

CANADA

Descriptive Atlas



Issued by direction of
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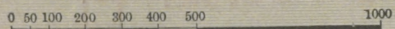
Longitude West from Greenwich



NORTH AMERICA

SCALE

Statute Miles, 575 = 1 Inch.



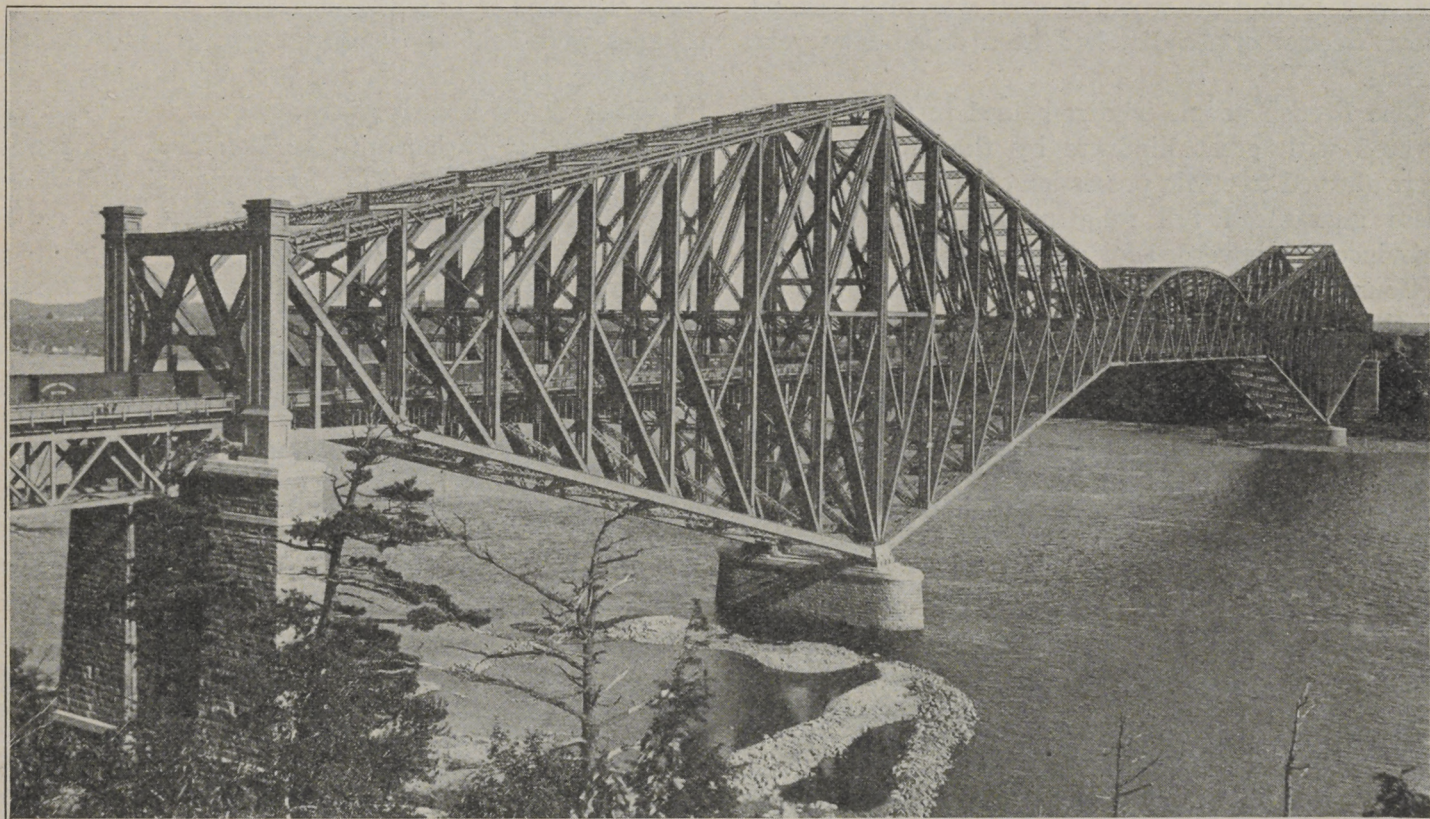
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CANADA

THE Dominion of Canada comprises the entire northern part of the continent of North America, with the exception of Alaska, the United States' rich possession in the far Northwest, and Greenland, and the separate British Dominion of Newfoundland, which includes the narrow strip of Labrador coast. On west, north, and east, three great oceans—the Pacific, the Arctic, and the Atlantic—form its boundaries, while its southern jagged outline borders the United States. Its population of about 9,000,000 averages less than three persons to each of its 3,729,665 square miles of area. This does not preclude dense

on either side of the continent. From the United States' boundary, the 49th parallel of latitude, to the Arctic Ocean is 1,600 miles, and the region approaching the North Pole is a perfect network of islands, peninsulas, inlets, channels, straits, sounds, and gulfs. Canada is computed to have some 14,000 miles of navigable lakes and rivers.

Historical. The story of the Dominion goes back over four hundred years. In 1498, John and Sebastian Cabot explored portions of the eastern coast. In 1534, Jacques Cartier, sailing from St. Malo, landed at Gaspé and took possession of the country in the



The Quebec Bridge, which spans the River St. Lawrence near the City of Quebec, is one of the largest structures of its kind in the world. Across it is carried the eastbound and westbound traffic on the Transcontinental division of the Canadian National Railways

massing of its people in certain sections of the country, but vast stretches of uninhabited territory in the north equalize the proportion. Canada is a little larger than the United States, and but little smaller than all Europe.

Canada is a land of irregular outline and enormous distances, with a mainland varying from the latitude of Spain and Italy to that of Northern Norway. From Victoria, on the Pacific, to Dawson, on the Yukon River, is 1,550 miles by water and rail, while from the city of Quebec to the Straits of Belle Isle, on the Atlantic, is 850 miles. From Halifax on the east to Vancouver on the west is 3,772 miles by rail, and though on both Atlantic and Pacific shores the coast line is largely cut off by restrictions of Nature's own making, there is no lack of admirable harbours

name of the King of France. The next year he again crossed the Atlantic and, entering the Gulf of St. Lawrence, sailed up the river of the same name as far as the sites of the present cities of Quebec and Montreal. Six years later a colony sent from France failed disastrously, and for over half a century nothing more was heard in Europe of the country beyond the seas.

In 1604 another attempt to colonize the new land was made by a French nobleman named DeMonts, who in that year led an expedition to Acadia, where for a time the colonists led a merry existence at Port Royal, now Annapolis. The colony was not a success, but DeMonts was undismayed, and in 1608 sent out another expedition under Samuel de Champlain, who had been one of his trusted lieutenants in Acadia.

Sailing up the St. Lawrence, Champlain laid the foundations of the present city of Quebec. This was the real beginning of the Dominion of Canada.

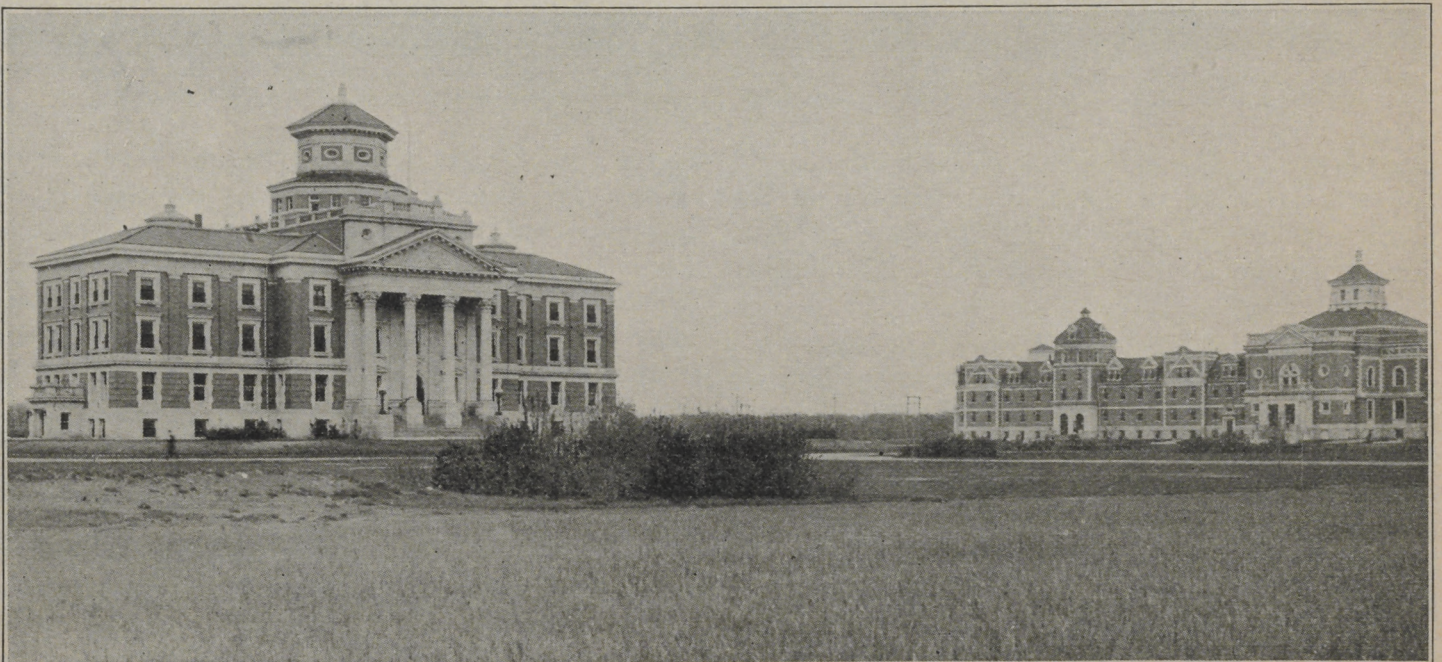
For a century and a half Canada remained in the possession of France. Colonists were sent from the mother country, and an attempt was made to build up a great French colony north of the English settlements in the New World. The history of the country during this period is filled with exploits of the fur trade, daring attempts at explorations, wars with the Indians, and above all, with struggles for the mastery with Great Britain and the British colonies to the south. At last the end came, and in 1759 on the Plains of Abraham, without the walls of Quebec, was fought the battle that ended French domination in America. In 1763 the Treaty of Paris handed over to Great Britain the whole of what was then Canada. Nova Scotia, or Acadia, had been ceded fifty years before.

The French people who remained in Canada were treated with great kindness by the victors. They were allowed to retain possession of all their lands and were guaranteed full religious freedom. The new Province was governed for a time by a Governor and a Council, but a change was near at hand. The end of the American Revolution had forced out of the Thirteen Colonies a large number of their inhabitants, who chose to forfeit their lands and goods rather than prove disloyal to their mother country. These United Empire loyalists, as they were called, came to Canada in thousands. Some settled in Nova Scotia, others in the present Province of New Brunswick, others again in what is now the "Eastern Townships of Quebec," while still others pushed westward and settled along the banks of the St. Lawrence and the Great Lakes. The arrival of this new element in the population disturbed the relations which had existed between the

Governor and those governed. The new settlers demanded representative institutions, and discontent arose. To allay this, in 1791, the Imperial Parliament passed the Constitutional Act, which divided the country into two Provinces known as Upper and Lower Canada. This division continued until 1841, fifty years later, when the two Provinces were again united by the Act of Union. In the meantime three British colonies had been established along the Atlantic coast, Nova Scotia, New Brunswick, and Prince Edward Island.

In the next ten or fifteen years the conviction gradually grew in all the colonies that a union of the British possessions in the northern part of North America was desirable and advantageous, both for the colonies themselves and for Great Britain. Conferences between representatives from the interested colonies were held at Charlottetown, at Quebec, and at London, and at last, on the first day of July, 1867, by virtue of the British North America Act, a statute of the Imperial Parliament, the Dominion of Canada came into existence. The four original Provinces were Ontario, Quebec, New Brunswick, and Nova Scotia, but provision was made for the inclusion of other colonies should they wish to join the federation. Manitoba entered the Confederation in 1870, and was soon followed by British Columbia and Prince Edward Island. The Provinces of Saskatchewan and Alberta were created in 1905.

In 1610, Henry Hudson, an English explorer, discovered the Bay that bears his name. Sixty years later the famous Hudson's Bay Company, to which was granted practically the whole northern continent west of Hudson Bay, was chartered by Charles II, King of England. For two hundred years this immense territory was under the rule of the Company, which made practically no attempt at settlement, preferring



Manitoba Agricultural College, Winnipeg—Similar Colleges are maintained in every Province of Canada

that it should remain in the possession of the Indians and the fur traders. When, however, the Dominion of Canada was formed, the far-seeing statesmen of the time saw that this section logically should belong to the Dominion, and took steps to bring this about. After prolonged negotiations the purchase was finally made, and in 1868 the whole Hudson Bay Territory was formally handed over to Canada. From this new land in the far West has been carved the three great Provinces, Manitoba, Saskatchewan, and Alberta. The remaining portion is now under the direct government of the Dominion as the Yukon Territory and the Northwest Territories. The Dominion of Canada now extends from the Atlantic to the Pacific across the whole northern half of the continent.

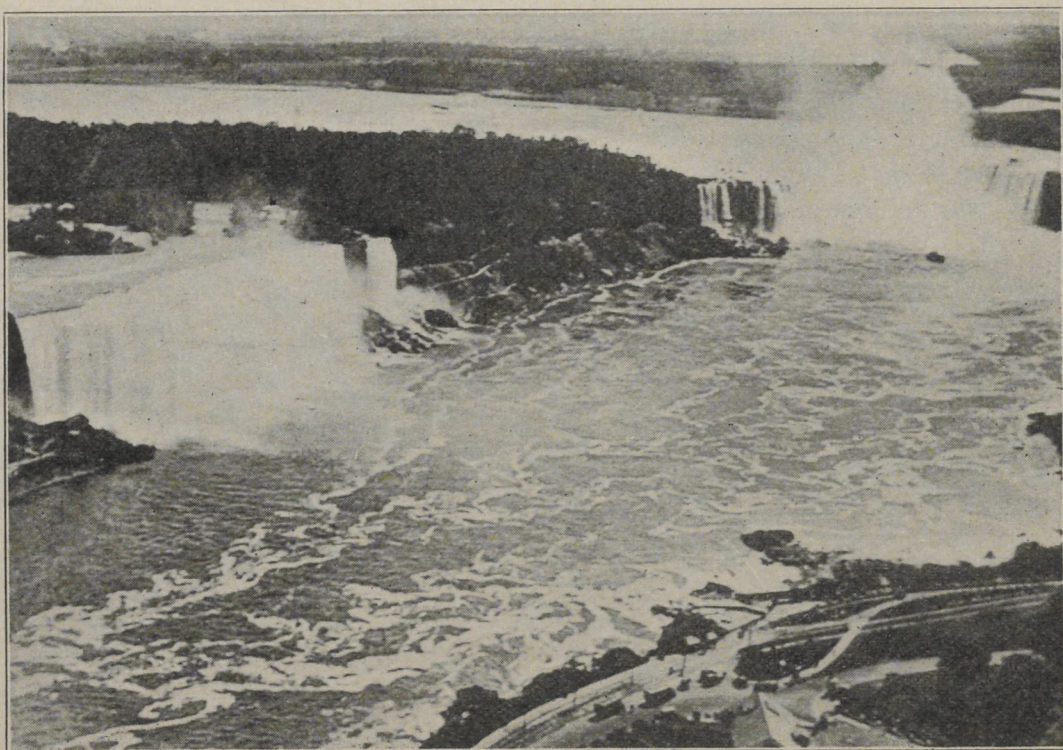
Provinces and Territories. The nine Provinces of Canada are generally divided into groups, the grouping being dependent on their geographical position. Nova Scotia, New Brunswick, and Prince Edward Island, lying along the Atlantic Ocean, are called the Maritime Provinces. Ontario and Quebec, along the St. Lawrence River, the Great Lakes, and Hudson Bay, are known as the Central Provinces. Manitoba, Saskatchewan, and Alberta, lying in the great central plain between the Laurentian Highlands and the Rocky Mountains, have received the name of the Prairie Provinces, while British Columbia, from its situation on the Pacific Ocean, is usually called the Pacific Province. Yukon Territory received its name from the great river which flows through and drains it, and the Northwest Territories are named from their situation in the far north and west of Canada. They cover a huge area extending to the Arctic Ocean.

Physical Features. Physically, Canada may be divided into five clearly marked divisions, each having its own special characteristics—the Acadian Region, the Lowlands of the St. Lawrence, the Laurentian Highlands, the Great Central Plain, and the Great Mountain Region.

The Acadian Region includes the Maritime Provinces, together with the southeastern part of the Province of Quebec. The surface is exceedingly broken, but the elevations seldom exceed 1,000 feet in height, except in the Gaspé peninsula. It is a rolling country of hills and ridges, but between the hills, along the rivers, and along the low

coast regions are most valuable agricultural lands. The rivers of New Brunswick are large and rapid, but those in Nova Scotia, from the nature of the land, are for the most part comparatively short and sluggish, some being tidal. The soil is fertile, especially in the valleys and river beds. The climate is moderate and not subject to extremes. The spring is somewhat late, and the snowfall in winter is heavy, but the summer and autumn are delightful.

The Lowlands of the St. Lawrence Valley include that portion of Quebec lying between the Laurentian Highlands on the north and the Appalachian Mountains on the southeast, and the part of Ontario between Lake Ontario and the Laurentian Highlands, including the broad peninsula to the west. From about Quebec City to the lower end of Lake Ontario the country is almost continuously level, but at the western end of the lake there is an abrupt rising known as the Niagara escarpment. The country north and east of the escarpment as far as Georgian Bay and the Laurentian Highlands is mainly level, but diversified by rolling hill land. The portion of Ontario between the Niagara escarpment and Lakes Erie and Huron is a broad, level table-land sloping gradually to the lakes. The Lowland district is well watered, but with the exception of the Ottawa River, which flows through this region from the Highlands and the larger tributaries of the St. Lawrence in the Province of Quebec, the rivers are not of any considerable size. The soil is mostly sand loam and clay loam and is very fertile. Some of the finest agricultural land in the world is included in this region. The rainfall is abundant. There is considerable variation between the hot sum-



Niagara Falls from the Canadian side. This mighty cataract is one of the scenic wonders of the world, and a source for the development of electric power for commercial and domestic use over a large area in Southern Ontario

mers and the cold winters, but the climate is dry and invigorating. The snowfall is heavy, especially in the northern part and in Quebec Province.

The Laurentian Highlands take up nearly one half of the area of Canada. They include all the land lying north of the Lowlands of the St. Lawrence up to and surrounding Hudson Bay, and reach over on the west almost to the Mackenzie River. In Ontario they extend as far south as Lake Superior and Georgian Bay, while a spur stretches south into the United States, forming the Thousand Islands. The surface is rolling, with innumerable small hills and knolls. Its distinguishing feature, however, is the multitude of lakes, large and small, with which it is covered. The streams are for the most part short and winding, flowing in all directions. The soil is not deep, but some of the valleys are quite fertile, and the rocks are rich in minerals. Lying between the Muskoka section and Hudson Bay is the Great Clay Belt of Ontario, as yet almost covered with forest growth, but containing millions of acres of land, well watered and of great fertility. In winter the temperature is low, but the summers are very pleasant. The Muskoka Lakes, in the southern section of the Highlands, are one of the best known summer resorts in Canada.

The Great Central Plain extends from the International Boundary on the south to the Arctic Ocean on the north, and from the Laurentian Highlands on the east to the Rocky Mountains on the west. At the extreme south the plain is about 800 miles in width, but it gradually narrows as it extends northward until it is but 400 miles in width. The plain from east to west divides into three prairie steppes or levels. The first steppe, which lies wholly within the Province of Manitoba, is about 800 feet above sea level and contains the exceptionally fertile Red River Valley. The second steppe begins in the western part of Manitoba and gradually increases in height until it



A Modern Ruth

reaches an elevation of about 1,600 feet at its western limit, a rise which crosses the southern part about one-third of the way between Regina and Medicine Hat and extends northwesterly across the North Saskatchewan River. In contrast to the first steppe, which is almost uniformly level, the second steppe is rolling and more diversified in surface. The third steppe extends westward from the second steppe until it reaches the Rocky Mountains, where it has an elevation of 3,000 feet. Its surface is still more diversified than that of the second steppe. At the base of the Rockies are the foothills, lower elevations running parallel with the main range, but much broken.

In the southern and southeastern part the surface is drained by means of the Red River and its tributary the Assiniboine, flowing into Lake Winnipeg. The Saskatchewan, with its branches and their tributaries, drains the southern part of the second and third steppes into Lake Winnipeg, the waters of which flow through the Nelson River into Hudson Bay. The northern part is drained by the Churchill River into Hudson Bay, and by the Peace, Athabaska, and Mackenzie Rivers into the Arctic Ocean. The soil of the prairie region is in general exceedingly rich, consisting of black or chocolate loam from one foot to ten feet in depth.

In fact, this prairie region is one of the great agricultural sections of the world. The climate is stimulating and healthful, favourable to hardy bodies and vigorous minds. There is less rain and snow than in most other portions of the Dominion, but it is important to note that more than half of the annual rainfall occurs during the summer months when it is most needed by the farmers. The winters are severe, but in the western and southwestern sections are modified by the warm winds which blow across the mountains and exert a marked influence on the temperature of the plains.



Cascade Mountain, Banff National Park

The Great Mountain area extends from the United States' boundary on the south to the Arctic Ocean on the north, and from the foothills of the Rocky Mountains on the east to the Pacific Ocean. The Rocky Mountains have an average width of 60 miles, with many rugged peaks ranging in height up to 19,540 feet. From the Rockies westward the height of the various ranges diminishes, the Selkirks having summits which reach 10,000 feet, while the Coast Range, with a width of 100 miles, sinks to 9,000 feet and less. Between the forest-clad mountain ranges lie many valleys, drained by broad and rapid rivers. One of the largest of these, lying along the western base of the Rockies for 700 miles, is drained by the Columbia and Fraser Rivers and their tributaries. The Skeena drains the northern section, while the northeastern waters flow through the Peace, Liard, and other rivers into the Mackenzie. The Yukon drains the northern part into Bering Sea. The rivers are very much obstructed, and only in certain places are they navigable. The soil in the dried-up beds of streams and at the mouths of the rivers is extremely fertile, and there are many valleys in which it yields abundantly. The climate is extremely varied, that of the coast region being moist and balmy, very much like that of southern England, but in the interior the winter is colder, with rather extreme heat in summer. The northern section is, of course, very cold.

The rivers and lakes of the five physical sections into which the Dominion is divided demand notice. One-thirtieth of the surface of Canada is water, and one-half of the principal rivers of North America are found within its boundaries. The chief river is the St. Lawrence, which drains the Great Lakes and is the highway of Canadian commerce in the East. The principal rivers of the West are the Yukon, the Mackenzie,—one of America's longest streams,—the Saskatchewan, Peace, Red, Fraser, and Columbia, all of which are useful as avenues of transportation. Besides the four Great Lakes which form part of the line dividing Canada from the United States, are three others ranging in area from 9,000 to 12,000 square

miles—Lake Winnipeg, Great Slave Lake, and Great Bear Lake, which equal or exceed in size Lakes Erie and Ontario. There are innumerable smaller inland bodies of water, among them the far-famed Lake Nipigon, the fisherman's paradise, and the lakes of Northern Quebec.

Hudson Bay is an enormous inland sea 595 miles in width and 800 miles long, connected with the Atlantic Ocean by the wide strait bearing the same name, and with the Arctic Ocean by Fox Channel and Fury and Hecla Strait. Its southern portion is termed James Bay. Reports show that Hudson Bay and Strait are sufficiently free from ice for about four months in the year to permit of navigation. When the line of railway now under construction reaches the ports on the Bay it will have considerable influence in the marketing of the products of the Prairie Provinces. The distance to Liverpool from all the important points in these great wheat fields by way of Hudson Bay is almost 1,000 miles less than by the Montreal route.

Climate. The climate of each of the physical divisions of Canada has already been touched upon, but it may be pointed out that the range of climatic conditions is as wide as the extent of the country is vast. As compared with that of Europe, except in the territory on or near the Pacific Coast influenced by the warm waters of the ocean, it is marked by longer and colder winters, with shorter, warmer, and drier summers. The temperature of the Pacific Coast is identical with that of the British Isles in the same latitude. The principal point to keep in mind is that the Canadian climate is healthful and invigorating.

Agriculture. Agriculture is the chief industry of Canada. In a single year the value of the total agricultural production of the country has exceeded \$1,975,841,000. These figures are startling, but when a comparison of the number of acres under tillage is made with the number of acres that may be brought under cultivation, some idea may be gained of the agricultural opportunities which Canada now presents,



The Bison in a wild state is practically extinct in Canada, but there are large herds in the National parks, protected by the Dominion Government



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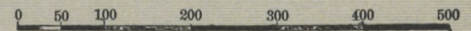
Longitude West from Greenwich



**DOMINION OF CANADA
AND
NEWFOUNDLAND**

SCALE

Statute Miles, 245 = 1 Inch.



The Rand McNally & Co.'s New 11x14 Map of
Dominion of Canada and Newfoundland
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The large Sheep Ranches of Western Canada have passed, but the smaller farmers are going extensively into sheep-raising

and of the wealth that must accrue from their use. To the farmer, Canada is a land of immense possibilities. Grain and vegetable growing, stock raising, fruit farming, and dairying are common to all parts of Canada, and are dealt with at length under each Province.

Lumbering. The forests of Canada are among the largest in extent in the world, and are a correspondingly great source of wealth. When the early French explorers first sailed up the St. Lawrence River and endeavoured to penetrate the interior, they found the surface of the country covered with one huge forest, the rivers being the only roads into its vast and gloomy recesses. Much of the forest, especially in the southern section, has been cleared away to make homes for the settlers, and still greater areas have been destroyed by fire, but sufficient still remains to make Canada the greatest potential lumber producing country to-day. Not only are these forests valuable for the lumber and pulp wood they contain, but they are also of immense importance in supplying fuel, in tempering the climate, and in conserving the water supply. For these reasons they are carefully guarded against fire and wanton destruction, and reforestation is being conducted in a scientific manner. Vast areas in almost all the Provinces have been set apart as forest reserves, those in the hands of the Dominion Government alone, including parks, amounting to 43,710 square miles. With proper care there is no danger of the forest wealth of Canada being depleted for centuries to come.

The manufacture of wood-pulp for paper making has resulted in a marvellous development of the lumber industry. Huge pulp mills are scattered over northern Quebec and Ontario, and also the West, where thousands of hands are employed, with an annual payroll of over \$32,000,000. A great deal of the lumber manufactured is required for home consumption. This market is constantly increasing, and there is also a large export trade carried on with Great Britain and the United States. On the Pacific Coast, a good deal of the lumber is shipped to Australia, New Zealand, and the Orient. The total annual value of the forest products of Canada is over \$306,660,000.

Fishing. Canada being a maritime country, with 10,000 miles of coast line on the Atlantic and 8,000 miles on the Pacific, naturally has one of her greatest sources of wealth in her annual catch of fish. The most valuable commercial fish are found in cold, shallow waters, where food is abundant. There are three great centres where these conditions are found,

and two of these are adjacent to the coasts of Canada, one in the North Atlantic and the other in the North Pacific. On the east coast, cod, mackerel, haddock, herring, sardines, smelts, and halibut, as well as lobsters and oysters, are abundant, while the west coast swarms with food fish, particularly salmon and halibut. Further, practically all the great lakes and rivers of Canada are filled with valuable fish, such as lake trout, speckled trout, sturgeon, whitefish, pickerel, and bass. Most of the fish caught in the inland waters are for home consumption, but considerable quantities are shipped to the United States. Moreover, what will likely prove to be a valuable source of wealth, the waters of Hudson Bay, which teem with commercial fish of many kinds, have not yet been touched.

An important manufacturing industry has sprung up in Canada and is developing very rapidly in the canning of fish, particularly salmon and lobsters, for domestic and export purposes. This industry has reached large proportions in British Columbia, where thousands of men and women are employed in the salmon canneries during the season.

The annual value of the fisheries has exceeded \$60,250,000. The greater part of the catch is exported, the United States being the principal market. A great number of men and boats are employed in the industry. To insure a continuous supply of fish, the Dominion Government has in operation sixty-one fish hatcheries, six salmon ponds, and one lobster pound. Fish are strictly protected in all the Provinces under heavy penalties.

Mining. Underneath the soil of Canada there are vast stores of metals and minerals of colossal value which await only the money of the capitalist and the persistent tap of the prospector's hammer and pick. The total annual value of the mineral production has exceeded \$227,859,000. Canada has within its borders practically all the leading commercial metals, with the exception of tin. The most important is coal, mined principally in Nova Scotia, Alberta, and British Columbia. The value of the coal produced exceeds \$77,000,000 annually. Nickel, of which Canada has about nine-tenths of the visible supply in the world, comes next, with an annual value that has reached as high as \$24,455,000. Copper from British Columbia and Northern Ontario ranks third, followed by silver and by gold from the same Provinces and the Yukon Territory. Nova Scotia also produces a quantity of the latter metal. Canada leads all other countries in the output of asbestos and

corundum, mined principally in Quebec. Lead is mined in British Columbia, and mica and molybdenum in Quebec. Limestone and clay deposits are common in all the Provinces, the manufacture of Portland cement assuming large proportions. Natural gas and oil are found in New Brunswick, Ontario, and Alberta.

The gold and silver mines in the Porcupine and Colbalt districts of Ontario are famous the world over.

