 in 1904. The company has share magnificent increase

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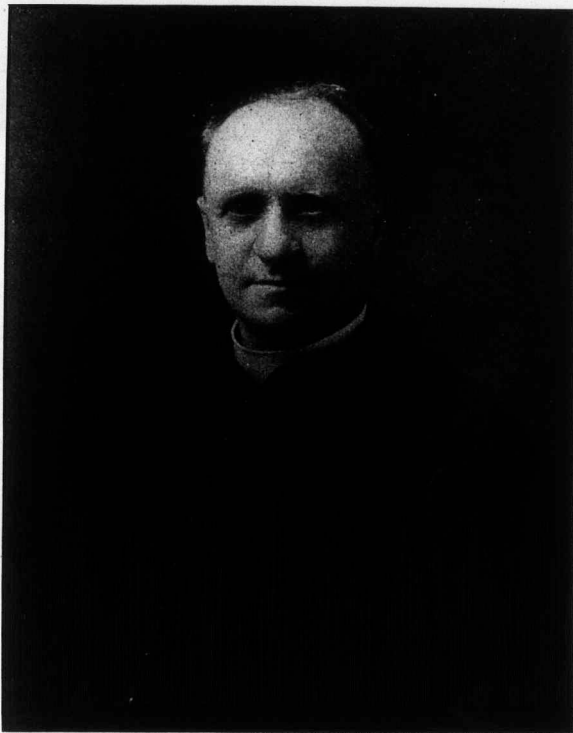
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Church Fixtures with us are a distinct specialty. All we ask is a chance to estimate on anything you need.

The Robert Mitchell Company.



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For many years Mr. Antoine Robert has ranked among the leading financiers of Montreal. He deals principally in Government, Municipal, Commercial, Corporation and Railway Bonds, State, County and City Warrants, Mortgage Loans and Debts Converted and Consolidated. Mr. Robert has made a specialty of making loans to Roman Catholic Institutions in all parts of the world. His counting house is situated at 180 St. James Street, Montreal, in the Savings Bank Building, and here his numerous clientele are given every attention, and facility for transacting their business.

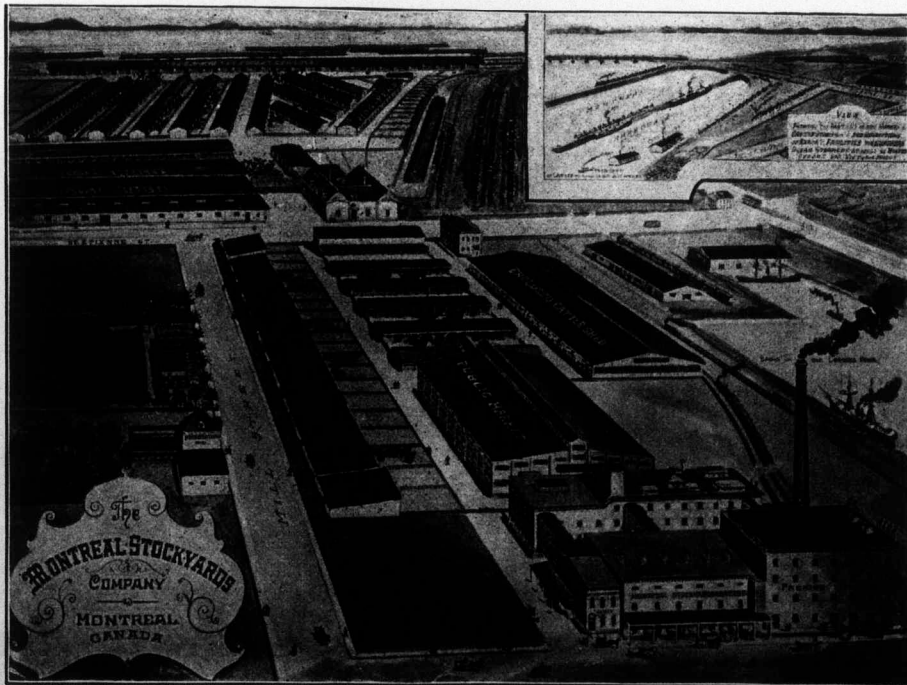
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Montreal Stock Yards Co.,

MONTREAL, QUE.

EXTENSIVE IMPROVEMENTS COMPLETED.
NEW HOG PENS.
NEW CATTLE SHEDS.
YARDS REPLANKED AND ENLARGED.
HORSE STABLES RENOVATED.
THE MOST COMFORTABLE AND COMPLETE STOCK YARDS AND HORSE STABLES IN THE DOMINION OF CANADA.
LIGHTED THROUGHOUT WITH ELECTRICITY.

The remarkable development in the shipment of live stock from Montreal is shown from the fact that in 1877 there were 6,940 cattle and 9,509 sheep shipped, as compared with 112,611 cattle and 48,075 sheep in 1904. The Montreal Stock Yards Company has shared proportionately in this magnificent increase.



The Montreal Stock Yards Company, which is situated at Point St. Charles, in the City of Montreal, was organized many years ago for the accommodation of Shippers of live stock from all points East and West, and also for the sale of the same and it is now recognized as the leading West End Market. These Yards are situated on the tracks of the Grand Trunk Railway System and are therefore very convenient to Shippers as the cattle after being rested are loaded aboard cattle lighters and thus taken direct to the different steamers in the harbor. Owing to the steady increase in the volume of business during the past year, the Company has erected a first-class double-decked market, with all the latest improvements, for the sale and handling of all local and export live stock and also for the convenience of Butchers. The ground floor of the above is used for the sale of cattle, and the second floor for the sale of sheep, lambs, calves and hogs. In addition to the above, this Company has also added to their already extensive plant a new abattoir, which has been fitted up with all the latest improved machinery. This abattoir has a capacity for killing 3,000 head of cattle, 10,000 hogs, and 5,000 sheep and calves per week. Besides the above, they have just completed a modern packing house of four storeys for the curing of meats, chiefly for export, and have also put in a new electric plant which supplies the light to all the different departments.

Located on the Tracks of the Grand Trunk Railway System

W. STRACHAN,
President.

Give us a trial and you will not be disappointed.

F. H. CARLIN,
Manager.

Some Western Points Reached by the Canadian Northern Railway

Port Arthur, Fort William, Kakabeka Falls, Fort Frances, Winnipeg, St. Boniface, Portage La Prairie, Carman, Morris, Brandon, Hartney, Emerson, Gladstone, Carberry, Dauphin, Gilbert Plains, Swan River, Quill Lake, Humbolt, North Battleford.



CANADIANS are accustomed to great distances; they are used to extensive enterprise. The well-posted Canadian man of affairs—for example, the head of any of the country's large financial institutions—is in touch in one day with his agencies at points distant, say 3,000, possibly 4,000 miles. The people by years of familiarity with such conditions and the vast extent of the country have become unappreciative of many of the large things of the Dominion merely because they are in proportion to the immensity of the country itself. In no other particular probably do Canadians generally display—one might say almost apathy, certainly want of appreciation, than in the consideration of the country's great railway systems.

The young Canuck who has received his education in the public schools of one of the Eastern Provinces gets from his geography lessons some idea of the Canadian Pacific and Grand Trunk Railway Systems. Other lines are not mentioned. The youth forms his impression of a railway from the little he learns of these two great systems. It may be, but most likely is not, pointed out to him that the former road has the greatest main line mileage in a straightaway direction in the world, and is the only railway which traverses independently a continent from ocean to ocean; and that the Grand Trunk has the longest main line double track mileage of all the roads, and besides, that there are structural features on both lines which hold world records. The presence in the field of two such giants probably to a great extent accounts for the failure in the past on the part of the greater majority of Canadians to realize the importance of other competitors in the railway arena. The Intercolonial has, of course, been brought to attention as a government line. While many roads which would be thought in Great Britain or in Europe and even in the United States large systems are almost unknown to a large class of the people who directly or indirectly benefit considerably thereby.

This position of distinctive eminence that the two great systems have held so long undisputed is now, however, being assailed by a third railway with such force and quickness of action that it is a foregone conclusion that the dual reign of the two mammoth roads will cease and a triumvirate be established which will include THE CANADIAN NORTHERN

RAILWAY COMPANY as the third great system in the Big Three. The time for this change is close at hand, surely no further distant than the end of the year, when the Canadian Northern will have a completed mileage of 2,500 miles and a main line of 1,265 miles, which is, by the way, over 100 miles longer than the Grand Trunk from Chicago to Portland. This third line, too, has features about it which are unique in railway records, and which make a better showing in the matter of earnings than long or high bridges and great tunnels. A continuous stretch of 1,000 miles of wheat fields is this company's boast. From Marchand—fifty miles east of Winnipeg where the traveller first sees the prairie—to Edmonton, only two or three stations are passed which are not wheat shipping points, ranching and mixed farming being more suitable for this short stretch of country, which comes just before Manitoba's western boundary is crossed. A rival of such a wheat field is unknown. The tremendous grain growing territory served by the company's lines—for in addition to the main line branch lines reach all the great grain-growing sections of Manitoba—make it necessary to establish at the Lake Terminal (Port Arthur) a grain-handling and storing plant which, on account of its unexcelled receiving and shipping facilities and immense storage capacity (7,000,000 bushels) is conceded to be the most complete and up-to-date in existence, and therefore a second feature—distinctive and valuable. A continuous stream of wheat flows into these great buildings. Every day in the year the wheat trains discharge their loads of golden grain into these huge warehouses. Without these elevators the grain traffic would stop upon the approach of winter, but the large storage capacity of the company's terminal plant regulates the traffic, and the steady stream moves all the year round.

While many Easterners know very little of the Canadian Northern, yet to every Manitoban the system is as familiar as the Grand Trunk and the C.P.R. are to the Montrealer or the Torontonian. In Winnipeg the question is: "Are you going C.P.R. or C.N.R.?" The little Westerner is taught of the C.N.R. and the C.P.R.—perhaps also to the exclusion of all other lines—as the Quebec and Ontario youth learn only to the two great Eastern lines. In the West the Canadian Northern is looked

upon as the People's Railway. Born on the prairie—cradled in a wheat field—the road has grown up with the people, and is looked up to proudly as the West's greatest enterprise. Its development has been as rapid as that of the great West itself. Starting as it did in 1896, northwesterly from the small village of Gladstone, Man., and operating that first winter, 1896-97, one hundred miles of railway through the Dauphin country, it has increased its mileage, at first step by step, and latterly by leaps and bounds, until now it covers Manitoba with a network of lines, extends westerly through part of Assiniboia and Saskatchewan and Alberta, and by its line from Winnipeg to Port Arthur gives outlet to great lakes to the produce of this tremendous West; takes the settler and his effects to his new home and transports to him the necessities and luxuries of the East.

It is difficult to explain how such a system as the Canadian Northern has been constructed practically unobserved by Easterners. One naturally asks, "Who has steered its course? Who has directed its efforts? Who has assisted the enterprise?" It is doubtful whether all this can be explained. As to its projectors Messrs. William Mackenzie and D. D. Mann, are financially responsible for this great enterprise. Familiar with Western conditions and confident of its future development, before Canada had begun to attract settlers from all lands these astute men saw the possibilities—even the probabilities of such a West—and their opportunity in it. With an experience of railroad building gained on the C.P.R. these men entered the field on their own account, put their hands to the plow. The struggle was a hard one, but a short one, and once the 'stubborn glebe' was broke the seed of a rich harvest was sown and later came a crop of rich reward, for the present Canadian Northern System is the result. The time was ripe for the commencement of such a project. People were just beginning to look toward Western Canada and to realize that in it was the last and best Great West. Immigrants swarmed up the line of the new road to take up homesteads in the rich Dauphin district. The road with economical management paid its way from the start and gave encouragement to the railway builders to extend their line. With assistance in the shape of a low bond guarantee per mile the same men entered upon the construction of a line from Winni-

peg to the head of the Great Lakes—a second outlet to navigation for Manitoba and the Northwest grain. The taking over of the lines of the Northern Pacific Railway in Manitoba in 1901 connected these two sections, and also gave to the Canadian Northern some excellent branch lines through Southern Manitoba and an import connection with American lines south of the boundary and a valuable terminal in the city of Winnipeg. At the close of this momentous year in the history of the road (1901) the company's mileage had reached the formidable total of 1,200 miles. From the Lake Terminal—Port Arthur—it stretched northwesterly to Winnipeg—440 miles—and from that point in the same general direction—370 miles—to the Northwest corner of Manitoba, and operated a system of branch lines in Manitoba of 350 miles, which, with the Duluth extension, brought the total to the figure mentioned. The first year after the opening of the Winnipeg Port Arthur line this company transported to the lake front over twelve million bushels of grain and earned a surplus over operating expenses and fixed expenses of \$222,921.36.

It must be stated here that while at the present time the grain traffic is the most important commodity of the Company's traffic as grain is the essence of the West's existence, yet the Canadian Northern is by no means entirely dependent on the wheat field for its earnings, nor does it serve only a prairie country. In its course it traverses sections much more suitable for the carrying on of other industries, and these physical characteristics are well taken advantage of with the result that the railway's traffic is very diversified.

The lumbering industry is one which contributes a large proportion of the railway's freight. Logging operations along the Duluth extension provide for the output of the Port Arthur Lumber Mills and the railway gets the haul of the logs in and the lumber out.

It is a remarkable feature of this road that no unproductive territory is found along its lines. Every section of main line and every branch serves a revenue producing country, each link is self-supporting, on account of its own local traffic. This was proved before the various parts of the system were joined together. The casual observer might think that a large section west of Port Arthur passed through a barren, rocky country, but in reality it is towards this apparently useless tract that the

projectors of the line confidently look for a traffic which is expected to be of even greater magnitude than the railway's grain carrying business. Two large deposits of iron ore, known respectively as the Atikokan and Mattawin ranges, lie along the route—no doubt a continuation of the productive iron ore fields of Northern Michigan on the southern shores of Lake Superior, the ore from which, passing through the Sault Ste. Marie canal, makes the ship tonnage via that route greater than enters the port of Liverpool in a year. To smelt the ores from these deposits capitalists have engaged to establish a smelter at Port Arthur, and in connection with this enterprise extensive coal and ore docks are being laid out which will have a storage capacity of half a million tons and shipping facilities designed to anticipate the requirements for years to come.

With the completion of the line to Edmonton and the opening of a through service to that point and to Prince Albert much new passenger equipment will be required, and the railway company has arranged for the delivery of fifty passenger cars during the summer and fall.

The company has already established a very high standard in the matter of passenger equipment, but the new cars which are to make up the trains for the runs above mentioned will be even of a higher excellence than those now in commission.

The Canadian Northern operates its own Express Company and has also its commercial Telegraph Company. These subsidiaries substantially augment the company's income. The service in both cases must be the best to compete with the great Express Companies and Telegraph lines of which the Canadian Northern Company's are rivals.

While the Canadian Northern reaches no further East than Port Arthur by its own rails most complete arrangements have been made with the steamship line operating in the great Lakes to ensure for the road's patrons the best and most prompt service via the lake and rail route, while all the rail freight from the East routed C.N.R. from Port Arthur is transferred by the C.P.R. at that point.

The company has traffic agents at Montreal, Toronto, Sault Ste. Marie and other points, and several travelling freight and passenger agents whose constant care is to see that shipments routed via Canadian Northern from Port Arthur, whether

by lake and rail or all rail, are given all possible despatch. R. H. Bell, travelling freight and passenger agent, has an office in the Board of Trade building in Montreal, and shippers who appreciate the excellent service maintained make constant calls for routing directions via C. N. R.

Some of the important western points reached by the Canadian Northern Railway are shown above—while, of course, Edmonton and Prince Albert will be added to the list before the close of the year.

The Company's new direct line to Brandon via Portage la Prairie has recently been opened and Western papers have been commenting on the importance of this additional link between Manitoba's three largest centres.

With the opening of the main line to Edmonton a tremendous through traffic from Eastern points to that great distributing centre is ensured. The new line will reduce the mileage to Edmonton by 200 miles. The mileage to Prince Albert will also be reduced. The new way will be the best way, by about seventy-five miles.

In addition to these lines important branches in Manitoba are under construction and many more are projected. A glimpse into the future sees the Canadian Northern extended to Regina and thence further West along the valley of the South Saskatchewan River towards Calgary with several feeders from this line of route.

The Ridgeville Branch is to be produced to meet the main line near Sprague, saving seventy-five miles haul for the grain from the Southern Manitoba Branch lines. The progressive building policy of the Company it may be seen—without any mention of the Eastern connection already provided for—is bound to make the system of even greater importance than it is now in the West, and as the West progresses and develops the system will keep well up with the advance. That this railway will be brought more prominently before Easterners before long is certain; in fact, legislative authority has already been obtained to build from Port Arthur to Toronto and from Toronto to Montreal, via Ottawa. But Easterners will keep well posted on such undertakings. It has been the purpose of this article to present some information about the Canadian Northern Railway in the West. It has been a long story, but it is an important one, and it covers a chapter of great moment in the history of the Great West.

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Special Values In Things for Holiday Wear.



Fine Shirtwaists for present wear

Now—just when they are most in demand, these high-class Shirtwaists at a reduced price will be most appreciated
300 Ladies' White Lawn Shirt-waists made in neat new style, yoke front, V back of all-over Embroidery set in with Val lace insertion, emb. panel down front back and sleeves tucked. Val. lace insertion in cuffs and collar; sizes 32 to 44 inch bust; value \$2.25. Sale Price.....**\$1.48**

Night Gowns

at Sale Price

Not skimpy in cut, but good roomy styles. The materials, "cotton and comber" are the best for their original prices; the styles are Mother Hubbard and Empire, yokes of all-over Embroidery, clusters and individual hemstitched tucks, frills on neck, sleeves and down front of lace, embroidery or hemstitched lawn; lengths 56, 58 and 60 in.; regular price \$1.25 and \$1.50. Sale Price.....**85c**

Dress Goods

Silk and Wool Etamine, Crepe de Chine, All-Wool Etamine, Voile, Check Voile in shades blue, grey, green, brown, navy, cardinal, cream, pink, etc.; regular \$1.00 to \$1.75. Sale Price.....**69c**

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Small Pearl Buttons in four sizes; regular 10c. card. Sale Price...**5c**
Victoria Crochet Cotton in good range of colors; regular 5c. Sale Price 3 for.....**5c**
Embroidery Silk on spools, B. and A. make, in shades red, myrtle, pink, mauve, fawn, Nile, brown, lavender, grey, yellow; regular 10c. Sale Price 3 for.....**5c**

Ogilvy's

St. Catherine and Mountain MONTREAL.

LADIES NECKWEAR

We have just received about 90 doz. entirely new Neckwear, bought by us as a clearing line and so of course very much under the regular legitimate price. Values of this Neckwear, most of which is washable and just right for now, run up to 50c. and over. All one price **15c**.

Special Handkerchiefs.

Lace edged Mull Handkerchiefs, embroidered pure linen Handkerchiefs, scalloped edges and hemstitched edges; regular values up to 20c. Sale Price.....**11 1/2c**.

Plain hemstitched Linen Handkerchiefs, 1/4 and 3/4 inch hems; regular 8c. Sale Price.....**5 1/2c**.

—In the collection you'll find Muslin Collars, trimmed with lace edgings and hemstitching Collars trimmed with 12 pearl buttons and piped and trimmed colored silks; Hunting Stocks of new mercerized crepe cloth white, with green stripe, white with black stripe, white with blue stripe, with pearl pin; many other designs and patterns.

MEN'S SHIRTS

MEN'S WHITE CELLULAR SHIRTS, with fancy and pleated fronts, slightly soiled. Regular \$1.25. Sale Price.....**59c**

MEN'S OUTING SHIRTS, we have a full range of colors and designs and sizes 14 1/2 to 17 1/2. Value \$1.00. Sale Price.....**79c**

MEN'S SOFT BOSOM SHIRTS in small neat patterns, detachable cuffs, all sizes. Value 75c. Sale Price.....**59c**

Ladies' Robes Reduced

Misses' White Muslin Robes, Skirt made with material and trimming for waist; regular \$10.00. Sale Price.....**\$2.75**

Ladies' Muslin Robes, white with black trimming, skirt made with material and lining for waist; regular \$6.75. Sale Price.....**\$2.25**

Grass Linen Robes, skirt trimmed with lace insertion with material for waist; regular \$25.00. Sale Price.....**\$7.95**

WASH FABRICS 9c

1750 Yards to Choose from, consisting of White Mercerized Stripe Muslins, Cream Voile, Fancy Stripe and Check Ginghams, Plain Organdie Lawns, White Swiss, Dotted Muslins, Irish Dimity Muslins, also a lot of Remnants, Values 20c to 40c. Sale Price.....**9c**

SHIRTWAIST SUITS

Special Values

Shirtwaist Suits of white Muslin, waist neatly tucked back and front, skirt to match with good flare; regular \$4.75. Sale Price.....**\$3.75**

Another style made of fancy Black Muslin with white spot, waist prettily lace trimmed, Skirt with frill and 13 inch flare effect; value \$5.50. Sale Price.....**\$3.95**

Another style in Black Muslin has box pleated waist with skirt to match, made in a particularly neat style; value \$4.25. Sale Price.....**\$2.95**

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United Shoe Machinery Company of Canada



WHEN YOU SEE THE TRADE MARK YOU KNOW IT'S FAST COLOR

WHEN YOU SEE THE TRADE MARK YOU KNOW IT'S FAST COLOR

THE BEAUTY IN A DIAMOND FAST COLOR EYELET

WHILE everything else about a shoe grows dull and unsightly with wear the beauty of Diamond Fast Color Eyelets does not change, they retain the same bright new appearance throughout the wear of the shoe, in fact if it were practicable to transfer them from one shoe to another a Diamond Fast Color Eyelet would out wear several pairs of shoes.