Manufacturing. Magnificent water power is available in almost every Province in Canada. Converted into electric energy, this has had much to do with the progress of Canadian manufactures. The value of the manufactured products has exceeded \$3,520,730,000 in a year. Ontario occupies the premier position as a manufacturing Province, with Quebec in second place, followed by British Columbia, Nova Scotia, and Manitoba in the order named. Montreal leads the list of manufacturing cities, with Toronto a close second, and followed by Hamilton, Winnipeg, Ottawa, and Vancouver. The list of manufactured products is large and includes articles as various as agricultural implements, pianos, cottons, sugar, boots, soap, and automobiles. In fact, practically every article manufactured in countries in the Temperate Zone is represented among Canadian products. There are at present over 38,340 establishments producing manufactured articles, with about 682,430 employees.

Exports and Imports. The trade and commerce of Canada in recent years have shown a steady and substantial increase. The principal exports are agricultural products, particularly wheat, oats, vegetables, fruit, cattle, hides, bacon, butter, cheese, and eggs; products of the fisheries, such as fresh fish, canned salmon, lobsters, and sardines; products of the mines, principally gold, silver, nickel, copper, asbestos, and mica; products of the forest, such as dressed lumber, shingles, laths, pulp wood, and wood-pulp; also furs and several other manufactured articles. The principal imports are silk, cottons, woolens, anthracite coal, tropical fruits, spices, tobacco, rice, sugar, corn, and articles manufactured from iron and steel. The exports of Canada have reached over \$1,540,000,000, and the imports have gone over \$1,240,158,000 in a single year.

Transportation. There are two great railway systems in Canada, the Canadian National Railways and the Canadian Pacific Railway. The Canadian Pacific is Canada's pioneer trans-continental railway, reaching all the principal industrial, commercial and agricultural districts of the Dominion.

The main line, 2,885 miles in length, runs from Montreal to Vancouver, through the provinces of Quebec, Ontario, Manitoba, Saskatchewan, Alberta, and British Columbia, and passes through Ottawa, Sudbury, Fort William, Winnipeg, Brandon, Regina, Moose Jaw, Medicine Hat, Calgary and the Rocky Mountains. In addition to this, the Canadian Pacific has nearly 12,000 miles of branch lines in Canada

alone, radiating in all directions. Of these some of the most important are those from the Atlantic port of St. John, N. B., to Montreal; Montreal to Toronto and Detroit; Toronto to Sudbury; and the Crow's Nest Pass Kettle Valley Line through Southern British Columbia.

The Canadian Pacific also controls over 5,000 miles of railways in the United States, whereby direct entry is obtained from that country into Canada at many points. Of these the most important is the "Soo" Line, which provides service from Chicago and St. Paul to both Winnipeg and Moose Jaw, Sask. The Spokane International and Canadian Pacific route links the North Pacific States with Western Canada. Direct connections are also made in Eastern Canada from both Toronto and New York to Chicago, New York, Boston and Portland.

The Canadian Pacific also operates ocean steamships to Europe, Japan, and China; on the Great Lakes, and on the Coast and inland lakes of British Columbia. It operates thirteen hotels in the Dominion, and its own telegraph and express service.

The Canadian National Railways constitute the largest publicly owned railway system in the world and serve every province of Canada. They include the Intercolonial Railway, the Prince Edward Island Railway, the lines formerly owned by the Canadian Northern, the Trans-continental from Moncton to Winnipeg, the Grand Trunk Pacific from Winnipeg to Prince Rupert and various branch lines, as well as the lines of the Grand Trunk system, the total mileage



Ouiatchuan Falls, Ouiatchuan River, Quebec

within the Dominion being close to 21,000, and operation being carried on in all nine Provinces. The Intercolonial now forming part of the Canadian National system runs directly from Halifax to Montreal, serving the local traffic of Nova Scotia, New Brunswick, and part of Quebec. From Montreal the Canadian Northern division of the National system runs direct to Vancouver, passing through Port Arthur, Winnipeg, Edmonton, and the Rocky Mountains. The Transcontinental, another National line, from Moncton to Winnipeg, cutting through the undeveloped regions of Northern Quebec and Ontario, joins the Grand Trunk Pacific division of the National Railways at Winnipeg, thus giving direct connection with Prince Rupert on the Pacific Coast. There are branches in all the Provinces, especially in Manitoba, Saskatchewan, and Alberta, where the lines serve to tap the great grain districts.

The Grand Trunk system now included in the Canadian National, operates about 3,600 miles of track in Canada. The main line of the railway is from Portland, Maine, to Chicago, Illinois, passing through the busiest and most fertile part of Quebec and Ontario. In these two Provinces its branches form a perfect web, reaching all the principal local centres. Formerly very closely connected with the Grand Trunk was the Grand Trunk Pacific, now incorporated into the National Railway system. This line threads its way from Winnipeg to Prince Rupert, passing through Saskatoon, Edmonton, and the Rocky Mountains as it proceeds towards the Pacific coast. Branches run to nearly all the principal cities of the three Prairie Provinces.

From the Atlantic to the Pacific there are frequent points of connection with the railways of the United States, and in addition to the two great Canadian systems there are a number of local railways in the

Provinces, serving for the most part as colonization lines. Among these may be mentioned the Timiskaming and Northern Ontario Railway, which connects with the Government Transcontinental at Cochrane and assists in opening up the Great Clay Belt to settlement.

The electric railways in Canada are serving a very practical purpose in bringing the rural districts into closer connection with the urban centres. Nearly 2,430 miles of such railways, principally in Ontario, are in operation.

The waterways of Canada are superior to those of any country in the world, the Great Lakes and the St. Lawrence River forming an unequalled system of inland water transportation. From the seaboard to Port Arthur at the head of Lake Superior, a distance of 2,000 miles, vessels drawing fourteen feet of water can proceed without let or hindrance. As far as Montreal, vessels drawing thirty-five feet of water can steam up the St. Lawrence in perfect safety. To overcome obstructions to navigation the Dominion Government has, at a cost of over \$137,000,000, constructed canals wherever needed. The most important of these are the Sault Ste. Marie Canal in the St. Mary River between Lakes Superior and Huron, the Welland Canal between Lakes Erie and Ontario, and the canals at Cornwall, Soulanges, and Lachine. Altogether there are eight canals with forty-eight locks between Montreal and Lake Superior. In addition there are various other canals connecting inland points, such as the Rideau Canal between Ottawa and Kingston, and the Trent Valley Canal connecting Georgian Bay with Lake Ontario. The St. Lawrence River, under Government direction, is carefully buoyed and provided with light houses, to render navigation safe and easy.



A railway Station in one of the rich farming districts of Western Canada



Growing Big Vegetables

Passenger and freight steamers ply on the Great Lakes between all the important points. Almost every navigable river and lake in Canada has its own steamers and fishing craft. The Canadian Pacific Railway alone has a fleet of fifty-two steamers on the inland and coast waters of Canada.

On both the east and west coasts of Canada there are splendid harbours. Halifax and St. John on the Atlantic, Quebec and Montreal on the River St. Lawrence, and Victoria,

Vancouver, and Prince Rupert on the Pacific are unsurpassed as havens for ships, with excellent harbour facilities. When the products of the field, the mine, the forest, and the mill are carried to the seaboard by means of the railways and canals they can readily be shipped to any part of the world. Canada alone has nearly 9,000 vessels, and also many steamship lines and sailing vessels make her harbours their port of call. The establishment of an ocean marine service to all parts of the world has been carried out recently by the Canadian Government. This service is operated in connection with the Canadian National Railways.

The Canadian Government has established a commission with full authority to adjust all disputes between the railways and the public and to control all charges. The total mileage of the railways in the Dominion is 38,896.

Sport. Big game hunting lures hundreds of sportsmen who love the great outdoors to Canada and provides sport to thousands of Canadians. In the East the white-tailed deer and the moose are the most important big game. On the prairies the black-tailed deer is also found. In some places woodland caribou are to be found, while the great plains north of the tree

line still swarm with the migrating barren-ground caribou. In the far north the game is more important as a source of food supply than for sport and even there there are carefully planned game laws to prevent dangerous depletion of the breeding stock. Alberta and British Columbia furnish Rocky mountain sheep and mountain goats for the sportsman who has learned to love the mountains and prefers to spend his holiday in sight of everlasting snow on lofty summits. The Cougar is hunted in British Columbia and because of its destructiveness a bounty is on its head. The most important game animal west of the Rockies is the deer, but moose, the great grizzly bear, caribou and other lesser kinds are also found in considerable numbers. The black bear does not receive the attention as a big game animal that its wildness warrants. It is known throughout the forested parts of Canada. Musk-oxen still exist in the remote north and steps have been taken by the Government to afford them greater protection.

The fur trade has been for over two hundred years one of Canada's rich resources and under proper management is capable of considerable development. The fur-bearing animals are of several kinds and those whose fur is most valuable are:—beaver, muskrat, fox, marten, mink, fisher, otter, ermine, lynx, skunk, coyote, bear, raccoon, wolf and others.

The Great Plains of Western Canada provide the most important breeding ground on the continent for wild ducks. Geese, to a great extent, and some kinds of ducks go north beyond these plains to breed, while many ducks breed in all parts of Canada. By a treaty with the United States spring shooting of migratory game birds has been abolished in both countries and many other necessary protective measures for both game and insect-eating birds enacted. Water-fowl have increased in consequence and better shooting is now enjoyed at all suitable localities in the Fall. Ruffed grouse (partridges) provide excellent sport throughout the woodlands of Canada. In the prairie provinces there are two other species of grouse, the sharp-tailed and the pinnated grouse, both known as prairie chickens. The European partridge has been introduced in Alberta and is thriving there, while in British Columbia the native supply of game birds has been increased by the introduction of pheasants and some species of quail. Many smaller game birds including sandpipers and plover are also found, though several varieties of the latter are now



Tuna Fishing in St. Margaret's Bay, Nova Scotia

specially protected as their numbers were decreasing.

Bird sanctuaries are being established to protect the breeding grounds of sea birds, of water-fowl on the prairies and other valuable migratory birds, so that the supply of game in a few years should be increased.

Population. When Canada, or rather that part of the Dominion lying in the valley of the St. Lawrence, was wrested from the French King by Great Britain, the population was almost wholly French. The major portion of the people remained in Canada, and since that time their descendants have so increased that they now number about one-quarter of the total population. Very much the larger number of the French-speaking people live in the Province of Quebec, but there are quite large settlements in the Maritime Provinces, in Ontario, and in the three Prairie Provinces. After the conquest of Canada and the coming of the United Empire Loyalists, a stream of immigration from the British Isles set in, and this stream has kept up steadily since that time. The result is that the remaining three-quarters of the population is very largely of English, Scotch, or Irish birth or descent. In Western Canada, however, there are settled large numbers of immigrants from the various European nations, but these are rapidly becoming naturalized, and their children, under the fostering care of the Provinces, are being brought up as Canadian citizens. There has also been of recent years an extensive immigration from the United States, good settlers, intelligent and forceful, men who have come to Canada to make homes for themselves and to take their share in the upbuilding of the Dominion.

A general prosperity is the prevailing condition throughout the country, for no one need be idle or penniless who is willing to work. Conditions, especially in the rural districts, have greatly improved during recent years. The advent of the automobile, the coming into general use of the telephone, the spread of the rural delivery mail system and now radio-telephony have rendered life in the country sections

more enjoyable and have brought to the farmers practically all the conveniences of city life. Travelling libraries are in circulation in almost all the Provinces. Weekly newspapers are published in all important villages, and even small towns have complete sanitary systems, with waterworks and electric lighting. Many of the Provinces provide for and support cottage hospitals in the rural districts. The churches are active in bringing to the people all the advantages of religious associations. In fact, even in the newer settlements, all of the necessaries and many of the conveniences and luxuries of life are enjoyed by the settlers.

The beaver, representative of intelligent industry, fittingly emblemizes the outstanding characteristics of her people as they are to-day. The country, a veritable treasure-box stretching from sea to sea, awaits but the strong hand of a mighty people to lift its magic lid and pour broadcast its treasures for the upbuilding of a vast, influential nation.

Government. Canada is the largest of the self-governing dominions within the British Empire. The British Crown is represented in Canada by a Governor General, who receives his appointment at the hands of the Imperial Government. Canada, however, is entirely independent as far as her domestic affairs are concerned, and to all intents and purposes in all other matters, the Imperial Government having the right to interfere in Canadian affairs only in cases where action taken by Canada would clash with the interests of the Empire as a whole. The law-making power is vested in the King, or his representative, and the Dominion Parliament.

The Dominion of Canada is a federal union, or partnership, of nine Provinces and two territories. Under the constitution of Canada, known as the British North America Act, passed in 1867, certain powers are given to the Provincial Legislatures, all other powers being vested in the Dominion Parliament. This differs from the United States, where all powers of legislation not definitely assigned to the



The far-famed Annapolis Valley of Nova Scotia produces apples having a world-wide reputation for quality



Assets on the Farm

Central Government remain in the hands of the constituent states. The Government of the Dominion is carried on by the Governor General, the Executive Council, and a Parliament composed of two houses, the Senate, and the House of Commons. The seat of government is at Ottawa, on the Ottawa River, in the Province of Ontario.

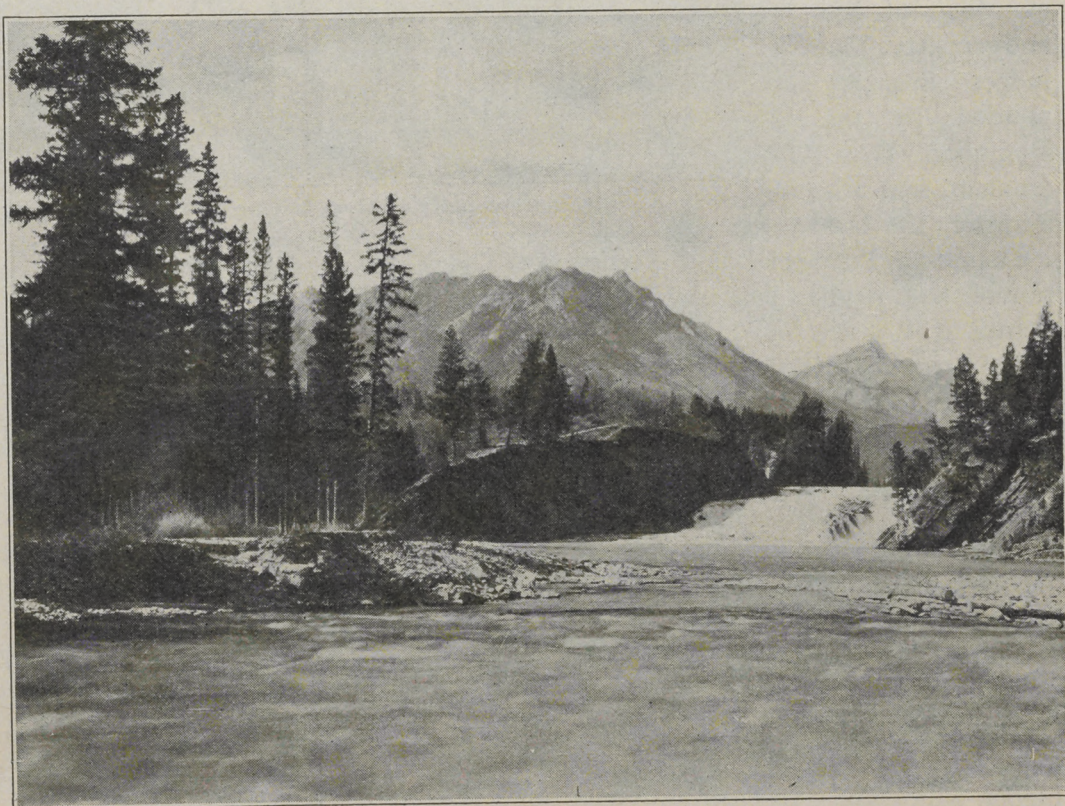
The Governor General, appointed by the British Government, represents the King in Canada, and is the guardian of Imperial interests. No bill passed by the Parliament of Canada can become law without receiving his assent. The members of the Senate are appointed by the Governor General, that is, in practice, by the Executive Council. The Senate now consists of 96 members: 24 from Ontario, 24 from Quebec, 24 from the Maritime Provinces, and 24 from the four Provinces of the West. The members of the House of Commons are elected by the people of Canada, on the franchise of both sexes, the Dominion being divided into constituencies for the purposes of election. The House of Commons now consists of 245 members. Parliament may be dissolved at any time by the Governor General.

While the House of Commons and the Senate, with the consent of the Governor General, enact the laws, their enforcement is placed in the hands of the Executive Council, which is really the government of the country. The Executive Council is generally known as the Cabinet. It is not limited as to numbers, but its members must be chosen from the House of Commons and the Senate. The leader of the Cabinet is known as the Prime Minister or Premier. The Executive Council must possess the confidence of the House of Commons, that is, of the direct representatives of the people. Should the House of Commons vote to condemn any act of the

Executive Council, the Premier must at once resign, his resignation carrying with it those of his associates. For the most part each member of the Cabinet has under his direct control some department of the public service, and also has under him a large number of officials to assist him in administration.

The Dominion Parliament controls criminal law, the militia, post office, railways, tariff, inland revenue, trade relations with other countries, and, in general, all matters of national interest. The Dominion also has charge of matters relating to immigration, and is now active in promoting immigration to the many millions of acres of agricultural lands as yet unoccupied and awaiting only development to secure rich returns from the soil.

The government of the Provinces is administered by a Lieutenant-Governor, who is appointed by the Governor General on the advice of the Dominion Cabinet, an Executive Council chosen from the members of the Legislative Assembly, and a Legislative Assembly elected by the people of the Province. The Executive Council must possess the confidence of the Legislative Assembly, or else resign. In two of the Provinces (Quebec and Nova Scotia) there is in addition a Legislative Council appointed by the Lieutenant-Governor on the advice of the Provincial Executive Council. In the greater number of the Provinces, every British subject—man or woman—over twenty-one years of age and a resident of the Province has the right to vote and to become a candidate for a seat in the Legislature. The Provincial Government has full control over the local affairs of the Province, subject only to considerations which affect the welfare of Canada as a whole. Its members legislate in regard to civil law, administer both the civil



Bow River Falls, Alberta, Canadian Rocky Mountains

and the criminal law, plan for education in all departments, provide for municipal government, and levy taxes for their own support. They may also charter railways entirely within the limits of the Province concerned.

The members of the House of Commons and of most of the Provincial Legislatures are elected for a term of five years, but an election may be held at any time, should the Government either resign of its own accord or be forced to resign on account of an adverse vote in the House of Commons or Provincial Legislature.

In all the Provinces of Canada, except Prince Edward Island, there is a more or less complete system of local self-government, known as the Municipal System. Under the Provincial Legislature, cities, towns, villages, and rural districts are given the right to manage their own local affairs and to tax themselves for that purpose.

Canada is remarkable for maintenance of order, respect for law, and for the effective safeguarding of life and property. The judges are appointed by the Dominion Government, and administer the law

—Dominion, Provincial, and Municipal. The reputation of the Canadian judiciary for the impartial administration of justice is deservedly high. In addition to the local courts in each Province there is the Supreme Court of Canada, to which appeals may be taken in certain cases, and beyond this there is an appeal to the Judicial Committee of the Privy Council in England, which sits in London.

Education. Education in Canada is absolutely under the control of the Provinces, each Legislature having supreme authority relating thereto within its own Province. Recognizing to the full their responsibilities not only to the present but also to future generations, the Legislatures have vied with each other in making ample provision for primary, secondary, and even for higher education. In each Province there is a com-

plete system of public and high schools, aided by the Government with liberal grants, while in all the Provinces there are one or more universities. In connection with many of the universities, in addition to the courses in arts and science, there are faculties of medicine, law, and dentistry. In addition, in almost every Province, there are agricultural colleges and technical schools, where those who desire to specialize along these lines may have an opportunity to fit themselves for their life-work. It is the proud boast of Canada that every child is assured of a sound education, practically at the entire expense of the Province in which he lives. In most of the Provinces education is compulsory up to a certain age.

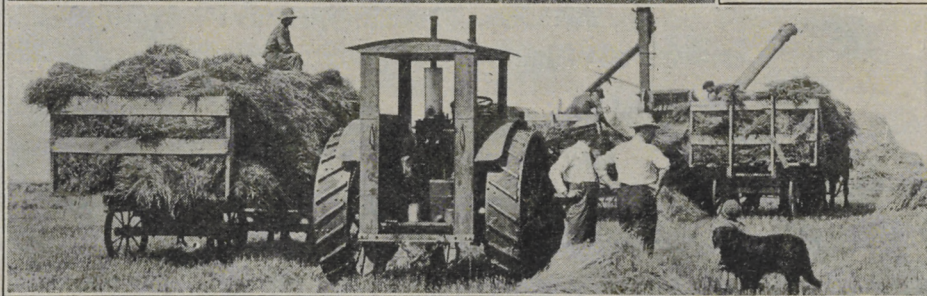
Cities and Towns. The geographical position of most of the cities and towns in Canada accounts for their growth and importance. Montreal, at the head of ocean navigation on the St. Lawrence River and with direct railway communication with all the leading cities in Canada and the United States, is the largest city and the commercial metropolis. Toronto, situated on the north side

of Lake Ontario and with good railway connections, is the second city in commercial importance. Winnipeg, third in size, is the gateway city to the immense prairie region, and has an enormous distributing trade. Vancouver, the terminus of the Canadian Pacific Rail-

way and one of the termini of the Canadian National Railways, on the Pacific Coast, has a splendid harbour, and direct communication with the coast cities

of the United States, with South America, Australia, and the Orient.

Hamilton, at the western end of Lake Ontario; London, in the Erie peninsula; Ottawa, on the Ottawa River, and Quebec, on the St. Lawrence, are manufacturing cities. Halifax and St. John have fine harbours, with direct connection with the United States, Great Britain, the West Indies, and South America. Brandon, Regina, Saskatoon, Moosejaw, Medicine Hat, Lethbridge, Edmonton, and Calgary are distributing centres situated in the midst of a rich agricultural country. Victoria has an ideal situation as a residence city at the southern end of Vancouver Island. Other cities and towns are of importance either as distributing points or as manufacturing centres.



Different operations of power farming in Western Canada

PRINCE EDWARD ISLAND



They have an interest in Poultry Raising

The smallest Province in the Dominion is Prince Edward Island, 2,184 square miles in extent. Snuggled close to the two other Maritime Provinces in the semicircular arm of the Gulf of St. Lawrence, it presents to the sea a crescent-shaped bulk, but the landward curves have been so deeply nibbled by inlets that the Island is divided by them into three almost equal sections.

In a length of 110 miles, and in a breadth varying from 2 to 34 miles, every part of the Island is near the sea, but the sand dunes which encircle the coast prevent the waves from washing away the land. The coast is uniformly low. The surface is a beautiful lowland, everywhere rolling, the one chain of hills never exceeding in height 500 feet. The rivers are necessarily short, and, as the land is low, the tide reaches to their headwaters, thus making them in reality arms of the sea. The soil is a rich sandy loam of a deep red color.

Climate. The proximity of the sea to almost every section not only enriches the air, but also moderates both the heat of summer and the cold of winter. The air is bracing and healthful. Fogs are quite uncommon. The delightful climate attracts many visitors during the summer months. At this season the Island well deserves its name of the "Garden Province." Farm and meadow mingle with the quiet rural scenery in a way to charm even the most careless observer. Further attractions to tourists are the bathing-beaches on the northern coast. These beaches—sandy and gently sloping—are sheltered by sand banks, which protect them from the sea.

Agriculture. The soil of Prince Edward Island is very fertile, and 85 per cent of the entire area is cultivable. The already fertile soil is easily further enriched by the use of seaweed and with oyster, clam, and mussel shells that are to be found in most of the rivers and bays. Agriculture is, therefore, the chief industry. The farming season is short but very profitable. The increasing value of land and crops is a certain indication of the improved methods of farming now in vogue in every part of the Province, labour-

saving devices lessening toil and doubling the income.

The soil is specially suited to the production of oats and potatoes, and these are the chief crops. Barley, maize, and the various vegetables are grown. Poultry raising and dairying as well as hog raising are extensively and profitably carried on.

Beef and bacon, as well as fruit, poultry, butter, cheese, and eggs are exported in large quantities to the neighbouring Maritime Provinces, Quebec, Ontario, Newfoundland, and the New England States. Co-operative dairying was begun several years ago, and the growth of the industry has since been rapid. The first dairy school was established in Charlottetown over thirty years ago. The butter and cheese factories in the Province now number about forty, with increasing quantity and value of output.

Fisheries. Fish of several kinds are numerous in the waters that surround the Island Province—cod, herring, mackerel, oysters, and lobsters. The industry gives employment to a considerable number of men and the annual value of the fisheries amounts to about \$1,708,000. Lobster fishing is an extensive industry in itself, while the oysters of Malpeque Bay are famous the world over. Agricultural and fish products are the chief exports of the Island.

Other Industries. As there are no minerals and no large forest areas in Prince Edward Island, neither mining nor lumbering are carried on. Manufacturing is connected chiefly with the preparation of foods, such as butter and cheese. Pork-packing and lobster-canning are large and growing industries.

Within recent years a new industry has been forging ahead at a rapid pace, and the financial returns from capital invested clearly show that account must be taken of this latest venture. It consists in the founding of ranches for propagating the black fox, the fine quality of whose fur is justly famous. The soil and climate of the Island have been found to be admirably



A typical scene in Prince Edward Island

adapted for the production of high-class fur. About \$3,000,000 has already been invested in this industry, which is only in its infancy. In one year the sale of fox pelts has realized upwards of \$400,000.

Transportation. The Strait of Northumberland separates Prince Edward Island from the mainland. The distance across the Strait varies from nine miles to thirty-one miles. At the narrowest point, between Cape Tormentine, New Brunswick, and Borden, Prince Edward Island, a railway car ferry connects the Canadian National Railway system of the mainland with that on Prince Edward Island. This ice-breaking ferry, operated by the Dominion Government, affords continuous connection summer and winter across the Strait, and is the principal highway of transportation to and from the Island Province. During the summer months there is frequent communication between Charlottetown and Pictou, and between Summerside and Point du Chene, New Brunswick, also to and from other ports in Newfoundland, Nova Scotia, and the United States' coast. The Prince Edward Island Railway, owned and operated by the Dominion Government as a part of the Canadian National Railways, extends from one end of the Island to the other, with spurs branching to the leading places.

Population. Prince Edward Island is the most densely populated section of the Dominion, its 2,184 square miles being occupied by 88,615 people—about 41 to the square mile. Almost all are of Canadian birth, with Scotch, English, Irish, and French ancestry. There are also a few Micmac Indians.

Government. The government of Prince Edward Island is vested in a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 9 members chosen from the members of the Legislative Assembly, and a Legislative Assembly of 30 members, one-half of whom are elected by the property holders of the Province and the other half on practically manhood franchise. The Province is represented in the Parliament of Canada by 4 members of the House of Commons and 4 senators. Although the Island is divided into three counties—Kings,

Queens, and Prince—there are no rural municipal institutions such as there are in the other Provinces.

Education. Three miles or less is the distance between schoolhouses for primary education in the Province. Education is free and compulsory. At Charlottetown the Government maintains Prince of Wales College and an affiliated normal school whose graduates are accepted at McGill University, Montreal. St. Dunstan's University, also at Charlottetown, is a Roman Catholic institution which gives its students both a classical and commercial education and confers degrees.

There are many churches in Prince Edward Island all conveniently situated. Around these churches a great deal of the social life of the Province centres, but the people have many other outlets for their social and neighbourly desires and find plenty of opportunity for enjoying a variety of wholesome recreation.

Cities and Towns. Charlottetown, the capital of the Province, is situated on a long inlet known as Hillsboro Bay, one of the finest harbours on the North American continent. Its population numbers about 12,350, and it absorbs the greater part of the trade of the Island. It has several manufacturing establishments, including one of the largest pork-packing plants in the Dominion. The Provincial Legislative Buildings, Prince of Wales College and normal school, and the workshops of the Island Railway are located here. The city is regarded as the birthplace of the Canadian Confederation, as here was held, in 1864, the first of the conferences that resulted in the formation of the Dominion of Canada, which came into being on the first of July, 1867. The anniversary of this important historical event is now observed as a national holiday.

Summerside, with a population of about 3,230, is second in size on the Island. It has excellent steamboat service to New Brunswick, and an appreciable trade in agricultural products. It is the centre of the oyster industry.

Georgetown, on the eastern shore, is a peninsular seaport, and its steamers carry farm produce to Pictou, Charlottetown, and elsewhere. Its wharfage is quite large and the centre of much activity.



Broad, rich meadows make ideal pasturage for Dairy Cattle

NOVA SCOTIA

Nova Scotia is a peninsula thrust conspicuously out into the Atlantic Ocean from the southeastern extremity of New Brunswick. Save for the isthmus, thirteen miles wide, connecting it with that Province, it is surrounded on all sides by salt water, consisting of the Bay of Fundy, the Atlantic Ocean, and the Gulf of St. Lawrence. The peninsula is 350 miles in length, with a breadth varying from 50 to 100 miles, the entire area being 21,427 square miles. Its resemblance to a lobster is very marked. The claw-shaped eastern portion is really an island—Cape Breton Island—separated from the mainland by the Strait of Canso. On the north the Strait of Northumberland lies between the mainland and Prince Edward Island. Except for the coast of Labrador, the Province of Nova

The northern coast on the Strait of Northumberland is low, but possesses several excellent harbours. The Strait of Canso, 14½ miles long and three-quarters of a mile wide at its narrowest part, and navigable throughout, separates the mainland of the Province from Cape Breton Island.

The rivers of the Province are, in the nature of things, not large, but their mouths provide many fine harbours. Many of them are tidal rivers, notable for having the highest tidal flow of any rivers in the world. The most important rivers are the Shubenacadie, flowing into Minas Basin; the Mersey, flowing into Liverpool Bay, and the Annapolis, emptying into Annapolis Basin. Of the numerous lakes, Rossignol, with a length of 20 miles, and Ship Harbour Lake,



The Harbour of Halifax, Nova Scotia, is one of the best on the Atlantic Coast and can accommodate the largest Trans-Atlantic liners

Scotia marks the eastern extremity of the North American mainland.

The peninsula is divided into two nearly equal parts by a range of hills running its entire length. The section facing the Atlantic Ocean may be described in a general way as rocky, with numerous lakes and streams, while that facing the Bay of Fundy and the Gulf of St. Lawrence is exceedingly fertile. Hills, forest clad, run all through this latter section, generally in the direction of the coast line. They range in height from 500 to 700 feet, but in the Cobequid Mountains, along the north shore of Minas Basin, they reach 1,200 feet. The famous Annapolis Valley lies between two of these ranges. Cape Breton Island in the northern part is mountainous, but low and level in the south.

The Atlantic coast of Nova Scotia is low and rocky, but is indented by many fine harbours, any one of a dozen of which is capable of sheltering the largest ocean craft. The coast of the Bay of Fundy is bolder, and almost unbroken, save for arms of the sea running far inland, such as Annapolis Basin and Minas Basin.

15 miles long, are the largest.

The soil of Nova Scotia, especially along the bays and rivers of the northern slope, is exceedingly fertile. Wherever the tides of the Bay of Fundy reach there have been formed meadow lands of great richness. These dyked lands, chiefly in Cumberland, Colchester, and Hants counties, do not require any fertilizing, and produce extraordinary crops of hay and grain.

Climate. The climate of the Province is remarkably healthy and invigorating. The sea modifies the temperature both of summer and winter. Lack of extremes of heat and cold tends to the rapid growth of vegetation. The rainfall is abundant, averaging about 44 inches a year.

Agriculture. Agriculture is the leading industry of Nova Scotia, the annual production has reached as high as \$63,355,000. Along the northern side of the Province, a valley, one hundred miles in length, yields one of the best apple crops in the world, while peaches, pears, plums, and cherries are also grown. The dyked lands are exceedingly rich and produce enormous crops



PRINC

CHARLOTTETOWN

Halifax

Halifax

Halifax

Halifax

Halifax

Halifax

Halifax



E EDWARD ISLAND

TRAIT

ATLANTIC
OCEAN

SABLE ISLAND
NOVA SCOTIA,
PRINCE EDWARD ISLAND
AND PART OF
NEW BRUNSWICK.

SCALE.
Statute Miles, 26 = 1 Inch.

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of hay and cereals. Oats is the leader, followed closely by wheat and barley. All root crops in the Province are heavy, the potato far outranking the others both in quality and quantity.

Along the southeastern shore of the Bay of Fundy is a range of hills. Sheltered between these hills and the central heights of the Province lies the famous Annapolis Valley, which, with its continuations, is about 100 miles long, and is sometimes as much as 10 miles wide. Here the early French immigrants planted their apple trees and laid the foundation of Nova Scotia's world-famous apple industry. The trees which began to bear 150 years ago still flourish and bear enormous crops of fruit. This great industry supplies about 800,000 barrels of apples every year to the British Isles besides a very large quantity to the apple-consumers nearer home. The apple is the king of fruits in Nova Scotia, where indeed it grows to a perfection scarcely rivalled in the world, but plums and pears grow exceedingly well also; and at Digby, in the southwest corner of the Province, the cherry orchards in blooming time are a delight to the eye, and in picking time an enrichment to the pocket.

Dairying is becoming an important industry. Travelling dairy schools supported by the Provincial Government visit all parts of the Province to give instruction to the farmers. The hilly country ensures good pasturage, and dairying produces from the dairy factories products with an annual value of over \$2,000,000. This does not include the large amount of domestic butter procured on the farms. Stock farming is also receiving a great deal of attention, and by the importation of better breeds of cattle and horses promises to take a leading place in the agricultural interests of the Province.

Agricultural education is receiving stimulus from various agricultural societies, which provide addresses



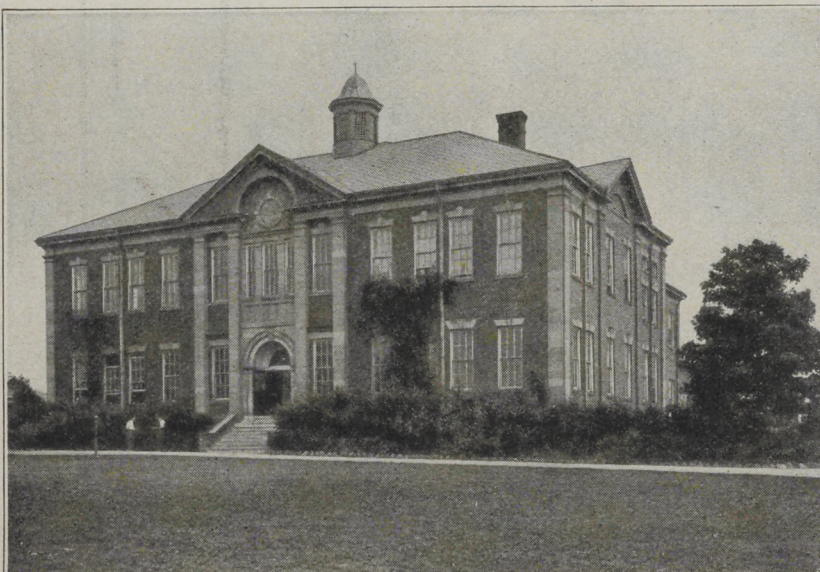
A Landscape in one of the prosperous farming districts of Nova Scotia

by experts at the meetings of farmers, and devote much attention to improving the standards of stock. The Provincial Government has established thirty-five model orchards throughout the Province. At the Provincial Agricultural College, Truro, practical training in all departments of farm work may be obtained.

Mining. In Nova Scotia mining ranks next in importance to agriculture. The coal fields are principally in Cumberland and Pictou counties and on the Island of Cape Breton. The yearly return from coal mining now amounts to over \$28,000,000. Cape Breton mines show 75 per cent of the total output, and to this industry is due the steady increase in importance of the port of Sydney. The coal deposits are owned by the Provincial Government and are leased on a royalty system to mining companies. These mining royalties provide to-day over one-third of the revenue of the Province.

Gold mined in the Province is of a very high quality, but the value of its annual production is rather limited. Iron ore, found in the same districts as the coal, has been mined in considerable quantities. Antimony and a small amount of manganese are found. Gypsum, used as a fertilizer and in manufacturing plaster of Paris, is mined in Cape Breton Island and near Minas Basin. Sandstone and granite are extensively quarried. Large deposits of rock salt have recently been discovered.

Fishing. The fisheries of Nova Scotia are of great importance. This may be accounted for by its great length of coast-line, the abundance of fish in its waters, and the numerous excellent harbours along the shore. The total annual value of the fisheries is upwards of \$15,170,000, of which cod, lobsters, and haddock contribute two-thirds. Mackerel and herring are also of importance. The greater bulk of the codfish is dried;



Main Building, Provincial Agricultural College, Truro, Nova Scotia



An apple orchard in bloom, in one of the famous apple growing districts of Nova Scotia

lobsters are mostly preserved in cans and exported to Europe, while the haddock reach Canadian inland cities both fresh and prepared by smoking. Trout and salmon in abundance are found in the inland streams. The total number of men employed on the fishing vessels, engaged in the work of the canneries and in the freezing plants, is about 32,000. By the offer of a bounty the Dominion Government seeks to introduce more scientific methods among this great band of fishermen, whose equipment of vessels, boats, nets, and other materials, amounts to over \$10,000,000.

Nova Scotia has a great number of sailing vessels and steamers, and ship building has always been one of her important industries.

Manufacturing. The manufactures of the Province are many, and some of them of considerable importance. They include sugar refineries, textile and boot and shoe factories, pulp and paper mills, tanneries, iron works, machine and agricultural implement shops. Nova Scotia has great manufacturing advantages, possessing large supplies of coal close to fine natural harbours whence the finished product may be cheaply shipped and to which the ore can be brought at little cost. The principal manufacturing centres are Halifax, Sydney, New Glasgow, and Amherst.

Lumbering. Pine has largely disappeared from Nova Scotia, but there still remains much spruce and fir, as well as beech, ash, birch, and maple. It is estimated that the Province now has about 12,000 square miles of good timber land, well looked after by a thorough system of fire protection. A large export trade is carried on with Great Britain, the United States, the West Indian Islands, and South America.

Transportation. Nova Scotia is traversed in all directions by railways. The eastern

portion of the mainland and Cape Breton is covered by the Canadian National Railways' system which enters from New Brunswick. A line of the Canadian National Railways extends along its south shore from Halifax to Yarmouth, while the Dominion Atlantic, running through the Annapolis Valley, connects Yarmouth with Halifax. In addition there are various local roads. The Province is also in communication with Europe by several lines of steamers from Halifax, and from that port as well, steamships connect with New York, Boston, and St. John's, Newfoundland. There is a regular service between Yarmouth and Boston. A ferry connects Pictou with Prince Edward Island, and Digby with St. John, New Brunswick. There are a number of lines of coasting steamers.

Population. The great majority of the inhabitants of Nova Scotia are of Canadian birth, with English and Highland Scottish ancestry. There are also in the Province many descendants of the original French settlers. There are about 2,000 Micmac Indians, though but few of these are of pure blood. The total population, according to the last census, was 523,837. With very few exceptions, those who occupy the rural lands own their own houses and buildings, and their families are comfortably housed and provided for.

Government. The government of Nova Scotia is vested in a Lieutenant-Governor appointed by the Governor General in Council, a Legislative Council of 21 members appointed by the Executive Council of the Province, a Legislative Assembly of 43 members elected by the people, and an Executive Council of 8 members chosen from the Legislative Assembly and the Legislative Council. The Province is represented in the Dominion Parliament by 14 members of the House of Commons and 10 senators. There is a very complete system of municipal government. The direct taxation which Nova Scotians have to pay is very small—practically nothing, indeed, beyond



Where the Sheep find good pasturage and excellent shelter

the local rates which they levy on themselves for municipal and school purposes.

Education. From primary to academic years the public school system of Nova Scotia is entirely free and open to the children of all the people irrespective of creed. Each county has its high school or academy, and there are several universities. The Province supports a normal school, also agricultural and horticultural schools at Truro. Dalhousie College and University at Halifax is undenominational. This city also has a School for the Blind, and an Institution for the Deaf, and is the seat

of a Presbyterian Theological College. The University of Kings College at Windsor, the University of Acadia College at Wolfville, and the University of St. Francis Xavier at Antigonish, are under the jurisdiction of the Anglicans, the Baptists, and the Roman Catholics, respectively. A technical college maintained by the Provincial Government is in operation at Halifax and technical night schools are conducted in every industrial town in the Province.

The scenery of Nova Scotia is marvelously beautiful, that of the Bras d'Or Lakes, in Cape Breton, and along the La Have River, being world-famed. The "Evangeline" country has been the theme of poetry and prose for many a decade, and the charms of the Annapolis Valley linger long in the memory of the traveller through its fruit-laden orchards.

Thousands of tourists visit Nova Scotia each year, not only to enjoy the beauty of the scenery, but also to take advantage of the hunting and fishing for which the Province is famous. In the southern part especially, moose and deer are plentiful, as well as fox, otter, and mink. The lakes and rivers are filled with trout. Snipe and partridge are abundant, and also wild

geese and wild ducks are plentiful in their season.

Cities and Towns. Halifax, the capital and chief city of the Province, is situated on a fortified hill which projects into a magnificent natural harbour six miles long and a mile wide. Lying across the mouth

of this harbour is Macnab Island, forming two entrances and protecting the shipping from the sea. It was garrisoned by the British troops until 1906, and is now heavily fortified by the Canadian Government. It is the rival of St. John, New Brunswick, as the chief winter port of the Atlantic Coast of Canada, and



The inundation of the tide in portions of Nova Scotia brings to the hay lands of that province an abundance of fertilizer

is a terminus of the Canadian National Railways and several Provincial lines. Halifax contains the Legislative Buildings, and is the seat of Dalhousie University. It is an important naval centre, being visited occasionally by great squadrons of cruisers. It is the export point for

nearly one-third of the fish and the fish products of the Dominion, and vast quantities of apples and other agricultural products also cross the sea from this port. Halifax has many industries, including the manufacture of chocolate, woolen factories and machine shops. The population of this picturesquely situated city is about 60,000.

Sydney, with its population of about 23,000, ranks next in importance to the capital city. It is the great coal-shipping port of the Dominion, and contains the huge works of the Dominion Iron and Steel Company. It has a magnificent harbour. In summer the city is quite a resort, as it is the starting point for the Bras d'Or Lakes, whose scenery is surpassingly beautiful.

Glacé Bay is a close rival of Sydney in population and in the coaling industry. Yarmouth derives importance from its number of ship owners and its fishing interests, and Truro is an educational, agricultural,



Nova Scotia takes pride in its Beautiful Residences

and dairy-ing centre. Amherst is noted for its car and machine shops, and furniture and boot and shoe factories. Other important towns, commercially and industrially all situated in rich

agricultural and fruit growing districts are Inverness, New Glasgow, Lunenburg, Kentville, Yarmouth, Antigonish, Canso, Pictou, Stellarton, Windsor, Springhill, Digby, Liverpool, Shelburne, Dartmouth, and Annapolis Royal.

NEW BRUNSWICK

The Province of New Brunswick comprises an area of some 27,177 square miles, which is rather less than the area of Ireland. It is bounded on three sides by the sea and has a coast line of about 600 miles, deeply indented with bays and the finest of harbours. The Province was originally one vast forest, and the greater part of it still so remains, but is interspersed with lakes and a network of rivers, some of considerable size. It is a rolling country of no great elevation, rarely over 200 feet above sea level. The scenery is both picturesque and varied. The Province is crossed from northwest to southeast by the noble river St. John, known to tourists as "The Rhine of America," which, in its course of more than 400 miles, runs through a fertile and delightful country, famed alike for its productiveness and its scenic beauty. It was on the shore of this river, opposite to what is now the site of the City of Fredericton, that the earliest settlers in the Province made their homes; and since that time several towns and numerous villages have come into existence along its course. The river joins the Bay of Fundy at the City of St. John, where it forms one of the largest and finest harbours on the continent.

Next in importance to the St. John River is the Miramichi, which, rising on the western side of the Province, follows a devious course northeasterly for more than 220 miles, for a great part of the way through the forests, until it empties into the Miramichi Bay, forming at its mouth a splendid harbour accessible to ocean-going vessels at all stages of the tide. Near the mouth of this river are the thriving towns of Newcastle and Chatham. The Restigouche River also runs through a heavily wooded country for about one hundred miles, emptying into Bay Chaleur.

Each of these large rivers has a great number of tributaries, and there are numerous other rivers of lesser note, all of which teem with fish of all kinds, from the lordly salmon to the tiny minnow. The

St. Croix River, which forms a part of the western boundary of the Province, is navigable as far as St. Stephen. In the days of the early settlers these rivers naturally formed the main highways of communication, but the construction of roads and the advent of the railways has left the rivers, as a means of travel, almost entirely unused.

The coast line of New Brunswick along the Bay of Fundy is not high, but is bold and rocky. In Chaleur Bay there is neither rock nor shoal as a hindrance to navigation. The soil, especially in the river basins, is very fertile.

Climate. Although the Province is small and is surrounded on three sides by the sea, the climate lacks the humidity that might naturally be expected. There are no very great extremes of temperature, and the variations of heat and cold are in no sense trying. While the thermometer drops below the zero mark occasionally during the winter months, the dryness of the atmosphere takes much of the coldness away, leaving only a healthy bracing feeling in the air. Similarly, with the thermometer at 90° in the shade, the heat is not nearly so oppressive as it is in some places farther



The harbour at St. John, New Brunswick, is open all the year round

inland at only 80°. The snowfall varies in different parts of the Province from two to six or more feet in depth, which, when frozen, makes not only excellent roads for sleighing, but is of inestimable value to those engaged in getting timber out of the woods.

Agriculture. This is the basic industry of the Province, and, as such, is specially fostered and encouraged by the Government. The soil and climate are admirably adapted for every kind of farming, whether it be the growing of crops, the breeding of live stock, the production of butter and cheese, fruit growing, or anything else which pertains to the farmer's calling. The winter's frosts which enter the ground to a depth of three or four feet serve to aerate the soil and render it friable and easy of cultivation. Although farming operations cannot be undertaken much before

the middle of April, when once vegetation starts, growth is very rapid.

The principal crops grown are wheat, oats, potatoes, turnips, and buckwheat. Wheat has not been very extensively grown of late years, farmers having found it cheaper to import their flour from the wheatfields of Western Canada; but the demand for wheat caused by the War has led to a revival of interest in that crop, and it is expected that in the future the Province will be self-supporting in the matter of bread stuffs. To encourage the growth of wheat, the Government pays a portion of the cost of the erection of mills at which it may be ground into flour. Oats and hay are perhaps the two staple crops, but potatoes, to which the soil is especially suited, are very extensively grown and find ready market in the West Indies, the New England States, and the central Provinces of Canada.

Stock raising is receiving much attention, and the importation of pure bred horses, cattle, sheep, and swine by the Government for resale to the farmers is having most satisfactory results in encouraging the raising of high grade stock. The various Agricultural Societies of the Province—of which there are upwards of 150 in active operation—are encouraged to purchase pure-bred sires, the Government paying a bonus amounting to half the cost of the animals.

The possibility of a large export trade in dairy products is causing the Government to increase its efforts to stimulate this branch of farming, and the same may be said of poultry raising. The Government maintains a dairy school under efficient instructors, and agricultural courses are given at various centres at certain seasons of the year, where those farmers who are unable to be away from home for more than a day or two at a time, can keep themselves informed on modern methods of farming.

The possibilities of the Province as a fruit growing district are being more and more realized, and horticulture may be said to be only in its infancy. It has been demonstrated that the soil and climate in the St. John Valley will produce apples second to none grown in any part of the world; and this statement applies also to the smaller fruits such as strawberries, raspberries, etc. Several kinds of plums do well. Many of



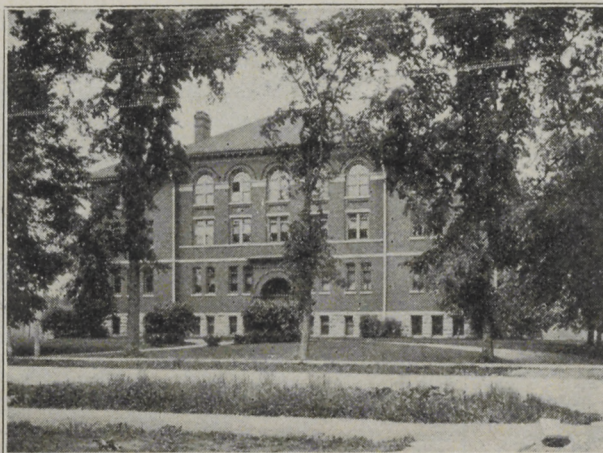
Poultry raising is a profitable branch of farming in all parts of New Brunswick

the small fruits grow wild in the woods, and prove a source of considerable income to those who gather them.

Fishing. With such a large extent of coast line, it is but natural that the value of the fisheries should be considerable. New Brunswick ranks third among the Provinces of Canada in this respect. The chief kinds of fish caught are herring, cod, haddock, hake, sardines, salmon, smelts, mackerel, pollock, alewives, shad, trout, pickerel, lobsters, and oysters. The amount of capital invested in the industry is about \$5,800,000, with over 14,000 persons engaged in it. The market value of the product for a single year exceeds \$5,856,000. In New Brunswick also is to be found the only sardine canneries in Canada.

Mining. New Brunswick is rich in minerals, but only three branches of the mining industry are as yet on a commercial basis—coal mining, gypsum quarrying, and the production of natural gas. Coal is found mainly in Sunbury and Queen's counties, and at no great depth below the surface. The gas and oil fields are in Westmorland and Albert counties, and are believed to have large possibilities and great value. Iron occurs in the northern parts of the Province, but the industry is not being actively pursued. Gypsum is found in considerable quantities in Victoria and Albert counties, and limestone in many parts. Copper, tungsten, antimony, graphite, manganese, bituminous oil shales, brick and fire clay, gold and silver, are also met with, but as yet the mineral wealth of the Province has been but lightly tapped.

Manufacturing. While there is perhaps no manufacturing industry of outstanding prominence in the Province—outside of course, of the lumber industry—there are many industrial plants of various kinds which furnish employment for a large number of hands. Among the most important of these may be



New Brunswick, like the other Provinces of Canada, provides excellent school buildings in every community

mentioned the sugar refineries at St. John; cotton mills at St. John and Marysville; boot and shoe factories at Fredericton; tanneries at Woodstock; stove foundries at Sackville; fish and lobster canneries at Chatham; large stone quarries on the Miramichi, stone from which has been used in the erection of many of the public buildings in Ottawa and elsewhere; iron foundries, woodworking factories, canoe factories, furniture



Provincial Parliament Buildings, Fredericton, New Brunswick

factories, and so on. The building of wooden ships is also carried on in various shipyards along the coast, and a revival of this industry, which was formerly very extensive, is looked forward to as a result of the recent heavy demand for tonnage. The Province is the fortunate possessor of many valuable water powers, but as yet scarcely any have been developed. The Grand Falls, on the St. John River, are the largest falls in the Province, forming almost a second Niagara, and there is hardly a river that has not water power in its course that could be used for commercial purposes. It is estimated that at least 300,000 horse-power is available from these various waterpowers, while so far some 15,000 horse-power only has been developed.

Lumbering. Of the forest lands of New Brunswick approximately 7,500,000 acres are owned by the Crown and 4,500,000 acres by private owners. The timber from these lands is of many kinds, the chief of which are spruce, fir, birch, cedar, maple, pine, beech, and hemlock, with many other less common varieties. The manufacture of these woods into sawn timber, laths, shingles, pulp wood, poles, railway ties, and so forth, finds employment for a very large number of mills, and their total annual output is valued at some \$26,000,000. The annual revenue of the Province derived from stumpage, bonuses, and ground rents is approximately one million dollars.

Transportation. Considering its physical features, New Brunswick is well provided with means of internal communication. The wide-spread and rapidly increasing use of the automobile has awakened a keen interest in road making, and it is hoped that in a few years the Province will be able to boast of roads second to none on the continent. The existence of so many rivers necessitates the construction of a large number of bridges, many of which are handsome steel structures upon granite foundations, several

being upwards of half a mile in length, with swing draws of the cantilever type which open and shut to permit shipping to pass along the rivers.

Two transcontinental railways in addition to local lines traverse the Province, and afford first-class railway facilities. With the exception of one or two outlying districts, there is no community of any size that is not within easy driving distance of a railway.

Population. The population of New Brunswick by the census of 1921 was 387,876 or an average of 14.27 to the square mile. The vast majority of these are English-speaking, though there are about 98,000 of French descent and a few hundred Indians in the northern districts. Most of the inhabitants are Canadian born, but many

have come from the British Isles, chiefly Ireland.

Government. The affairs of the Province are administered by a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 6 members chosen from the Legislative Assembly, and a Legislative Assembly of 48 members chosen by the people, the Province being divided into constituencies for the purpose. New Brunswick is represented in the Dominion Parliament by eleven members of the House of Commons and nine senators. There is, in addition, a complete system of municipal government.

Education. The educational system of New Brunswick is not excelled by that of any other country in the world. Being directed and controlled by the Government, it is a matter of State concern, and is therefore undenominational in character, besides being free to all. The common school course provides instruction in the first eight grades, and pupils passing through this course proceed to the high schools, and thence to the University of New Brunswick, an institution which is also largely maintained by the Province.

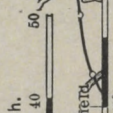


Drying Fish in the Maritime Provinces of Canada



NEW BRUNSWICK AND PART OF QUEBEC.

SCALE.
Statute Miles, 26 = 1 Inch.



Cherryfield

67

66

65

64

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The farming industry of New Brunswick is varied, and the province is noted for its excellent pastures and its production of hay

The Roman Catholics maintain their own university at Memramcook. There is also a university maintained by the Methodist Church at Sackville. At Fredericton is the Provincial normal school for the training of teachers. Technical training and vocational instruction are also available for those who desire to take advantage of these courses.

Sport. New Brunswick is a veritable hunters' paradise. Moose, deer, and bears entice the sportsman, and there are many other species of game animals and birds. All the game is rigidly protected, and the open season for sportsmen extends over only a very few weeks each autumn. A game refuge embracing 400 square miles has lately been established in the interior of the Province under Legislative action, where every species of game is allowed to roam unmolested. The Province possesses some of the finest salmon streams in the world, and trout are also found in abundance. The network of streams in the interior makes access to the hunting and fishing grounds very easy. New Brunswick, especially the northern rivers and the Bay of Fundy coast, is visited each year by thousands of tourists, many of whom have erected permanent hunting lodges

and homes for occupation during the hunting, fishing, and tourist season.

Cities and Towns. Fredericton, the capital of the Province, is the seat of government and the commercial centre of the interior, and an important lumber port. Here are the Legislative buildings, the University, and the Provincial normal school. The Anglican cathedral in the city is considered one of the finest examples of Gothic architecture on the continent. Fredericton is also a large centre for railways, which branch out from it to every part of the Province.

St. John is the centre of the commercial life of the Province and disputes with Halifax the honor of being the chief winter port of Canada. Its harbour is deep, sheltered, and never obstructed by ice, so that it is available for shipping at all times of the year. At the head of the harbour is a narrow gorge through which the St. John River finds its way to the sea, and where the "Reversible Falls" which flow one way when the tide is out and another when it is in, may be seen. The occurrence is unique, and is considered one of the natural wonders of the world. St. John has many large mills, factories, and machine shops, and its wharf and elevator facilities are most extensive. The hydro electric power recently developed at Musquash Falls, a few miles from St. John, will, it is expected, make the city one of the most attractive spots on the Atlantic coast for further industrial development. St. John, the terminus of the Canadian Pacific Railway system on the Atlantic coast, has rail connection with all parts of the American continent, and steamship communication with almost every part of the world.

Moncton is the eastern headquarters of the Canadian National Railways system and has also a vigorous industrial life. It is the only city in the Maritime Provinces which enjoys the use of natural gas. Other towns which may be mentioned as busy hives of industry are Campbellton, Bathurst, Newcastle, Chatham, Dorchester, Sackville, Sussex, St. Andrew's, St. Stephen, Woodstock, and Edmundston.



Dairying is carried on extensively with encouraging returns throughout New Brunswick

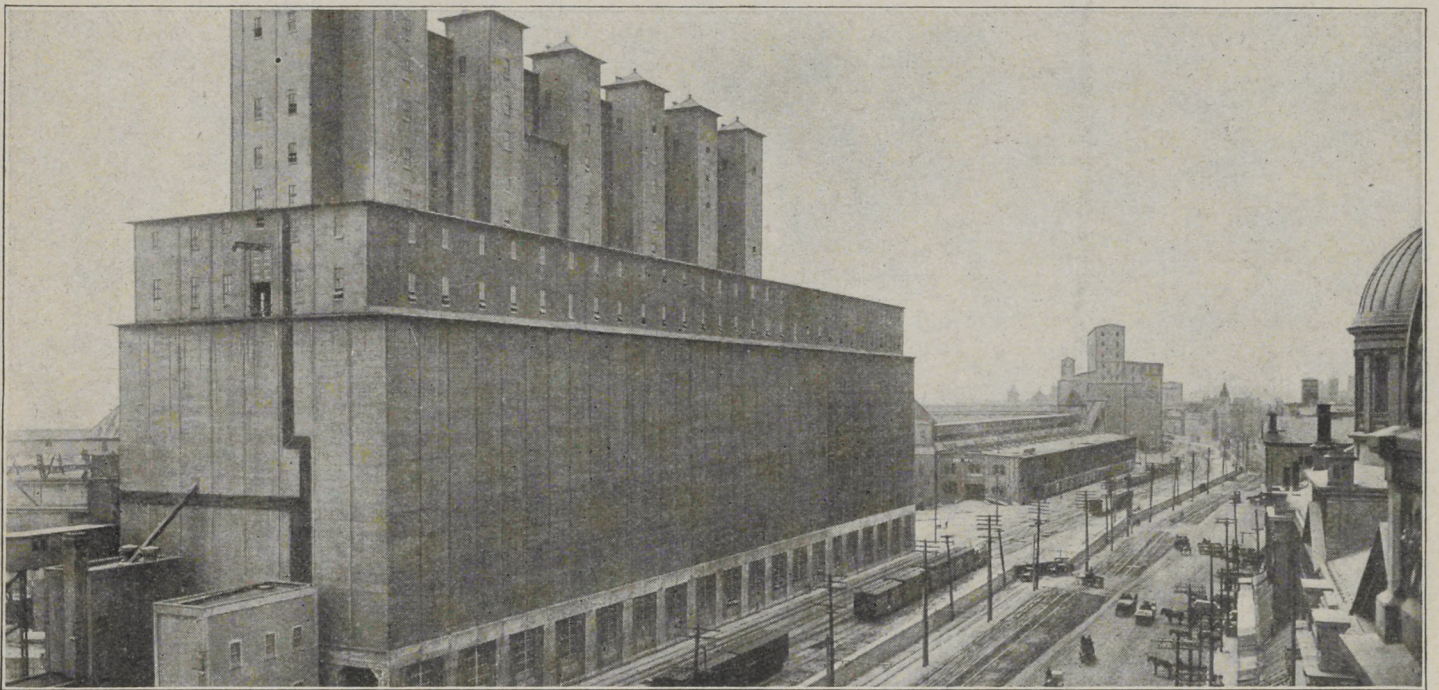
QUEBEC

The St. Lawrence River is the great water highway of the Dominion of Canada, and on both its banks for almost its entire length lies the Province of Quebec, formerly known as Lower Canada. The southern boundaries of the Province are the United States and the Provinces of New Brunswick and Ontario, and it stretches as far north as Hudson Strait. To the east the narrow strip of Labrador coast separates it from the Atlantic, while Ontario and Hudson Bay form its western limit. For about 400 miles the Province borders the Gulf of St. Lawrence, and the Strait of Belle Isle separates its far eastern portion from Newfoundland. Its area is 706,834 square miles, and it extends from east to west a distance of 1,350 miles.

worthy for their size and for the beauty of their surrounding scenery.