All shoe eyelets however are not Fast Color, many of them turn "Brassy" after they have been worn a short time and the "Brassy" Eyelet is the generally accepted mark of a cheap shoe. If you would avoid every possibility of having Brassy eyelets in the shoes you purchase, look closely to see that there is a little diamond trade mark slightly raised on the surface of each eyelet. Only the genuine Fast Color have the diamond trade mark and they are the only kind that can't wear "Brassy" and always look neat. We will mail booklet describing them with samples free to any address.

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WESTERN CANADA—Its Wonderful Growth

The Magnificent Crops of Wheat are attracting settlers from all over the World. Where Happy Homes await Millions of People.

How the West is growing may be estimated from the following figures:—
The official figures from the census of 1901 are: Manitoba, 255,211; Eastern Assiniboia, 49,693; Western Assiniboia, 17,692; Saskatchewan, 25,679; Alberta, 65,876. But the influx has been so rapid and the districts opened up so numerous, that they are now of little value, and careful

A very small part of this enormous area is as yet broken up. In 1902 Manitoba had 3,174,325 acres under crop, of which 2,039,940 were used for wheat and the rest for other grains; in the Territories wheat was raised on 625,758 acres, other crops on 989,637 acres. In the North-West altogether there were 4,163,962 acres cultivated by about 400,000 people with a return of over 67,000,000 bushels of wheat

one can read them without being convinced of their accuracy. Other facts have been obtained from Government reports and official documents, and no effort has been spared to make this article accurate and helpful in every way to the intending settler.

CROPS OF 1904.

The progress of Manitoba is worthy of first place in considering Western Canada. The official report of the crops is as follows:—
The crop area and total yield of grain, roots, etc., of Manitoba for 1904 were as follows, according to the official returns:

Crop	Acres in Crop	Total Yield Bushels	Aver. Yield to Acre
Wheat	2,412,235	39,162,458	16.24
Oats	943,574	36,289,979	38.54
Barley	391,004	11,777,979	30.14
Flax	35,428	464,106	13.10
Rye	6,993	128,860	18.43
Peas	2,952	51,240	17.36
Corn	2,471	32,123	13.00
Potatoes	24,471	3,799,569	156.80
Roots	14,570	3,741,580	257.80
Home	20,841		
Total	3,823,749	87,303,735	

The average yield of cultivated grasses was 1.78 tons to the acre, and of natural grasses 1.82 tons.

The dairy statistics for 1903 are:

Product	Pounds	Value
Butter, dairy	2,738,868	\$429,445
Butter, creamery	1,532,835	277,902
Cheese, factory	1,382,304	151,362

The estimated value of all dairy products in past years is as follows:

1894	\$34,000	1896	\$247,000
1898	\$309,454	1899	\$474,558
1900	\$643,990	1901	\$926,314
1902	\$747,603	1903	\$858,709

The fall-off in 1902 is accounted for by the immense crops of that year and the difficulties of getting farm help.

Manitoba has great advantages as a dairy country. The pasturage is very rich and nutritious, with an abundance of variously flavored grasses; the water supply is excellent, and ample both for watering the stock and for use in the dairies, streams of pure running water being often available.

LAND FOR IMMIGRANTS.

The newcomer has the choice of three ways of securing a farm. He may homestead; he may buy land from the Canadian Pacific Rail-



Cattle on the Prairies

self more comfortably than one with double the amount ten or twelve years ago. In all parts of Manitoba products can be disposed of within a few miles at the nearest railway station.

Opportunities to rent farms in the older settled districts are not uncommon and are often worth seizing. The farms are rented generally during the winter or early spring for a year or more, the rent depending largely upon the kind and value of the improvements.

LIBERAL EXEMPTION LAW.

Manitoba has a liberal exemption law; that is, the law protects from seizure for debt, where no mortgage exists, a certain number of horses, cattle, swine and poultry, some household effects and year's provisions, so that if a settler who has not mortgaged his property is overtaken by misfortune, he cannot be turned out of his house and home.

Winnipeg is the political, as well as the commercial centre of Western Canada. The Legislative and the Departmental Buildings of the Manitoba Government, and the chief immigration, lands and timber offices of the Dominion Government for the west are located here. The Canadian Pacific Railway Company has its chief offices in the west in Winnipeg, and also the head offices of its land department, where full information regarding the company's land can be obtained.

ASSINIBOIA.

The district of Assiniboia recently merged into Province of Saskatchewan is divided into two great areas, Eastern and Western Assiniboia, each of which has its own characteristics, the former being essentially a wheat growing and mixed farming country, while the western part of the latter is especially adapted for ranching.

The land under crop in 1904 was estimated at 1,288,404 acres, of which 848,847 were devoted to wheat, 392,413 to barley, 30,073 to oats and 17,071 to flax. This is a considerable increase over former years, the acreage under crop in 1903 being 1,003,449; in 1902, 723,827, and in 1901, 552,073.

The principal town of Assiniboia is Regina, the capital of the North-West Territories. The Legislature of the Territories meets at Regina, and it is the headquarters of the Mounted Police. It has a population of about 7,000. A branch line runs north through the Qu'Appelle District, and on to Prince Albert, on the north branch of the Saskatchewan, and the Arcola branch of the Canadian Pacific Railway has now been extended from the neighborhood of the Moose Mountain to Regina.

Moose Jaw, with a population of 6,300 is another town 42 miles west of Regina, at the junction of the Canadian Pacific Railway and



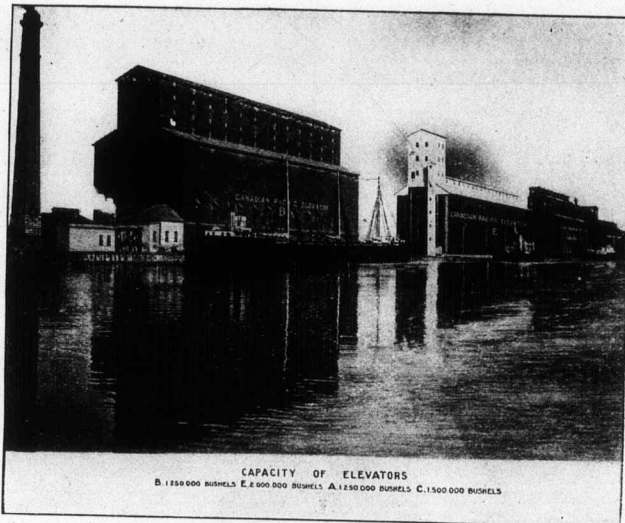
Threshing Wheat in the Field

estimates based on the rate of immigration are surer guides. It is believed by the best authorities that at the end of 1904 the population of Manitoba was between 300,000 and 325,000, and of the Territories between 350,000 and 375,000, that is from 650,000 to 700,000 people in all. This makes the increase in three years in Manitoba between 50,000 and 75,000 and in the Territories between 225,000 and 250,000.

The movement has lasted so long, has grown so steadily, and is so evidently destined to continue, that it must be the result of some powerful attraction. The undeniable advance of the Dominion in wealth, industry and population, and the immense natural resources of the country have attracted the attention of the world, and it is beginning to realize that in Canada exist opportunities denied elsewhere. Capital and population

and nearly 59,000,000 bushels of other grain.

From these figures Dr. Saunders reaches the conclusion that, leaving the Eastern Provinces entirely out of the question, the North-West, if completely settled, could supply with ease the wants of Great Britain three times over and meet the demands of its own people as well. In 1902 Great Britain imported in wheat and flour the equivalent of 200,000,000 bushels of wheat. In the same year 400,000 people on the plains produced 67,000,000 bushels of wheat. Suppose only one quarter of the 171,000,000 acres of available land fit to cultivate in the North-West produced a wheat harvest every year, and suppose the average rate of Manitoba, 19 bushels to the acre, was maintained, the harvest would be 812,000,000 bushels. The population necessary to produce this would probably be



CAPACITY OF ELEVATORS
B. 1,250,000 BUSHELS E. 2,000,000 BUSHELS A. 1,250,000 BUSHELS C. 1,300,000 BUSHELS

Canadian Pacific Elevators, Fort William.
Capacity of each 1,250,000 2,000,000 1,250,000 1,500,000 Bushels of Grain.

MIXED AND DAIRY FARMING

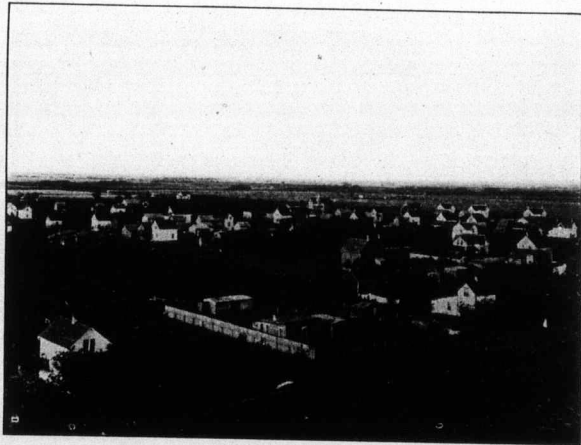
For many years Manitoba was treated as almost exclusively a wheat-growing country, but this is changed now, and stock-raising and dairying are attracting much attention. On January 1st, 1904, the number of horses in the province was set down at 161,250; cattle, 310,577, of which 126,846 were milch cows; sheep, 22,569; pigs, 105,157; an increase over 1902 of 14,659 horses, 28,234 cattle, 2,078 sheep and 9,559 pigs. Cattle-raising is especially profitable, as there is a splendid market close by. At least 80,000 cattle are required each year for home consumption, while the young cattle find a ready sale among the ranchers of the west.

Dairying is becoming a more important industry every year in Manitoba.

In 1896 the Provincial Government established a dairy school in Winnipeg, which has been a great success. It is fitted up in the most modern way, and has trained many of those now in charge of the creameries and factories throughout the Province. Any resident of Manitoba may attend without paying fees.

way or other holders; he may rent an already established farm.

While the settlement of Manitoba has progressed very rapidly during recent years, probably less than one-third of the good wheat lands of the Province, within reach of railways, has been brought under cultivation. Millions of acres of good land may still be purchased on easy terms and at reasonable prices ranging from \$5.00 to \$30.00 per acre. Homesteads can still be secured between Lakes Winnipeg and Manitoba, and on the outskirts of the more northern settlements in districts adapted for mixed farming and stock raising, where hay and water are abundant and timber for building purposes is conveniently obtainable. The Province still affords a vast field for experienced farmers with sufficient capital to make the first necessary improvements upon the land and provide themselves with stock and implements, and to carry their families through the first year or to purchase improved farms. The Province is now covered with a network of railways, and owing to the great reduction in transportation charges, as compared with those of early days, a settler with capital of from one thousand to two thousand dollars can establish him-



Carman Manitoba

are, however, necessary to the development of the country; capital she has already accumulated in fair quantities for herself and population is fast coming to her. Progress is everywhere, and it is true, literally, that in some places changes are so rapid that the very appearance of things is revolutionized within a year. Yet there is nothing like a "boom" about the advance, and gains once made are retained. Everywhere settled conditions prevail, and in the uttermost parts of the Dominion, life and property are secure. In such an invigorating climate and amid such innumerable opportunities the industrious are sure of success.

The area of Canada is large. Under the flag of the Dominion are 3,653,000 square miles, one-twelfth of the land surface of the globe. From the Atlantic to the Pacific it extends, and from the 49th parallel to the Arctic Ocean.

One hundred and seventy-one million acres of land in the North-West are fit for cultivation according to the estimate recently made from official sources by Dr. William Saunders, director of the Dominion Experimental Farm at Ottawa, one of the leading experts on agriculture in Canada. He reckons that of the 41,000,000 acres of Manitoba, two-thirds, or 27,000,000 are worth farming; of the 57,000,000 acres of Assiniboia seven-eighths, or 50,000,000; of the 70,000,000 acres of Saskatchewan, three-fourths, or 52,000,000, and of the 64,000,000 acres of Alberta two-thirds, or 42,000,000 acres may be cultivated.

30,000,000, but the wheat grown would be ample to supply all their wants, and yet be three times as much as would satisfy Great Britain.

Dr Saunders also points out the average yield of wheat per acre is greater in Canada than in the United States. Taking the ten years, 1891-1900, Manitoba averaged 19 bushels of spring wheat per acre; South Dakota, 10.04; North Dakota, 12.07, and the whole of the United States 13.3, and Ontario 19.4 for fall wheat and 15.2 spring wheat. This pre-eminence is due, according to Dr. Saunders, to the land in Canada being more productive, the climate more favorable and in some degree to better farming.

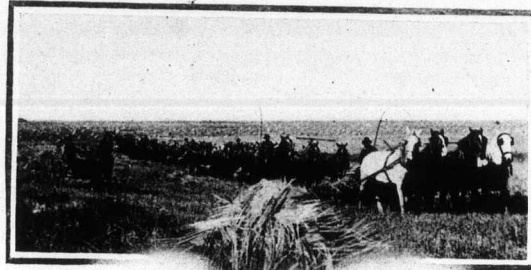
Into this bountiful land thousands stream each year, yet there is room for millions more, and as the country fills up, openings for business men are continually offering. It is of the prairie country this article speaks, with the purpose of setting forth clearly, though briefly, the advantages it has for settlers.

Manitoba and Assiniboia are famous for their wheat, Alberta for its ranches; round Calgary irrigated farms are expected to be a great success.

Residents in the west are proud of their country, and are willing to tell of their success. In plain unexaggerated language they have voluntarily given statements of the good fortune that has befallen them, and the merits of the places in which they have settled. There is a genuine ring about these letters that testifies to their truth, and no



A Typical Scene in Western Canada.



Self-binders at work in Western Canada.

The largest towns in the province outside of Winnipeg are on the main line of the Canadian Pacific Railway:—Portage la Prairie, 56 miles west (population about 6,000), and Brandon (population 8,500), 133 miles west, are important railroad junction points and centres for a considerable area of grand farming country.

the Soo line, running to St. Paul, Minneapolis and Sault Ste. Marie, where connection is again made with the Canadian Pacific Railway system.

Medicine Hat, on the south branch of the Saskatchewan, is the chief town of Western Assiniboia. Its population is estimated at 3,000.



A Field of Wheat—Canadian North west

Other important towns are Selkirk, 2,500; St. Boniface, 3,500; Minnedosa, 1,800; Neepawa, 2,000; Dauphin, 1,500; Souris, 1,000; Morden, 1,800; Boissevain, 1,000; Carberry, 1,200; Virden, 1,550. Grain elevators have been erected at nearly every railway station and serve the country round. Stores will be found in every town facilitating the business of the neighboring settlements.

Moosomin in Eastern Assiniboia has recently built a flour mill and established other industries. Its population is about 2,250.

In Eastern Assiniboia are Yorkton, 1,200; Indian Head, 1,200; Qu'Appelle, 800; Grenfell, 900; Broadview, 1,000; Wolsely, 600; Wapella, 500; Sintaluta, 500; Balgonie, 400; Fleming, 300.

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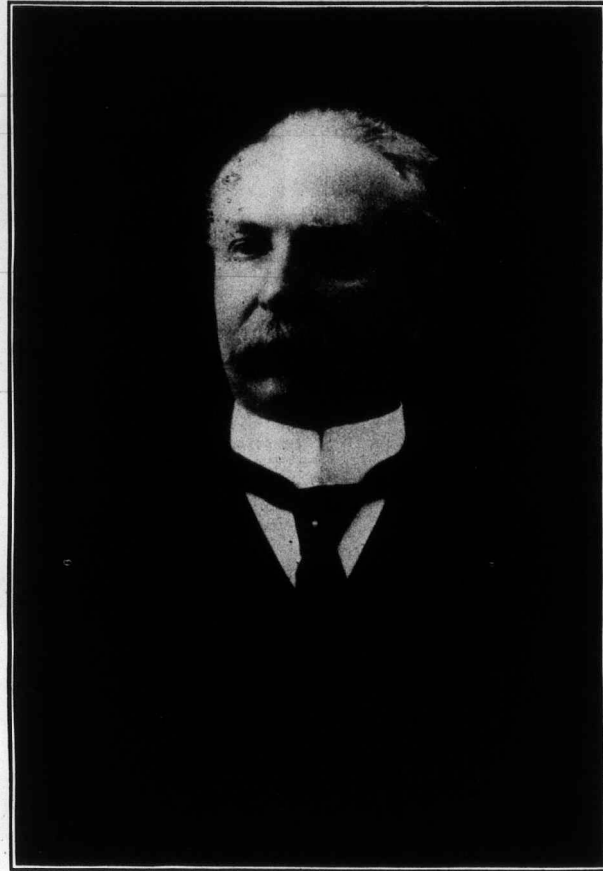
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ALDERMAN GEORGE W. SADLER

GEORGE WALTER SADLER, Alderman of the City of Montreal, and member of the Civic Finance Committee (1904), was born in the city named, March 7th, 1852, his parents being John T. Sadler and Ann Peckett his wife, both natives of England. Mr. Sadler is justly proud of the fact that he is one of Montreal's self made men. After receiving a sound elementary education at the McGill Model School he began his business career at fourteen years of age as an office and errand boy. In 1869 he went to Boston and learned the business in which he has been ever since engaged, the manufacture



of leather belting. He returned to Montreal in 1874 and for two years was superintendent of a leather belting factory. In 1876 he commenced business for himself, forming a partnership with the late Thomas Robin, under the firm name of Robin and Sadler. Mr. Sadler is at the present time the senior partner in the business in which he has been formed by George F. Haworth of Toronto, it being carried on under the name of Sadler & Haworth, manufacturers of leather belting and tanners. The head offices and sales-rooms are at the corner of William and Seigneurs Street, Montreal, and are under Mr. Sadler's personal superintendence. The Toronto house is situate at 9 Jordan Street in that city, and is in charge of Mr. Haworth.

The Tanneries are situated at Stanbridge East, P.Q., and have a yearly capacity of 20,000 whole hides, or 40,000 sides, which are used exclusively by the firm in the manufacture of leather belting and lace leather.

In addition to the regular selling agents a number of the leading hardware dealers, throughout the country, from Prince Edward Island to British Columbia, buy and handle the firm's goods, which are well known to most users of leather belting in the Dominion. The firm manufactures leather belting of all widths, from one inch to almost any width which can be practically run. At the present time they have the reputation of having made one of the largest leather belts turned out in this country viz.—120 feet long, 72 inches wide and three ply thick. It was made for the Ogilvie Milling Company's Winnipeg Mill, and has been running for a few years now, transmitting 1000 horse power daily. Numerous firms in all the leading industries, such as electric lighting stations, railway stations, cotton mills, saw mills, etc., have used this firm's leather belting for the past twenty five years. The excellent reputation enjoyed by the Sadler and Haworth products is evidenced by the fact that the business is constantly increasing.

Apart from this business Mr. Sadler is interested in several other Canadian industries, and is a director of the International Mercantile Agency of Canada, Limited, and People's Mutual Building Society.

Notwithstanding, however, the duties imposed upon him by the concern above mentioned, Mr. Sadler has been able to give some of his time for the benefit of his native city, and has been Alderman of the City of Montreal since 1896, and for most of his term has had the honor of sitting on the Finance Committee of which important body he is the senior member. Alderman Sadler is a member of the Montreal Board of Trade, and of the Executive Council of the Canadian Manufacturers' Association. He is also a Governor of the General Hospital, the Western Hospital and the Protestant Hospital for the Insane. He has always taken considerable interest in manly sports, and is a life member of the Montreal Athletic Association. He is also a member and past president of the Montreal Caledonia Curling Club. He is also a member of the St. James Club and St. Lawrence Lodge A.P. and A.M. English Register. Always evincing the greatest interest in every charitable organization, and every movement which is inaugurated for the benefit of his fellow citizens and Canada in general, George Walter Sadler has now the respect and admiration of the community. He has demonstrated what it has been possible for a Canadian lad to accomplish, starting from the lowest rung of the ladder. Many a prosperous citizen has owed his first start upon a successful career to the kindly advice and generous help of Alderman Sadler. His firm, decisive and sturdy character, keen intelligence and prompt grip of the part of all matters of public interest, upon which he has to debate, has served him in good stead during the twenty years he has been upon the City Council. "Vote for the good of the majority" has been one of his maxims and the citizens of Montreal owe a big debt of gratitude to George W. Sadler for the self sacrificing assistance and the labors he has voluntarily accomplished on their behalf.