Notwithstanding the beauty of Lake St. John, Lake Memphremagog, Brome Lake, Lakes St. Louis and St. Peter, and the myriad picturesque inland bodies of water in the Laurentian Mountains, Quebec's rivers far exceed them in fame, and as highways of commerce are of incalculable value. The St. Lawrence stands foremost, and in recent years has diverted much British and Continental trade to Canadian ports, for it is navigable to Montreal, a city 300 miles nearer Liverpool than is New York. The mouth of the St. Lawrence is 26 miles wide, and its length from Lake Ontario to the Island of Anticosti is 680 miles.

The Ottawa River drains an area of 80,000 square



View of the harbour terminals and big grain elevators at Montreal, the chief business centre of Canada and a busy port

Some 50,000 square miles lie south of the St. Lawrence.

The entire region north of the Saguenay River, between Labrador and Hudson Bay, is largely unexplored. The Valley of the St. Lawrence includes the lowlands extending along the river from the city of Quebec to the western extremity of the Province. It is a very fertile plain in which are situated the chief cities and towns of the Province, and is thickly settled with prosperous farmers. The mountainous region, south of the St. Lawrence, includes the Notre Dame Mountains' country and the Eastern Townships. The highest peak of the Notre Dame range is Sutton Mountain, which rises over 3,000 feet. To the northeast is the high, forest clad region of the Gaspé Peninsula, in which are the Shickshock Mountains. In the Eastern Townships, to the southeast of the Notre Dame Mountains, is some of the best farming and grazing land in Canada, and the lakes there are note-

miles, and after flowing 600 miles, throughout a great part of its course forming the boundary between the Provinces of Quebec and Ontario, empties into the St. Lawrence River by four mouths, forming the Island of Montreal and other islands. By means of two small canals the Ottawa is navigable from Montreal to the city of Ottawa, and near this city, where it narrows into the Chaudière Falls, it is intersected by the Rideau Canal, which connects with Lake Ontario. It may in time form part of a great inland waterway by which ocean liners may reach the western extremity of the Great Lakes, and merchant shipping be brought in touch with the vast wheat fields of Western Canada.

The Saguenay River drains the waters of beautiful Lake St. John, and the grandeur of the scenery throughout the sixty miles which are navigable for large steamers, proclaims it one of the most awe-inspiring scenes of nature's handiwork. Its banks are precipitous, and the waters deep and dark, being shadowed

QUEBEC

SCALE

Statute Miles, 138=1 inch.
0 25 50 100 150 200

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The maple syrup and maple sugar industry is a profitable one in the Province of Quebec. The trees are tapped about the end of March

by the high, imposing walls of rock approaching close on either side.

The St. Maurice River winds 400 miles through well wooded country to the St. Lawrence River, with which it unites at the city of Three Rivers; while the Richelieu River, by means of the canal above Chambly, forms a passageway for boats from the St. Lawrence to Lake Champlain, and thence down the Hudson River to New York.

The falls of the Montmorency River, easily accessible for tourists from Quebec, six miles distant, make a single leap of 250 feet, and are justly famed for their marvellous beauty, as are also the Shawinigan Falls of the St. Maurice River.

Of the large number of islands which form a part of the Province of Quebec, the most important is the Island of Montreal, 32 miles long by 11 miles wide, with nearly 1,000,000 inhabitants, including the city of Montreal, the commercial metropolis. The Ile Jesus, close to that of Montreal, is 22 miles long by 6 in width. Anticosti Island is located in the Gulf of St. Lawrence at the mouth of the St. Lawrence River, and is 135 miles long and from 30 to 40 miles in width. The Isle of Orleans is a fertile spot, 21 miles long, just below Quebec City, and the Magdalen Islands, in the Gulf of St. Lawrence south of Anticosti Island, possess, besides important mackerel, cod, and halibut fisheries, large deposits of gypsum. Seven Islands, on the north shore, is becoming an important timber and whale fishery centre.

Climate. The climate of Quebec, covering as the Province does, such a large expanse of territory, is extremely varied. In the more

settled portions in the valley of the St. Lawrence, the summers are hot, the temperature lowering as the sea is approached. All over the Province the winters are cold, with an abundant snowfall. By reason of ice the St. Lawrence is unfitted for navigation during about five months of the year. There is a compensating advantage, however, in the freezing of the rivers and lakes, as in winter they are used by the habitants as highways for the transport of their produce to market. Further, a load 40 per cent greater in winter than in summer can be hauled over the snow and river roads, and thus the winter season is of great advantage to the lumberman and the miner.

Agriculture. The products of the soil are abundant, and large quantities of hay and oats are exported from Montreal and Quebec; live stock, bacon, beef, eggs, butter, and especially cheese, to the value of millions of dollars yearly, are also shipped abroad. The field crops reach an annual value of \$330,000,000. Apples, plums, and melons are produced in large quantities, together with many varieties of small fruits. Nearly \$9,000,000 is realized annually from the maple trees in sugar and syrup, and live stock is valued at more than \$200,000,000. There are a large number of butter and cheese factories, about 1,768 being in successful operation. More than 102,000,000 pounds of butter and cheese worth nearly \$52,000,000 are produced annually, and the greater part of the tobacco grown in the Dominion comes from Quebec.

Manufacturing. Quebec ranks next to Ontario in the amount and value of its manufactures. Almost everywhere in the Province there is abundant water-power, which, near Montreal and Quebec, at Shawinigan, Valleyfield, and other places is being harnessed for



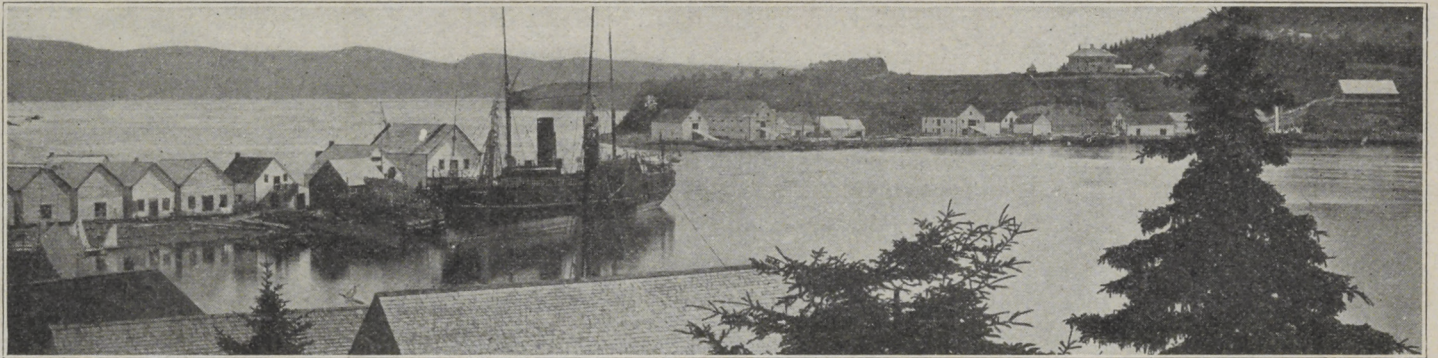
Quebec has long been noted for its highly bred Dairy Cattle. Dairying is one of its most important industries

commercial purposes. The chief manufactures are sugar, woolen and cotton goods, pulp and paper, tobacco and cigars, furs and hats, machinery, leather goods, boots and shoes, railway cars, rifles, musical instruments, cutlery, and gunpowder. The value of the manufactured products of the Province is over \$988,575,000 annually.

Lumbering. Next in importance to agriculture and manufacturing in Quebec is the timber trade. Only a very small portion of the enormous forest area of the Province has been worked over, so with the immense tracts of timber yet uncut, the industries depending upon the forest give promise of thriving for generations to come. In the North the predominating trees are pine, spruce, fir, and other evergreen varieties, while further south appear maple, poplar, basswood, oak, and elm trees, with many other hardwoods. A large part of the timber is cut for the purpose of being manufactured into pulp, and subsequently into paper. Large pulp and paper mills

Transportation. The Province of Quebec is well provided with railways. The headquarters of the Canadian National Railways and the Canadian Pacific Railway are at Montreal, and various lines of these railways connect Montreal with Toronto, Ottawa, Winnipeg, Vancouver, Quebec, St. John, and Halifax. The completion of the Quebec bridge over the St. Lawrence couples up the formerly detached sections of the Transcontinental, of the Canadian National system, running from Moncton to Winnipeg, where it forms a direct connection with the Grand Trunk Pacific division extending as far west as Prince Rupert. This line is an important factor in the colonization of northern Quebec. The National lines connect various local points, and by means of the Grand Trunk division reach important centres in the United States while there are a number of other railway companies, with lines running in various directions, especially in the extreme eastern section of the Province.

The Canadian Pacific main line runs from St. John.



A fishing village on the Gaspé Basin, Quebec. The fisheries of the Province employ over 12,000 men

have been erected at many suitable points in the Province. The value of the lumber cut, including pulpwood, amounts annually to over \$60,546,000.

Mining. The mineral resources of Quebec have not yet begun to be realized, but the little-explored regions northeast of Lake St. John have given evidence of very rich deposits of many kinds. The recently added territory to the north is also looked upon as rich in mineral deposits. At present the most valuable mineral, from a commercial standpoint, found in the Province is asbestos, Thetford Mines being the chief centre. Indeed, Quebec contains the largest and most productive deposits of asbestos in the world. Copper, iron, mica, molybdenite, and graphite are also mined. Phosphate of lime, which is a valuable fertilizer, is produced in large quantities. Cement alone yields yearly over \$6,000,000. The annual production of minerals in Quebec is valued at about \$15,000,000.

Fishing. Quebec's fisheries employ more than 12,000 men and the products of their labours net nearly \$3,000,000 annually. The principal fish are cod, lobsters, herring, salmon, and mackerel. The inland waters abound in trout, pickerel, whitefish, pike, and sturgeon. Fish hatcheries have been established by the Dominion Government at several places for the purpose of stocking the lakes and rivers of the Province.

New Brunswick, through the Eastern Townships of Quebec to Montreal and then westward via Ottawa, Winnipeg, Regina, Calgary, and Banff to Vancouver. The same railway has an elaborate system of branch lines throughout the Province which connect with through lines to Toronto and all parts of the Dominion and the United States.

Both Montreal and Quebec are connected by steamship during the summer months with all parts of the world. The St. Lawrence route, by reason of its shortness, is a favourite both for freight and passengers proceeding to Europe and other parts of the world.

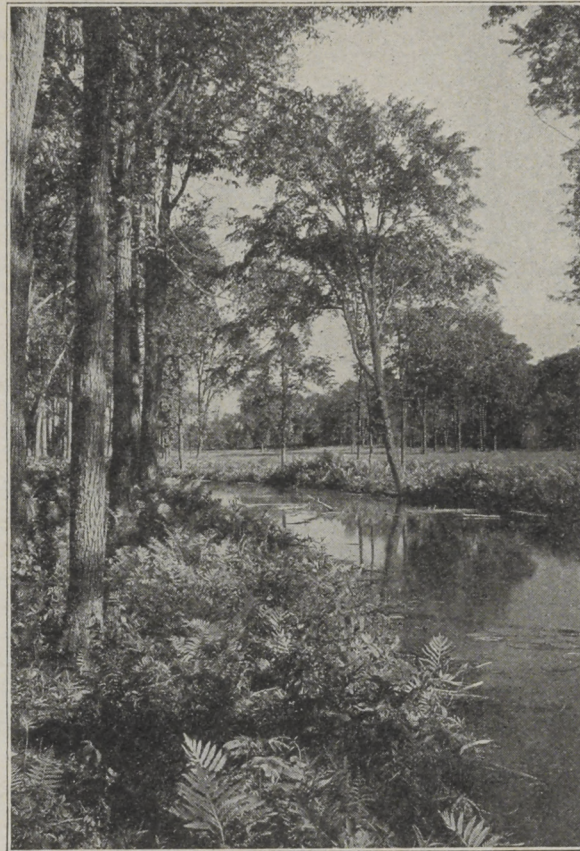
Population. About five-sixths of the population of Quebec, which was at the 1921 census 2,361,199, are descendants of the original French settlers and speak the French language as their native tongue. The remaining one-sixth, chiefly of British descent, are found principally in Montreal and other cities and towns, and in the section known as the "Eastern Townships."

Government. The government of Quebec is in the hands of a Lieutenant-Governor appointed by the Governor General in Council, a Legislative Council of 24 members appointed by the Lieutenant-Governor in Council, a Legislative Assembly of 81 members elected by the people, and an Executive Council of 11 members chosen from the Legislative Assembly

and the Legislative Council. The Province is represented in the Dominion Parliament by 65 members of the House of Commons and 24 senators. There is a complete system of municipal government, the municipalities having large powers.

Education. The schools of the Province of Quebec, both elementary and superior, are either Roman Catholic or Protestant, and the courses of study and regulations are framed by the Roman Catholic and Protestant Committees of the Council of Public Instruction for their respective schools. The local school boards are elected by the ratepayers; the local religious majority, whether Protestant or Catholic, elects a board of five commissioners, and the local religious minority elects a board of three trustees. This plan of complete freedom as to religion and language works well throughout the Province.

The chief universities are McGill—an undenominational institution at Montreal—Laval University at Quebec and the University of Montreal at Montreal. At Ste. Anne de Bellevue, there is a large and modern agricultural college, which is affiliated with McGill University. The training of teachers for the Protestant schools of the Province is also carried on at Macdonald College. In connection with Laval University, the Trappist Fathers carry on an agricultural school at Oka, and a third one is developing rapidly at Ste. Anne de la Pocatière. Bishop's College at Lennoxville is an Anglican University, and has connected with it a school modelled after the public schools of England. There



A Glimpse of Woodland and Waterscape near the Ottawa River close to Hull, Quebec

are fourteen normal schools in the Province. The largest technical schools are those built at Montreal and Quebec by the Provincial Government.

Sport. No Province in Canada surpasses Quebec in its interest for sportsmen. Thousands visit the Province annually during the hunting and fishing season for the enjoyment they obtain in following their favourite pursuit. The forests, especially in the northern part, are well stocked with game and furbearing animals and the rivers and streams teem with fish, while wild fowl are plentiful. In the Laurentides National Park, a district of 2,640 square miles north of Quebec, caribou, partridge, and trout are found in abundance. Nearly 200,000 square miles of territory in Quebec

have been set apart by the Legislature both for forest reserve and for the preservation of fish and game.

The magnificent scenery to be found along the St. Lawrence and other rivers of Quebec, and along the shores of the lakes, both large and small, attracts many visitors during the summer months. Murray Bay and Tadousac, in the lower St. Lawrence, are favourite summer resorts.

Cities and Towns. The Dominion's largest city and commercial metropolis is Montreal, which holds a commanding position relative both to ocean and to river navigation. Though 1,000 miles inland, large ocean steamers anchor at her wharves in summer, and the Lachine Canal and connecting artificial waterways open the city to the commerce of the Great Lakes. It is a great railway centre, being the head-



Corn is grown with considerable success in many parts of Quebec

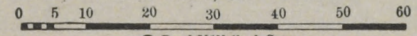


Longitude West from Greenwich.

QUEBEC

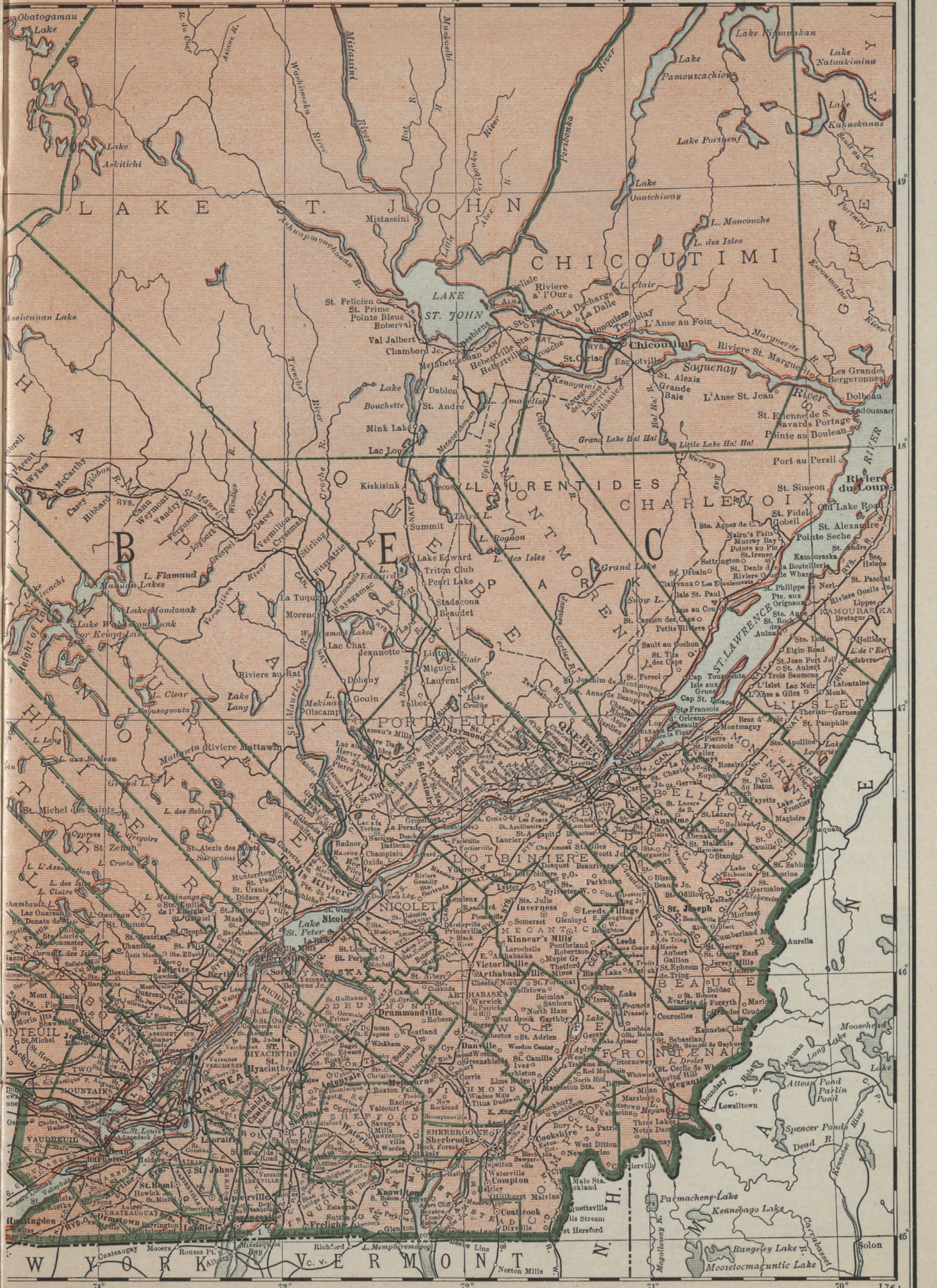
SCALE.

Statute Miles, 33 = 1 Inch.



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N. G. E.



quarters of the Canadian Pacific and the Grand Trunk Railroads, and is connected by several lines with Boston and New York. Nestling at the foot of beautiful Mount Royal, from which it derives its name, the city stretches along the river front, forming the most pleasing spectacle to visitors approaching by the St. Lawrence. Its harbour, in extent and equipment, is one of the finest in the world; it is Canada's great gateway for export and import trade. Every Canadian industry finds representation in the city's marts of trade; its manufacturing establishments have made a name the globe around. It offers most exceptional educational advantages, from primary to professional and religious instruction, and its streets are lined with hospitals and philanthropic institutions of every description. Its public buildings, its churches, its hospitals, and the homes of its financial institutions, are among the finest in Canada. McGill University has its seat there. The population, upwards of 700,000, is housed largely in buildings of limestone quarried from the mountain which forms the city's background.

Crowning with its citadel the bold and precipitous front of Cape Diamond, Quebec is the most picturesque city of America. In the winding streets, narrow and steep, of the lower old town are still found the strong stone houses built before General Wolfe's spectacular taking of the city in the historic battle of the Plains of Abraham. The capital of the Province, it has a population of about 110,000, largely French-Canadian. Its Legislative Buildings are situated in

extensive grounds, and the court house, city hall, and other structures for municipal use, are all noteworthy. Laval University has its headquarters in imposing buildings, and the palace of the Roman Catholic Cardinal is likewise a handsome structure. Montmorency Falls, a few miles distant, provide power for electric machinery, and all the large railways connect Quebec with Montreal and the Maritime Provinces. A few miles above the city, the eighth marvel of the world, the Quebec Bridge, spans the St. Lawrence. The celebrated shrine of Ste. Anne de Beaupré, close by, attracts thousands of visitors annually. Quebec is



When it's summer in Quebec

a noted lumber export point, and wheat is shipped in increasing quantities. Its manufacturing establishments are many and important. Quebec possesses one of the largest dry docks in the world.

Hull is a lumber centre with a population which numbers over 24,110. Three bridges across the Ottawa River connect it with Ottawa. The magnificent water-power of the Chaudière Falls furnishes propelling force for the electric railways, and power for the lighting system as well as for the sawmills, pulp mills, paper and match factories located there.

Sherbrooke is located in the Eastern Townships, and its cotton and woolen factories and machine shops are among the largest and best in Canada.

St. Hyacinthe and Valleyfield also have large manufacturing establishments, and Three Rivers and Sorel mark the confluence of important streams, thus furthering shipping interests.



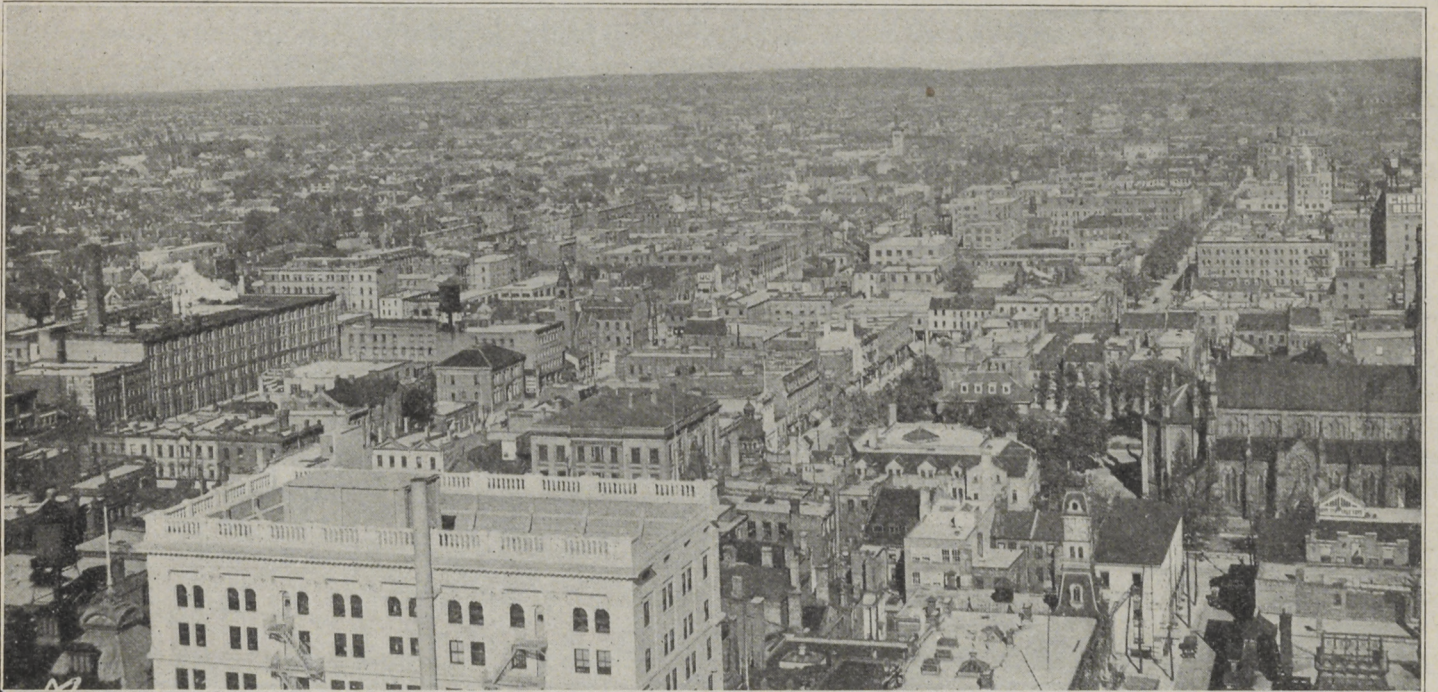
Chateau Frontenac and Dufferin Terrace, Quebec, a favorite rendezvous for tourists

ONTARIO

The Province of Ontario covers an extensive territory, comprising 407,262 square miles. It is over 1,000 miles in its greatest length, by 855 miles in its greatest breadth, and in area is fully three and one-half times the size of the British Isles and nearly twice the size of France. Lying between Quebec on the east and Manitoba on the west, its geographical position is interesting, as, although situated inland from the sea, its boundaries are mainly the waters of the Great Lakes and Hudson Bay. The Province has two main geographical divisions—Old Ontario, well settled and with a flourishing agriculture and great industries, lying to the south along the St. Lawrence River and Lakes Ontario and Erie; and Northern Ontario, comprising the immense northern section of the Province, forest-clad and rich in mineral wealth,

grasses, all kinds of cereals, a wide range of vegetables, many kinds of the finest marketable apples, small fruits, grapes, and peaches. For varied and high class agriculture the natural conditions are ideal, and prosperous and fertile farms are everywhere the rule. There also are large and thriving industrial and commercial cities, like Toronto, Hamilton, Ottawa, London, Kingston, Peterborough, Brantford, Kitchener, and others, veritable hives of industry served by a network of railways, enjoying all the advantages and amenities of the best modern cities, and sending their products not only throughout the Dominion, but all over the world.

Northern Ontario is mainly a vast region of forests, mineral lands, rivers, and lakes. There are nearly 200,000,000 acres of forests, abounding in game, rich



A Bird's-eye view of a portion of the city of Toronto, Ontario

and with an agriculture of rare promise still in the pioneer stage. Northern Ontario is traversed by the Laurentian plateau, which stretches east and west across the country, hence its watershed is either southward to the Great Lakes or northward to Hudson Bay.

Old Ontario, which again is subdivided locally into Eastern and Western Ontario, is that portion of the Province south of the Ottawa River and Lake Nipissing, which lies like a wedge between Lakes Ontario, Erie, and Huron. Here is one of the most beautiful and prosperous sections within the British Empire. Generally of clay loam or sandy loam, and well wooded, the area of Old Ontario is for the most part undulating in surface, has rich and retentive soil and good natural drainage, is plentifully supplied with spring water, and has abundant rainfall. The soil yields a great diversity of the best products, pasture

in timber, and possessing incalculable resources of pulp-wood. World-famous for its mines, it has already made of Ontario an immense producer of minerals, although the resources of the country in this direction are still largely unexplored. This section also possesses the Great Clay Belt of Northern Ontario, containing many millions of acres of fine farming land. Already considerable districts are well farmed, and have proved that this great northern country is well adapted for the production of general farm crops, dairying, and the raising of live stock. The Timiskaming and Northern Ontario Railway, owned and operated by the Provincial Government, passes through the centre of the new country from North Bay to Cochrane, a distance of over 250 miles, and beyond Cochrane for about 70 miles. Extensions of this railway are being made from time to time to keep pace

with the development of this rich, new country, and the extension of the line to James Bay is under consideration. Every year witnesses steady progress in the development of Northern Ontario, which undoubtedly has a wonderful future before it.

The St. Lawrence and the Great Lakes. If measured from its source to its mouth, the St. Lawrence is one of the largest rivers in the world. It is 2,220 miles in length, and drains a basin of 530,000 square miles, 450,000 of which are in Canada. In its course it expands into five great lakes, four of which touch on Ontario and form part of the boundaries of the Province—Lakes Superior, Huron, Erie, and Ontario. These four lakes, together with Lake Michigan, which lies wholly within the United States, contain about one-half of the fresh water on the surface of the globe. The importance commercially to Ontario of the Great Lakes and the River St. Lawrence can scarcely be over-estimated.

The first great expansion of the St. Lawrence, which really has its rise in the headwaters of the St. Louis River, is Lake Superior, 420 miles long, with an average breadth of 80 miles. The lake receives its main supply from Lake Nipigon, 1,450 square miles in area, through the Nipigon River, but there are other tributaries, such as the Kaministikwia, at the mouth of which is the city of Fort William. The shores are rocky and irregular, with numerous islands skirting the coast. Its waters are clear and cold and contain an abundance of fish of various kinds.

Lake Superior empties its waters into Lake Huron through the St. Mary River, 30 miles in length. The river is navigable throughout its entire course, except at one point, where there is a fall of 22 feet in a distance of three-quarters of a mile. To overcome this obstacle, canals have been constructed both on the Canadian and on the United States side. The Cana-



The Dominion Observatory, Ottawa, Ontario

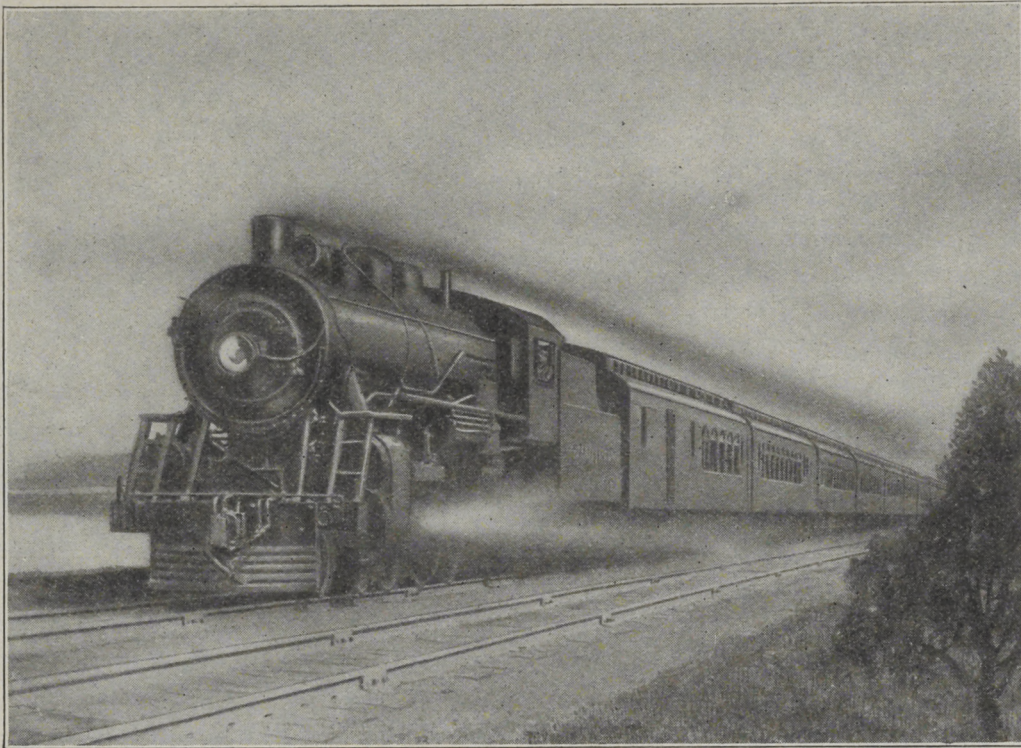
dian canal is 7,067 feet long, with a breadth of 150 feet, its single lock being 900 feet long and 50 feet wide. The cost of the canal was about \$5,000,000.

Lake Huron is 270 miles in length with an average breadth of 70 miles, although at its widest part it is 105 miles. Georgian Bay is separated from the lake proper by the Bruce peninsula and the Manitoulin Islands. Like Lake Superior, the waters of the lake are clear and filled with fish. The shores are in some places low, in others rocky. In Georgian Bay the northern coast is rocky and high, but on the east the shore, although rocky, is low. The scenery of the Bay is lovely, made even more beautiful by the 20,000 islands which cover its surface. Several important rivers flow into Georgian Bay—the Spanish, Maganatawan, Muskoka, Severn, and Nottawasaga, all important for their lumbering operations.

At its southern extremity Lake Huron discharges its waters into Lake St. Clair through the River St. Clair,



Tobacco growing in Western Ontario



Canada has more miles of railway in proportion to population than any other country. Fast, luxurious trains make travel over the vast distances comfortable and speedy

30 miles in length and navigable throughout. The lake, 25 miles long by 25 miles wide, is so shallow that, as an aid to navigation, a channel 16 feet deep and 300 feet wide is kept open by dredging. Its waters are muddy and the coast is low and marshy. The Detroit River, 32 miles long, carries the waters of Lake St. Clair into Lake Erie.

Lake Erie, the shallowest of the Great Lakes, is 250 miles long with an average width of 38 miles. The shores are low, and, owing to its shallowness, the lake is much disturbed by storms. During the navigation season it is thronged with shipping. The chief ports are Port Colborne, Port Dover, and Port Stanley.

Lake Erie empties into Lake Ontario through the Niagara River, 33 miles in length, with a descent of 326 feet in its course. About half way between the two lakes the rapids commence, and here the descent is 55 feet in three-quarters of a mile. On the Canadian side of the river there is a drop of 158 feet at the Falls and a further drop of 85 feet in the gorge below. In order that ships may pass freely between Lakes Ontario and Erie the Dominion Government has constructed the Welland Canal, nearly 27 miles in length, with 26 locks.

Lake Ontario is 190 miles long with an average breadth of 55 miles. The shores are low, the greatest height being near Toronto. It receives numerous tributaries, though none of them are of any great importance. The principal harbours are Hamilton on Burlington Bay, Toronto on Toronto Bay, Belleville on the Bay of Quinte, Cobourg, Port Hope, Whitby, and Kingston at the extreme east.

At the beginning of the St. Lawrence proper is the group of islands scattered up and down the river for

forty miles, known as the Thousand Islands, a favourite resort for tourists. Near Prescott, rapids begin to appear, which are overcome by locks; these, however, are used only in the ascent of the river. From this point on to Montreal there are numerous canals, the most important of which are the Long Sault, Cedar, Cascade, and Lachine. By means of the canals, built and maintained by the Dominion Government, vessels of a moderate draught can pass from Fort William on Lake Superior to Montreal, thence following the course of the river to the Atlantic Ocean.

Climate. There is a wide variation in the climate

of Ontario, the Great Lakes and Hudson Bay exerting marked influence in the different sections. Southern Ontario, owing to its latitude and the proximity of the Great Lakes, is milder than many districts much further to the south, neither the heat of summer nor the cold of winter being extreme. Northward, however, the climate becomes more severe, cooler in summer and colder in winter. The snowfall is heavy between Georgian Bay and Ottawa, but the severity of the northwest winds is tempered by their passage over the lakes, making the winters bracing but not extreme. Still further north again, towards Hudson Bay, the temperature moderates, so that in the Clay Belt the winters are milder than in the district to the south, around Lake Superior. On the whole, however, the summers of Ontario, with the exception of occasional hot days, are perfect, the nights usually being cool. The fall is delightful. The winters are dry and exhilarating, even in midwinter there being long intervals of sunshine, unclouded skies and no fogs. As in Quebec, the winter, with its frozen lakes and rivers and the snow-covered surface of the ground, is admirably suited to the purposes of the lumberman and the miner in the transportation of his products. The annual rainfall is from 30 to 40 inches.

Agriculture. The Province of Ontario, though so immensely rich in minerals, forests, and manufactures, is essentially an agricultural country. Possessed of excellent soil, and a climate suited to a wide variety of products, farming has been the chief industry of the people since its first settlers started their primitive operations over one hundred years ago. But, even to-day, the development of the agricultural resources of the Province offer great opportunities, and nowhere

in the Empire will the newcomer with farming experience find a field of richer promise.

The total area sown to field crops in Ontario is over 10,075,000 acres, but when it is considered how small this figure is compared with the 230,000,000 acres of land surface in the Province, and that in Northern Ontario there are 20,000,000 acres of virgin agricultural land as yet untouched,—one of the greatest expanses of uncultivated fertile territory to be found in the world,—it is seen that Ontario still has room for millions of additional farming population.

The market value of the annual field crops is estimated at over \$239,627,000. Oats, wheat, barley, peas, beans, and corn are the principal yields. Grain growing, however, by no means represents the whole field of the Ontario farmer's endeavor. Here is the natural home of mixed farming, and dairying in all its branches is the backbone of agriculture. Ontario produces practically half the butter and cheese made in Canada. The annual output of the cheese factories operated in Ontario is over 103,135,000 pounds, valued at \$18,604,000, while the creameries manufacture upwards of 43,525,000 pounds of butter valued at over \$16,665,000. With the addition of dairy butter, milk powder, condensed milk, and milk used for city trade, including ice cream, the total annual value of Ontario's dairy output is approximately \$80,000,000. There are over 830 cheese factories and 180 creameries in the Province. The Provincial Government's staff of dairy instructors maintains a uniform high grade output from all these factories and creameries. Immense quantities of butter and cheese have been exported annually in recent years.

The livestock industry of Ontario is very important, and some of the best horses, cattle, and sheep on the continent are raised in the Province. Last official reports show that there are in Ontario 694,237 horses, 2,890,113 cattle, 1,081,828 sheep and lambs, 1,563,807 swine, and poultry to the number of 11,458,206.

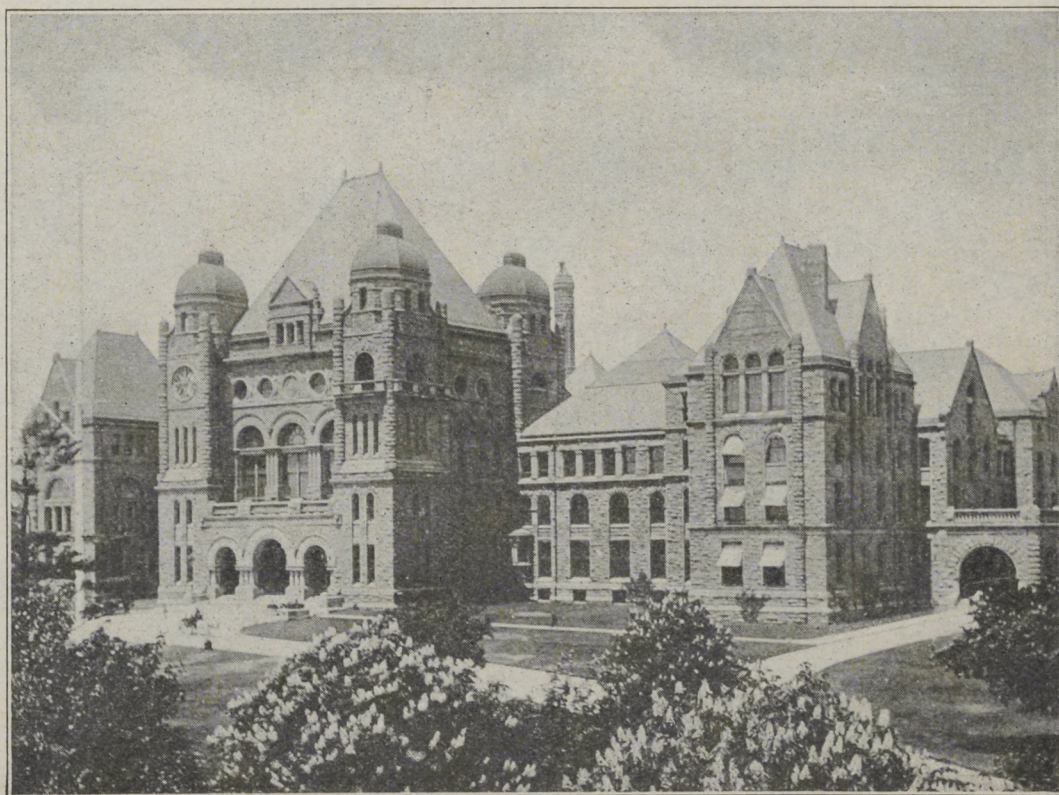
In the Niagara fruit belt Ontario possesses one of the most beautiful and fertile fruit growing districts in the British Empire. Here peaches and grapes are grown extensively in the open air, and apples, plums, pears, cherries, and small fruits yield bountiful crops. Electric railways radiate in all directions, linking up the orchards with the cities. Probably nowhere else in the

Empire are scientific cultivation, exceptional soil and climate, easy transit, coöperative marketing, and nearby markets, found in such favourable combination as in this section of the Province where the highly specialized industry of fruit growing and market gardening has reached such a stage of development. Large canning factories handling both fruit and vegetables are to be found in many centres.

Tobacco is extensively grown in the counties of Essex and Kent, along Lake Erie. Both soil and climate are found to be suitable for the cultivation of the plant, and the product is of excellent quality. Most of the tobacco raised in this section is manufactured within the Province for home consumption. The cultivation of sugar beets is also becoming of importance. The growing of flax, both for seed and for its fibre, has lately attracted a good deal of attention.

There exist many hundreds of active organizations, run by the farmers themselves, designed to advance the interests of the agricultural community. These include the Ontario Agricultural and Experimental Union, farmers' institutes, women's institutes, coöperative societies, farmers' clubs, agricultural societies, horticultural societies, associations of dairymen, live stock breeders, poultry keepers, beekeepers, fruit-growers, plowmen, and vegetable growers. The Provincial Department of Agriculture also maintains a corps of district representatives, all skilled agriculturists, resident at important farming centres, whose whole time is devoted to assisting the farmers.

Manufacturing. One of the greatest government-owned public utility organizations of its kind in the world is the Ontario Hydro-Electric Commission,



Ontario Provincial Parliament Buildings, Toronto

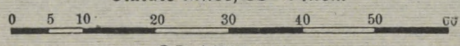


Transcontinental
Railways in Colour

ONTARIO

SCALE

Statute Miles, 30 = 1 Inch.



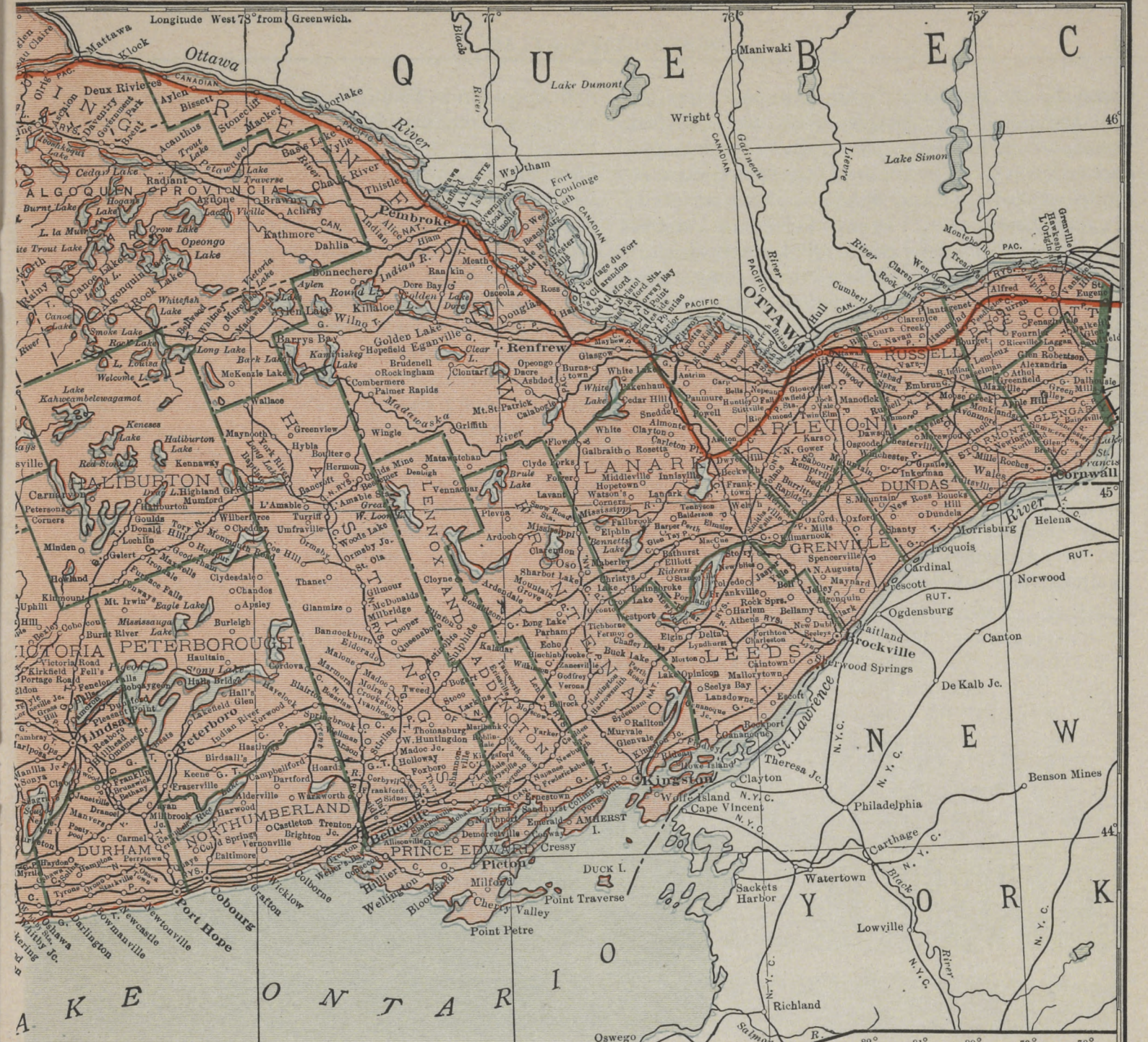
© Rand McNally & Co.
Made in U. S. A.

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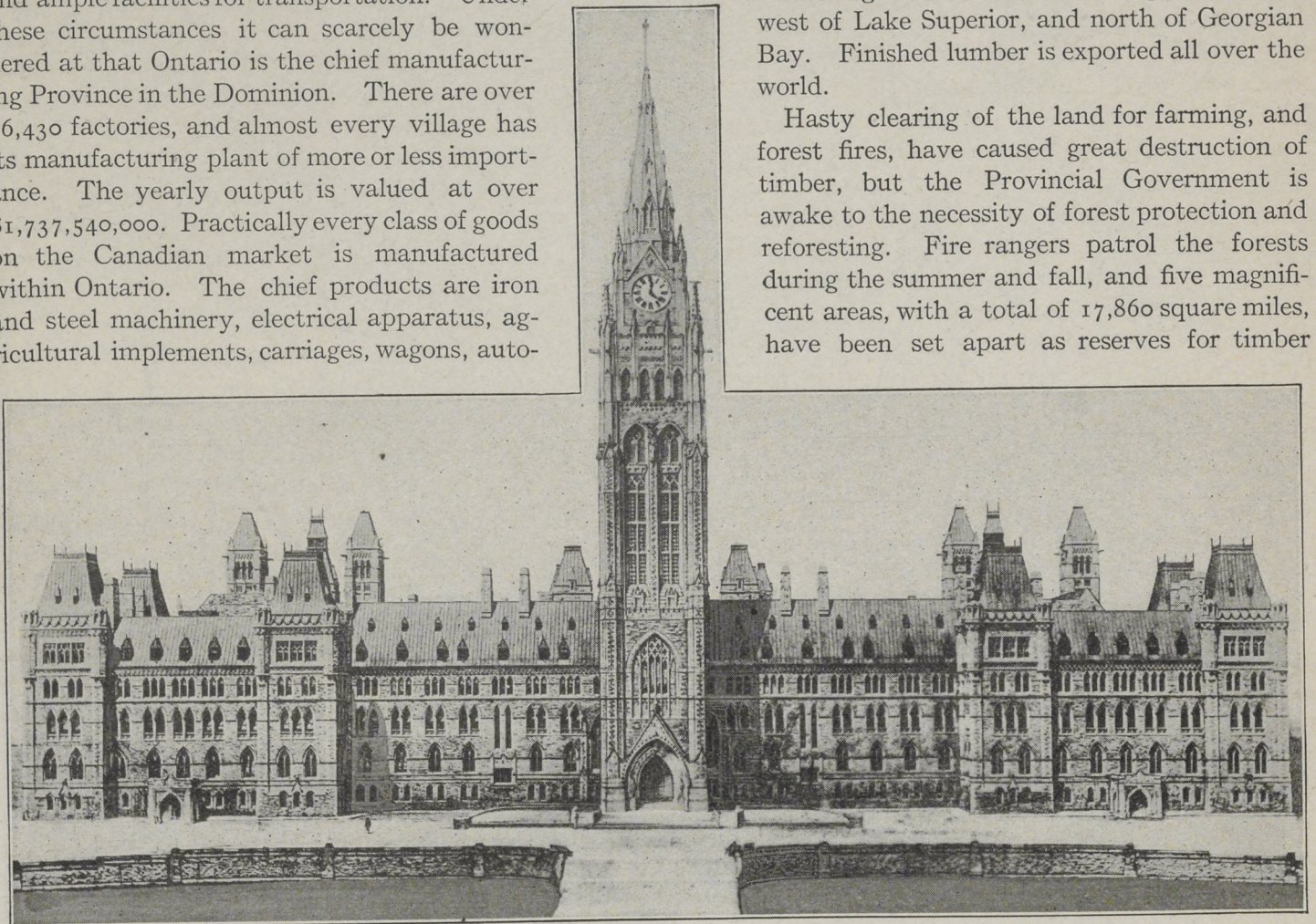


owned by the Provincial Government, and supplying light and power from Niagara Falls and elsewhere throughout the Province at about what it costs to produce and deliver. The five units of the power plant recently installed at a cost of \$60,000,000 have a capacity of 275,000 horse-power. The importance of the Commission to the manufacturer can hardly be overestimated.

Added to cheap power is abundance of raw material and ample facilities for transportation. Under these circumstances it can scarcely be wondered at that Ontario is the chief manufacturing Province in the Dominion. There are over 16,430 factories, and almost every village has its manufacturing plant of more or less importance. The yearly output is valued at over \$1,737,540,000. Practically every class of goods on the Canadian market is manufactured within Ontario. The chief products are iron and steel machinery, electrical apparatus, agricultural implements, carriages, wagons, auto-

is in operation at Sault Ste. Marie, and several more very large plants are situated over the northern section of the Province. The numerous rivers throughout the lumbering district are of great help to the lumberman in floating the logs to the sawmills, located at convenient points. There are many other valuable trees besides those already mentioned; oak, beech, maple, elm, and basswood are plentiful. The most important lumbering districts are on the Upper Ottawa, west of Lake Superior, and north of Georgian Bay. Finished lumber is exported all over the world.

Hasty clearing of the land for farming, and forest fires, have caused great destruction of timber, but the Provincial Government is awake to the necessity of forest protection and reforestation. Fire rangers patrol the forests during the summer and fall, and five magnificent areas, with a total of 17,860 square miles, have been set apart as reserves for timber



The new Canadian Parliament Building at Ottawa, Ontario, which replaces the building destroyed by fire in February, 1916

mobiles, pianos, organs, flour, oatmeal, pulp, paper, furniture, woolen and cotton goods, clothing, sugar, wire fencing, paints, leather goods, boots and shoes, carpets, cement, canned goods, glass, biscuits, confectionery, and meat products.

Lumbering. Though Quebec has larger untouched timber areas, the lumbering industry of Ontario exceeds that of any other Province of Canada. The forest lands are estimated at 103,000 square miles, a territory equal in size to one-half of France. Nowhere else on the continent are found such great areas of white pine, and of almost equal value, in the making of pulp wood, are the magnificent spruce and poplar trees which occupy large districts of Northern Ontario. The total amount of red and white pine still standing on lands belonging to the Province exceeds 12,000,000,000 feet, while there are more than 350,000,000 cords of pulp wood on lands still in the hands of the Government. One of the largest pulp mills in the world

conservation and the preservation of the water supply. In addition, Algonquin Park, with an area of 2,000 square miles, contains uncut timber of great value.

Mining. The annual value of the mineral production of Ontario reaches \$54,510,000. Almost all the economic minerals, with the exception of coal, are found within the limits of the Province. The silver mines at Cobalt have proved to be one of the richest deposits ever discovered, while the group of gold mines at Porcupine includes one of the largest in the world. The nickel mines at Sudbury constitute the most important source of supply of this metal known to-day. Copper is mined in the same district in large quantities. The largest iron mine in Canada is at Michipicoten. Practically the whole output of the Dominion's petroleum is produced in Lambton County and from the newer oil field at Mosa, Middlesex County. Natural gas, used for both light and fuel, is found in wells on

the north and east shores of Lake Erie; the yearly output is valued at over \$3,658,200. There are extensive salt deposits in the western part of old Ontario. Graphite, talc, mica, and feldspar are also found in considerable quantities. There is also in the province one of the most valuable deposits of marble in North America.

Fisheries. The fresh water fisheries of the Province, including the Great Lakes and Lake of the Woods and Lake Nipigon, are extensive and valuable. The principal fish caught are herring, whitefish, and trout, but the catch also includes pike, pickerel, sturgeon, eels, perch, tullibee, catfish, carp, and coarse fish. The fisheries of the Province are under careful Dominion and Provincial regulation. For the purpose of re-stocking the waters and increasing the fish supply the Dominion and Provincial Governments maintain several fish hatcheries. The rich fisheries of Hudson Bay have not as yet been developed, owing to lack of transportation facilities.

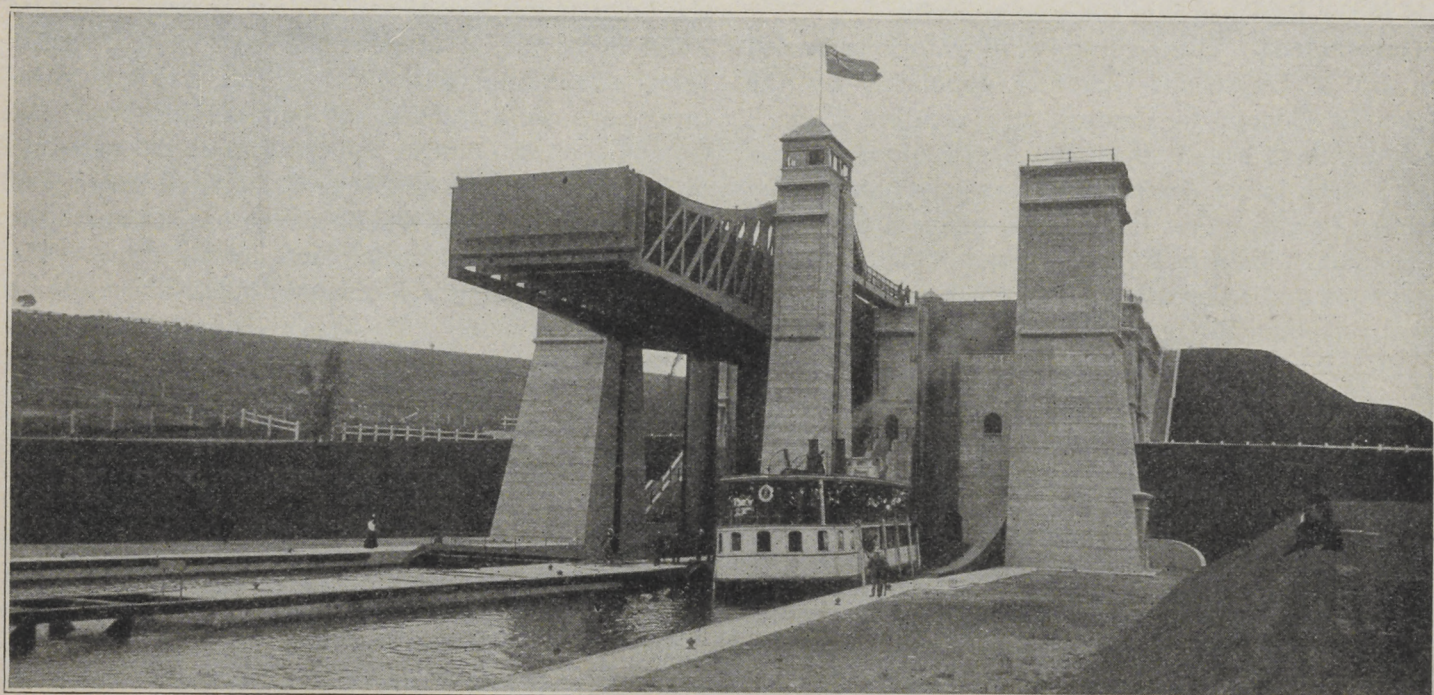
Transportation. The southern section of Ontario is a perfect network of railways, and the settlers, even in the outlying portions of the Province, are rapidly being brought within easy distance of railway communication. The oldest railway is the Grand Trunk, now consolidated with the Canadian National lines. Its main line from the Atlantic coast to Chicago, passes through Southern Ontario, and there are numerous branches running in all directions. The main line of the Canadian Pacific Railway passes through North Bay and skirts the north shore of Lake Superior on its way from Montreal to Winnipeg. A line of the Canadian Pacific also passes through Toronto from Montreal to Windsor, and a direct line runs from Toronto to Sudbury, where it joins the main line to Winnipeg. Numerous branch lines radiate from the trunk lines. One division of the Canadian National system runs from Montreal to Winnipeg and through numerous

points in Western Canada, connecting near Sudbury with the same system from Toronto. In addition, there is direct connection by Canadian National between Ottawa and Toronto, as well as various branch lines. Another national line, the Transcontinental, runs from Moncton, New Brunswick, to Winnipeg, traversing the Province, and opening up the great clay belt in the north to settlement. A branch connects the main line with Port Arthur. Running north from North Bay the Timiskaming and Northern Ontario Railway, owned and operated by the Provincial Government, joins the National line at Cochrane. United States' roads also tap the Province from the south.

In addition to the steam railways there are hundreds of miles of electric lines running through the rural districts, connecting the principal towns and cities. With the development of electrical power more and more such railways are being built, some under municipal ownership.

The canal system in the Great Lakes and the River St. Lawrence has already been referred to, but there are other canals of great commercial importance to the Province. Among these are the Rideau Canal between Ottawa and Kingston, the Trent Valley Canals from Trenton through the Kawartha Lakes to Georgian Bay, and the Murray Canal separating the peninsula of Prince Edward County from the mainland.

During the summer months the Great Lakes and the River St. Lawrence form one of the great highways for transportation, many lines of steamers, both freight and passenger, being in operation. The grain carrying trade from Fort William and Port Arthur during these months is enormous, the grain that has accumulated during the winter in both the terminal and interior elevators being carried by water in immense freighters to various ports on the lakes and as far as



The Lift Locks at Peterboro, Ontario, are said to be one of the most remarkable feats of engineering on the Continent



Dairying in Ontario has reached the stage where it has become a highly important asset

Montreal. Regular passenger liners run from Sarnia, Owen Sound, and Port McNicoll to the twin cities at the head of Lake Superior. Toronto, Hamilton, and Kingston are all important summer ports. Palatial steamers handle the tourist travel between Toronto and Montreal.

Population. In 1921 the population of Ontario was 2,933,662. More than three-quarters of the people are of Canadian birth, and next in number are those from England, as Ontario receives a large share of the immigration from Great Britain. Of the Canadian born the greater number are the descendants of English, Scotch, and Irish immigrants, but in certain sections of the Province there are quite a number of French-speaking inhabitants. There is also a sprinkling of other nationalities. The English-speaking population in the Province is in the vast majority.