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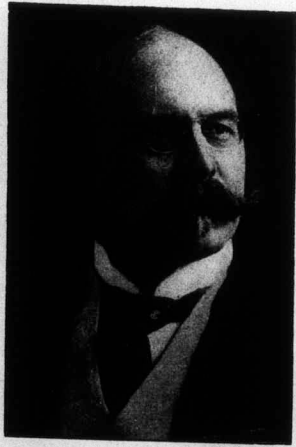
THE
Bar of Montreal
AND SOME OF ITS
Most Prominent
Members

Those people who are fortunate enough to reside in the Province of Quebec, enjoy the liberty and protection that a system of jurisdiction of great perfection confers. The laws are of a composite character, mainly based on the best, French, English and Roman laws, so that the Province can lay claim to have taken for its own use the cream of centuries of wise legislation and administration.

In March 1828, the nucleus of that dignified body, the Bar of Montreal was founded. The promoter of the idea was the late Chief Justice Reid of the Court of Kings Bench. At the beginning it took the form of a club, the principal condition being that a certain admission and membership fee was to be charged. The principal object of this club was to establish a library for the benefit of its members and to assist them in their profession. Shortly after this private organization was formed, it succeeded in obtaining an act of incorporation. In 1849 the Bar of Montreal proper became an established fact by Act of Parliament, and all the powers governing admission of members into the legal profession were vested in it. In the same year also the old association or club was embodied in the Bar, and the clubs existence came to an end, being absorbed by the larger institution.

The Bar of Montreal is part of the greater body, the Bar of the Province of Quebec but numerically of course it forms the larger proportion thereof. Thanks largely to the efforts of the Catholic Church her ministry and organs, the pacific balance between Capital and Labor has been so well preserved, that strikes have been few and far between during the past twenty years. The immense value of the services of members of the Bar in all cases where disputes, have arisen, where the issues have had to be fought out, either as arbitration or counsel for one side or the other, has been demonstrated in the most critical crises. It is a matter of congratulation to every one who was concerned or interested in the issue of these disputes, to note that having due regard for the rights of the clients they represented, an amicable settlement was not only advocated by the legal fraternity, but by their great efforts speedily arrived at.

The True Witness takes great pleasure in specially referring to some of the leading members of the Bar of Montreal and the firms with which they are associated:



HON. THOMAS CHASE-CASGRAIN, K. C.

The Honorable Thomas Chase-Casgrain K. C.—L. D.—was born at Detroit Mich. U. S. A. July 28th 1852. He received his education at the Seminary of Quebec and Laval University Quebec, graduating from the last named institution with the degree of Master of Laws, *Summa cum laude*, and taking the Dufferin medal. He at once entered upon the practice of his profession in Quebec. He was granted the degree of Doctor of Law by his alma mater October 13th 1883, and has for some years held a chair in the faculty as Professor of Criminal Law. He was appointed Queens Counsel in April 1887, and represented the Crown during several terms of the Court of Queens Bench at Quebec. As junior counsel for the Crown at the trials of Louis Riel and the rebels at Regina, N.W.T., in July 1885 his name came prominently before the people of Canada.

He received the high distinction of election to the office of Batonnier General of the Bar of the Province of Quebec in 1894 and from 1893 to 1897 held the appointment of Chairman of the Commission to revise the Code of Procedure in the Province of Quebec. He has resided in Montreal for several years, and is a member of the firm of McGibbon, Casgrain, Mitchell and Surveyor of that City. An ardent Conservative he sat in the Legislative Assembly of the Province of Quebec from the general elections of 1886 until May 1896, when he resigned to accept nomination to the Dominion House of Commons.

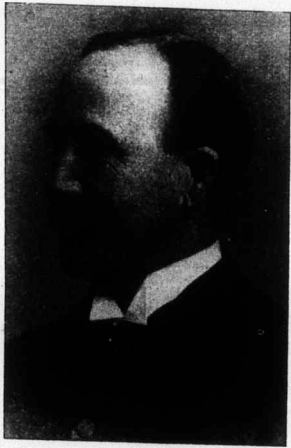
He was appointed member of the Executive Council of the Province of Quebec December 20th 1891, becoming Attorney General in the De Bondreville administration. He was subsequently allotted the same portfolio in the Taillon administration. He was elected to the House of Commons in Montmorency in 1896 and reelected at the general election of 1900.

Mr Thomas Chase-Casgrain is accounted one of the foremost lawyers in the Province of Quebec.



GEORGE G. FOSTER, K. C.

Mr George Greene Foster K. C. of Montreal was born at Knowlton, Quebec January 21st 1860. He was educated at Knowlton Academy, and McGill University, Montreal, graduating with the degree of B. C. L. in March 1881. After being admitted to the Bar, he practiced his profession at Knowlton from July 1881 to August 1886 coming to Montreal in the latter year. He is at present at the head of the firm of Foster, Martin, Mann and McKinnon which has a large general railway and insurance practice.

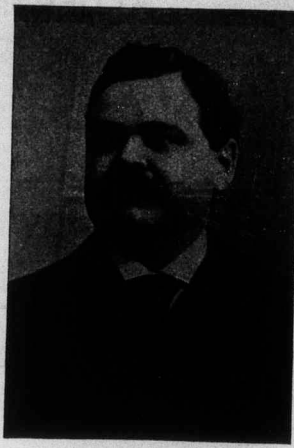


A. R. CREELMAN, K. C.

Standing counsel to the great Canadian Pacific Railway system, Adam Rutherford Creelman, K.C., was born at Richibuctoo, N.B., September 21, 1849. He was educated at the Grammar School there and at the Presbyterian Academy, Chatham, N.B. Called to the Bar in 1875, he was created a Q.C. by the Earl of Derby, 1889. His legal attainments and profound knowledge of general law gained him a reputation which led to his being appointed to the high and responsible position of counsel to one of the largest railway systems in existence.

DECARIE AND DECARY.

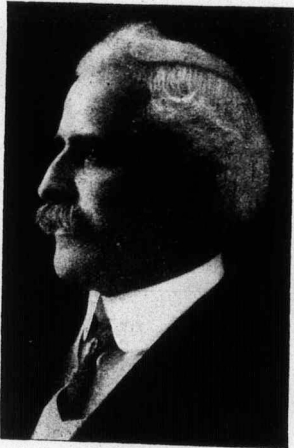
Jeremie L. Decarie L.L.B. M.P.P. for Hochelaga, was born at Notre Dame de Grace in the year 1870, and received his education at the Montreal College and St Mary's College. He graduated and was admitted to the bar in 1896. His partner Alphonse Decary was born in Montreal 1873 and educated at St Mary's College *Jesus*. He holds the degrees of B.A. and L.L.B. He was admitted to the Bar 3rd September 1895; and was first associated with the firm of Prefontaine, St Jean, Archer and Decary, then as a member of the firm of St Jean and Decary, finally joining his present partner Mr Jeremie Decarie. Decarie and Decary enjoy a very extensive and high class civil practice.



HON. LOMER GOUIN, K. C.

GOUIN LEMIEUX AND BRASSARD

The Honorable Lomer Gouin K. C. of Montreal, and Prime Minister of the Province of Quebec was born at Grandines, Quebec, March 19th 1861. His classical education was gained at the Sorel and Levis Colleges, his law studies completed in Montreal first under Sir J. C. Abbott Q. C. and then under Hon. R. Laflamme, former Minister of Justice. He is now the head of the firm of Gouin, Lemieux and Brassard, his partners being Mr Rodolphe Lemieux M. P. and Mr Erneste Brassard, both capable barristers. The firm act for the principal railway companies, and have a long general practice.



R. G. DELORIMER.

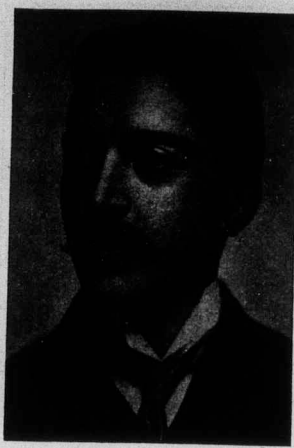
DEMERS AND DE LORIMIER.

L. Philippe Demers, K.C., M.P.P., was born on 1st September, 1863, at Henryville, Que. He graduated from Laval University in 1886, taking the degrees of M.A. and L.L.L., and was admitted to the Bar in the same year. He engaged in general practice in Montreal, and in 1894 was joined by his present partner, establishing the existing firm of Demers and de Lorimer. Mr. Demers was appointed a Q.C. in 1899. In November, 1900, he was elected Member of Parliament for the Counties of St. John and Iberville in the Liberal interest. He is Professor of Commercial Law at Laval University.

Raoul Guillaume de Lorimer was born in Montreal 9th July, 1864, and was educated at St. Mary's College and Laval University, where he graduated L.L.B. in 1888. He became a member of the Bar in July, 1889, practising at first in association with his father, the late Tancrede Chevalier de Lorimer, Q.C. Upon his lamented death in 1892 Mr. R. G. de Lorimer practised alone until he became associated with Mr. Demers. Mr. de Lorimer is a Conservative in policy, a member of the Council of the Montreal Bar, and has represented that body as a delegate to the General Council of the Quebec Bar for the past three years. The firm enjoy a very extensive, civil and criminal practice. Their offices are at 97 St. James Street, Montreal.

DUNCAN McCORMICK, K. C.

Duncan McCormick, K.C., was born in the year 1844 in the County of Beauharnois, Que. He was educated at McGill Normal School and McGill University, and in 1874 graduated with the degree of B.C.L. He was admitted to the Bar in 1876, and took silk in 1887. In the course of his long and distinguished career at the Montreal Bar, Mr. McCormick has been associated with Judge Archibald, Charles A. Duclos, K.C., the late R. L. Murchison and A. G. B. Claxton. Mr. McCormick has been engaged in a general, civil and commercial practice, and been retained in many important cases during the past quarter of a century. He is a staunch Conservative, and supporter of charitable and benevolent institutions. His partner is Mr. S. A. Lebourveau, a capable and rising barrister.



E. F. SURVEYER B. C. L.

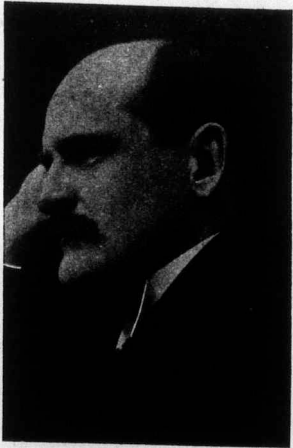
Mr E. F. Surveyer is a member of the well known firm of McGibbon, Casgrain, Mitchell and Surveyer.



EDMUND GUERIN, K. C.

Edmund Guerin, K.C., Crown Prosecutor for the English cases in the Montreal District of the Criminal Courts, was born in Montreal in the year 1859. He received his education at Montreal College and McGill University, in which latter institution he was the Shakespeare and Dufferin medallist and valedictorian of his class in arts and in law. He was admitted to practice in 1881, and has been very prominent in his profession, in politics and in military and social life.

Mr. Guerin was for several years a member of the Council of the Bar, and was appointed Commissioner of the Montreal Pilot's Court in 1901, which position he still holds. His offices are in the New York Life Building, Montreal.



WM. A. BAKER.

MONK AND BAKER.

For many years F. D. Monk K. C. M.P. has been one of leaders of the Montreal Bar. He is a Professor of Constitutional Law at Laval University. As member for Jacques-Cartier he is the leader of the conservative party in Quebec.

William Athenaise Baker, his partner, was born in Beauharnois, Quebec, in 1870. He was educated partly at Joliette College and St Mary's College, Montreal, finally at Laval University graduating with degree of L.L.B. in 1894. Admitted to the Bar in 1895 for some months practised alone, and was the contributor to *La Revue* Legal of some clever and striking articles, which drew upon him a good deal of attention in legal professional circles. They attracted the attention of Mr Monk, and led to his forming the successful partnership of Monk and Baker in 1895, the firm still existing on its original basis. Mr Baker makes a speciality of civil and commercial law, the firm having a large clientele embracing some of the most prominent concerns and firms in Montreal.

W. H. BIGGAR, K. C.

General Counsel of the Grand Trunk Pacific Railway, W. H. Biggar, K.C., was born September 19, 1852, and was head boy of Upper Canada College, Toronto, in

1872, winning the Governor-General's prize. Called to the Ontario Bar in 1880, having first taken honors in his course, from 1881 to 1903 he practiced law at Belleville, Ontario, in partnership with John Bell, K.C., who was solicitor of the Grand Trunk Railway. He was created a K.C. in 1899, and in November, 1902, was offered the position of Assistant-General Counsel of the Grand Trunk Railway with headquarters in Montreal, and entered upon his new duties early in January, 1903. In December, 1904, he was appointed to his present position. Mr. Biggar has been closely identified with the organization of the Grand Trunk Pacific, preparing the legislation, incorporating that company, and representing its interests in framing the agreements with the Government. He is a director of the Grand Trunk Pacific, was Mayor of Belleville in 1887, and represented West Hastings in the Ontario Legislature from 1890 to 1898 as a supporter of the Mowat and Hardy Administrations.



F. S. MACLENNAN, K. C.

MACLENNAN AND MEAGHER.

Farquhar Stuart MacLennan, R.C., the head of the firm of MacLennan and Meagher, was born in Lancaster, Ont., in 1860. Educated at McGill University, he graduated in 1884 taking the degree of B.C.L. In the same year he was admitted to the Bar. He was first associated with the firm of Macmaster, Hutchison, Weir and MacLennan, and after several changes the firm became and remained for some years Macmaster & MacLennan. In 1899 Mr. MacLennan was appointed Queen's Counsel. Finally Mr. MacLennan opened an office for himself in 1902, and enjoys a large general civil practice. Of recent years he has been largely engaged in patent law. His partner, Mr. John J. Meagher, was admitted to the Bar some two years ago. Apart from his profession, he is exceedingly well known in athletic and yachting circles.

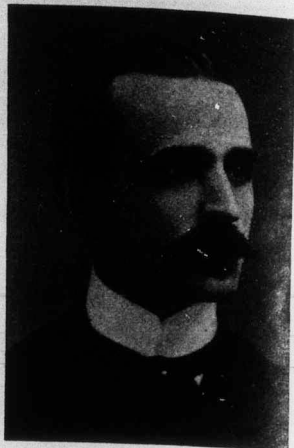
HON. W. A. WEIR, K. C.

William Alexander Weir, K.C., was born in Montreal on October 15, 1858. He was educated at McGill University, where he took the degree of B.C.L. He was called to the Bar July, 1881, and was Secretary of the Commission in 1887 to revise the civil code. He was appointed Q.C. in 1900. A liberal in politics, he was defeated in Argenteuil in 1890, but elected to the Provincial Legislature for same place in 1897, and again in 1900, and again by acclamation in 1904. He is now the Speaker of the Legislative Assembly. He enjoys a large general civil practice, and is considered one of the leading English lawyers at the Montreal Bar.

BARNARD AND DESSAULLES.

Charles A. Barnard was born in Montreal 11th August, 1866. He was educated at St. Mary's College and McGill University, where he took the degrees of M.A. and B.C.L. Admitted to the Bar in 1890, he commenced practice in association with his father, the late Edmund Barnard, K.C. After his death Mr. Barnard joined Mr. L. W. Sicoke. Finally, in 1903 he entered into partnership with Mr. Casimir Dessaulles, and the firm remains the same to-day under the style of Barnard and Dessaulles, with offices at 180 St. James Street, Montreal. The firm transact a large and increasing general, civil and commercial practice.

Casimir Dessaulles was born in St. Hyacinthe, Que., in 1875, and received his education there, in Baltimore, U.S.A., and at Laval University, taking the degrees of L.L.L. and B.A. Upon his admission to the Bar in 1896, he became a member of the firm of Beique, Turgeon, Robertson and Dessaulles, finally joining Mr. Barnard. Mr. Dessaulles is the President of the Junior Bar Association of Montreal.



JOSEPH A. ROBILIARD.

ROBILLARD AND RIVET.

Joseph Alderic Robilliard, born at Vaudreuil, Que., in 1869. He was educated at the Seminaire St. Therese, Terrebonne, and at Laval University, where he took the degree of B.A. Admitted to the Bar in 1895, he became associated in practice with the Hon. Judge Robidoux until the latter was elevated to the Bench. His partner is Mr. Louis A. Rivet. The firm have a large and constantly expanding clientele.

M. J. MORRIS ON, LL. B.

Michael James Morrison, advocate and solicitor of Montreal, was born in Quebec February 15th, 1865. He received his early education at the Christian Brothers Commercial Academy in that city. He entered the office of the Hon. Charles Fitzpatrick, Q.C., and at the same time became a student in the law faculty of Laval University. In 1894 he graduated with the degree of LL.B., and was shortly afterwards admitted to the Bar, at once beginning practice in his native city. Subsequently he removed to Montreal, where, in conjunction with his late lamented partner, M. J. F. Quinn, K.C., he has succeeded in working up a large connection. In politics Mr. Morrison is a Conservative, and in 1904 was the candidate for that party for St. Ann's Division, Montreal. Mr. Morrison is a member of St. Patrick's Literary Institute and other Irish societies, and has always taken a prominent part in all matters in which the Irish people are interested. His abilities as an advocate have won him high distinction.

R. T. MULLIN, B. C. L.

Robert Thomas Mullin, the well known advocate, was born in Bryson, Que., in 1870. Educated at McGill University, he graduated therefrom in 1896 with first rank orders, winning the gold medal and taking the degree of B.C.L. He was admitted to the Bar in 1900, and has ever since practised in Montreal. His offices are in the New York Life Building. Mr. Mullin has compiled some widely circulated standard law works.



FRANK J. CURRAN, B. C. L.

Mr. Frank J. Curran, son of the Hon. Justice Curran, was born in Montreal. He completed his general education at Manhattan College, New York, from which he graduated in 1890, taking the degree of B.A. Immediately on his return he entered the McGill Law Faculty, where he received the degree of B.C.L. with first rank honors. He was admitted to the Bar in 1894, and after practising some years in association with his father and Mr. Grenier, K.C., he opened an office on his own account, which is now located at 180 St. James Street, Montreal. Mr. Curran is well known in social and fraternal circles, being President of St. Patrick's Society, the parent Irish National Organization. He is a member of the Grand Council of the C.M.B.A. of Canada, and second Vice-President of the Junior Conservative Club of Montreal. He has distinguished himself greatly as an advocate.

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... THE ...
Trust and Loan Company
 ... of Canada ...

The year 1905, marks the sixtieth anniversary of the founding of the Trust and Loan Company of Canada, which was established and incorporated in 1845. One of the foremost financial institutions in the Dominion, the Trust and Loan Company has from its initiation spared no effort to further the advancement of Canada, and by no other institution has it been surpassed in assisting in the development of her natural resources and manufactures, which has resulted in the prolonged era of overwhelming prosperity, which has for a long time past been and is now being enjoyed throughout the Dominion from the Atlantic to the Pacific.

The Trust and Loan Company of Canada has made strong feature of its dealings in the rendering of invaluable assistance to young and growing cities and municipalities throughout the Dominion, and in helping the expansion and development of corporations under the control of the civic authorities of the country, and they have benefited largely by availing themselves of the aid given them by this Company. Special mention must be made of the financial support the company has given and is always ready to give to religious institutions of every denomination which can show satisfactory reasons for justifiable expenditure necessitating the negotiation of financial accommodation.

Unlike other Corporations conducted on a similar basis, the Trust and Loan Company of Canada does not accept monies on deposit, the English debenture holders furnishing the whole of its funds for lending purposes. The home office of the Company is in London, (England), the principal Canadian office being at 26 St. James Street, Montreal. Other branches are established at Winnipeg and Regina. The Company's subscribed capital is \$7,300,000, with power to increase to \$14,600,000, while its paid up capital is \$1,581,666, supported by a cash reserve fund of \$871,051-02. The Company is prepared to make liberal advances on the approved security of improved farms, productive city property and surrender value of life policies on terms of repayment to suit borrowers. The lowest current rates of interest are charged. When granted, all loans are carried through with utmost promptitude, the legal charges attendant upon the completion of all transactions being of a most moderate character. The honorable and liberal manner in which the Trust and Loan Company of Canada has always acted towards those with whom it has had business transactions has been a matter of gratifying and favorable note and comment in the financial world.

With the aid of this Company, farmers with limited capital, have been enabled to purchase homesteads for themselves and their families, and manufacturers throughout the country to extend their business, enlarge their plants and increase their trading facilities. The excellent system adopted by the Trust and Loan Company of Canada in granting liberal loans on Canadian real estate has proved itself to be of incalculable value to the development of all parts of our country, which can be readily proven by reference to the books of the registry offices for the provinces of Ontario, Quebec, Manitoba and the North-West Territories.

The Montreal office is under the able and experienced personal control of Col. L. EDYVE whose brilliant career in the army, served to develop his business capacity, ripen his fine judgment and at the same time endow him with those excellent rapid decisive qualities which have enabled him to direct with extraordinary success the extensive operations of the Trust and Loan Company of Canada during the many years he has passed in its service. He is ably assisted by Mr. R. C. YOUNG.

The Winnipeg office is under the efficient control of Captain R. D. MACDONNELL who has an able coadjutor in Assistant Commissioner E. R. WHITEHEAD.

The local manager of the Regina branch is Mr. J. CAMPBELL, who is developing the Company's business very rapidly through that great agricultural region.

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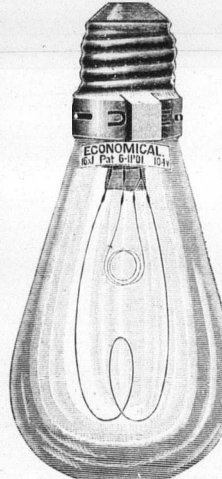
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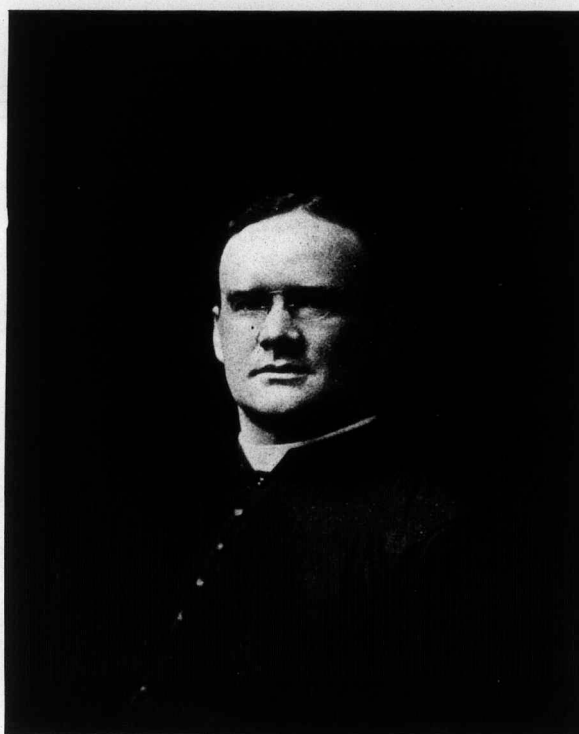
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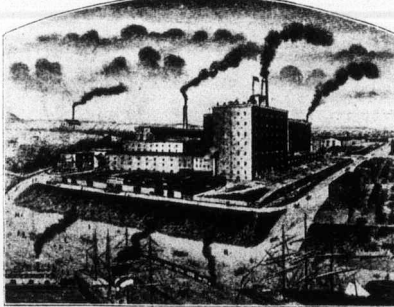
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Fetherstonhaugh & Company are one of the oldest firms of patent solicitors and experts in Canada.

The head offices in Toronto are under the personal direction of Mr. F. B. Fetherstonhaugh, a barrister and solicitor of many years standing.

The Montreal branch offices are in the Canada Life Building, on St. James Street, and are under the direction of Mr. C. W. Taylor, a graduate electrical engineer in the Canadian Patent Office at Ottawa. This branch was formerly under the charge of Mr. Albert P. Nathan, late examiner in the United States Patent Office, who has recently opened a branch office in New York.

The Ottawa offices are situated at No. 5 Elgin Street, Ottawa, directly opposite the Patent Office, and are under the direction of Mr. Russell S. Smart, a graduate in Mechanical Electrical Engineering of the Ontario School of Practical Science, Toronto University. Mr. Smart is quite well known to all the Patent Office officials and examiners, and so inventors having their work attended to by this firm are sure of always having their personal representative at Ottawa in case occasion should arise for one.

In addition to this the firm has a branch office in Washington, under the direction of Mr. Ellis Spear, ex-commissioner of Patent in the United States.

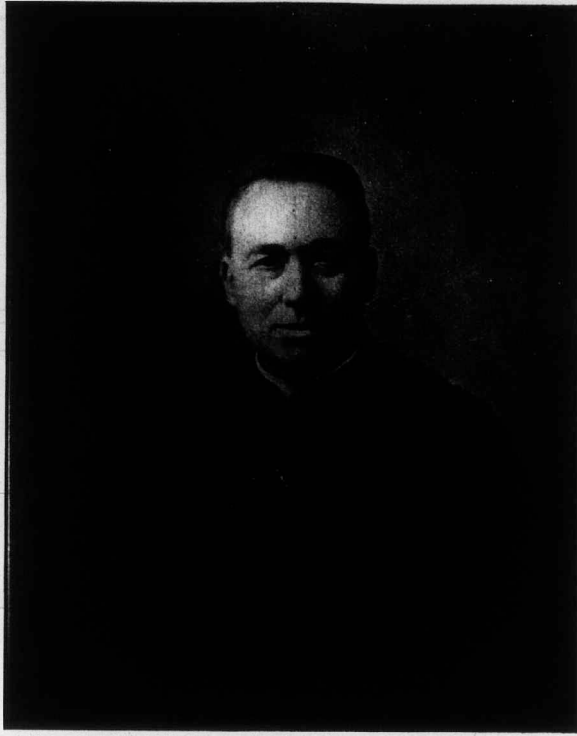
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HALL, CROSS, BROWN AND SHARP.

The present firm of Hall, Cross, Brown and Sharp and its predecessors dates back more than a quarter of a century. The firm is now composed of the Hon. John S. Hall, K.C.; Selkirk Cross, K.C.; Albert J. Brown, K.C.; W. Prescott Sharp and Robert C. McMichael.

The original firm was Church, Chapleau, Hale and Atwater. Mr. Church afterwards became the Hon. Mr. Justice Church of the Court of Queen's Bench (since deceased), the Hon. Sir Justice Adolphe Chapleau, K.C., M.G., also deceased; the Hon. A. W. Atwater, now a member of the firm of Atwater, Duclos and Chauvin, and the head of the present firm.

The several changes of firm name have since been: Church, Chapleau, Hall and Nicoll; Chapleau, Hall, Nicoll and Brown; Chapleau, Hall, Brown and Sharp; and the present firm of Hall, Cross, Brown and Sharp. The business of the firm largely consists of incorporating companies, in addition to a high class general civil practice.

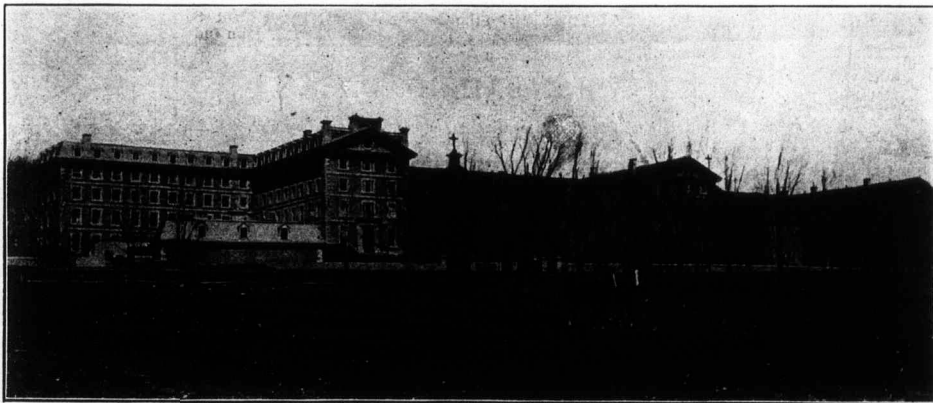
MARION AND MARION.

This well-known firm of Patent Attorneys, Consulting Engineers and Experts have their Canadian offices in the New York Life Building, Montreal, and an office at Washington, D.C., U.S.A. The business was established in Montreal some thirteen years ago by the late J. A. Marion, who died so unexpectedly and prematurely in December last. He built up one of the most extensive businesses of its kind on this continent, with agencies in every civilized country in the world. The firm possesses every facility for obtaining letters patent in Canada, the United States, Great Britain, and in fact every country which are sound and protective. Trade marks and copyrights are registered securely. Patent causes are advocated by a special staff of fully qualified solicitors. Business is done by correspondence in any part of the world. Specialties are made of rejected appliances, interferences, validity reports, infringements and the obtaining and giving of expert testimony. Mr. Ernest Belanger, civil engineer and qualified patent attorney, is the manager of this important business. He was former Assistant City Surveyor for Montreal, and has many years of experience in his combined professions.

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ATWATER, DUCLOS AND CHAUVIN.

Ranking as one of the leading legal firms of Montreal, the firm of Atwater Duclos and Chauvin, is composed of Albert W. Atwater K.C., consulting counsel for the City of Montreal; Charles A. Duclos K.C. and Henry N. Chauvin. The firms offices are in the Guardian Building 160 St James Street Montreal. The cable address is "Leges"

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This eminent firm of advocates, barristers and solicitors is composed of C. S. Campbell, K.C.; F. E. Meredith, K.C.; K. R. Macpherson, H. J. Hague and A. R. Holden. The firm's offices are in the Merchant's Bank Building, St. James Street, Montreal.

MURPHY AND ROY.

The head of the firm of Murphy and Roy, David Richard Murphy, B.A., K.C., was born at Batiscan Mills, Que., in 1862. He was educated at St. Laurent College and Laval University, admitted to the Bar in 1886, and appointed King's Counsel in 1903. His partner, Francois Xavier Roy was born at East Arthabaska, Que., in 1863, and educated at Nicolet College and Laval University, graduating with a degree of LL.B. He was admitted to the Bar in July, 1891. The firm enjoys a general civil practice.

DUSSAULT AND MERCIER.

The head of this law firm, Joseph Charles Hector Dussault, born in 1876 at Sherbrooke, Que. He completed his education at St. Charles Seminary and Laval University, taking the high degree of L.L.M. in 1899, and in July of the same year was admitted to the Bar and practised in Montreal ever since. He has been associated in partnership with Joseph A. Mercier, and the firm has attracted a large and growing clientele. Mr. Dussault is a prominent member of the Knights of Columbus, President of the Club Viger, and prominent in society circles.

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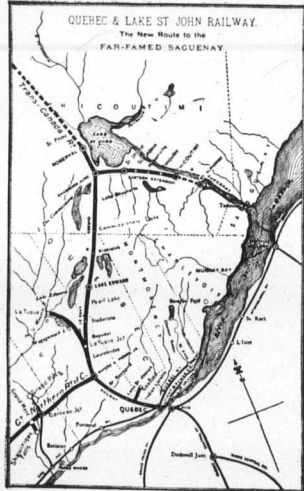
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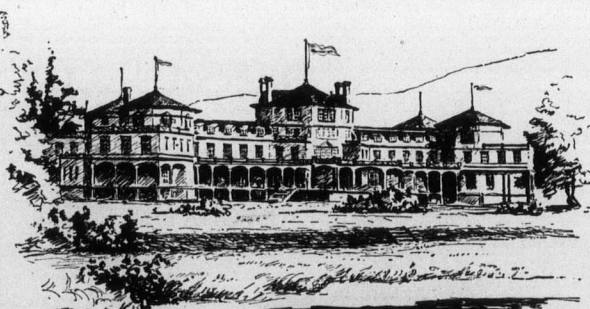
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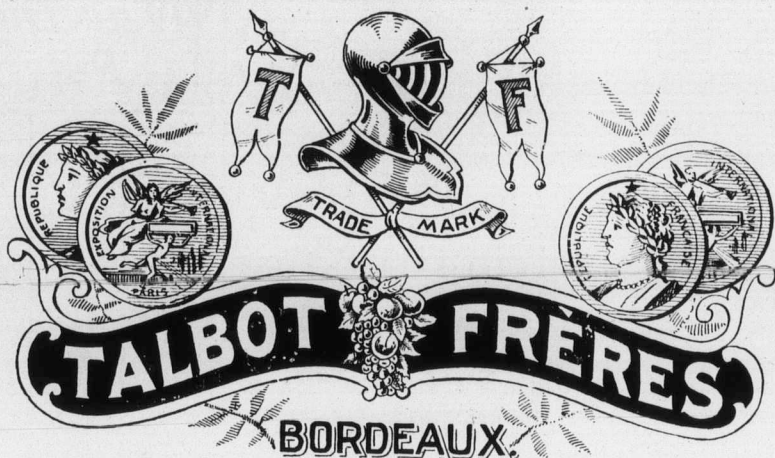
(Continued from page 14)

take the stand for justice for themselves, their families and their rights. It enables them to command respect from every other motive power and to check and defeat any attempt to infringe upon or break through the lines of their working liberties.

Labor indeed, is in a prosperous condition in Canada, and when we note with regret the bitter fights with capital, which are continually taking place in distant Australia, the United States and other new countries, not to speak of the labor troubles and actual lack of employment in all European nations, then we can fairly claim that Canada at the present time is the promised land for the industrious, self-denying and hardworking man. Food and living, plenty and cheap, as healthy a climate all around as any other country. Surely, with the advantages, we have already dwelt upon, within the reach of all, and the boundless opportunities awaiting development within her borders, our Dominion will compare favorably with any other section on the world's surface.

But the good work of the Government and the Church, which has up to now ensured the keeping of the pacific balance between capital and labor, must not be allowed to flag. It requires the concentrated energies of all the powers working for the general good, to keep matters up to concert pitch, so that the evils which inevitably arise from wars between employers and employed. Capitalists and the great labor unions may be avoided, and any sort of a fight, save by way of arbitration, be avoided. Association and co-operation is needed, in the carrying out of all great work.

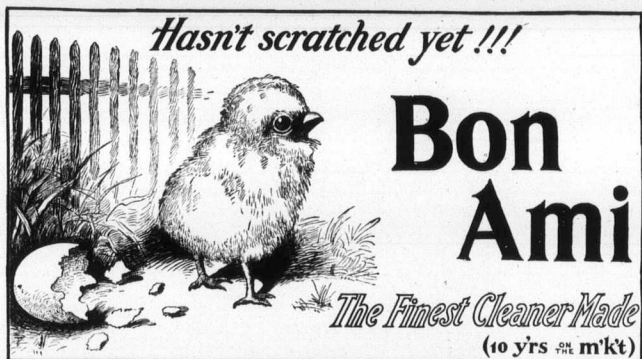
As was declared by Leo XIII, "No practical solution of this question will ever be found without the assistance of religion and of the Church. Up to the present the Canadian conditions existing between Capital and Labor can favorably compare with those of any other country, and as we claim, these have been brought about largely by the work and influence of the Church, her ministry and organs; working not only directly for this object, but with the view of influencing every other power to act in conjunction, so that the grand results now being enjoyed may be continued for generations to come.



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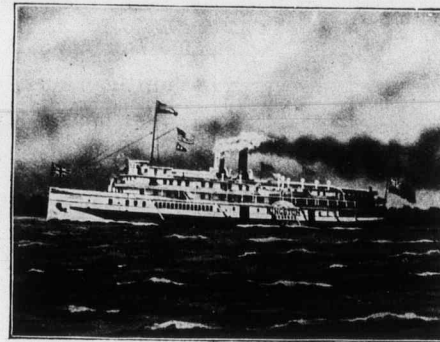


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Agents in Canada. **Hudon, Hebert & Cie.**
WHOLESALE GROCERY, WINE and LIQUOR IMPORTERS.
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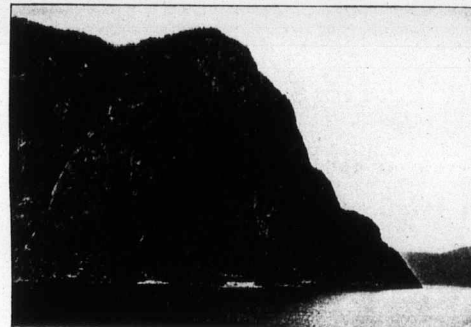
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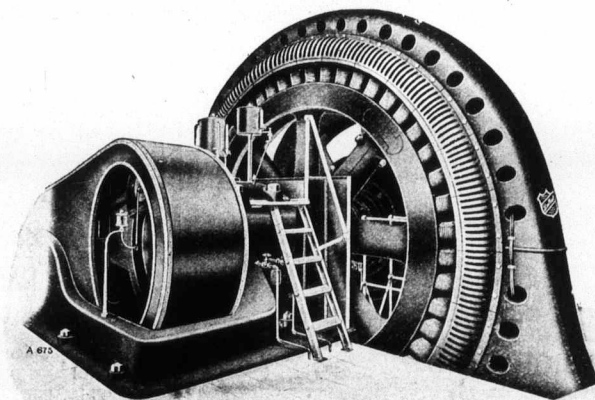
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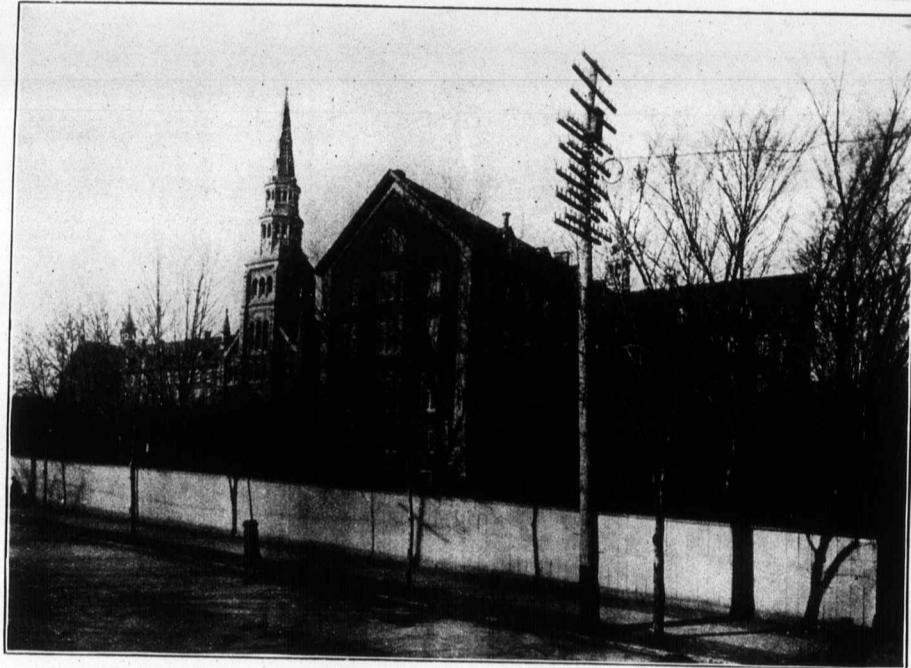
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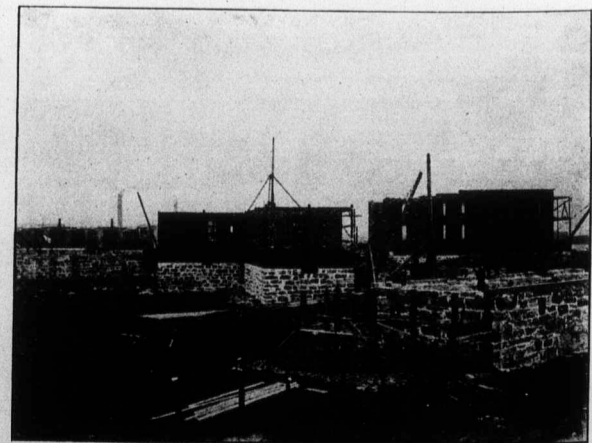
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The new Alexandria Hospital is now in course of erection at Montreal, by John Quinlan & Co. the well known builders and general contractors, and the above picture was taken of part of the work now in progress. When finished the new hospital, designed on the most modern lines, will be one of the most perfectly appointed in Canada.
The sound finished and substantial work, for which John Quinlan & Co. for the past ten years have justly achieved an honorable reputation, the city of Montreal, vicinity and in various parts of the Province of Quebec, has been practically demonstrated in (among many others) the following notable buildings the firm has erected: La Corona Hotel; the United Shoe Machinery Factory; the Mount Royal Club; the West End Abattoir; the Brewers Bridge over the Lachine Canal; the Electric Fire Proof Factory; the fine residences of Mr E. S. Clouston in Montreal; Mr William Price in Quebec city; and Mr R. B. Angus' home at Senneville; St. Gabriel's Presbytery, Montreal; St. Peter's Church, Sherbrooke; and St. Andrew's Church, Belleville, Ont. are specimens of some of Mr Quinlan's church work.
The offices and workshops of John Quinlan and Company are situated at 15 Metcalfe street Montreal. The firm was the first concern to lay concrete foundations in Montreal.