Government. The government of Ontario is carried on by a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 9 members chosen from the Legislative Assembly and a Legislative Assembly of 111 members elected by the people. The Province is represented in the Dominion Parliament by 82 members of the House of Commons and 24 senators. There is a very complete system of municipal government.

Education. Education in Ontario, as in the other Provinces, is controlled by the Provincial Government. There are 7,042 public schools providing free education, and between the ages of 6 and 16 school attendance is compulsory. Roman Catholics have the right to separate elementary schools. Excellent collegiate institutes or high schools are maintained at every important centre throughout the Province. Continuation schools are provided where it is not considered advisable or possible to establish a high school. There are seven normal schools for the training of teachers

and, in addition, two of the universities have Faculties of Education for the purpose of training teachers for high school work.

There are many technical schools, that at Toronto being noted for its buildings, its equipment, and its attendance. The University of Toronto has over 5,000 undergraduates in all its faculties, the largest attendance of any university in the British Empire. There are four other universities—McMaster University at Toronto, under the control of the Baptist denomination; Ottawa University at Ottawa, under the control of the Roman

Catholics; Queen's University at Kingston, and Western University at London. The Provincial Government maintains the Agricultural College at Guelph, one of the finest and most successful institutions of its kind in the world for the education of farmers' sons and the promotion in general of agricultural knowledge.

Summer Resorts and Sport. The delightful climate, the abundance of fishing, the natural beauty of many parts of the Province, and the easy communication, attract yearly thousands of tourists, many of whom are permanent residents during the summer months. The Georgian Bay district, the Muskoka district, the Lake of Bays district, the Timagami district, the Kawartha Lakes, the Thousand Islands, and the Lake of the Woods are favorite resorts. Niagara Falls, of course, is of perennial interest to tourists. Many of the smaller towns along Lakes Erie and Ontario have an attraction for summer visitors. The Government of Ontario has recognized the necessity of preserving a part of this great national heritage of beauty for the public and therefore has set apart the great Algonquin Provincial Park for their use. The park contains about 2,000 square miles, and is under careful supervision. "Its numerous enchanting lakes and streams abound in trout, bass, and other members of the finny tribe, while the forests are alive with moose, deer, beaver, and other of the larger animals, and hundreds of wild fowl and birds enjoy an earthly paradise without fear of being killed by man."

The rivers and streams abound in trout, bass, pickerel, and maskanonge, while certain sections of the Province, such as Lake Nipigon, are celebrated all over the continent for the excellence of their fishing. The fame of the hunting grounds of Northern Ontario is widespread; moose and deer, bears, wolves, otters,

beavers, lynx, fox, and rabbits are abundant in the little-settled districts.

Cities and Towns. Toronto, situated on a spacious harbour on the northern shore of Lake Ontario, is the capital of the Province. It is the largest city in Ontario and the second in size in the Dominion, its population now numbering about 522,000. It is especially noted for its comfortable homes separated one from the other by beautiful lawns with fine old trees. The city is rich in educational institutions, including the University of Toronto with its affiliated colleges, McMaster University, a Provincial normal school, a technical school, and many collegiate institutes. The Provincial Legislative Buildings and the City Hall are architectural ornaments to the city. The public parks are large and numerous and are carefully looked after. The city's business interests are wide and important, its industrial plants including foundries, shipbuilding, and meat packing establishments; piano, carriage, and biscuit factories, agricultural implement works, and railway shops. Its unsurpassed railway and steamboat connections make it a great distributing centre.

Picturesquely situated on a cluster of hills overlooking the Ottawa River is Ottawa, the second city in size in the Province, and the capital of the Dominion of Canada. It has a population of about 108,000. The Parliament buildings and the five government offices give an air of dignity to the city, while millions of dollars have been spent in improving its parks, driveways, and general appearance. Altogether, the city is one of the most picturesque on the continent. The chief industry is lumber. The Chaudière Falls on the Ottawa River, lying between the city and Hull, furnish splendid water power to drive the factories that cluster along the banks of the river. Ottawa is the seat of the University of Ottawa and of one of the Provincial normal schools.

In the decennial census taken in 1921, Hamilton had a population of 114,151. It, too, has a highly picturesque location at the base of a mountain which marks the end of Lake Ontario. Its rolling and planing mills, iron, implement, and stove works, its furniture, sewing machine, glassware, and boot and shoe factories each year show a gain in volume of business. Surrounding the city is one of the finest fruit districts in North America. Hamilton is the seat of one of the Provincial normal schools.

London on the Thames River, has a population of about 61,000 and is an important distributing centre, with excellent railway connections. Its agricultural implement and boot and shoe factories, its petroleum

refineries, and brick and tile works are important. It is the seat of the Western University and of one of the Provincial normal schools.

Kingston is the half-way house for river tourists. Steamers for the Thousand Islands and St. Lawrence points as far east as Montreal, and for the Rideau River as far as Ottawa, make Kingston their port of call and departure. Its chief industries are the manufacture of locomotives, steam engines, cars, and agricultural implements. It is the seat of Queen's University and the Royal Military College, and is also an important military centre.

Brantford, on the Grand River, is the centre of a rich agricultural country. Its manufactures, principally agricultural implements, machinery, stoves, and carriages, add to its commercial importance. The Provincial Institution for the Blind is located in the city.

Peterborough, the seat of one of the Provincial normal schools; St. Catharines, the centre of a rich fruit district, and Belleville, where is located the Provincial Institution for the Deaf, are all commercially important. Guelph is well known because of the Ontario Agricultural College and Experimental Farm, while Windsor, Stratford, Collingwood, Sarnia, Galt, Chatham, St. Thomas, Kitchener, Woodstock, Ingersoll, Owen Sound, Paris, and other centres boast many large industries that materially increase their importance. The twin cities of Fort William and Port Arthur, on Thunder Bay, are at the head of navigation on Lake Superior. They have immense terminal and storage elevators for the handling of the grain from the Western Provinces. Both cities have excellent water power near at hand and are making rapid advances as manufacturing centres. Sault Ste. Marie contains large steel mills and pulp plants.



From Blossoming to Fruit Gathering Time the Orchards of Ontario are attractive

MANITOBA

In the year 1912, Manitoba, until that time in shape almost a perfect square, was extended northward to the 60th parallel and northeastward to the shores of Hudson Bay, making it a maritime Province. As now constituted it comprises 251,832 square miles, more than twice its former size.

The first prairie steppe runs northwesterly through the Province and occupies about one-half its area. On the west and southwest, about one-quarter of the Province lies within the second prairie steppe. The boundary between the two steppes is marked by a series of elevations—Pembina Mountains, Riding Mountains, and Duck Mountains, in the Province itself, and the Porcupine Hills on the boundary between Manitoba and Saskatchewan. Standing by themselves in the southwestern part of the Province are the Turtle Mountains. The surface of the first steppe is generally flat prairie, that of the second is more rolling, but on the whole there is little difference. The principal lakes lie within the first steppe, which has an elevation of about 800 feet above sea level. The surface of the northeastern part of the Province is very diversified, rough and broken, with frequent bogs and considerable marsh land.

Manitoba has the largest lakes in the prairie belt. The largest are Lakes Winnipeg, Winnipegosis, Manitoba, and Dauphin, all draining to the northeast through the Nelson River into Hudson Bay. Lake Winnipeg, with a length of 260 miles and an average width of 30 miles, is the most important of the four. Receiving as it does the Saskatchewan River from the west, the Red River from the south, and the Winnipeg River from the east, it is the centre of the drainage system of Manitoba. All the Manitoba lakes are very shallow, even Lake Winnipeg in no place exceed-

ing 70 feet in depth. This is accounted for by the fact that they were at one time the centre of an ancient lake—known to scientists as Lake Agassiz—which covered about three-quarters of Manitoba and extended into the United States to the south, into Ontario on the east, and as far west as the eastern boundary of the second prairie steppe. When the waters declined the south central portion of the Province was left covered with deposits of clay and silt, now overspread with from two to four feet of black vegetable mould, which seems inexhaustible in its productiveness.

The Red River, which rises in the United States and, after a course of 700 miles, flows into Lake Winnipeg from the south, is the most important river in the Province. From the west it receives the Assiniboine River, which rises in Saskatchewan. At the junction of the two rivers is situated the city of Winnipeg. The Saskatchewan River flows into Lake Winnipeg from the west. The Winnipeg River, with its tributaries, the Whitemouth and Bird rivers, drains the southeastern portion of the Province. There is no dearth of lakes and rivers in Manitoba, which accounts in no small measure for its fertility. Timber tracts of considerable size edge the river banks.

The soil of Manitoba is a deep rich mould, especially rich in the valley of the Red River. In the extreme west and on the higher levels it is somewhat lighter, but still of extraordinary productiveness. It is this soil that yields the harvests of the famous Manitoba wheat.

History. Manitoba is the most easterly of the Western Provinces of Canada, and is also the scene of the earliest white settlement on the Canadian prairies. Here, in the early years of the nineteenth century,



A Field of Manitoba No. 1 Hard Wheat

Lord Selkirk founded a little settlement of redoubtable Scotsmen and their families. These pioneers endured the greatest adversities, as they were unskilled in the methods of prairie agriculture, and there were not then, as now, transportation facilities enabling them to take advantage of the world's markets. Nevertheless, the little settlement persisted in the face of great hardships, and became the foundation stock of the oldest white settlement in Western Canada. The town of Selkirk, on the Red River a short distance north of Winnipeg, perpetuates the name of the founder of the colony. In 1870 the Province of Manitoba was created and admitted into the Canadian Federation.



The care of Poultry by children is largely attributable to their share in the profits

Climate. The climate of Manitoba is very uniform and about all that can be desired. The spring and autumn are long and invigorating, the summers are warm, and the winters bright. The chief rainfall is in June and July. Seeding usually begins early in April. The frost which escapes from the ground provides sufficient moisture to give a good start to vegetation, and the rains and warm sun of June and July promote rapid growth until the crops are brought to maturity. The annual precipitation averages about 20 inches. Good water is found in abundance almost everywhere.

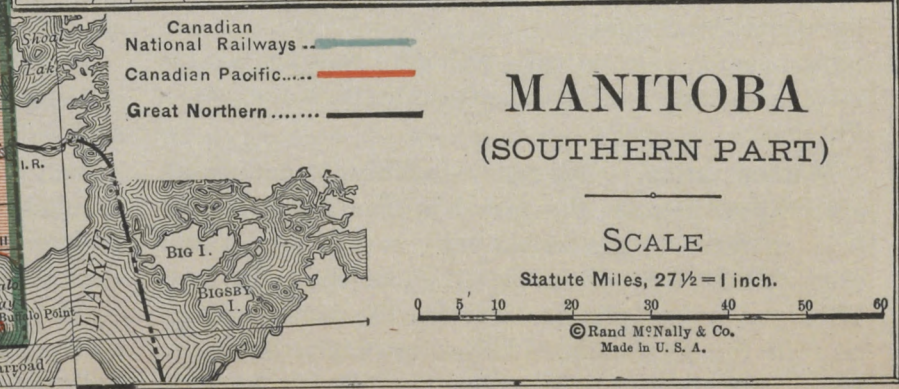
Agriculture. Fertile soil, sufficient moisture, and abundant sunshine combine to give Manitoba its place as an agricultural Province. For a long time it has

been famous as a wheat growing country. The world's finest wheat standard is "Manitoba No. 1 Hard." But it is not only as a wheat growing Province that Manitoba has become well known; it is rapidly becoming a very important dairy and live-stock country. There is an abundant growth of wild forage plants of many kinds. These possess unusual natural fattening qualities, and cattle grazing on them require much less "finishing" than is necessary in almost any other part of the continent. Besides the natural wild grasses that grow in great profusion, the abundant production of cultivated grasses, clovers, and other leguminous plants is an important factor in dairying and stock raising. The abnormally fast growth makes it easy to raise summer forage either for pasture or for hay. The large crops of oats and barley that can be grown are one of the great natural advantages of the Province for the



Manitoba Provincial Parliament Building, Winnipeg





raising of beef cattle and feed stock of every kind.

The corn belt is gradually moving northward and many Manitoba farmers are growing corn year by year to their own complete satisfaction. Flax, rye, peas, potatoes, and turnips are among the other important crops.

The profitableness of dairy farming is becoming more marked, the annual production of creamery butter and factory cheese amounting to over \$6,066,000. Over forty creameries are in operation producing over 8,540,000 pounds of butter, an increase in one year of over a million pounds. Man-

itoba, within a few years, has been changed from a Province which imported large quantities of butter to one which now has an abundant surplus for export.

Hog raising has been very profitable, and for the same reason that all other branches of live stock are lucrative. The stockyards are not in the control of the packing houses, so that the Manitoba farmer has an open market. Sheep raising has been greatly stimulated in the past few years and is found to be paying exceptionally well.

Fruit growing has made progress. Besides the small fruits that grow in great abundance, orchards of apples and plums have been successfully cultivated. The larger fruits, however, are not grown on an extensive scale.

Bee-keeping is making great progress, and owing to its purity and flavor there is an inexhaustible demand for Manitoba honey. The supply of honey making flora is very large and is distributed throughout the whole Province.

Manufacturing. Although Manitoba is mainly an agricultural country, the growth of manufacturing has been in recent years surprisingly rapid, the annual product now well exceeding \$153,000,000. In fact, Winnipeg is at present the fourth manufacturing city in the Dominion. Large machine shops are found in several centres. Meat packing is a growing

industry. Flour mills are numerous. Lime burning and brick and tile making employ many hands. Wire-fencing, leather goods, carriages, and farm machinery in general are also manufactured. Other extensive manufactures are clothing, cigars, pickles, biscuits, and soap.

Mining. The annual value of the mineral products of Manitoba has totalled as high as \$4,000,000. There are three important mineral belts in the Province—The Pas mineral area, the Rice Lake area, and the Star Lake area. The principal metals are copper and gold. In the Star Lake belt,

tungsten and molybdenum properties occur.

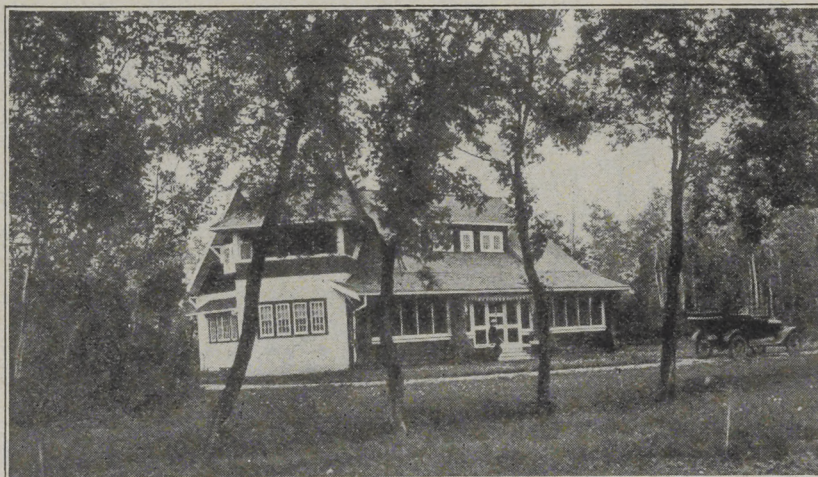
In addition, large deposits of gypsum occur at Gypsumville, northeast of Lake Manitoba. The raw material is shipped to Winnipeg, where it is ground and calcined, and manufactured into wall plaster and other gypsum products. Soft lignites occur in the Turtle Mountain district, but are not being developed. Cement, bricks, and limestone are also produced. Building stone of a very superior quality is quarried at Tyndall, east of Winnipeg.

Lumbering. Northern Manitoba is forest-clad as far north as the 60th parallel. The eastern portion shares the forest growth that covers Northwestern Ontario. Birch, spruce, poplar, jack pine, and tamarac flourish in a virgin forest, and supply the saw-mills which have been established at many points. In the west and southwest there are timbered

areas on the hills and along the river banks.

Fishing. Fishing in Manitoba is an important industry chiefly as the result of the large catch of whitefish. Lakes Winnipeg and Manitoba are noted fishing grounds, and the whitefish, pike, sturgeon, and pickerel caught in their waters are shipped in large quantities to the United States. Many lakes and streams in the district of Le Pas abound in whitefish, pickerel, and trout.

Transportation. For the extension of her chief



A settler's home in the Brandon District



Churches are established in every community in Western Canada

industries—the growing and marketing of her grain, cattle, and dairy products—Manitoba is largely dependent on railways, and the broad expanses of prairie land offer every facility for their rapid and economical construction. From Winnipeg railway lines radiate to all parts of the Dominion. From Montreal across the Atlantic, and from Vancouver, Victoria, and Prince Rupert over the Pacific Ocean, her mighty harvests go to feed the nations of the earth. By connection at various points there is commercial interchange with the United States, and another outlet is secured by transfer from rail at Fort William and Port Arthur to the Great Lakes. The Province has a railway mileage of 4,403, being comprised in the Canadian Pacific, the Canadian National Railways, and the Great Northern. Each is constructing branch lines to keep pace with the development of the agricultural areas of the Province, and to handle the manufactures, which of late years are of growing importance. A line of railway to Hudson Bay has been partially constructed by the Dominion Government and is in limited operation for 214 miles.

Population. According to the Dominion Census returns the population of Manitoba was, in 1881, 52,260; in 1891, 152,506; in 1901, 255,211; in 1911, 461,630; in 1921, 610,118. British-born population largely predominates.

Government. The government of Manitoba is administered by a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 7 members chosen from the Legislative Assembly, and a Legislative Assembly of 49 members elected by the people. The Province is represented in the Dominion Parliament by 17 members of the House of Commons and 6 senators. There are 163 organized municipalities, including cities and towns. School districts

may be established wherever there are a sufficient number of children.

Education. There is one public school system in Manitoba, free to all religious denominations. Collegiate institutes have been established in Winnipeg, Brandon, Portage la Prairie, Virden, Souris, and Stonewall, and in addition high schools and continuation classes at various smaller places. Technical education is well provided for. In Winnipeg is the Provincial normal school for the training of teachers. Brandon has a well-equipped normal school, where special attention

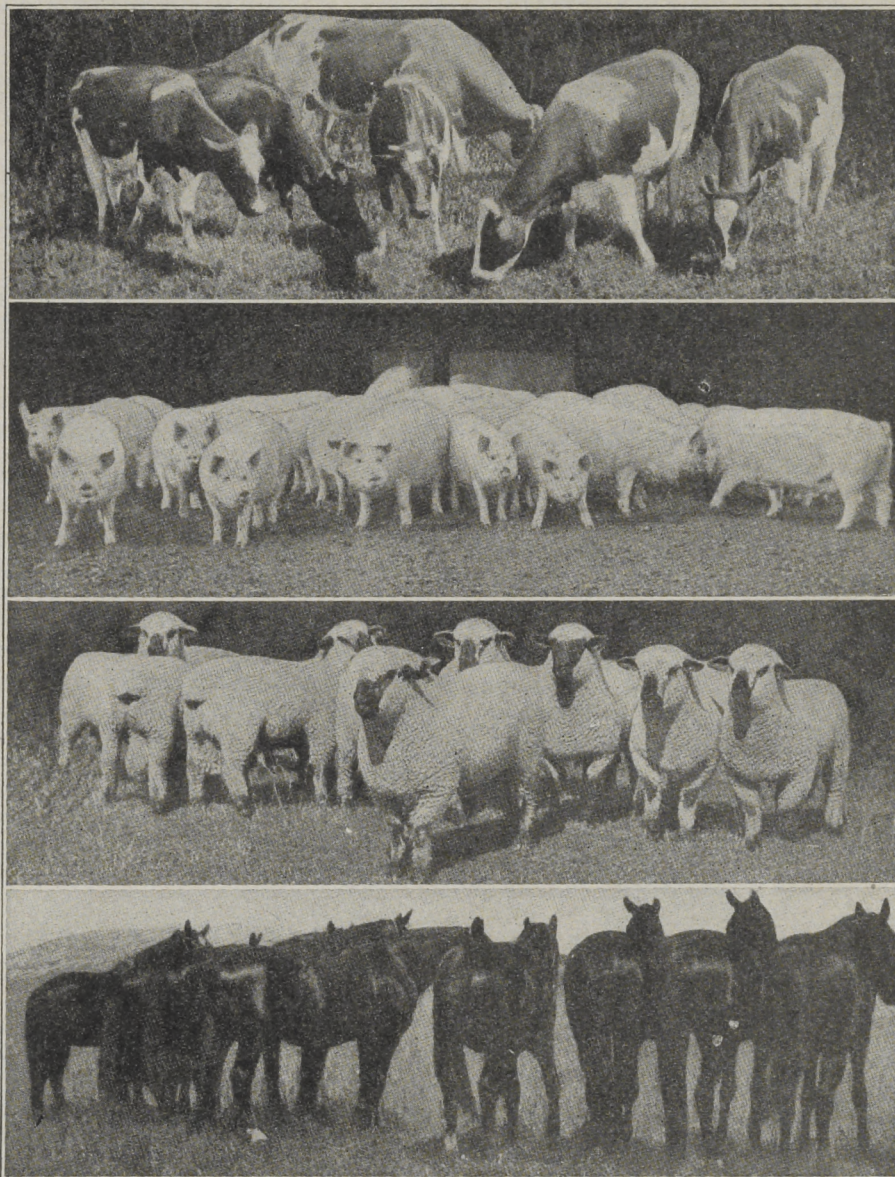
is given to the preparation of teachers for the rural schools. In 1905 consolidated schools were an experiment; to-day they are a success. The vans used for carrying the children to and from school are well protected and well heated in cold weather. The attendance in the consolidated schools shows an increase of more than 50 per cent over the old district system.

The University of Manitoba, situated in the city of Winnipeg, is the oldest institution of its kind in the Canadian West. With it are affiliated various denominational colleges. The Medical School is recognized as one of the best in Canada. Near Winnipeg is the

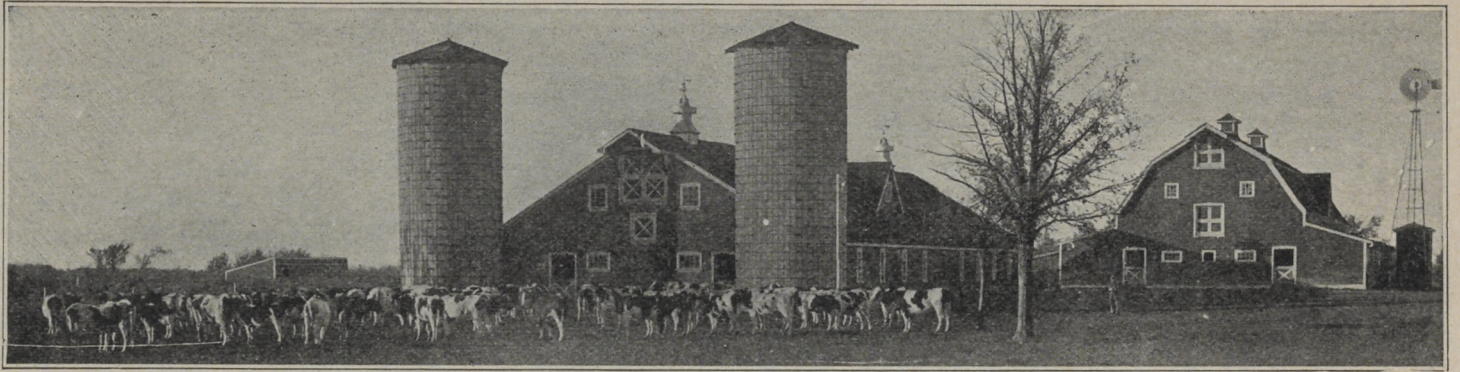
Manitoba Agricultural College, supported by the Province, with spacious grounds, magnificent buildings, adequate equipment, and a complete teaching staff.

Sport. Considerable numbers of elk, moose, and jumping deer are found in the Province, and in the forests and hills the bear, wolf, lynx, fox, marten, beaver, and other fur-bearing animals have their haunts. Prairie chickens are the principal native game birds, and the sportsman finds no dearth of wild ducks and geese on the lakes, rivers, and ponds.

Cities and Towns. Winnipeg is the capital of Manitoba, and the gateway city to the Great West.



Manitoba's Prize-Winning Stock competes successfully at International Shows



On a Western Canada Farm are to be found the most modern dairy equipment and the best breeds of cattle

Fifty years ago a mere trading post of the Hudson Bay Company, with a population of about 200, to-day it is a great centre of industry and trade with a population of about 200,000. Its situation at the junction of the Red and Assiniboine Rivers and at the entrance to the great prairie country is peculiarly favourable. Because of this situation it is the receiving centre for all the necessities and luxuries of life for the Canadian West. Only about one-eighth of the arable land of Western Canada has yet been brought under the plough, yet it is due to the opening up of this one-eighth that Winnipeg has sprung from a little trading village to the substantial city it now is. The magnificent water power near at hand, which provides electrical power at a very cheap rate, is one of the main reasons for the progress of the city, and has made it a prosperous manufacturing centre. The largest abattoirs in the West are in Winnipeg. Its bank clearings have exceeded \$3,015,704,000 in one year. Its public buildings, especially its technical, high,

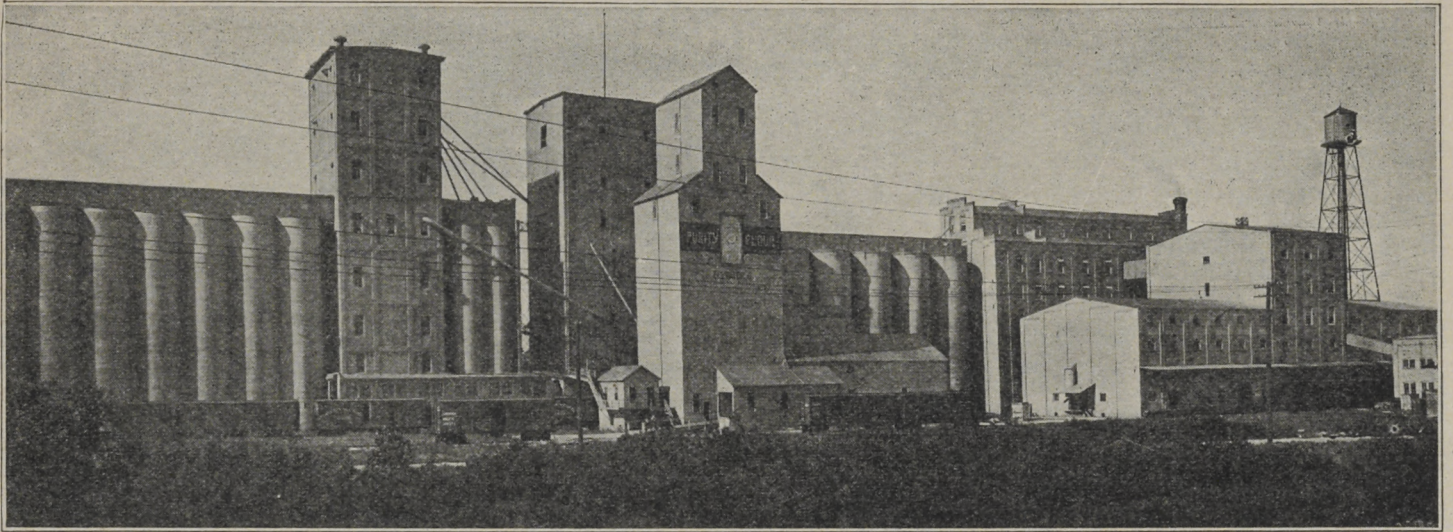
and public schools, are especially notable. The new Provincial Legislative Buildings are an ornament to the city and a credit to the Province. The buildings of the University of Manitoba are in Winnipeg, while the Agricultural College is near at hand.

Brandon, the second city of Manitoba, has more than doubled its inhabitants in ten years. With a population of about 15,500, its commercial importance is increasing at a rapid rate. Its wholesale trade shows large gain, and its grain elevators, flour mills, machine shops, and other manufactories are highly prosperous. It is the seat of one of the Provincial normal schools and of Brandon College. The Dominion Government Experimental Farm, widely known and of incalculable service to Manitoba farmers, is located here.

Portage la Prairie ranks among the most important of the country's wheat centres, and its railway facilities are unusual for a place of 6,800 inhabitants. For thirty consecutive years the records show no failure of crops on the plains surrounding the city, and its



A Corner of Brandon, Manitoba, a thriving city in the centre of a rich agricultural district



One of Canada's Largest Flour Mills at Winnipeg, Manitoba. At different centres throughout the Prairie Provinces, the Milling industry has considerable attention, much of the output of flour and oatmeal being shipped abroad

foundries, flour mills, elevators, and manufactories are large and enterprising.

St. Boniface, opposite Winnipeg on the Red River, is the centre of Roman Catholic interest in Western Canada, and a thriving manufacturing city. Selkirk, Dauphin, Wascana, Neepawa, Souris, and Minnedosa are the most important of several railroad towns from which are shipped the farm products of the sections where they are located.

A Maritime Province. The proximity of Port Nelson, at the outlet of the Nelson River, to the great wheat areas, together with the prospect of early railroad connection with them, make its future possibilities as a seaport loom large. Thus Manitoba may well be termed the "Maritime Prairie Province." By the recent boundary extension northward and eastward to the shores of Hudson Bay, Manitoba

has gained not only a wonderful wealth of agricultural land, timber, fisheries, water powers, and minerals, but also a maritime coastline which includes the two finest harbours on Hudson Bay — Churchill and Nelson. So that to the tremendous advantages of her vast prairie must now be added those of direct ocean routes to the world's markets. The Hudson Bay route for the shipment of grain and produce from the Canadian West and the Northwestern United States to European markets, is between 700 and 800 miles shorter than other routes.

The available horse-power of Canada's rivers is over 19,000,000, one-sixth being credited to Manitoba. The cheap power, heat, and light which this holds in store for Manitoba is but one of many rich heritages on which rest the Province's development in the near future.