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RAILROADS,
SHIPPING

Most Unique Ocean
the World

A transportation and human combined to stand unrivalled in the world. Canada, possessing advantages peculiarly attaining to herself, and ever remain, growing commerce and import increase of population development of the world. No other seaport is so uniquely situated hundreds of miles from the front, in the heart of the continent, and within Canada. Montreal is the most extensive inland water communication world. Here the first the artificial system constructed to overcome obstacles to inland navigation charges into the harbor is therefore the term which the large oceaners cannot proceed.

Montreal is the heart of the two great railway and two of the largest of the world. The center branching out therefrom in all directions. Upwards of 100,000 miles of Canadian territory United States bring business to Montreal. The great railway terminus of Canada. All trains run to Montreal. It is where passengers journey west, north and south. It is the center of travel. The fine fleet of the Ontario Navigation Company caters for the traffic of the St. Lawrence waterway. The Company is owned and operated from Montreal, one of the largest fleets of steamers plying on the waterway in the world, travelling by Canadian waters enjoys an ever changing and enchanting panorama of scenery. In fact the development and of the various lines of transportation which make Montreal the center of the Canadian Pacific the Grand Trunk, the railway systems, have offices and principal vantage points.

The Canadian Pacific two depots in Montreal Windsor street, from which 50 trains a day run, on Viger Square, from 100 trains run daily. The employees of this railway those employed in the shops, number between 8,000. The new shop capacity for building 100 cars, make repairs to 900, build 25 to 30 freight repair 100 per day, build 100 per day, repair 400 foundry turns out 240 w

The Grand Trunk system is the pioneer line of the Dominion of Canada, the first granted in 1832, in which matter of fact the oldest systems in the world were their infancy. The Montreal employees of the Grand Trunk some 3,000. The Grand (Bonaventure) Station is on St. James street, Montreal of 70 trains running in a day.

The western terminus of the transcontinental railway is situated in Montreal, and no less than the Delaware & Hudson Vermont the Rutland and the York Central connect with the G.T.R. and C.P.R. Montreal connection by New York and other States points.

Six railway bridges span the Island of Montreal with systems of the continent, the Jubilee Bridge across the St. Lawrence on the Grand Trunk is the longest in the world, being one of the wonders of modern science.

The Canadian Northern planned and constructed by a great engineering firm, V. Kenzie and D. D. Mann, near future also connected with the North-West with Montreal control of the Great Northern way which already has its hands in Montreal, has passed into the hands of the Canadian Northern for authority to build a railway from Toronto to Montreal.

(Continued on page 29)

CABLE ADDRESS: "Blackeye" Montreal. TELEPHONE: Main No. 1113.

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**TRANSPORTATION BY
LAND AND WATER**
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RAILROADS, CANALS,
SHIPPING.

Most Unique Ocean Seaport in the World.

As a transportation centre, nature and human enterprise have combined to make Montreal stand unrivalled in the Dominion of Canada, possessing as she does advantages peculiarly and solely appertaining to herself, and so she must ever remain, growing in wealth, commerce and importance, with the increase of population and the development of the country.

No other seaport in the world is so uniquely situated as Montreal, hundreds of miles from the ocean front, in the heart of fertile, grain, ore, cattle and wood producing Canada. Montreal is the outlet of the most extensive chain of natural inland water communication in the world. Here the first canal lock of the artificial system of waterways, constructed to overcome the natural obstacles to inland navigation, discharges into the harbour. Montreal is therefore the terminus, beyond which the large ocean-going steamers cannot proceed.

Montreal is the headquarters of the two great railways of Canada, and two of the largest systems in the world. The centre of railroads branching out therefrom in every direction. Upwards of twenty thousand miles of Canadian railways enter their United States connections, bring business to Montreal. It is the great railway terminal city of Canada. All trains start from and run to Montreal. It is the junction, where passengers journeying east, west, north and south must change cars. It is the centre of tourist travel. The fine fleet of the Richelieu & Ontario Navigation Company caters for the traffic of the magnificent St. Lawrence water route, the great attraction for summer tourists. The Company is owned in and managed from Montreal, and possesses one of the largest fleets of passenger steamers plying on inland waters anywhere in the world. The tourist travelling by Canadian railways also enjoys an ever changing view of enchanting panoramas of natural scenery. In fact the tourist traffic has played a most important part in the development and maintenance of the various lines of communication which make Montreal a great transportation centre.

The Canadian Pacific Railway and the Grand Trunk, the two principal railway systems, have their general offices and principal workshops in Montreal.

The Canadian Pacific Railway has two depots in Montreal—one on Windsor street, from which upwards of 50 trains a day run, and the other on Viger Square, from which 25 trains run daily. The Montreal employees of this railway, including those employed in the new railroad shops, number between 7,000 and 8,000. The new shops have a capacity for building 100 passenger cars, make repairs to 9,000 per year, build 25 to 30 freight cars per day, repair 100 per day, build 75 locomotives a year, repair 400; the wheel foundry turns out 240 wheels per day.

The Grand Trunk Railway System is the pioneer line of the Dominion of Canada, the charter being granted in 1832, in which year as a matter of fact the oldest railway systems in the world were merely in their infancy. The Montreal employees of the Grand Trunk number some 3,000. The Grand Trunk (Bonaventure) Station is situated on St. James street, Montreal, upwards of 70 trains running in and out every day.

The western terminus of the Intercolonial railway is situated in Montreal, and no less than four lines—the Delaware & Hudson, the Central Vermont the Rutland and the New York Central connect near the city with the G.T.R. and C.P.R., giving Montreal connection by four routes with New York and other United States points.

Six railway bridges connect the Island of Montreal with the railway systems of the continent, the Victoria Jubilee Bridge across the St. Lawrence on the Grand Trunk System, the longest in the world, being accounted one of the wonders of engineering science.

The Canadian Northern Railway, planned and constructed by the great engineering firm, William Mackenzie and D. D. Mann, will in the near future also connect the great North-West with Montreal. The control of the Great Northern Railway which already has its terminus in Montreal, has passed into their hands. Already they have applied for authority to build a railway from Toronto to Montreal by way of

(Continued on page 30.)

**DOMINION
AMMUNITION
IS MADE
IN CANADA**

Imported costs more, but is no better

**ENCOURAGE HOME INDUSTRIES
INSTEAD OF FOREIGN.**

A Trial will Prove that
**DOMINION
RIFLE CARTRIDGES
PISTOL CARTRIDGES
SHOT SHELLS
PRIMERS, ETC.**
ARE
SECOND TO NONE.

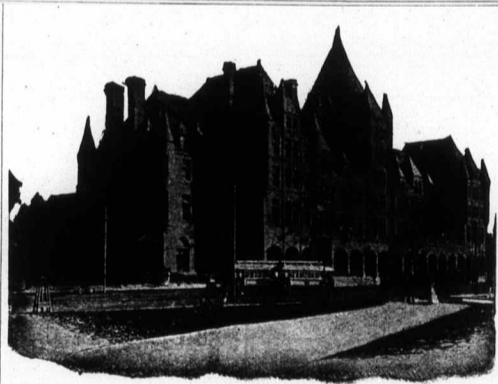
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The Place Viger

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Nearest hotel to R.&O. steamers. Most advantageous for those visiting Quebec from Montreal or vice-versa. Canadian Pacific Railway trains arriving and departing from the station in rear. No bother about your baggage or transportation to and from depots.

Every known element for the safety, health and comfort of its guests having been provided, with a service and cuisine of the highest order.

The general management throughout is of that standard of excellence characteristic of The Canadian Pacific Ry. Company in all its departments.

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ASK YOUR GROCER FOR IT AND
OUR BREAKFAST FOOD

**LAKE OF THE WOODS MILLING CO.,
LIMITED.**

(Continued from page 29.)

Ottawa. This line, although taking in Ottawa, will be only about ten miles longer than the G.T.R.'s, and five miles longer than the C.P.R.'s, direct route between Toronto and Montreal. In constructing this line a small section of the Toronto terminal of the James Bay line will be utilized, and at the Montreal end, part of the Great Northern Railway of Canada between Hawkesbury and Montreal.

Numerous railways are being projected which will all connect with Montreal. In the whole history of railroading there has probably never been a time where so many miles of new railway have been under serious contemplation in any one country as it is now proposed to construct in Canada during the next few years. The commercial importance of Montreal has been derived in a large proportion from the fact of its being such a wonderful railroad centre.

Although Montreal is situated nearly one thousand miles inland, it has the unique distinction of being a great ocean port. The city is 250 miles above salt water, and is 315 miles nearer to Liverpool than is the City of New York, and one third of the whole distance to Europe by way of the St. Lawrence is in comparatively smooth water. Montreal may also be described as the seaport of much of the western part of the United States.

Montreal has a seven month's season of navigation, vessels sail regularly in even increasing numbers outwards to the great ports of England and Scotland; the West Indies; the Mediterranean; to European continental ports; to South Africa, to our own Lower Provinces. From Montreal inwards great freight steamers ply the Upper Lakes to Chicago and Duluth and Port Arthur.

The Board of eleven Harbor Commissioners have control over the harbor of Montreal, which extends from the River St. Pierre to Longue Pointe. The entire harbor and the basin up to ordinary high water mark are public property, and are under the control of the Dominion Government.

The famous Allan Line stands at the head of the vast ocean traffic between Canada and Europe, and the eyes of the whole civilized world have been turned recently upon the first large turbine ocean vessels, which have recently been added to the Company's fleet.

Among other prominent shipping companies and shipowners may be mentioned the Dominion Line, the Leyland Line, the Robert Reford Company, Limited, McLean, Kennedy & Company, Furness, Withy & Co., Limited, the Canadian Lake and Ocean Navigation Company, Limited.

As the Dominion grows, so of necessity owing to its national position, must Montreal as a seaport increase *pro ratio*, and so must the already immense volume of shipping, and the innumerable industries dependent thereon also increase. So also must Montreal grow in importance as a transportation centre.

Originated in Ireland,
Made in Canada,
Popular Everywhere.

THE BEST!

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GINGER ALE AND
AERATED TABLE WATERS.

Charles Gurd & Co.

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Shafting, Pulleys, Gearing, Hangers, Boilers, Engines, Steam Pumps, Chilled Car Wheels and Car Castings. Brass and Iron Castings of Every Description. Light and Heavy Forgings.

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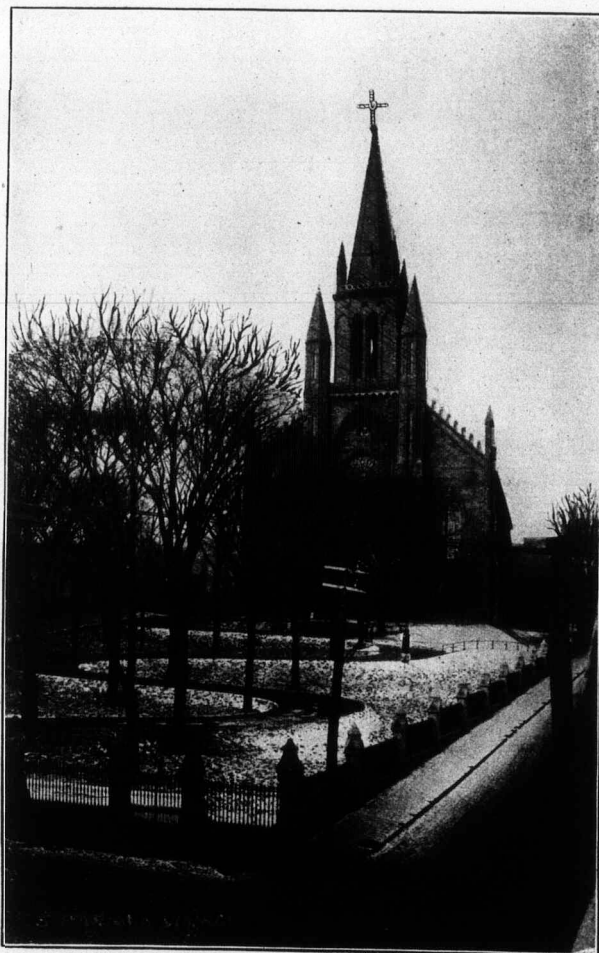
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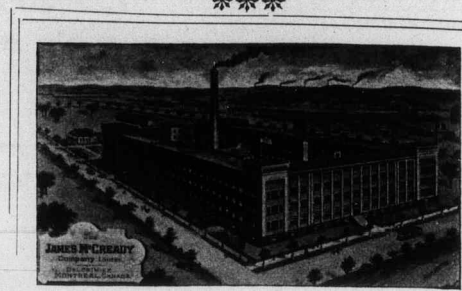
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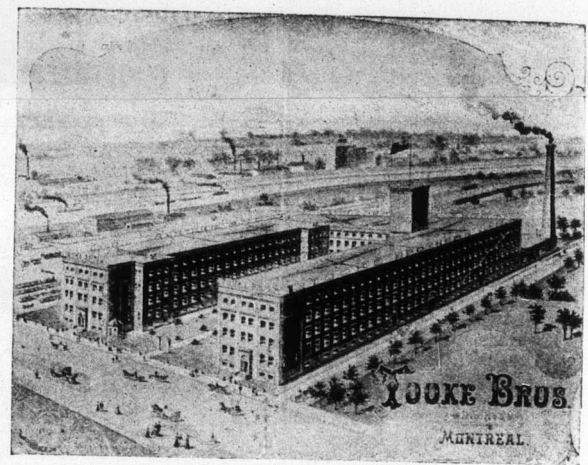


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Men's Shirts * Ladies Waists
Men's Vests * Boy's Waists

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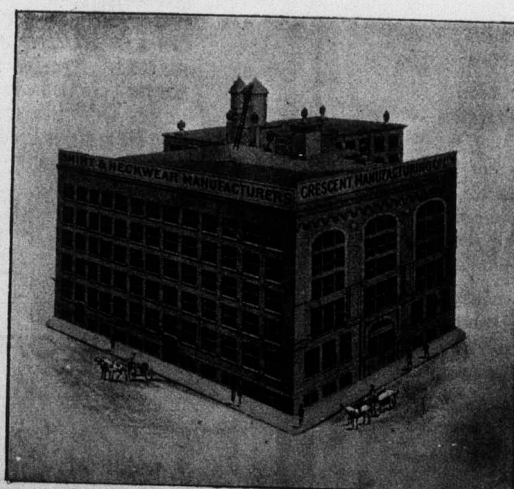
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ant pillars of the g
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third largest banking
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stock of fourteen mi
and a rest or reserve
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banks of Canada have
quarters in Montreal an
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Bank of British	
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Molson's Bank.	\$ 3,000,000
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Bank of	\$6,000,000
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quarters in Toronto, bu
principal branch in Mo
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MONTREAL

Chief Canadian Centre of
**BANKING,
FINANCE and
INSURANCE**

Considering its size and population, Montreal is undoubtedly the wealthiest community on the Continent of America, and as such is now accounted as one of the important pillars of the great banking world which encircles every Country and clime with its golden fetters.

The Bank of Montreal is itself the third largest banking institution in the world, with a paid up capital stock of fourteen million dollars, and a rest or reserve fund of ten million dollars. Six of the chartered banks of Canada have their headquarters in Montreal and their paid up capital and reserve is in detail as follows:

	Paid up Capital.	Rest or Reserve
Bank of Montreal	\$14,000,000	\$10,000,000
Bank of British North America	£ 1,000,000	£ 420,000
Molson's Bank	\$ 3,000,000	\$ 3,000,000
Merchants Bank of Canada	\$6,000,000	\$ 3,400,000
Banque Provinciale	\$ 823,309.67	\$155,528.67
Banque d'Hochelega	\$2,000,000	\$1,200,000

The second largest banking institution in Canada is the Canadian Bank of Commerce, with headquarters in Toronto, but it has its principal branch in Montreal. The majority of all the other chartered banks of Canada have branches in Montreal, while every financial institution in the Dominion have correspondents in the Metropolis.

The Merchant's Bank of Canada transacts one of the largest business in the City of Montreal, being supported by many of the most prominent, shipping, mercantile and manufacturing concerns.

Year by year the volume of banking business increases. It is a city which practically banks for itself, nearly eighty per cent. of the capital invested in her limits being that of Montreal capitalists. Thus the earnings and interest therein, go to enrich her citizens. In most of the other cities and towns foreign capital forms the bulk of the amount of investment, consequently a great proportion of earnings and interest is sent abroad.

During the past year every bank has shown increased profits. Every kind of financial accommodation known to modern banking methods is obtainable in Montreal.

The founding of the Bank of Montreal in 1817 was the beginning of Canadian banking history. The Bank of British North America was established in 1836, the Molson Bank in 1853, the Provincial Bank in 1861, the Merchant's Bank in 1864, and the Hochelega Bank in 1874.

The Montreal City and District Savings Bank is a most important institution, and is the custodian of the savings of a large section of the working classes of the city. Every bank now, however, has its savings department.

The Trust Loan Investment and Deposit Companies have also been a great factor in the development of the city and district. The church, charitable institutions, and the agricultural community have been greatly assisted by these institutions, which made loans on city and country real estate on moderate terms.

THE STOCK MARKETS.

Organized in 1865, the Montreal Stock Exchange has now become one of the most important financial institutions in the city. The dealings by the members include the buying and selling of mining and industrial stocks of all kinds, such as steam and electric railways, and the stock of all the principal companies and concerns of the United States and Canada. The new Stock Exchange Building, of elegant design, with all modern and up-to-date accommodation and appointments, is situated on St. Francois Xavier Street. Here, on busy days, the turn over often exceeds a million dollars a day.

The Stock Exchange is often the index of the prospects for general business throughout the country, and the statement issued of the first half of this year's business on the Montreal Stock Exchange to the end of June, 1905, makes the outlook distinctly favorable. Values generally are on a higher level than they were at the beginning of the year, and the record shows that there has been a decidedly more active market than there was during the corresponding period of 1904. For the month of June this year the aggregate transactions were 64,987 shares, and \$701,590 of bonds.

J. BENJAMIN DAGENAIS,

WHOLESALE DEALER,

BUILDER,

Metallic Ceilings and Sidings.

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CORNER OF RICHMOND.

MONTREAL.

TELEPHONE UP 3132.

SALT SALT

J. S. & D. Ferguson,

Importers of and Wholesale Dealers in LIVERPOOL

Coarse and Fine Salt.

—ALSO—

DAIRY and TABLE SALT.

33 ST. NICHOLAS ST.

MONTREAL.

THE ACCIDENT

AND Guarantee Co

OF CANADA.

HEAD OFFICE:

179 St. James St., MONTREAL.

Capital Authorized, - - - \$1,000,000

Capital Subscribed, - - - 250,000

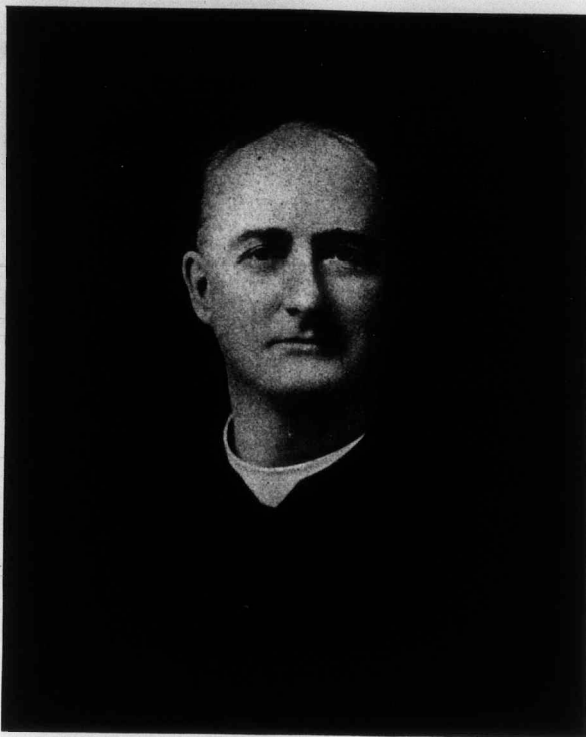
FULL GOVERNMENT DEPOSIT.

TRANSACTS:

ACCIDENT
SICKNESS
WORKMEN'S COLLECTIVE
EMPLOYERS } Liability
ELEVATOR }
INSURANCE }

FOR PARTICULARS APPLY TO

F. J. J. STARK,
General Manager.



REV. J.A. CASEY, PASTOR ST. AGNES.

The Canada Axe
and
Harvest Tool Manufacturing Co.,
Limited.

SAINT PAUL, QUEBEC.

MAKERS OF THE

Finest Quality Axes, Saws, Picks.

HAND FARMING IMPLEMENTS.

W. R. JOHNSTON & Co. Limited.

This important wholesale clothing concern was founded in Toronto in 1868, under the firm name of Livingston, Johnston & Co. Business was carried on under that title until 1889, when the style of the firm was changed to W. R. Johnston & Co.

In 1901 the business had increased to such dimensions, extending as it does over the entire Dominion from ocean to ocean, that it was deemed advisable to incorporate.

Accordingly in that year the present stock company, W. R. Johnston and Co. Limited was created. Mr. W. R. Johnston, one of the founders of the enterprise, is the President and Managing Director.

The company's commodious warehouse and offices are situated at the corner of Front and York streets, Toronto.

The cable address is "Clothier," Toronto.

SHORT & CO.,

BOARD OF TRADE BUILDING,

Phone No. 2594 Main, MONTREAL.

JOBBER IN JAPANESE GOODS, SUCH AS

Silk, Porcelain of all Kinds.

Baskets, Mattings, Rugs, Lanterns, Fans and
Fancy Goods of all kinds made in Japan.

Also General Importers and Jobbers in

SMALL WARES, FANCY GOODS, TOYS, ETC.

CORRESPONDENCE SOLICITED.

Warm Weather Needs



HAMMOCKS, new designs, strong and artistic, price from..... .90

3 minutes ICE CREAM FREEZERS, makes the finest cream, price from..... \$1.90

2 in 1 FREEZER, two flavors of Ice Cream at same time, price..... \$2.75

WATER COOLERS, elegant decorations, keep water cool in hot days, price..... \$2.25

FINE FISHING TACKLE, the kind that catches big fish and never fails.

LAWN MOWERS, GARDEN HOSE,

Grass Shears, Lawn Sprinklers, etc.

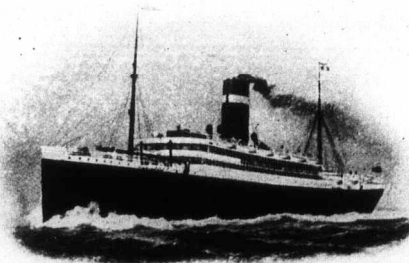
L. J. A. SURVEYER,

DIRECT IMPORTER

6 St. Lawrence Main Street.

2 DOORS FROM CRAIG STREET.

Allan Line Royal Mail Steamers To Liverpool



The Advent of the Turbine has been watched with great interest not only by the travelling public, but by the Engineers and Scientific people all over the world. The fact that the Virginian has reduced time between Great Britain and Canada one full day, the Atlantic from land to land in four days ten hours, does not tell the whole story. Never since passengers sailed the sea have they known such comfort as has been experienced in these two steamers. Not only are they remarkably steady, but they are entirely free from vibration. No one can tell that the engines are in motion, notwithstanding the fact that the three propellers are making 280 revolutions per minute. Indeed it is the rapidity of the motion that annihilates the vibration.

The passenger accommodation for all classes is up to the highest standard, indeed the steamers are hotels in the best sense of the word.

From Montreal and Quebec every Friday and
From Liverpool every Thursday.

RATES

Very Moderate.

APPLY TO ANY AGENT OF THE LINE OR

H. & A. ALLAN, Montreal

The Locomotive and Machine Company

Of Montreal. Limited.

In no country in the world is railway construction progressing more quickly than in Canada. Nearly 5,000 miles of additional railroad has been constructed during the past ten years, and with the new route from the Atlantic to the Pacific under way, with which the additions to existing lines promise to keep pace, the need for a greater number of locomotives and railway appliances of every description has become manifest.

One of the largest industries ever established in Canada—the Locomotive and Machine Company of Montreal—was organized to meet the demand for locomotives. The plant of this company is situated upon what was formerly the Dixon Farm, at Longue Pointe, in the Province of Quebec, just outside the limits of the City of Montreal, which farm consists of seventy acres of ground, having a frontage on the St. Lawrence River of 1,100 feet, along which frontage the Harbour Commissioners of Montreal are constructing a new wharf for the accommodation of ocean-going steamships, which will enable the Locomotive Company to land its own raw materials directly from the Continent, and from the coal-fields of Canada upon its own property by water. The Montreal Terminal Railway runs along the northern boundary of the property, and gives the works of the Locomotive Company a connection with the Grand Trunk and Canadian Pacific Railways. The Chateaugay & Northern parallels the Terminal Railway and gives the works of the company a connection with the Great Northern and the MacKenzie-Mann system.

The Company, therefore, possesses every facility for the direct import of raw material and the export of the finished articles.

In connection with its locomotive business the Company also operates an extensive bridge and structural steel business, the bridge plant being situated upon the same property as the locomotive plant.

A unique feature of the Locomotive & Machine Company's

plant is that the whole of the various shops needed in the production of a locomotive are contained under one roof. In any establishment, anywhere, this fact would be an undeniable advantage, but it is especially so in a location where the snow-falls are heavy and frequent, and the rigors of winter

delivery to its purchaser. The engineers were instructed to lay out the plan in such a manner that at any time that extension becomes necessary it can be carried out by adding to the existing building without influence with the work in progress.

As operated at the present time,

380 ft. long by 66 ft. wide and 36 ft. in height, lying at right angles to the Machine Shop. All the fires are served with fixed radial cranes. (3) The Erecting Shop adjoins, and is 380 ft. long by 66 ft. wide, with a height of 49 ft. It is served by two travelling cranes of ample capacity.

amount of space, and served also by travelling cranes.

Next to the Foundry a Power House is situated. This plant produces all the electrical power for the works, and is also equipped with an immensely powerful Rand Air Compressor, which produces all the necessary compressed air. The

long, with a boiler and engine room 60 ft. by 80 ft., there are but three columns in the entire shop, so that an immense open space is available, with a clear height between the roof trusses of 22 feet.

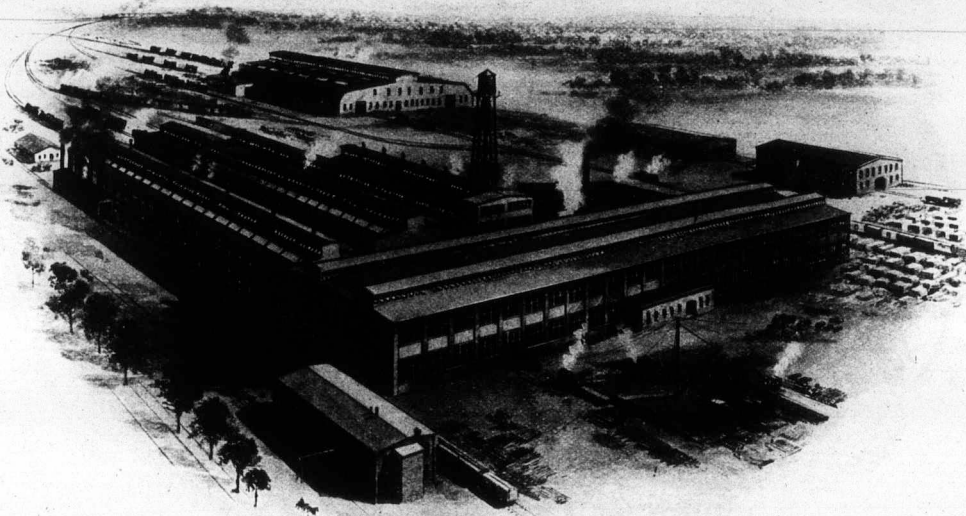
The steel which is fabricated in the bridge shop is imported from the Carnegie Works, at Pittsburg, as well as from British and Belgium works, as the raw material for bridge work and buildings, as yet, is not obtainable in Canada.

The company employs anywhere from 1,000 to 1,500 men, depending upon the amount of business on hand, and is turning out at the present time about ten locomotives a month, and 1,000 tons of bridge and structural work, as well as a large number of locomotive parts.

Practically all the leading railways in Canada have had locomotives constructed at the Company's works, and they are in operation at the present time on the Canadian Pacific, Grand Trunk, Toronto, Hamilton, and Buffalo, Quebec Central Railway, Quebec & Lake St. John Railway, Canadian Northern Railway, and the Sydney & Louisburg Railway. The Locomotive Company has also done a large amount of bridge work for the railways in Canada, and has large contracts on hand for the same at this writing.

The outlook for business in the Dominion is very bright, and the Locomotive Company has contracts on hand, which will keep its locomotive shops working to their fullest capacity for the next eight months. The principal office of the Company is located in the City of Montreal, in the Imperial Bank Chambers, at the corner of McGill and St. James Street, facing on Victoria Square; and the works are easily accessible, the electric cars of the Montreal Street Railway running direct to the plant.

It is the intention of the Locomotive and Machine Company not only to supply the Canadian demand for locomotives, but to build up the largest possible expert business with the British Colonies.



make communication between the scattered workshops involve loss of time as well as discomfort.

On May 8th, 1903, the first ground for the erection of this vast structure was broken, and before the following May the first locomotive, built entirely in every detail upon the premises, was ready for

the locomotive works proper consist of fire shops:

(1) The Machine Shop, 132 ft. x 420 ft., x 36 ft. high. It is served with four overhead travelling electric cranes, with a capacity of ten tons, which can travel the entire length of the shop.

(2) The Forge and Smith Shop,

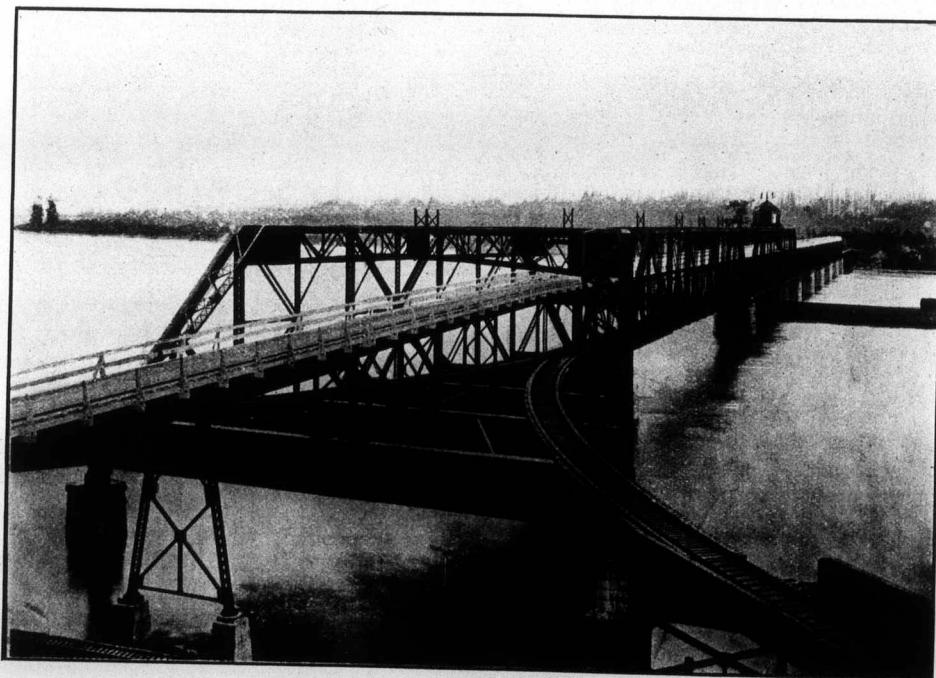
(4) The Boiler Shop is next to the Erecting Shop, being 380 ft. long by 66 ft. wide, with a height of 36 ft., and at its south end rises the hydraulic rivetting tower. This shop is also served by a travelling crane of great strength.

(5) Alongside the Boiler Shop is the Foundry, occupying the same

entire plant throughout is electrically driven, and the majority of the tools are individual motor drives; that is, any machine tool can be shut off without affecting the working of any other.

The most recent addition to the works is the Structural Steel Shop; though 200 ft. wide and 300 ft.

The Dominion Bridge Company, Limited.



Combined Railway and Highway Bridge over the Fraser River at New Westminster, British Columbia.

Manufactured and erected for the Government of British Columbia

by the

Dominion Bridge Company, Limited, Montreal, P.Q.

The Dominion Bridge Company, Limited.

(Continued from

The aggregate transaction six months were 623,827,837 of bonds, 262,046 shares and bonds for the corridor of last year. The business, therefore, accomplish a record. The market has been ing of bonds, especially iron and Dominion original cost of a sea real Stock Exchange. They are now valued at \$28,000.

INSURANCE

When it is stated that the aggregate estimate of the life risks carried in Montreal at the end of 1903 was \$350,000,000 then it is understood why Montreal is an insurance centre of importance.

Wise legislation and considered regulations fostered the carrying on business in the Dominion. Companies are obliged to obtain a license from the Dominion Securities to the amount of \$100,000 if incorporated in Canada, must be deposited with the Government before they are issued to ensure the fulfilment of their obligation by the company.

In addition the companies must make deposits with the General Receiver of the equivalent in Canada. Fully one half of the insurance business in Canada has been done by the Phoenix Fire Insurance Company of London, England, which introduced fire insurance in 1804. In 1868, according to the report of the several companies to the Dominion, the amount of fire insurance in Montreal, and how the competition is and how the participation are for the benefit of new business.

The Phoenix Fire Insurance Company of London, England, introduced fire insurance in 1804. In 1868, according to the report of the several companies to the Dominion, the amount of fire insurance in Montreal, and how the competition is and how the participation are for the benefit of new business.

The naturally thrifty character of the Canadian quickly appreciated the benefit of life insurance. The amount of dollars are now saved and a large proportion of the universal provision carry life policies. The well admitted fact that of the universal provision Canadian people is large systematic saving and a beneficent system of life insurance. The taking out of a life insurance has practical solemn duty to every wife and family or other upon their efforts.

Montrealers figure as a class as insurers carrying policies often enforce conditions, denial, to enable them to receive their premiums, which less careful races would not embrace.

To conclude, Montreal in general, of her prosperity and economy which our great banking finance and industry rendered practicable and

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PAPER STOCK

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SCRAP METAL

35 COMMON STREET
Montreal, Q.

(Continued from page 31.)

The aggregate transactions for the six months were 623,017 shares, and \$2,893,837 of bonds, compared with 262,046 shares and \$1,305,516 of bonds for the corresponding period of last year. The present year's business, therefore, bids fair to accomplish a record. A future of the market has been the heavy buying of bonds, especially of Dominion iron and Dominion coal bonds. The original cost of a seat on the Montreal Stock Exchange was \$150. They are now valued at about \$28,000.

INSURANCE.

When it is stated that a conservative estimate of the total fire and life risks carried in Montreal places them at the enormous sum of \$350,000,000 then it can be readily understood why Montreal is rated as an insurance centre of the greatest importance.

Wise legislation and carefully considered regulations form a safeguard to the carrying on of insurance business in the Dominion of Canada. Companies are obliged to procure a license from the Dominion authorities before transacting business here. Securities to the amount of \$50,000 if a Canadian Company, and \$100,000 if incorporated outside of Canada, must be deposited with the Government before such license can be issued to ensure the performance of their obligation by the companies. In addition the companies so licensed must make deposits with the Receiver-General proportionate to the amounts of insurance assured or to the equivalent in Canadian Trustees. Fully one half of the insurance companies of all descriptions doing business in Canada have their head offices or chief Canadian agencies in Montreal, and have given securities to the Government of upwards of \$34,500,000. It will thus be seen not only what an immense amount of insurance business is transacted in Montreal, but how keen the competition is and how strong the anticipations are for the writing up of plenty of new business.

The Phoenix Fire Insurance Company of London, England, first introduced fire insurance into Canada in 1804. In 1898, according to the report of the several fire insurance companies to the Dominion Government, the amount at risk was equal to \$170 per head of the then population. Although some large concerns in Canada now carry their own fire insurance, very few are satisfied without covering the whole, or at all events, a proportionate part of their fire risks with one or more of the companies doing business in this branch of insurance.

The naturally thrifty and careful character of the Canadian people quickly appreciated the great value and benefit of life insurance. Millions of dollars are now saved annually, and a large proportion of our population carry life policies. It is a well admitted fact that a great deal of the universal prosperity of the Canadian people is largely due to the systematic saving ensued by the beneficent system of life insurance. The taking out of a policy of life insurance has practically become a solemn duty to every man who has a wife and family or others dependent upon their efforts.

Montrealers figure as most strenuous insurers carrying policies, which often enforce conditions of self-denial, to enable them to pay their premiums, which less hardy and careful races would refrain from embracing.

To conclude, Montreal, as indeed Canada in general, owes a great amount of her prosperity to the economy which our great systems of banking finance and insurance have rendered practicable and easy.

ROBERT GARDNER & SON,

MONTREAL.

MANUFACTURERS OF

BREAD

CAKE

BISCUIT

AND

Confectioner's

MACHINERY,

ETC.

Lathes, Planers

AND

MACHINE TOOLS.

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Dalhousie Sts.

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LIMITED.

Dry Goods, Carpets, Woollens,

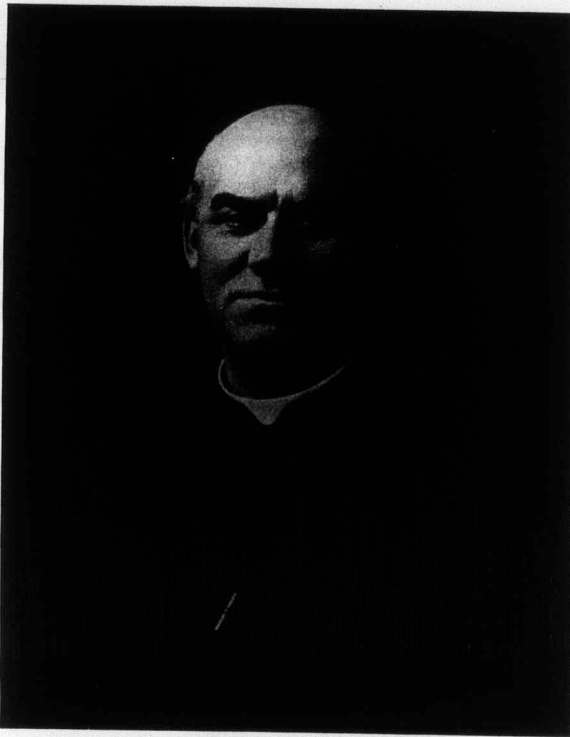
WHOLESALE.

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JAMES A. CATTO.....Sec'y-Treasurer.

R. W. PENTECOST.....W. R. SMALLPIECE
JAS. S. ANDERSON.....HENRY BROCK
H. COOK.

R. A. BROCK.....Resident Director, Montreal.



REV. WM. O'MEARA, PASTOR ST. GABRIELS.

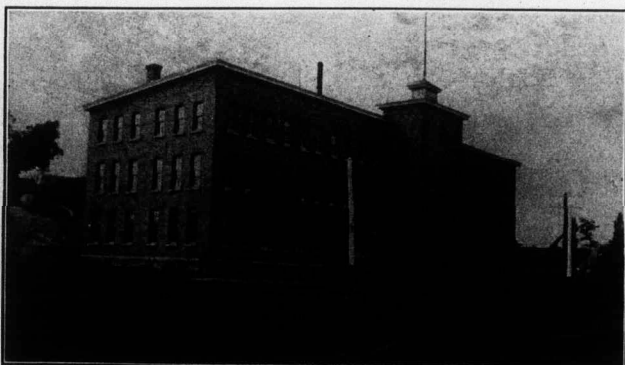
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Are the perfection of shirt making Art. * * * * *

Made in the latest styles, from the choicest materials, by the most skilled shirt artists. *

Our shirts will fit you, our prices will suit you. * * * *

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TEBBUTT BROTHERS,

Manufacturers of Fine Shoes,

WHOLESALE ONLY.

THREE RIVERS, - - - Quebec.

The
Liverpool & London & Globe Insurance Co.

Capital and Assets exceed . . . \$64,000,000
Canadian Investments exceed . . . 3,750,000
Claims paid exceed 221,000,000

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E.S. CLOUSTON, ESQ. Chairman.
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Peter Lyall
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Yard: 88 KING STREET,

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Drummond, McCall & Co.

Iron, Steel and General Metal Merchants

GENERAL SALES AGENTS

Algoma Steel Co. Ltd. Sault Ste. Marie, Ont.

AND IMPORTERS OF

Beams, Channels, Angles and other Structural Material.

Steel Plates—Tank, Boiler and Fire Box Quality.

Cold Rolled Steel Shafting.

Mild Steel Bars—all diameters.

Wire Rope. Snow Steam Pumps. Tool Steel.

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General Offices: **Canada Life Building, - - Montreal.**

Montreal Pipe Foundry Co. Ltd.