Threshing with a modern outfit on the Canadian Prairie

SASKATCHEWAN

In shape, Saskatchewan is an almost perfect oblong, the United States and the Northwest Territories forming its southern and northern boundaries, while on east and west it adjoins Manitoba and Alberta. Its 251,700 square miles lie in the very centre of Canada's prairie land, covering an area larger than France. The Province is just about half as wide as it is long, its extent along the 49th parallel being 390 miles and its dimension north and south 760 miles.

The western part of the Second and the eastern portion of the Third Prairie Steppe form the physical division of land in which Southern Saskatchewan is outlined. North of the rolling prairies are extensive forest tracts, thinning off as the northern boundary of the Province is approached. The North and South Saskatchewan Rivers, both of which have their source in the Rocky Mountains, the Qu'Appelle, and the Carrot are the chief streams, intersecting the Province from west to east. The Qu'Appelle runs its whole course through a rich agricultural country, and the scenery along the river is very beautiful.

The southern strip of this Province is very like the adjoining section of Manitoba—a more or less gently rolling prairie, generally bare of trees. In some districts the rainfall is light, but modern methods of farming, and, in a few cases, irrigation, have enabled the settlers to grow wonderful crops, year in and year out.

A little further north are the park lands, and well they deserve their name. Even here there is plenty

of open prairie, where the new settler can put in his plough and run a long furrow without first having to clear anything away; but there are also innumerable little "bluffs" or coppices of birch and poplar which are very useful not only in providing fuel but also in sheltering the house and live stock, and to some extent the crops, from the wind. Here there is usually heavier rainfall than in the south. The country is dotted with lakes and alive with creeks. It is very beautiful; and beautiful surroundings are a great boon to a community.

The fertility of the soil is almost inexhaustible, the upper ten inches holding in store illimitable wealth for those who till it for the production of wheat and other grains, or who pasture their live stock upon the grasses which grow in such luxuriance upon it. The soil throughout Saskatchewan is a rich loam, running from eight to twenty inches deep, usually over a chocolate clay subsoil. The moisture is retained by this subsoil, so that crops are produced with less rainfall than would otherwise be needed.

The southeastern portion of the Province is almost flat. In other parts the surface is undulating; near some of the rivers in the more hilly sections the soil becomes lighter, with some stone and gravel and areas of light timber.

Climate. The atmosphere of Saskatchewan is clear and bracing. There is abundance of sunshine and usually a sufficiency of moisture. While the days in summer are frequently hot, yet the heat is generally



Cutting wheat in Saskatchewan, the largest grain producing area of the three Canadian Prairie Provinces



Pure-bred Clydes—the owner is justly proud of them

tempered by a refreshing breeze, and the nights are invariably cool and pleasant. In winter it is decidedly cold, but the stillness of the air during the severe weather, together with the dryness of the atmos-

phere, makes the winter season healthful and even enjoyable. It should not be forgotten that the Province has an elevation of from 1,500 to 3,000 feet above the sea level, which insures a clear and dry atmosphere.

Agriculture. Up to the present time only a small part of the vast agricultural lands of the Province has been brought under cultivation. The land area of Saskatchewan reaches a total of 155,764,480 acres, of which less than 20,000,000 acres are under cultivation. It is estimated that there are in the Province over 94,000,000 acres suitable for agriculture without clearing forest land, etc. Returns from acreage which has yielded repeated crops, equal those of Manitoba, which are regarded as phenomenal. Between the eastern boundary of the Province and Moosejaw lies a district which challenges comparison with any of the older grain-producing areas, the average yield of wheat to the acre being about twenty bushels, while yields of thirty to forty bushels per acre are numerous. With only a small proportion of its area under cultivation, the grain crops of Saskatchewan exceed 388,000,000 bushels in a single year. Wheat is grown to a greater extent than other grains. Oats are second in point of production. Of this cereal exceptionally heavy yields have been harvested on well cultivated fields. Saskatchewan oats are a heavy-weighting variety, and whenever shown at world exhibitions have won the championship. Barley is extensively grown, and while a large quan-

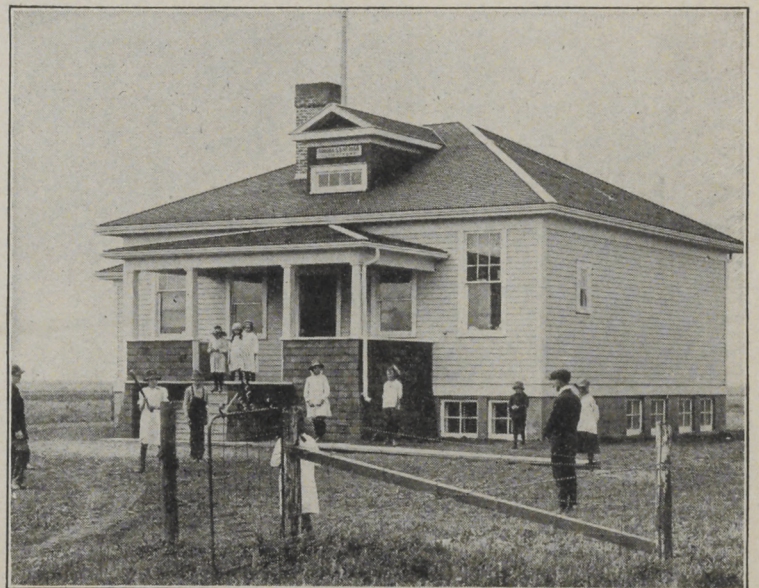
tity is exported, the largest amount of the production is used at home in feeding cattle and hogs. Rye and other small grains bring large returns to the farmer, and are useful in crop rotation. Corn in many places has been successfully grown. The erection of silos in connection with well appointed farm buildings indicates the growing prosperity of the farmers. The chief conditions which contribute to the success of grain-growing in Saskatchewan are: 1. The soil is almost inexhaustible in its fertility. 2. The climate brings the wheat plant to fruition very quickly. 3. The northern latitude gives the wheat more sunshine during the period of growing than is furnished by the districts farther south. Alfalfa is a crop of some importance in parts of the Province.

The cattle industry in Saskatchewan has reached an importance that places it upon an equality with that of many of the best cattle-raising States of the Union.

There are many large herds scattered throughout the Province, subsisting for a large portion of the year on the native grasses that possess nutriment scarcely found elsewhere on the continent, and the balance of the year—the winter months—gaining flesh and quality by outdoor feeding. There are few farms now that lack herds—large or small—many being the nucleus of pure bred stock, to which considerable attention is being paid. Buyers south of the line are showing their appreciation by purchasing all the good Cana-



A Sylvan glade and a Prairie swimming hole



Over 150,000 children attend the public schools of Saskatchewan

SASKATCHEWAN

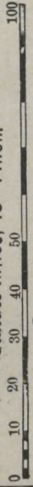
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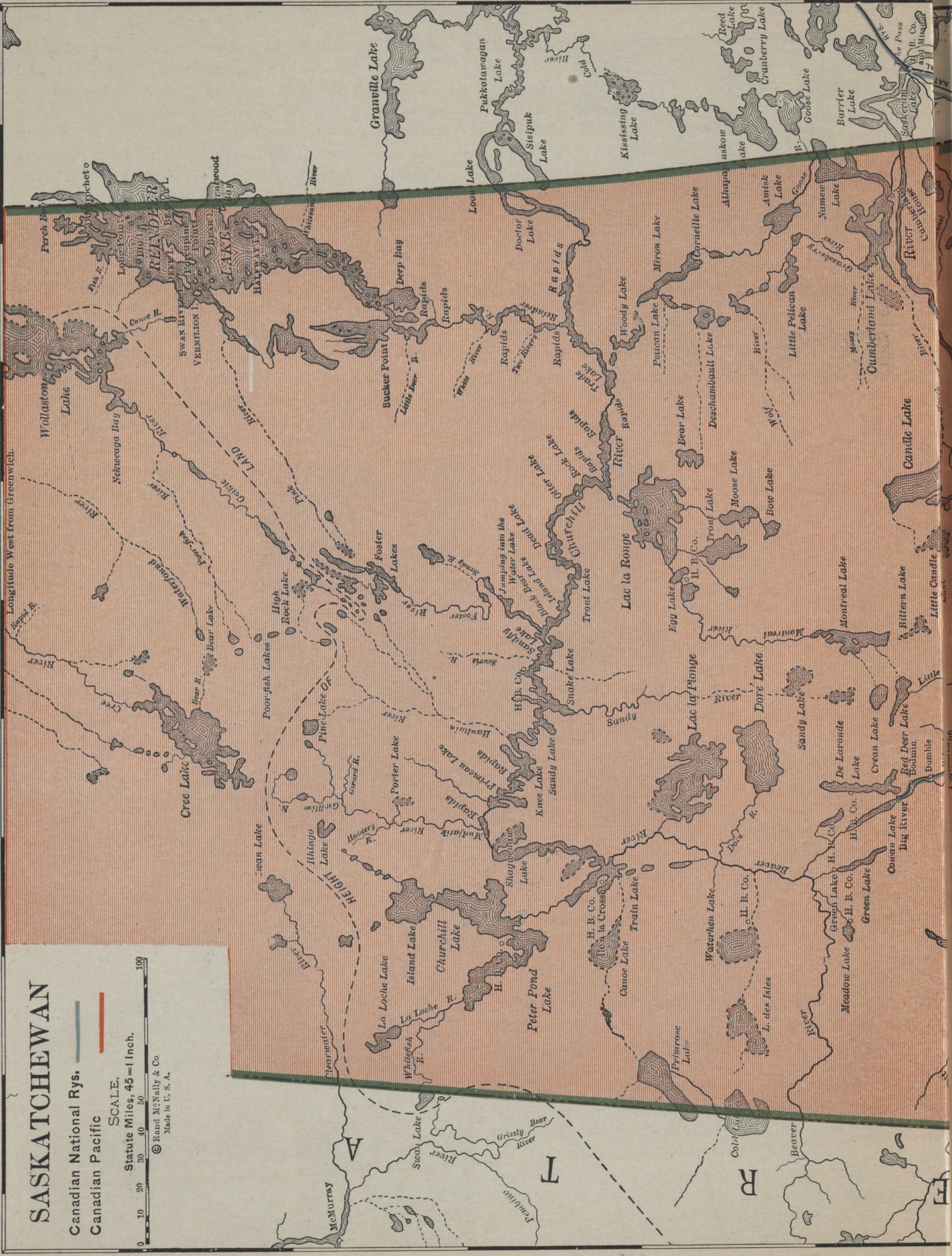
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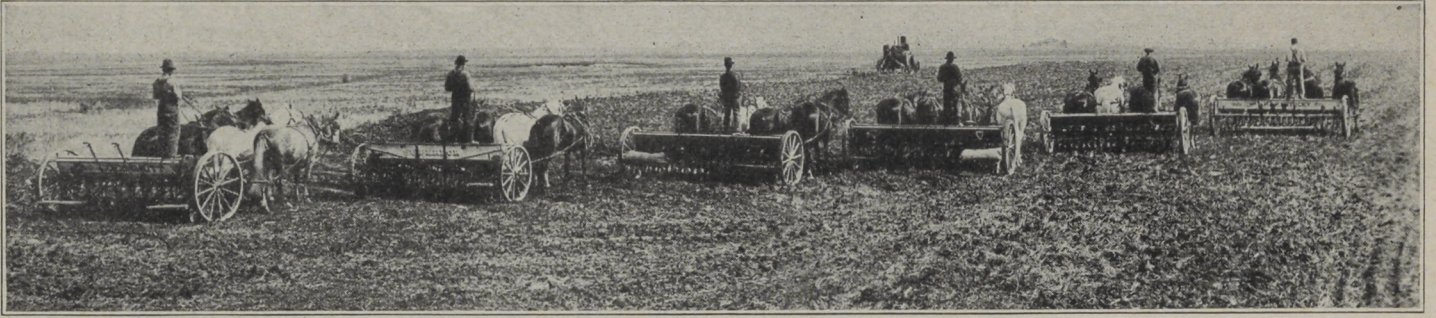
© Rand McNally & Co.
Made in U. S. A.



Longitude West from Greenwich







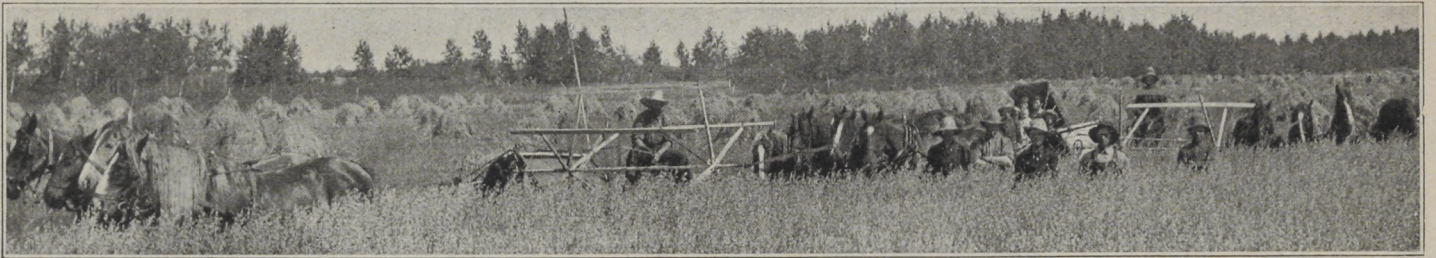
Seeding on the Prairies of Canada usually begins early in April

dian cattle they can secure. Beef steers are produced at a very small cost. So rapidly has the cattle industry advanced in the past few years that it was found necessary to establish large stockyards at Prince Albert and Moosejaw.

Dairying is a natural adjunct to the cattle industry. The raising of beef cattle has made rapid progress, and the raising of dairy cattle has also attracted the attention of a great many farmers in the Province. All conditions are favourable, and immense significance is attached to it.

At important points in the Province thoroughly equipped creameries are established. Dairying is

Since 1907, when the supervision of creameries was taken over by the Government, the industry has grown to an almost incredible extent. In that year there were only four creameries in operation, with only 213 patrons; now there are fifty-six creameries and cheese factories with thousands of patrons, and, in addition, four cold storage plants, with modern equipment, are in operation. The breeding and raising of the best milk strains is carried to a degree that will vie with many of the large milk producing States. There are many instances where prices running well into five figures have been paid for males and females. Raising poultry is proving very profitable in the Province, the



Binders and Stokers pause in their operations, while the camera produces a picture of this field of grain

rapidly becoming more popular throughout Saskatchewan, and is at the point where growth and development of this important branch of farming will follow rapidly. The annual production of butter exceeds 26,825,000 pounds.

The profits in this undertaking are more readily recognized when it is known how inexpensively butter can be produced. Some districts of the country are better adapted than others to the industry, but there is no section where it is not possible to carry it on with success. Besides the creameries, which are under direct Government supervision and manned by the best butter makers obtainable, the production from private dairies nets a considerable sum.

value of poultry and products in one year now runs into several million dollars.

The raising of sheep, which has become general throughout the Province, is commanding a great deal of attention. In years past some of the largest sheep ranches in the West were in this Province. Since these large ranches were cut up into smaller holdings the farmers have continued the enterprise. The climate is very favourable, and with abundance of food and pure water—important factors—the country may be said to be ideal for sheep men. A large portion of the output is sold on the coöperative plan, which seems to work well.

Mining. The lignite deposits of Saskatchewan



Stacks of wheat on the Canadian Prairie ready for threshing

occur mainly in the southern portion of the Province. The area that is best known is the vicinity of Estevan, where mining has been carried on for several years. The Belly River formation on the northwest extends along the Alberta frontier and comprises an area of about 1,500 square miles. While there are other minerals in Saskatchewan, these have not yet been developed to any extent. The annual value of the clay products is over a quarter of a million dollars.

Lumbering. The lumbering district of Saskatchewan lies north of Prince Albert. Spruce, larch, jack-pine, white and black poplar, and white birch are the most common trees. Much of this timber is used for railway ties. The value of the lumber cut

Manufacturing. Manufacturing is not yet one of the important industries of Saskatchewan. There are many flour mills throughout the Province, and the making of cement and bricks is coming more and more into prominence. Foundries and machine shops are also found at various points.

Fur Trading. The forests of the North still abound in fur-bearing animals, the principal being bear, otter, beaver, marten, wolf, and mink. Prince Albert and Battleford are the leading centres of the fur trade. The annual output has totalled as high as \$2,338,000.

Transportation. For more than thirty years the main line of the Canadian Pacific has crossed the Province of Saskatchewan from east to west about



There are many ideal camping grounds in Saskatchewan

each year in the Province exceeds \$2,115,000. In the northern section of Saskatchewan the Dominion Government has set aside a number of large areas as forest reserves, not only with the purpose of conserving the timber supply, but also "of keeping up a permanent supply of water at the fountain-head of streams which radiate from various centres in every direction."

Fishing. There are many lakes and rivers, which abound in fish of various kinds. These not only provide food for the settlers, but also are valuable for export. The industry is proving of constantly increasing value. The principal fish are whitefish, pike, and sturgeon, but pickerel and trout are also caught.

100 miles north of the border of the United States. One of its most important branches is the "Soo" line from Moosejaw to St. Paul, Minn. Its lines to Edmonton and Lacombe, Alberta,—both progressive commercial points,—are daily increasing traffic and passenger service. The main lines of the Canadian National Railways also cross the Province, with many branches tapping the rich agricultural districts of the Province.

The railroads are the pioneers in this vast area waiting to be awakened to productiveness, and settlement goes hand in hand with their extension into a new territory. Saskatchewan has now 6,220 miles of railways. The Province is so well served by

the Canadian Pacific and the Canadian National Railways, with their numerous branches, that few of the established settlements are more than 10 to 20 miles from transportation; and new settlements do not have to wait long for railway advantages. When completed the Hudson Bay Railway is expected to afford a short haul to ocean shipping from the Saskatchewan grain fields. The building of roads and bridges within the Province has been taken up energetically by the Government, and large sums have been spent for this purpose, with excellent results.

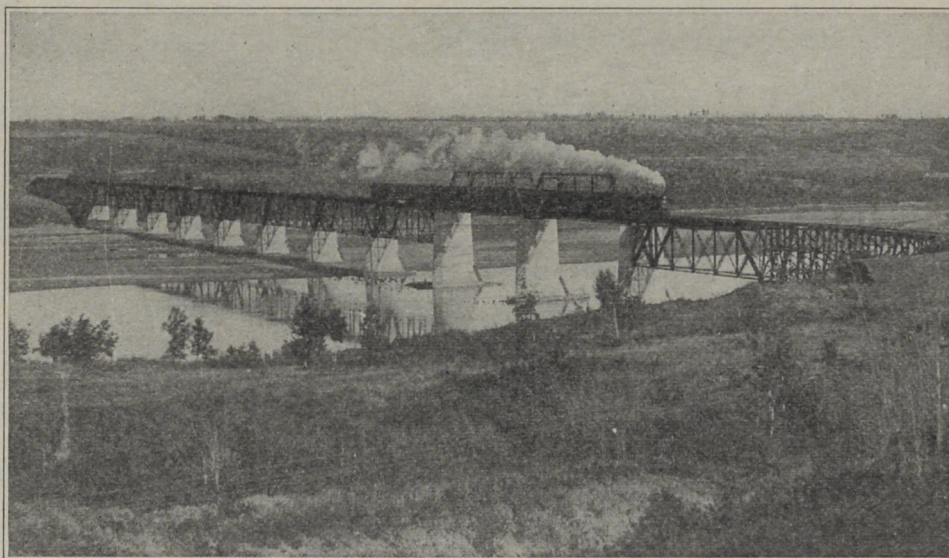
Population. Homesteading has followed the extension of the railway lines, and in the last decade the increase in population has been 150 per cent. Northern Saskatchewan is as yet little known, but millions of acres of cultivable lands are there, and other sources of wealth as well. They but await the means of communication which make residence a possibility. In 1921 the population of Saskatchewan was 757,368, a gain of about 270,000 since 1911.

The greater number of the people of Saskatchewan, it need hardly be said, have English for their mother tongue. They have come not only from other parts of Canada and from the Motherland, but in large numbers from the United States. There are also many from the various countries of Europe who are quickly learning the English language and fitting themselves for intelligent citizenship in their adopted country.

Government. The government of Saskatchewan is administered by a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 7 members chosen from the Legislative Assembly, and a Legislative Assembly of 62 members elected by the people. The Province is represented in the Dominion Parliament by 21 members of the House of Commons and 6 senators. Municipal government is being largely introduced.

Education. Both primary and secondary education are of vital interest in Saskatchewan, and receive every attention. School districts are keeping pace with the rapid advance of settlement. The schools are free and are supported by the Government and by local taxation. Collegiate institutes or high schools are found in every important centre of the Province. Normal schools for the training of teachers are maintained at Regina and at Saskatoon. Large, commodious, and well-equipped school buildings are the rule, not the exception. The University of Saskatchewan at Saskatoon is supported and controlled by the Province. The grounds of the University are spacious, and additional buildings and equipment are being provided to meet the needs of this growing institution. In connection with the University is the Agricultural College, splendidly equipped for its special purpose, and conducting an admirable work among the farmers of the Province.

Sport. Northern Saskatchewan is still largely the



The broad rivers of Western Canada, with their numerous tributaries, provide excellent drainage for the country. Most of these rivers are now traversed by railways with substantial steel bridges



In the Park Region of Saskatchewan



A type of farm home in the Canadian West

haunt of the sportsman. Lakes, rivers, and forests abound, and the keen hunter finds rare sport while the trapper reaps a generous harvest in this home of the fur-bearing animals. Moose and caribou are numerous. Elk are also found, but are protected by law in order to prevent their extermination. In the south and centre, prairie chickens are numerous, while the prairie lakes and sloughs are the home of wild fowl. The jack-rabbit and coyote roam almost everywhere on the prairies.

Cities and Towns. Regina, on the main line of the Canadian Pacific Railway, is the capital of the Province. Its population numbers about 35,000. It is the centre of a rich agricultural district and has direct railway communication with all the important points in the West. It is the headquarters of the South Saskatchewan division and a depot of the Royal Canadian Mounted Police. The beautiful Provincial Legislative Buildings are situated there, as are also one of the Provincial normal schools and Regina College.

Moosejaw, with a population of about 20,000, is an important railway point. It has extensive stock-

yards and flour mills. A large storage elevator, with a capacity of about 3,500,000 bushels, has been erected there. The city is noted for its substantial schools.

Prince Albert, with a population of about 8,000, bids fair to become a manufacturing centre. Near by is a large and beautiful forest, and the whole district is well watered and presents many charming scenes. The city contains large sawmills and flour mills. It is also a centre for the fur-trading industry.

Saskatoon has a population of about 26,000, and is commercially and educationally important. It is the seat of the University of Saskatchewan and of one of the Provincial normal schools. It is also an important railway and distributing centre. There is in operation a storage elevator similar to that at Moosejaw.

North Battleford, Swift Current, and Weyburn are important centres, as are also Battleford, Maple Creek, Melville, Estevan, Yorkton, Humboldt, Indianhead, Moosomin, Qu'Appelle, Kamsack, Rosthern, and Wolseley. All of them derive their importance chiefly from their situation in the midst of a rich agricultural country.



Where combination of shade, water and grass makes stock raising profitable.

ALBERTA

Alberta is the most westerly of the three Prairie Provinces. The simple boundary lines of the Great Plains Provinces are broken in the case of Alberta by the dovetailing of British Columbia into the southern half of the western side, along the coast line of the Rockies. It is a great sloping plateau covering an area of 255,285 square miles and reaching to the crest of the Rocky Mountains. In length it is 760 miles from north to south, and in width varies from 400 miles to less than half that distance. The Rocky Mountains, that magnificent range whose scenery is unsurpassed in any part of the globe, form more than half of the dividing line between Alberta and British Columbia. The Province contains three distinct territorial belts—southern, central, and northern.

Southern Alberta. Rolling, treeless prairie lands extend from the international boundary to 100 miles north of Calgary. For a distance of sixty miles the western side of the surface is of foothill character. Throughout this southern area the altitude is high and the rainfall generally somewhat light. This is still the great ranching country of the Province, but much of the open grazing has been converted to grain growing and mixed farming. Irrigation is employed quite extensively, and the principal alfalfa areas of Western Canada are in this territory.

Though most of the big ranchers have sold their land, it must not be supposed that cattle ranching in Southern Alberta is a thing of the past. It still flourishes, especially among the foothills of the Rocky Mountains, where the rancher knows that in addition to his own land the cattle can still roam over many a grassy slope not yet appropriated by the homeseeker. The life on such ranches is delightful, and in the most

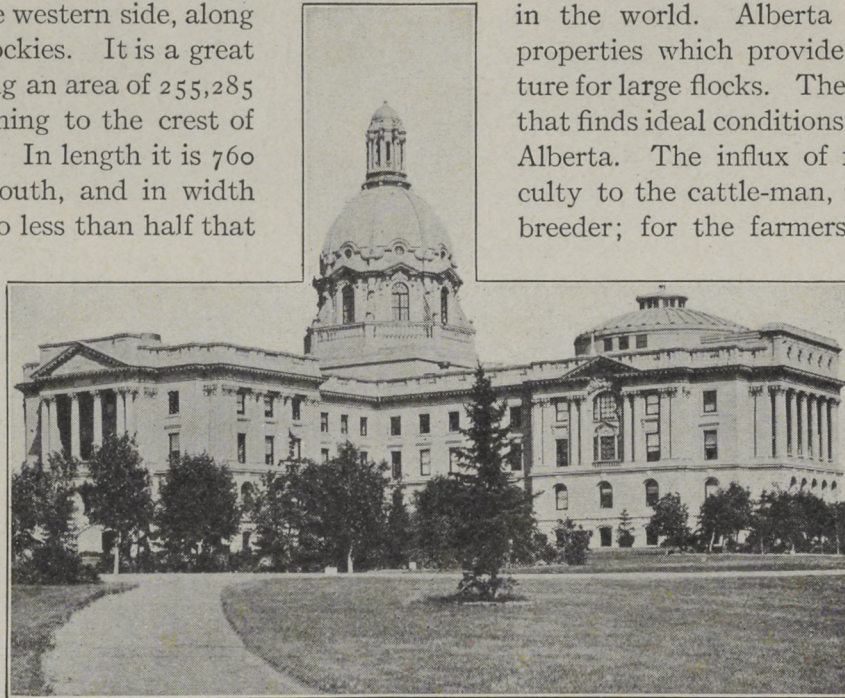
remote recesses of the foothills may be found homes as comfortable and well furnished as could be desired. The cattle, which graze on the nourishing wild hay of the prairie, make beef of a quality unexcelled in the world. Alberta has very large sheep properties which provide excellent natural pasture for large flocks. The horse is another animal that finds ideal conditions of existence in Southern Alberta. The influx of farmers, though a difficulty to the cattle-man, is a boon to the horse-breeder; for the farmers need horses for their

work and are willing to pay encouraging prices for good teams.

Cattle and horses live out on the prairie all winter, as the grass cures into nourishing hay where it stands. They can, however, be kept in better condition by extra feed, and so the rancher cuts prairie hay for winter

use. In recent years irrigation has facilitated the raising of record crops of grain and vegetables, and especially alfalfa. Even without irrigation and by a system of "dry farming," which really means farming by conservation of moisture, all the small grains will thrive, and many millions of bushels are now annually grown on tracts formerly given over entirely to the feeding of herds of cattle and horses.

Central Alberta. The park-like territory extending from the Red Deer River northward, including the basin of the North Saskatchewan, to the height of land between that river and the Athabaska, constitutes the central section of Alberta, and in surface conditions and soil—a rich black loam, practically inexhaustible in its capability for producing magnificent crops—is very much like that of Central Saskatchewan. It is well watered and has important resources of lumber, chiefly of poplar and spruce. The ground is extremely fertile, and while wheat



Where the legislature of Alberta meets in Edmonton



Bird's eye view of a section of Calgary, the largest city in Alberta and an important distributing point

oats, barley, and flax yield abundantly, the practice of mixed farming is general and characteristic. The excellent fodder provided by the natural grasses of the prairie is supplemented by heavy crops of timothy and other tame fodders, resulting in ideal conditions for dairying and stock-raising. The active assistance of the Federal and Provincial Governments has placed the butter-making industry on a solid foundation. The Dominion Experimental Farms, one in this district at Lacombe, and another at Lethbridge in the southern plain, do for this Province what the older experimental farms have done farther east.

Northern Alberta. In the lands of the northern section there is an agreeable diversity, open prairies lying close beside lightly and heavily wooded areas. Timber lands increase, and the great tracts of spruce

line of the Canadian Pacific enters British Columbia, and the Yellowhead, through which the two transcontinental lines of the Canadian National Railways proceed on their way to the Pacific coast. Alberta is world-famous for its mountain scenery, Banff, Lake Louise, Jasper, and other points being visited by many thousands of tourists every year.

Drainage. Three great drainage systems receive the waters of Alberta. The Peace and Athabaska Rivers, flowing into the Mackenzie system, drain the northern part of the Province. The greater part of the central and southern area is drained by the Saskatchewan River, the two branches of which unite in the Province of Saskatchewan and eventually reach Hudson Bay through Lake Winnipeg and the Nelson River. The chief tributary of the North Saskatchewan is the Battle River, while the South Saskatchewan is fed by



Ranching Scenes in Western Canada. The life is pleasant and profitable

and poplar are very valuable. Railroads have already penetrated this area northwest and northeast for a distance of between 250 and 340 miles, to Peace River and Grand Prairie on one hand and to Fort McMurray on the other. Settlers are making homes along these lines of railway and the Peace River country has a group of a dozen prosperous agricultural centres. The rivers of the north country supplement in an important way the railway transportation service. Fur trading, which opens out chiefly from Peace River, is still of much importance.