MANUFACTURERS OF

CAST IRON WATER AND GAS **PIPE**

and other Water Work supplies

"LUDLOW" VALVES & HYDRANTS

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CANADA LIFE BUILDING,
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Pig Iron . .

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Plants at RADNOR FORGES, Que., and MIDLAND, Ont.

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Geo. E. Drummond, Man. Dir. and Treas.

PHONES, Main, 1336, 1339.
CABLE ADDRESS, Reklaw.

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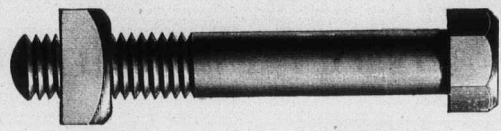
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Friction Boards.

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Montreal Que



The Montreal Rolling Mills Co., MONTREAL.

LARGEST MANUFACTURERS IN CANADA.

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WIRE NAILS
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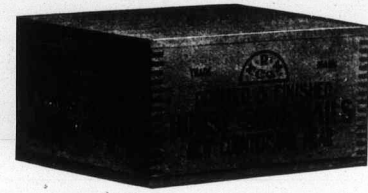
BOLTS & NUTS
RIVETS
WASHERS
TACKS
BOAT NAILS



One Quality
"The Best".



Ask for
"M. R. M." Brand.



The Montreal Street Railway Company.

THE Montreal Street Railway Company is the only Corporation, dealing largely with the public, which has equal consideration for the citizens and the stockholders. Such was the comment of an ex-Mayor of the City of Montreal, and one of the clear-minded men of the generation.

This is the secret of success of the Montreal Street Railway. The railway has for many years dealt squarely and openly with the public, giving the people all that could reasonably be asked.

Now that the days of old things are passed and gone, the people are prone to forget the time when living on the outskirts of the city not to speak of the suburbs—meant the keeping of a horse or the consuming of an hour or more, getting to business every morning. Fifteen years ago a man living, say at the corner of Guy and St. Catherine Street, would have, if he were not fortunate enough to own a horse and sleigh of his own, to walk down to work or wait an hour for one of the old time sleighs which the street railway of the time put on to accommodate their patrons, and ride down in a draughty, shaky vehicle, whereas to-day, a man living a mile further west, or even

on the higher levels in Westmount, can reach the business centre of the city in a few minutes in warm, well ventilated cars.

Such clear sighted and progressive capitalists as those who were at the time directors of the old Montreal City Passenger Railway Company, which ran the horse cars, declared that nothing but disaster could attend the efforts of those who dreamed of giving Montreal an electric railway system. In spite of this feeling on their part, the promoters of the plan, most of whom are still directors of the road, kept on with their work in favor of the enterprise, and communicated their enthusiasm to others.

The men who made this state of affairs possible certainly deserve well of the citizens. To their spirit of enterprise and sterling good sense in the development of their business, is due much of the progress which has marked the growth of the metropolis in the last twelve years. The initiation of an electric railway was not by any means an easy matter. The city had not then attained the proportions it has to-day, so that the prospects for revenue were not so attractive as they are at present. Then the climatic conditions of this part of the country were such that it was

difficult to conceive that tracks could be kept clear of snow during the long arduous winter. The hills were another source of objection to many who would have liked to see a modern street railway system installed, but feared that the result would not come up to the expectations that were built upon the establishment of such a line.

Several other cities on this continent had made experiments in the operation of electric railways, and not always with great success. This made some of the leading financiers of Montreal wary of any attempt to introduce such a system here.

The Montreal Street Railway started with what was one of the lowest fare schedules on the continent and in the world. In nearly all the great American cities they were, and are still obtaining, a full five cent fare; while here six, eight and ten tickets are sold for 25 cents. And then again, the Montreal Street Railway has labored under the disadvantage of a comparatively short franchise, while the American cities, to a large extent, have franchises which are perpetual, or running over a very long term of years. Thus the Montreal Street Railway has been hampered in its extensions, for no corporation with a limited life cares about constructing new lines,

which perhaps, will not pay their way for many years to come.

The increased facilities which the Montreal Street Railway has given the public year after year, have not only been favorably commented upon here in Montreal, but have received wide attention from visitors from throughout the United States and Europe.

The Montreal Street Railway can justly claim to having one of the finest roadbeds in existence, while the rolling stock is not to be surpassed on any street railway in the world.

At the Company's own works are being turned out constantly cars of the latest pattern. In fact, one of the newest designs, that of the semi-convertible car, is being widely copied by the foremost manufacturers in the United States and sold to their own roads.

A feature of the Montreal Street Railway's service, which always brings favorable comment from visitors, is the uniform politeness of the conductors. These men are made to understand that politeness is a cardinal virtue in their business, and it is a rare exception when a passenger is treated with anything but the utmost courtesy; a vast difference from the usual experience with the average American street car conductor.

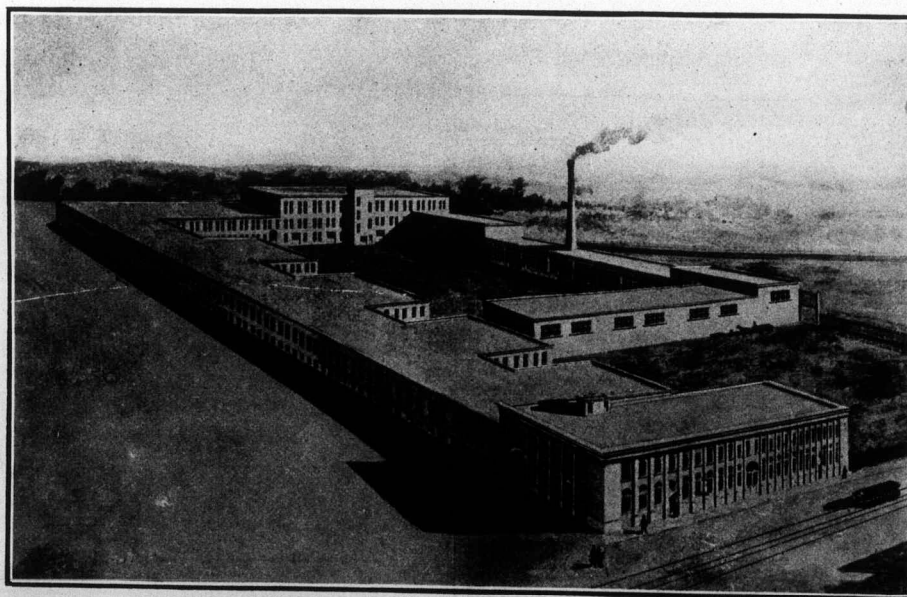
Numerous public questions, in which the street railways are largely interested have, within the past year or so, been widely discussed in Montreal. One of these was the extension of franchise by which the city might, if the terms had been accepted, have had sufficient additional revenue to put all the streets in order, elevate the city's fire department to the highest plane of efficiency, and make a dozen other improvements, all without costing the tax payers an additional dollar. For the time being the City Fathers have declared their intention of not acting upon this suggestion of increased revenues for an increased franchise, though it might be mentioned that the overtures came first from members of the City Council, who appreciated how badly Montreal required additional revenue, and how nearly impossible it was to increase the taxes upon real estate to obtain it.

Another question which has from time to time taken up public attention, is the matter of more than one electric system operating in a city like Montreal. Experts throughout the world have very generally conceded that one railway, well managed, with general transfers whereby a passenger may travel from any one point in the city to any other point for a single fare,

was vastly more convenient and less expensive to the general public than two or more companies operating rival lines, whereby no transfer or other conveniences are granted. The general consensus of opinion is that one railway in the city of Montreal, covering all the territory, would serve the citizens vastly better than two or more.

Another matter which has caused some popular comment is the schedule upon which cars are operated in Montreal. At the present time the Montreal Street Railway cannot, under its charter, run cars faster than eight miles an hour, which, with improved brakes, heavy roadbed and fine, easy running cars is considered altogether too slow. In a city like Pittsburg the running schedule is 12 miles per hour, while in other centres such as Minneapolis, St. Paul, and like centres, the rate is fifteen miles per hour. In the old days when there were fewer cars in operation, when the unavoidable delays in the crowded business district were less than at present, the existing schedule was sufficient, but now it is different, and in consideration of public convenience the City Council should request the Montreal Street Railway to increase its schedule outside of the crowded districts.

The Northern Electric & Manufacturing Company, Limited.



Manufacturers

of

Electrical

Apparatus

and

Supplies.

(Continued from page 33)

THE PRODUCE

A LARGE proportion of the export trade of the cultural produce of the Dominion is shipped through the Montreal port.

The receipts at the Montreal port during the past five years to the statements furnished to the Montreal Board of Trade show a wonderful increase and an average of 10 per cent per year. Thanks to the Government endorsement of the cold storage system, and to the special adaptability of the Montreal port to the export of produce, the trade is growing with such rapidity, that it is practically impossible to fix a future development of the produce trade—a growth which has placed the Montreal port in the past few years in the head of the cheese exporting countries in both for quantity and quality, and surely established in the same position with butter and every other produce.

Canada has been for some time strongly for the past several years that she has distanced all other countries in the production and export of cheese, and now supplies one-third of the entire requirement of the English market for the commodity.

With regard to butter, Canada has long held the first place as an exporter, but there is a growing competition why Canada should not hold a similar position in the production and export of butter as she now holds in the case of eggs, poultry, hams and other products also largely exported to Montreal, and these branches of the produce industry grow in day by day.

Canada has no superiority for raising cattle, sheep and horses, and the live stock trade of the Dominion is more and more every year being shifted to the present season (1906) opening of navigation to the cattle sent abroad on steamers from the Port of Montreal, all records for the period.

Large sections of land in Nova Scotia, Quebec, Ontario, and the Dominion of Wales, are devoted to the production of fruit. The principal fruit of Canada is the apple, although peaches, plums, grapes and berries of a cultivated to a considerable extent. The demand for Canadian fruit is rapidly increasing. The Fruit Exchange handles the entire fruit export of the Dominion through its Montreal office, and a large proportion also of the output of California fruit through this port.

The Montreal fruit import is a very important branch of trade, every kind of fruit grown in the West Indies, America, and fruits from Europe coming here for distribution to the various centres in the Dominion.

THE GROCERY TRADE

As in all other trades, Montreal leads the Canadian grocery trade in manufacturing as well as in transportation and distribution.

The Sugar refineries of Montreal manufacture about three-quarters of the sugar consumed in the Dominion.

The products of the biscuit and sweetmeat manufacturers, and of the coffee and spices, are distributed all over Canada in great demand abroad.

The Montreal breweries for their ales, beers and stout, are known throughout the world, and obtained in Europe, the United States, and on all the great transatlantic liners.

The baking powders manufactured in Montreal have won a world-wide reputation.

Perfection has been reached in the manufacture of table water, and the output of the numerous mineral waters of Canada are controlled by Montreal capitalists and handled by Montreal merchants.

Montreal is the centre of the starch manufacturing industry. The largest starch factory in the Dominion is situated at Cardinal, Ontario, controlled by Montreal capitalists, the head office is here and handled here.

Meats and vegetables are manufactured in Montreal on a large scale, and pickles also are manufactured as well as local distribution.

(Continued on page 35)

(Continued from page 33)

THE PRODUCE TRADE.

A LARGE proportion of the export trade of the general agricultural produce of the northern half of the American continent is shipped through the Port of Montreal.

The receipts at and shipments from Montreal of butter and cheese during the past five years, according to the statements furnished to the Montreal Board of Trade, show a wonderful increase and in fact generally beat all previous records year by year. Thanks to the perfection, under Government encouragement, of the cold storage systems ashore and afloat, and to the country's special adaptability to dairy farming, the export produce trade of Montreal is growing with such inconceivable rapidity, that it appears practically impossible to fix a limit to the future development of the export produce trade—a growth which during the past few years it must be remembered has placed her at the head of the cheese producing and exporting countries in the world both for quantity and quality, and is quickly and surely establishing her in the same position with regard to butter and every other kind of produce.

Canada has been forging ahead so strongly for the past seventeen years that she has distanced all competitors in the production and export of cheese, and now supplies about two-thirds of the entire requirements of the English market for this commodity.

With regard to butter, the Danes hold the first place as the largest exporters, but there is no reason why Canada should not hold a similar position in the British markets in butter as she now holds in cheese. Eggs, poultry, hams and bacon are also largely exported to Europe from Montreal, and these branches of the produce industry grow in importance day by day.

Canada has no superior as a country for raising cattle, swine, sheep and horses, and the live stock export trade of the Dominion is expanding more and more every year. During the present season (1905) from the opening of navigation to June 30, the cattle sent abroad on steamships sailing from the Port of Montreal beat all records for the period.

Large sections of land comprising hundreds of square miles in Ontario, Nova Scotia, Quebec and Prince Edward Island, but particularly in Ontario, are devoted to the growth of fruits. The principal fruit industry of Canada is the export apple trade, although pears, peaches, grapes, apricots, plums, cherries, melons and berries of all kinds are cultivated to a considerable extent. The demand for Canadian apples in the English and Scotch markets is rapidly increasing. The Montreal Fruit Exchange handles practically the entire fruit export trade of the country through its members. A large proportion also of the entire output of California fruit passes through this port.

The Montreal fruit importing trade is a very important branch of the trade, every kind of tropical fruit grown in the West Indies and South America, and fruits from the south of Europe coming here direct for distribution to the various market centres in the Dominion.

THE GROCERY TRADE.

As in all other trades, Montreal leads the Canadian grocery industry in manufacturing as well as in importation and distribution.

The sugar refineries of Montreal manufacture about three quarters of the sugar consumed in the Dominion.

The products of the Montreal biscuit and sweetmeat manufactures, and of the coffee and spice mills are distributed all over Canada and are in great demand abroad.

The Montreal breweries are famous for their ales, beers and porter throughout the world, which can be obtained in Europe, the United States and on all the great transatlantic liners.

The baking powders manufactured in Montreal have won a continental reputation.

Perfection has been reached in the manufacture of table waters of every kind and the output of the best of the numerous mineral springs in Canada are controlled by Montreal capital and handled by Montreal merchants.

Montreal is the centre of the Starch manufacturing industry. Although the largest starch factory in Canada is situated at Cardinal, Ontario, it is controlled by Montreal capitalists; its head office is here and its output handled here.

Meats and vegetables are canned in Montreal on a large scale, and pickles also are manufactured, for export as well as local distribution.

(Continued on page 36.)

ARE YOU USING LANG'S BISCUITS

AND Confectionery?

IF NOT, WHY NOT? They are made from purest material, and will give the best of satisfaction

THE LANG Manufacturing Co. ST. HENRY, MONTREAL.

Shepard & Morse Lumber Co.

PETER WHELEN, Agent.

Manufacturers and Wholesale Dealers

CANADA PINE.

Lumber for Export a Specialty.

Saw Mills & Yards at Ottawa, Ont.

OFFICE: Central Chambers, Ottawa, Can.



ST. ANN'S CHURCH, MCCORD AND BASIN STREETS.

ESTABLISHED 1865. **W. & F. P. CURRIE & CO.,** Wholesale General Merchants. Importers of

PORTLAND CEMENTS.

- | | |
|------------------|----------------------|
| Drain Pipes | Bleaching Powder |
| Vent Linings | Soda Ash |
| Flue Covers | Bi-Carb. Soda |
| Fire Bricks | Sal Soda |
| Fire Clay | Bichromate of Soda |
| China Clay | Bichromate of Potash |
| Plaster of Paris | Alum |
| Whiting | Borax, etc. |

Manufacturers of **Sofa, Chair & Bed Springs.**

A LARGE STOCK ALWAYS ON HAND. 345 St. James St., MONTREAL.

French Cleaning.

WHAT IS IT? A SYSTEM OF CLEANING by means of scientifically distilled spirits which does not shrink the goods, alter the colour, or take out stiffening, or affect the shape or fit. We have a special building and special equipment for this work, the only one in Canada.

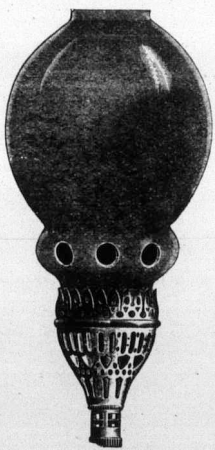
WHAT WILL IT CLEAN? Dresses, Jackets, Blouses, Dressing Gowns, Overcoats, Suits, Tapestry, Cloth, and Chenille Curtains, and all Fancy House Hangings, Carpets and Rugs, without taking apart. Do not be deceived, this requires special equipment and special knowledge and can only be done scientifically by the

BRITISH AMERICAN **DYEING COMPANY.**

OFFICES: 2433 Notre Dame, 215 McGill. 1599 St. Catherine, Cor. Christopher.

8 TELEPHONES.

STYLE "Q" AUER LIGHT



No. 79 Q. Price, \$1.00. Other styles, 75c to \$1.50.

The "Q" Auer Light is the latest type of high candle power burners.

The opal globe softens and diffuses the light making it well suited for home use.

The air drawn in through the holes in the globe adds greatly to the light of the mantle.

The gas saved pays for the light.

AUER LIGHT CO. 1691 NOTRE DAME ST. MONTREAL.

WHEN YOU WANT ANY KIND OF A LIGHT CARRIAGE, WAGON, EXPRESS WAGON, OR WHEELED RIG

Remember the Place to buy to get Best Value for your money is at

R. J. LATIMER & CO., 21 ST. ANTOINE ST., MONTREAL.

The . . . **Linde British Refrigeration Co., Ltd., of Canada**

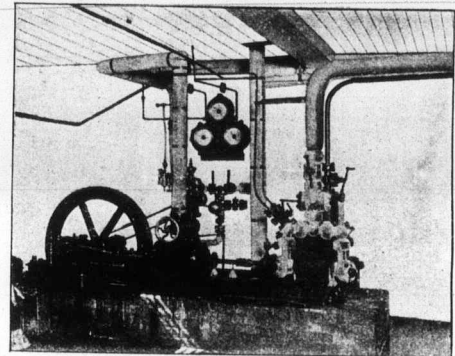
HEAD OFFICE:

CORISTINE BUILDINGS, MONTREAL, P. Q.

MANUFACTURERS OF

REFRIGERATING & ICE MAKING

MACHINERY



NEARLY 6000 MACHINES SOLD.

Our Patent Air Circulation System is specially adapted for Chilling and freezing, and is largely used by the Leading Packers and Cold Storage Companies

Plants supplied on the Latest and most Approved system for **HOTELS, RESTAURANTS, DAIRIES, PACKING HOUSES, BREWERIES, etc.**

— Write for Catalogue —

'RATHBUN'S

STAR"

Portland Cement

THE **CANADIAN STANDARD**



Manufactured and Sold by

THE CANADIAN

Portland Cement Co., LIMITED.

202-203 Board of Trade Building, 310-312 Front St West,

MONTREAL. TORONTO.

(Continued from page 35.)

Soap, vinegar, polishes, etc., and in fact every kind of household requisite is made in Montreal.

The control of the greater proportion of the tea and coffee trade of Canada is in the hands of Montreal importers. Several houses control the output of whole plantations of tea and coffee in Ceylon, Assam, China, Java and Brazil. Some brands of tea and coffee which have become famous, sell in the West Indies and the United States, originated in and are put up in Montreal.

Nearly all the leading wine growers of the world have agents in Montreal, and the importation of wines, liquors, liqueurs is one of the most important of her industries.

THE TEXTILE FABRICS TRADE.

Fully three-fifths of the vast trade in textile fabrics is controlled in Montreal. Its manufactures are not only distributed throughout Canada, but are exported to distant parts of the world as Japan, Australia, New Zealand and South Africa. Moreover, as a distributing centre of the textile fabrics trade, Montreal can lay claim to bring one of the most important in the world. Besides, she is by far the heaviest manufacturer in the Dominion.

More than four-fifths of the cotton mills in Canada are owned and operated by Montreal capitalists, and controlled by Montreal men.

The woollen manufacturing trade is the oldest of Montreal's textile industries. Besides two large woollen mills in the city, a large amount of capital is invested in woollen mills located at other points in Canada.

The oldest and largest silk factory in Canada is situated in Montreal, and the next largest is located in the neighbouring town of St. John's, Quebec.

Some of the largest and most modern shirt, blouse and collar factories in America are located in Montreal, some millions of dollars being invested in this industry alone.

A still larger amount is invested in the clothing manufacturing industry, which has assumed tremendous proportions. The ready-to-wear women's clothing manufacturing industry is also making rapid strides in Montreal.

The glove and corset industries are important and steadily developing. Rubber garments, boots, shoes and goods are also largely manufactured in Montreal.

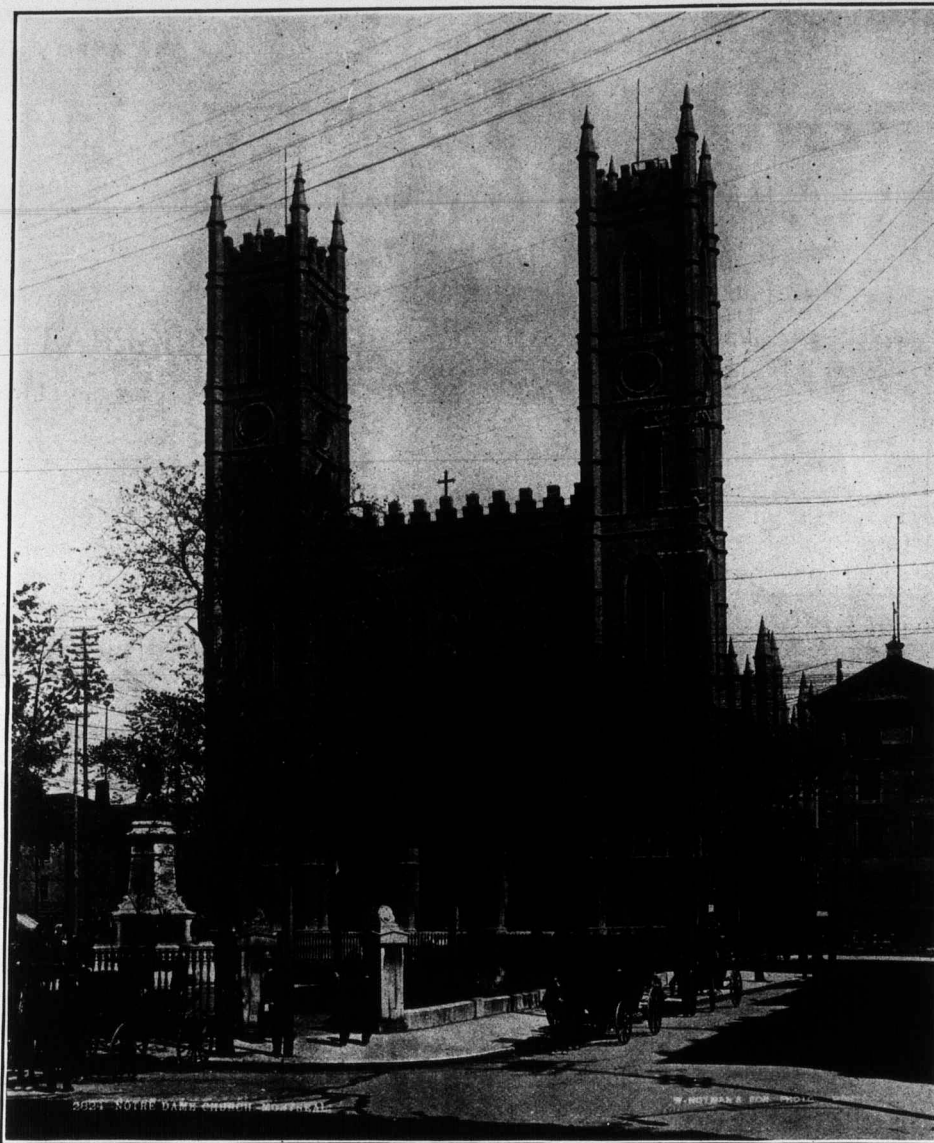
The fur trade of Montreal is a most important one, and has extended rapidly of recent years. The Montreal Fur Emporium is one of the principal attractions to ladies from all parts of the world. The stylish fur garments for both men and women, made in Montreal, set the fashion and style of the civilized world.

The city of Montreal stands pre-eminent as a great dry goods distributing centre, as well as being an important manufacturing city. The local dry goods trade represents a larger investment of money, and distributes a greater value of commodities than any branch of business. It has been estimated that Montreal wholesale houses and their branches control quite four-fifths of the imported dry goods distributing trade. The range of the textile fabric and dry goods trade of Montreal, manufacturing and importing, embraces the following lines:

Art embroideries; fringe and tassel works; coats; dyed cotton goods; silk handkerchiefs and mufflers; horse blankets; crimonas; ladies' wear; machine twist; mantels; mattresses; milliner's and dress-maker's trimmings; rainproof garments; rags and matting; sailcloth; silcoton and silkene; table oil cloth manufacturers; woollen and knit goods; blanket manufacturers; blouses; caps; clocks; rubber clothing; curtains; embroideries; linen thread; prints; silk importers; skirts; spool silk; trimmings; yarns; felts; furriers; sundries; hosiery; kid gloves; robes; spool cotton; suspender manufacturers; carpet and oil cloth importers; collars and cuffs; laces; underwear; woollen manufacturers; bags, linen and cotton; wholesale clothiers; cloths, tweeds, etc.; corset manufacturers; cotton goods; dress goods; dry goods; fancy cotton dress goods; fancy dry goods; fancy goods; furs; gentlemen's furnishings; gloves and mitts; millinery; overall manufacturers; ribbons; rubber goods; shirts and collars; silk manufacturers; tailor's trimmings; tents, awnings and tarpaulins; thread; upholsterer's goods; waterproof clothing; woollen goods.

The above list gives a general idea of the extent of the greater part of the immense variety of lines which go to make up the great textile fabric industry of Montreal.

(Continued on page 37.)



NOTRE DAME CHURCH, PLACE D'ARMES SQUARE.

BANK OF HAMILTON

HEAD OFFICE - - - Hamilton

Capital - - - \$2,235,000
Reserve - - - \$2,235,000
Total Assets - - - \$27,500,000

BRANCHES

- | | |
|---------------------|------------------------------|
| Abernethy, N.W.T. | Miami, Man. |
| Alton | Midland |
| Atwood | Milton |
| Battleford, N.W.T. | Minnedosa, Man. |
| Berlin | Mitchell |
| Beamsville | Moorefield |
| Blyth | Moose Jaw, N.W.T. |
| Brandon, Man. | Morden, Man. |
| Brantford | Niagara Falls |
| Carberry, Man. | Niagara Falls South |
| Carman, Man. | Orangeville |
| Chesley | Owen Sound |
| Delhi | Palmerston |
| Dundalk | Pilot Mound, Man. |
| Dundas | Plum Goulee, Man. |
| Dunville | Port Elgin |
| Fernie, B.C. | Port Rowan |
| Forwich | Ripley |
| Georgetown | Roland, Man. |
| Gladstone, Man. | Saskatoon, N.W.T. |
| Gorrie | Simcoe |
| Grimsby | Southampton |
| Hagersville | Stonewall, Man. |
| Hamilton | Teeswater |
| | Toronto |
| | Toronto |
| | Queen and Spadina Branch |
| | College and Ossington Branch |
| | Toronto Junction |
| | Vancouver, B.C. |
| Hemloia, Man. | Winkler, Man. |
| Indian Head, N.W.T. | Winnipeg, Man. |
| Jarvis | Winnipeg |
| Kamloops, B.C. | Winnipeg |
| Killarney, Man. | Winnipeg |
| Listowel | Winnipeg |
| Lucknow | Winnipeg |
| Manitou, Man. | Winnipeg |
| Melfort, N.W.T. | Winnipeg |
| | Grain Exchange Branch |
| | Wroxeter |

Correspondents in the United States

- | | |
|---------------|---|
| New York | Hanover National Bank and Fourth National Bank |
| Boston | International Trust Co. |
| Buffalo | Marine National Bank |
| Chicago | Continental National Bank and First National Bank |
| Detroit | Old Detroit National Bank |
| Kansas City | National Bank of Commerce |
| St. Louis | Third National Bank |
| Philadelphia | Merchants National Bank |
| Pittsburg | Mellon National Bank |
| San Francisco | Crocker-Woolworth National Bank |
| New Orleans | New Orleans National Bank |

Correspondents in Great Britain

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SAVINGS BANKS AT ALL OFFICES

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J. TURNBULL
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"Meats that Satisfy."



Dainty Dishes from a can with a variety to suit every taste and every meal.

LAING'S

DELICIOUS CANNED MEATS

Are now recognized as a household necessity by all housekeepers.

The best of meat is used, which with clean handling and the great care exercised in the preparation makes the quality all that can be desired.

ALL OUR CANNED MEATS

Are put up in Key Opening Cans.



They are an addition to the table, providing as they do meats of an appetizing quality, ready to serve without the trouble and cost of cooking, thus being more economical and handy.



A full assortment of all the different kinds which we put up will be found in our stores. Also with all grocers.

Do not be put off with just as good. Insist on getting Laings. It satisfies.

—THE—

Laing Packing & Provision Co.,

LIMITED.

STORES ALL PARTS OF CITY.

John Gordon & Son,
MONTREAL.

Manufacturers Agents

in Dry Goods

Representing

The Standard Shirt Man'g Co. Ltd., Montreal.

White Shirts, Collars, Colored Shirts, Working Shirts, Overalls and Pants, Ladies Collars, Blouses and Skirts.

The Cornwall & York Cotton Mills Co. Ltd., St. John N. B.

Denims, Cottonades, Tickings, Flannelettes, Twines, Yarns, &c.

The Anchor Knitting Co. Ltd., Almonte, Ont.

Shirts and Drawers, Lumbermen's and Grey Socks, Hosiery, &c.

James H. Wylie, Ltd. Almonte, Ont.

Flannels, Blankets, &c.

Samuel Fletcher & Co. Ltd., Nottingham, Eng.

Nottingham Laces.

R. F. & J. Alexander & Co. Ltd., Glasgow, Scot.

Cotton Threads.

Henry Cambell & Co. Ltd., Belfast, Ireland.

Linen Threads.

BOOT LACES.—Leather and Mohair. Rifle and Flat.

LARGE STOCK KEPT IN MONTREAL.

TAPES.—On 1000 yard reels.

(Continued from)

THE IRON, AND HARDWARE

Nearly 50,000 men in the iron, steel and of Montreal. This the immense importicular industry to thtry at large.

Montreal possesses way construction wor mills, a myriad of boiler works, large n send their products of the inhabitable y cutlery works, jewell ies including what is the largest general facturing concern in electrical works, bric works and wholesale by the score. The and wholesale harc Montreal is perhaps and varied in the Do

It is by no means city or island of Mo distant iron and ste material importance and development to Montreal enterp is indeed the princip development of the mineral resources.

There is a great d corner of the civiliz products of our mine Minerals of all kind and requisites for con the use of man are sca out the country with in all directions. Th why Canada should leading metal and ducing country in the we have immense practically inexhausti and unlimited water impossible to form an value and extent of th wealth of Canada.

We can divide the r of Canada into two c and manufacture, an the work by far the tion of our population ed that out of every 1,500 are engaged various metals from 800 in manufacturing terial into all kinds tools, etc.

The French Govern the first Canadian sm 1737 on the St. Mauri province of Quebec ar as the St. Maurice. F finally taken over by italists and since that aces, smelting works, sprung up all over the

The wire industry l vast extent, and indee branch of the iron an facturing industry is Montreal.

Four-fifths of the i and hardware trade of is controlled in Montri thing manufactured i the world is procurabl

THE PAPER T

The headquarters of largest paper making fi are situated in Montre being located near to innumerable water p vicinity of the city.

manufactured principa tic use, although a ce tion finds its way int markets. The principa ing trade, however, is Although the pulp almost developed into of itself, but the great concerns still control principal pulp mills.

Many of the paper gaged in making a quality of coated ename high class grades of p print and wrapping p ever, in the greatest de

THE LEATHER IN

A large amount of M tal is invested in the t try throughout the Pro bec, and although the centre of this industr several small tanneries diate vicinity devoted to tion of certain leathers.

Montreal has upwar large shoe factories emp ands of hands, includi boot and shoe factory The manufacture of le and leather fancy goo scriptions is extensivel in Montreal.

THE BUILDING AND TRADES.

No city on the Ameri can surpass Montreal fo and substantiality of h commercial or reside

(Continued from page 36.)

THE IRON, METAL AND HARDWARE TRADE.

Nearly 50,000 men are employed in the iron, steel and metal industries of Montreal. This fact alone shows the immense importance of this particular industry to the city and country at large.

Montreal possesses three vast railway construction works, great rolling mills, a myriad of foundries and boiler works, large nail works which send their products to every corner of the inhabitable world, tool and cutlery works, jewellery manufacturing including what is declared to be the largest general jewellery manufacturing concern in America; great electrical works, bridge works, wire works and wholesale hardware houses by the score. The manufacturing and wholesale hardware trade of Montreal is perhaps the most vast and varied in the Dominion.

It is by no means confined to the city or island of Montreal. Many distant iron and steel industries of material importance owe their origin and development to Montreal capital and Montreal enterprise. This city is indeed the principal factor in the development of the Dominion's vast mineral resources.

There is a great demand in every corner of the civilized world for the products of our mines and factories. Minerals of all kinds and the fuel and requisites for converting them to the use of man are scattered throughout the country with a lavish hand in all directions. There is no reason why Canada should not become the leading metal and machinery producing country in the world. Then we have immense virgin forests, practically inexhaustible coal deposits and unlimited water power. It is impossible to form an estimate of the value and extent of the vast mineral wealth of Canada.

We can divide the metal industries of Canada into two classes, mining and manufacture, and they engage the work by far the largest proportion of our population. It is estimated that out of every 10,000 people, 1,500 are engaged in extracting various metals from the earth, and 800 in manufacturing the raw material into all kinds of machinery, tools, etc.

The French Government erected the first Canadian smelting works in 1737 on the St. Maurice River in the province of Quebec and were known as the St. Maurice Forges and were finally taken over by Montreal capitalists and since that time blast furnaces, smelting works, foundries have sprung up all over the country.

The wire industry has grown to a vast extent, and indeed every possible branch of the iron and metal manufacturing industry is carried on in Montreal.

Four-fifths of the importing iron and hardware trade of the Dominion is controlled in Montreal, and anything manufactured in any part of the world is procurable in our city.

THE PAPER TRADE

The headquarters of some of the largest paper making firms in Canada are situated in Montreal, their works being located near to some of the innumerable water powers in the vicinity of the city. The paper is manufactured principally for domestic use, although a certain proportion finds its way into the foreign markets. The principal manufacturing trade, however, is in wood pulp. Although the pulp industry has almost developed into a distant one of itself, but the great paper making concerns still control many of the principal pulp mills.

Many of the paper mills are engaged in making a very superior quality of coated enamelled and other high class grades of paper. Newsprint and wrapping papers are, however, in the greatest demand.

THE LEATHER INDUSTRY.

A large amount of Montreal capital is invested in the tanning industry throughout the Province of Quebec, and although the city is not a centre of this industry, there are several small tanneries in the immediate vicinity devoted to the production of certain leathers.

Montreal has upwards of twenty large shoe factories employing thousands of hands, including the largest boot and shoe factory in Canada. The manufacture of leather belting and leather fancy goods of all descriptions is extensively carried on in Montreal.

THE BUILDING AND LUMBER TRADES.

No city on the American continent can surpass Montreal for the elegance and substantiality of her buildings, commercial or residential. The

abundance of suitable stone in the vicinity, doubtless, led up to the substantiality of her buildings. In the grounds of the Montreal College stand two old rough stone towers in perfect preservation, part of the original defences of an old Indian mission post, erected in 1694, and there are old houses and business buildings erected so far back as the years 1655, 1662 and 1667.

Extensive beds of brick clay in the vicinity of Montreal enable many large brickmaking concerns to produce the very finest kinds of pressed bricks in the world. The masonry trade is very flourishing and building operations are going on at all times, excepting in the depth of winter, in all directions, as the rapidly increasing demands of the city require. All kinds of builders and contractors supplies are abundant and easily obtainable in Montreal.

Some of the most able architects practising on this continent are to be found in Montreal.

The vast lumber trade of Canada is still one of its most important industries, although many millions of dollars worth of lumber and timber has been taken from our Canadian forests, a practically unlimited supply still remains. Some large lumber concerns engage in business in Montreal, and about three-fourths of the lumber cut in Canada passes through this port, which is also a great lumber distributing centre.

OTHER INDUSTRIES.

After enumerating the foregoing leading industries of Montreal, the kindred and other manufacturing, mercantile and professional avocations, which go to make up the life work of the denizens of a large city like Montreal, can readily be gauged. There are very few, indeed, which do not flourish in the midst of Canada's metropolis, and such is the enterprise of her citizens that should the slightest demand be shown, which justified the establishment of any industry which may still be non-existent in Montreal, a few days would be all that would be required to launch such an enterprise. Progressive, flourishing, up-to-date, with a rapid growth of area and population, Montreal takes rank as one of the foremost commercial seaport cities in the world.

ESTABLISHED 1846.
The Montreal City and District SAVINGS BANK.

Capital Subscribed - \$2,000,000
Capital paid up - \$600,000
Reserve Fund - \$800,000

DIRECTORS

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R. Bellemare, *Vice-President.*
Hon. J. A. Ouimet
M. Burke
Hon. Robert Mackay
H. H. Molson
Chs. P. Hebert
R. Bolton
G. N. Moncel
Robert Archer
A. P. Lesperance, *Manager.*

NUMBER OF ACCOUNTS OPEN 74,487

HEAD OFFICE:
176 St. James Street

BRANCHES:

1532 St. Catherine St. East.
2312 Notre Dame West.
656 Notre Dame East.
Corner Condé and Centre
946 St. Denis, corner Rachel.
2275 St. Catherine Street West
Cor. McGill College Ave.
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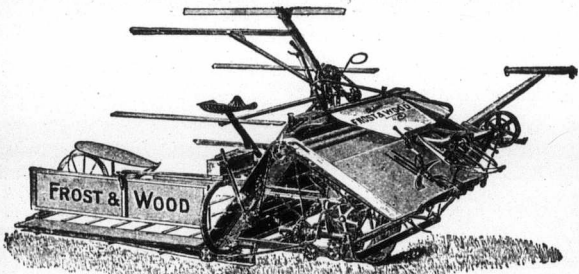
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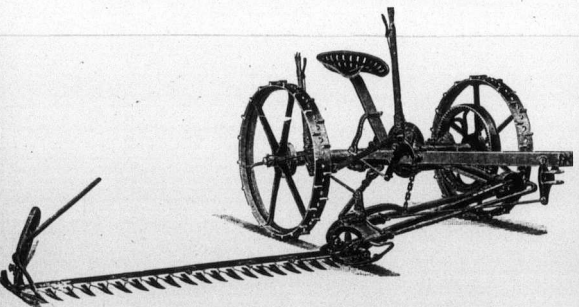
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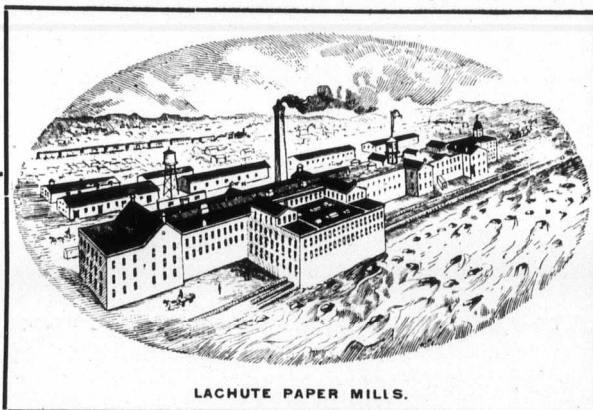
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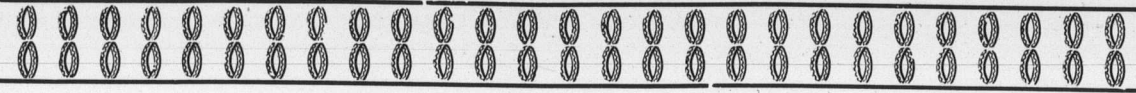
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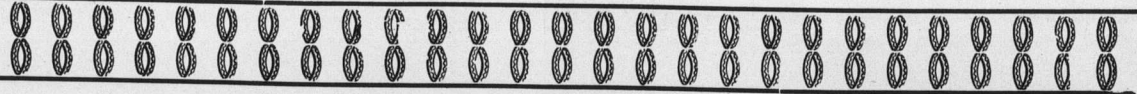

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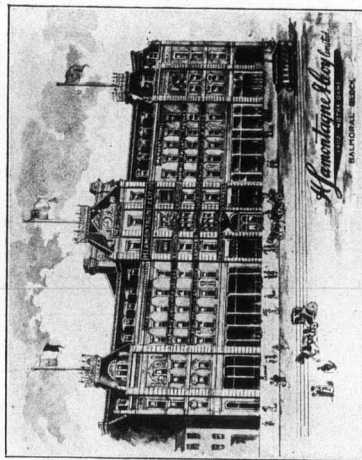
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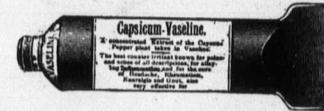
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