The Mountain Area. The mountain area of Alberta lies mainly in the southern part of the Province, and includes the eastern side of the Rocky Mountains, with abrupt slopes and irregular surfaces deeply cut by canyons and ravines. There are many passes through the mountains, the most important of which are the Crowsnest, traversed by the Canadian Pacific Railway; the Kicking Horse, through which the main

the waters of the Bow, Red Deer, and Belly Rivers, the Belly in turn being fed by the Little Bow, Old Man, and St. Mary Rivers. The Milk River flows over one hundred miles through the Province and joins the Missouri in the state of Montana.

In the southern part of the Province the lakes are numerous but shallow, and are full or almost empty in accordance with abundance or scarcity of rainfall. The central portion contains many large lakes, but it is in the northern part that the largest bodies of water are found. The greatest of these, Lake Athabaska, is 195 miles long, while Lesser Slave Lake is 60 miles long. The total area of the northern lakes is estimated at 2,210 square miles.

Climate. Distance above sea level has much to do with the variation of climate in the Province, as has also the great extent of the land area. Alberta is delightfully healthful throughout its length and breadth, the country drained by the Peace River, in





He takes pride in his horses as well as in his work

the northern portion, being reputed to have as warm summers as the Valley of the Saskatchewan, 300 miles farther south. This territory and that of the Athabaska River Valley have every reason to be considered of great promise for agriculture and ranching. The Chinook wind, especially active in the southern section, is depended upon to carry off the snow, permitting cattle and horses to graze outdoors all winter. This wind is a current of air moving from areas west of the Rocky Mountains which reaches the prairie as a dry, warm wind. The same kind of climatic quality penetrates throughout the inner slope of the Rockies, and it is this ameliorating influence which makes agricultural development possible to a great distance northward. The winters are, for the most part, seasons of very enjoyable temperature. The warmth of summer never becomes a sweltering heat.

Agriculture. Two-thirds of the population of Alberta look to the soil for a living. It is estimated that there are about 83,000,000 acres of agricultural land in the Province only about 9,000,000 of which are under cultivation. Wheat, oats, barley, flax, rye, and other crops are produced in large quantities. Alfalfa is extensively cultivated, especially in the irrigated lands in the southern section of the Province. Mixed farming and dairying are features of the central section. Hog raising is becoming increasingly important. The rearing of horses and dairy and beef cattle is a feature of the agricultural life of the Province.

Irrigation. In certain portions of Alberta, the comparatively light rainfall has led to the adoption of irrigation on a large scale. The country, fortunately, lends itself very readily to irrigation, as it lies for the most part in gentle slopes receding from the highlands of the foothills. It is also fortunate in possessing immense supplies of water which pour down in mountain rivers that are at flood tide in midsummer, during the irrigation season.

Irrigation projects may be undertaken either by corporations or by associations of farmers formed for the purpose, or in some cases by individual farmers. The right to use the water for irrigation purposes must be obtained from the Dominion Government, but no charge is made for this privilege other than a nominal license fee. As a rule the water is brought in ditches

to the boundary of the settler's farm by the irrigation company; from that point on the farmer handles it himself, but has the advice of the company's engineers as to the running of his ditches and the advice of agricultural experts as to the proper use of water. Although land which is under irrigation costs more per acre than non-irrigated land, the production is much greater and surer, and well established irrigated farms are much in demand. The advantages of irrigation in the growing of all kinds of grain crops, roots, vegetables and fodders, have been amply demonstrated. The irrigated lands lie mainly between Calgary and Medicine Hat, and in the Lethbridge district.

Mining. Great veins of both bituminous and anthracite coal have been discovered in Alberta, and from the number and vast size of these beds it is believed that fully 25,000 square miles are underlaid with this mineral. There can be no shortage of fuel in Alberta for ages to come. In fact, Alberta promises to become one of the chief coal exporting Provinces of the Dominion. Almost seven million tons of coal are mined annually, the product reaching a value of over \$30,000,000.

Natural gas, under heavy pressure, is found at many points throughout the Province, and is extensively used for power, fuel, and light. In the Athabaska River region and near the British Columbia boundary there are decided indications of petroleum, and a limited amount of oil is now being refined. The sands of the North Saskatchewan River have for years yielded some gold, and the output of clay and stone in the Province is valued at over \$1,000,000 yearly. There are large salt deposits in the northern part of Alberta, and immense beds of tar sands are found east of the Athabaska River. The annual mineral production of the Province is valued at about \$29,000,000.

Lumbering. Building material and fuel in unlimited amount are procurable in the forests of Northern Alberta, for the timber lands extend hundreds of miles on the north side of the Saskatchewan River. The poplar, birch, pine, white and black spruce, Douglas fir and larch, are among the trees contained in these great forest belts. South of the North Saskatchewan the timber is principally cottonwood and poplar, except in the foothills and river valleys where considerable spruce is found. Saw mills are located at various points. Over 26,000 square miles of territory have been set aside as forest reserves and Dominion parks.

Fishing. The immense lakes of Northern Alberta are heavily stocked with fish, the most important being whitefish and pike. Trout and pickerel are also abundant. Most of the catch is for local consumption, but there is some export.

Fur Trading. Fur trading is still an important industry in the northern section of the Province, with Edmonton as the centre.

Manufacturing. The Province possesses many large and prosperous manufacturing establishments which supply local needs and also engage in export business. Abattoirs and meat packing plants are located at Calgary and at Edmonton, and at many points throughout the Province there are flour mills and sawmills, brickyards and tile works, ironworks, cement works, harness factories, and stone quarries, Medicine Hat, on account of its great supply of natural gas, has become a considerable manufacturing centre. The annual value of the manufactures exceeds \$94,855,000.

Transportation. The Canadian Pacific Railway was the first to pierce the lofty Rockies, and its lines run from Medicine Hat and from the East through the Crowsnest and Kicking Horse passes. Two other great passes are the Yellowhead and Peace River, which, first traversed by daring travellers, have since been made highways of traffic. The main line of the Canadian Pacific runs east and west through Calgary, and from there sends a branch north to Edmonton and another south to Macleod. From the Edmonton branch there are two offshoots, starting at Lacombe and Wetaskiwin. Other branches diverge from the main line at different points, extending into the newer districts.

Two through lines of the Canadian National Railways connect Edmonton with Winnipeg, Port Arthur and other principal centres in the East and with Vancouver and Prince Rupert in the West. Canadian National lines also extend to Calgary from the East and North, and there are also extensions westward into the coal fields. Other branches of the Canadian

National system traverse the central portion of the Province and link with lines to all parts of Canada and the United States.

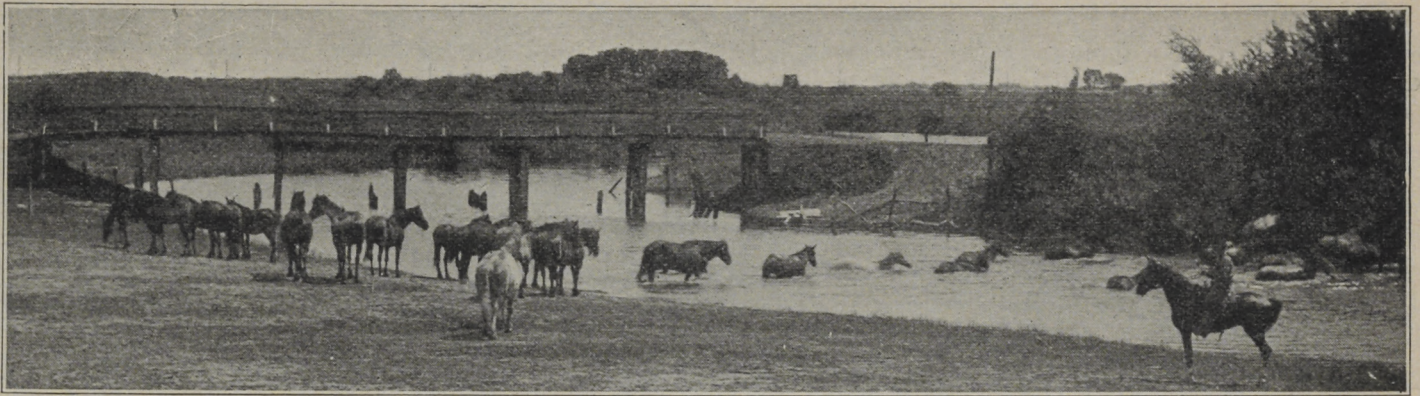
Two other railways, built principally for colonization purposes, have opened up vast stretches of new country and are proving of inestimable value—the Edmonton and Great Waterways, and the Edmonton, Dunvegan, and British Columbia, now operated by the Canadian Pacific Railway. The Government of Alberta is also spending large sums in the building of roads and bridges, especially in the newer and less settled parts of the country.

Population. There was an increase of over fifty-five per cent in the population of Alberta from 1911 to 1921, the last census registering 588,454, compared with 374,663 in 1911. Eastern Canada, Great Britain, and the United States are responsible for this vast increase, and there is no cessation in the march of settlers to the Province. The influx of an army of farmers means also the upbuilding of centres of marketing and supply, and cities and towns are springing up and increasing in size and commercial importance.

The transformation of Alberta from a wilderness to a land of homes has been wrought by an extraordinary diversity of men. The ranching life at first attracted a considerable number of young Englishmen, and the old country element is still strong. The Eastern Canadian has migrated in large numbers. Settlers from the United States are numerous, and make progressive and prosperous farmers. There are also, a considerable number of Scandinavians. There is a sprinkling of French, and those of other nationalities



A Wheat Field, the yield of which was upward of 40 bushels per acre



Western Canada Horses Fording a Stream

are to be found in many thousands in the northern parts of the settled districts. These folk live simple lives, work hard at manual labor or at anything that will supplement their small initial capital, and many of them already have taken high places in the ranks of progressive agriculturists.

Government. The government of the Province is in the hands of a Lieutenant-Governor appointed by the Governor General in Council, and a Legislative Assembly of 61 members, with an Executive Council composed of 8 members chosen from the Legislature. The Province is represented in the Dominion Parliament by 16 members of the House of Commons and 6 senators. After incorporation, municipalities are given control of their local affairs, and local improvement districts whose purpose is to maintain roads and accomplish other work for the welfare of the people, are established throughout the rural sections.

Education. Liberal assistance in providing primary education is afforded by the Legislature, and high schools have been opened at all the leading centres. The Province owns 258 acres of land at Edmonton, where a well-equipped university has been established and higher education is assured the youth of the Province. Alberta College, a Methodist theological training school, the Presbyterian Theological College, and other denominational institutions are affiliated with the university. Normal schools for the training of teachers are in operation at Calgary and Camrose. Technical schools are established at Edmonton, Calgary, Medicine Hat, and Lethbridge.

Schools of agriculture are established at different points in the Province for the purpose of educating farmers' sons and daughters to adopt the best methods for carrying on farming and household operations. There are nine demonstration farms in the Province. There is also an agricultural faculty in connection with the University of Alberta.

Sport. Excellent sport is afforded by the quantities of game, especially in Northern Alberta, where moose, deer, bear and caribou are numerous. Ducks, partridge, snipe, plover, geese, and prairie chickens are plentiful. West of the Peace River there is a herd of wood buffalo numbering about eight hundred, the last wild buffalo of the Continent.

In the mountain section of the Province large areas have been set apart by the Dominion Government for forest and game preservation and for recreation. Good roads have been built through these reservations, and these districts are carefully guarded both against fire and illicit hunting. Rocky Mountain Park, with Banff and Lake Louise as the chief centres, contains 2,751 square miles, while Jasper Park, on the Grand Trunk Pacific division of the Canadian National Railways, is about 1,649 square miles larger. There is also a small reservation at Waterton Lake. In response to popular demand the Dominion Government has taken steps to prevent the total extinction of the buffalo, and has established parks—the largest, 159 square miles, at Wainwright—where over six thousand of these former monarchs of the plains are living the life of their ancestors, secure from slaughter.



The Province of Alberta has some of the largest coal deposits in the world

Cities and Towns. Edmonton, the capital of the Province, with a population of about 60,000, is the centre of northern traffic, and two transcontinental railroads make it an important distributing point. The territory to the south contributes to its prosperity. Edmonton is finely located on a table-land, 200 feet above the North Saskatchewan River, and has a bird's eye view of this beautiful valley. It is the depot of the fur-traders of the northern forests, and is of great importance to the Hudson Bay Company. It has many large manufacturing plants, in particular flour mills and sawmills and meat packing plants. The city operates all its own public utilities. The Provincial Legislative Buildings are models for such buildings, and Alberta University is most imposing in architecture.

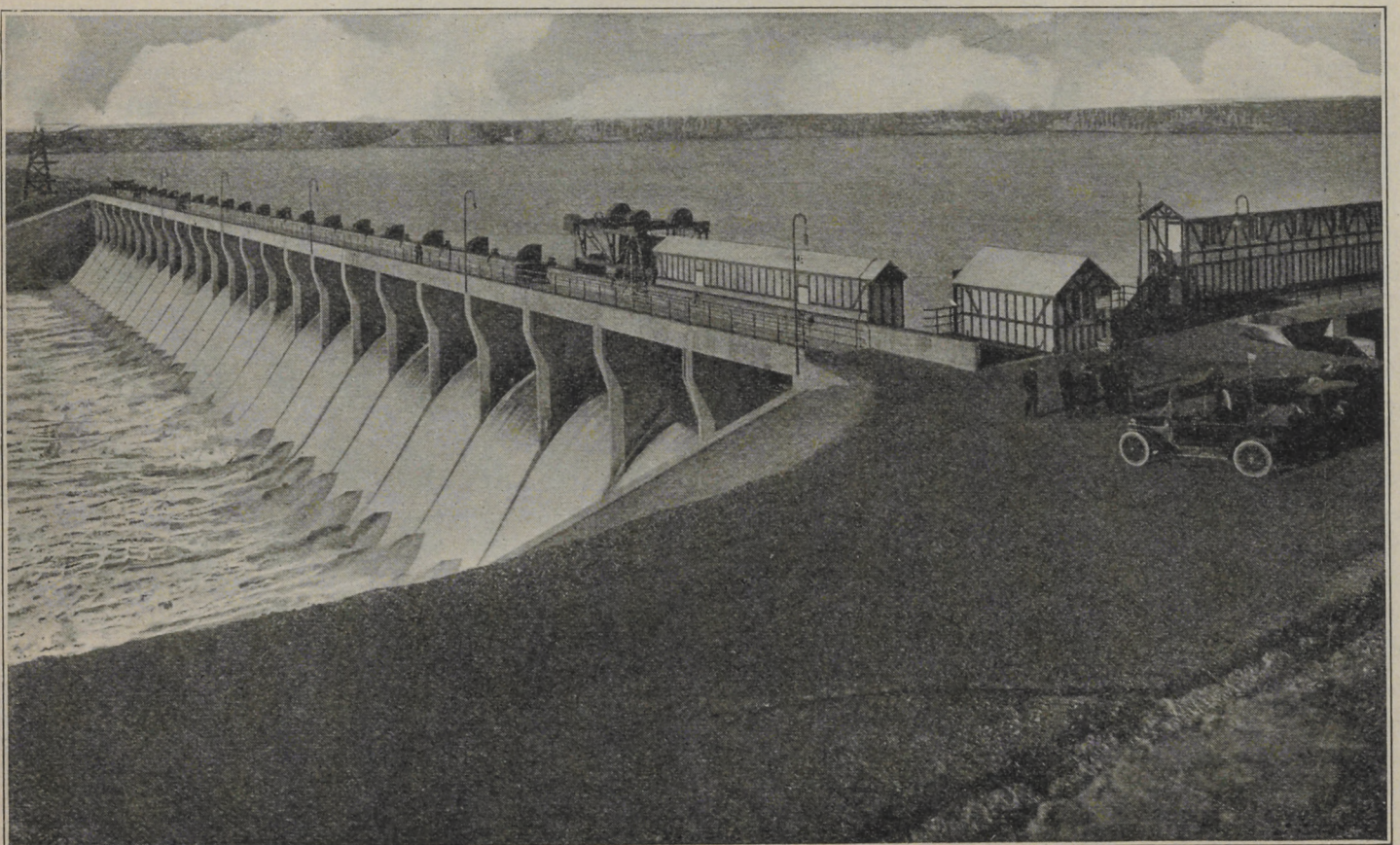
Calgary, the chief city of the southern district and the principal business centre of the Province, is well located in the valley of the Bow River, a tributary of the South Saskatchewan. It is a centre for wholesale trade and its commercial importance is increasing with great rapidity. Calgary now has about 63,500 inhabitants, while in 1911 the population was 43,704. Forty years ago it was a mounted police outpost and ranchers' rendezvous. The building of the Canadian Pacific Railway raised it to a place of prominence. Two divisions of the Canadian National Railways now enter the city, and Calgary is one of the points of greatest activity on their lines. Many manufacturing establishments have their home

there, including meat packing plants, flour mills, harness factories, lumber mills, and brick and cement works. Its buildings are constructed largely of the gray sandstone found in the vicinity. One of the Provincial normal schools is located there. It is the door to the magnificent scenery of the Rockies, and the great number of summer tourists has necessitated the building of large modern hotels. Natural gas is largely used for fuel.

Medicine Hat, the centre of what was formerly the finest kind of ranching country, and in which all kinds of farming is now being carried on, is a thriving city with a population nearing 10,000. Bricks and sewer pipes are extensively manufactured. It stands prominent among the flour milling centres of the British Empire, and is known as the Natural Gas City.

Lethbridge has gained its population of about 11,100 not alone by reason of its central position in a great coal-mining area, but also because of its railway advantages and its splendid agricultural area. One of the longest steel bridges in America crosses the river there. Lethbridge is an important centre of irrigation farming. A Dominion Government Experimental Farm is located there.

Red Deer, Wetaskiwin, Blairmore, Camrose, Cardston, Coleman, Lacombe, Macleod, Pincher Creek, Raymond, Redcliff, Stettler, High River, Taber, Vegreville, and many other active centres, take care of the growing commercial needs of the population.



The Dam at Bassano, Alberta, has proved what wonders may be accomplished by Irrigation. Additional areas in Southern Alberta are being brought under cultivation annually

BRITISH COLUMBIA

British Columbia is one of the largest Provinces of the Dominion, its area being estimated at 372,640 square miles. It is a great irregular quadrangle about 760 miles from north to south, with an average width of over 400 miles, lying between latitudes 49 degrees and 60 degrees north. It is bounded on the south by the Strait of Juan de Fuca and the states of Washington, Idaho, and Montana; on the west by the Pacific Ocean and Southern Alaska; on the north by Yukon and the Northwest Territories; and on the east by the Province of Alberta.

The Province is traversed from south to north by four principal ranges of mountains—the Rocky and Selkirk ranges on the east, and the Coast and Island ranges on the west. The Rocky Mountain Range preserves its continuity, but the Selkirks are broken up into the Purcell, the Selkirk, the Gold, and the Cariboo Mountains. Between these ranges and the Rockies lies a valley of remarkable length and regularity, extending from the International Boundary line along the western base of the Rockies, northerly, 700 miles. West of these ranges extends a vast plateau or table-land with an average elevation of 3,000 feet above sea-level, but so worn away and eroded by watercourses that in many parts it presents the appearance of a succession of mountains. In others it spreads out into wide plains and rolling

ground dotted with low hills, which constitute fine areas of farming and pasture lands. This Interior Plateau is bounded on the west by the Coast Range and on the north by a cross-range which gradually merges into the Arctic slope. It is of this great Interior Plateau that Professor Macoun says: "The whole of British Columbia, south of 52 degrees and east of the Coast Range, is a grazing country up to 3,500 feet, and a farming country up to 2,500 feet, where irrigation is possible."

The Coast Range, a series of massive crystalline rocks, averages 6,000 feet in height, has a mean width of 100 miles, and descends to the Pacific Ocean. The Island Range, supposed to have been submerged in past ages, forms the group of islands of which Vancouver and the Queen Charlotte Islands are the principal.

The multitude of islands and numerous large indentations of gulfs, inlets, and bays along the western

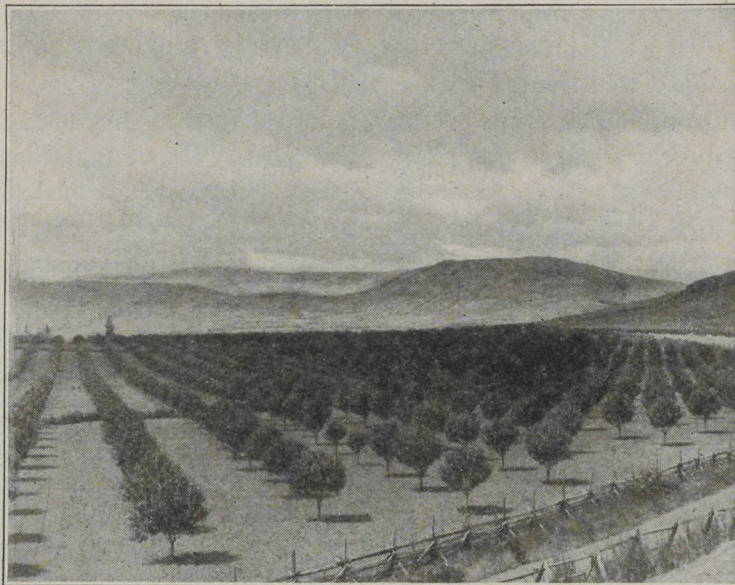
side of the Province are conspicuous features of the coast line, perhaps the most remarkable in that respect in the world. Only a survey of the map can convey an idea of the countless indentations which occur, from the little bays and snug harbours to the long, large, deep sounds and inlets extending far inwards. Vancouver Island, the Queen Charlotte Islands, and the coast of the mainland are rugged in the extreme.

One of the most noticeable physical features of British Columbia is its position as the watershed of the North Pacific slope. All of the great rivers flowing into the Pacific, with the exception of the Colorado, find their sources within its boundaries. The more important of these are: The Columbia, the principal waterway of the State of Washington, which flows through the Province for over 600 miles; the Fraser, 750 miles long; the Skeena, 300 miles long; the

Thompson, the Kootenay, the Stikine, the Liard, and the Peace. These streams, with their numerous tributaries and branches, drain an area equal to about one-tenth of the North American Continent. The lake system of British Columbia is extensive and important, furnishing convenient transportation facilities in the interior. The lake area aggregates 2,624 square miles.

Climate. Varied climatic conditions prevail in British Columbia. The

Japanese Current and the moisture-laden winds from the Pacific exercise a moderating influence upon the climate of the coast and provide a copious rainfall. The westerly winds are arrested in their passage east by the Coast Range, thus creating what is known as the "Dry Belt" east of those mountains, but the higher currents of air carry the moisture to the loftier peaks of the Selkirks, causing the heavy snowfall which distinguishes that range from its eastern neighbour, the Rockies. Thus a series of alternate moist and dry belts is formed. The climate of British Columbia, as a whole, presents all the conditions which are met with in European countries lying within the Temperate Zone. The climate of Vancouver Island and the coast generally, corresponds very closely with that of England; the summers are fine and warm with much bright sunshine, and severe frost scarcely ever occurs in winter.



A fruit orchard in one of the fertile valleys of British Columbia

On the mainland, similar conditions prevail until the higher levels are reached, when the winters are cooler. There are no summer frosts, and the heavy annual rainfall nearly all occurs during the autumn and winter. To the eastward of the Coast Range, in Yale and West Kootenay, the climate is quite different. The summers are warmer, the winters colder, and the rainfall rather light—bright, dry weather being the rule. The winter cold is, however, scarcely ever severe, and the hottest days of summer are made pleasant from the fact that the air is dry and the nights are cool. Farther north, in the undeveloped parts of the Province, the winters are more severe.

Agriculture. It is rapidly becoming recognized that ranching underworks the soil and grain-raising overworks it. Mixed farming is the great equalizer, and large results have everywhere followed the experiment of raising crops and live stock simultaneously. In British Columbia this

combination proves extremely profitable, because of the extensive market for farm produce and for fruit of every description. Only within recent years have the immense possibilities of the Province along agricultural lines been discovered. It is estimated that British Columbia has over 12,500,000 acres of land suitable for agriculture, and of this area about 2,500,000 acres are occupied and about 363,000 acres under actual cultivation. Seemingly sterile tracts, with the aid of irrigation, have been shown to be unusually well adapted to the cultivation both of fruits and cereals, though a large acreage is suitable merely for grazing.

The fruit growers of the Province have won distinction by the size and flavour of their products, and the fame of Southern British Columbia as a fruit country is now world-wide. Apples, grapes, apricots, peaches, and plums are grown to perfection; also strawberries, cherries, and many other small fruits. Experts in every land have acknowledged that fruit-packing in British Columbia has reached the highest degree of excellence, and have imitated the methods there followed. The Okanagan Valley justly claims distinction in this field.

Sugar beets, celery, and tobacco are now being raised extensively, while the demand for oats far exceeds the yield. Wheat and barley are grown in

many parts, as are hops, potatoes, carrots, and other roots and vegetables.

The large extent of pasture land makes dairying an important industry, and good prices are secured for all kinds of dairy products.

The raising of hogs is one of the most profitable branches of the live stock industry, as there is lively demand for all pork products. The prices realized for draft horses make their breeding highly important, and the breeding of good cattle is a profitable venture. Poultry raising is attaining large proportions in the Province. The demand for hens, ducks, and geese far outruns the supply, and eggs command a price that makes chicken-farming a steady source of income.

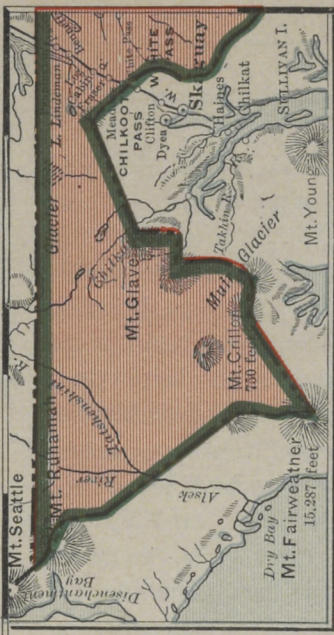
Lumbering. In timber British Columbia has its greatest asset, for however rich a country may be in mineral wealth, the latter is always a definite quantity and is subject some day to

exhaustion, but, properly conserved and developed, timber is inexhaustible. The value of the manufactured timber annually exceeds \$66,318,000, and the forests are growing about four times as fast as they are being cut. The present commercial stand of timber exceeds 336 billion feet. Throughout the coast region, and in a lesser degree the wet belts of the interior, there are great stands of Douglas fir, hemlock, red and yellow cedar, spruce, larch, and commercial pines. The hardwoods, such as oak, maple, and alder are inconsiderable and commercially negligible. The coniferous trees grow to unusual size and height. Douglas firs, cedars, and spruce, eight to ten feet in diameter, are not unusual in the coast regions, while there are individual specimens 300 feet high, with girth from 50 to 55 feet. Sawmills are located all over the Province, both on the coast and in the interior. There is a constant demand for British Columbia timber in the Prairie Provinces, and large quantities are exported to the United Kingdom, the Orient, South America, Africa, and Australia. The cedar cut is mainly manufactured into shingles, which form an important part of the export trade. From the spruce is manufactured pulp and paper, an important industry.

Mining. British Columbia is second only to Ontario in the value of the products of her mines,



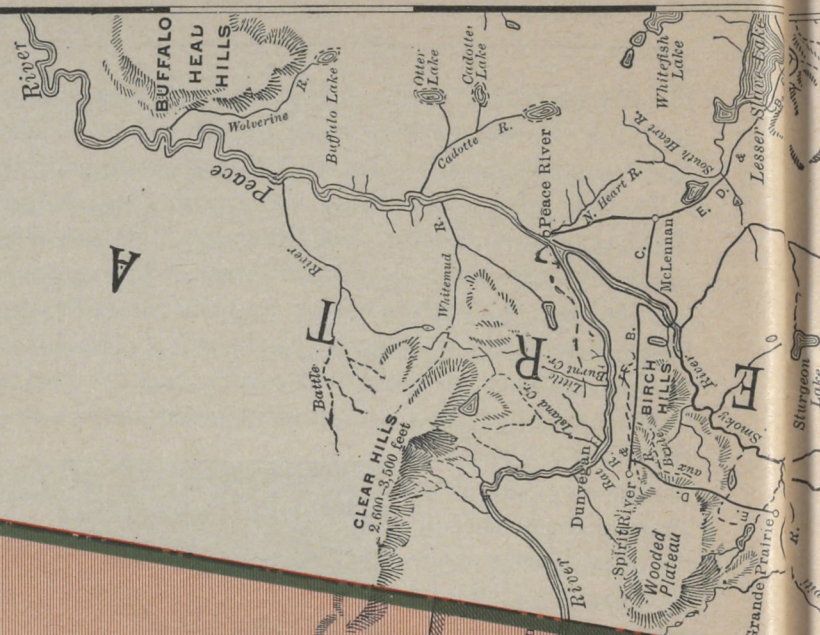
Fishing is one of the most important industries of British Columbia



BRITISH COLUMBIA

Canadian Pacific
 Great Northern
 Canadian National Rys.

SCALE
 Statute Miles 58 = 1 Inch.
 © Rand McNally & Co.
 Made in U. S. A.



which realizes more than \$34,775,000. The Province is rich in gold, silver, copper, lead, coal, and iron deposits. The annual value of the production of gold averages about \$3,250,000. The coal and coke taken from the mineral veins in different parts of the Province at \$13,550,000, and the copper at \$5,000,000. Coal has been mined for many years on Vancouver Island, and in 1898 the extensive coal deposits in the Crowsnest Pass began to be developed, which, with the manufacture of coke, have been an important factor in the smelting industry of the Kootenay and Boundary districts. It has been estimated that the undeveloped coal resources of British Columbia amount to about 40,000,000,000 tons. Fully half of the coal mined is sent to the United States, but so great is the supply that the vast beds have as yet scarcely been touched.

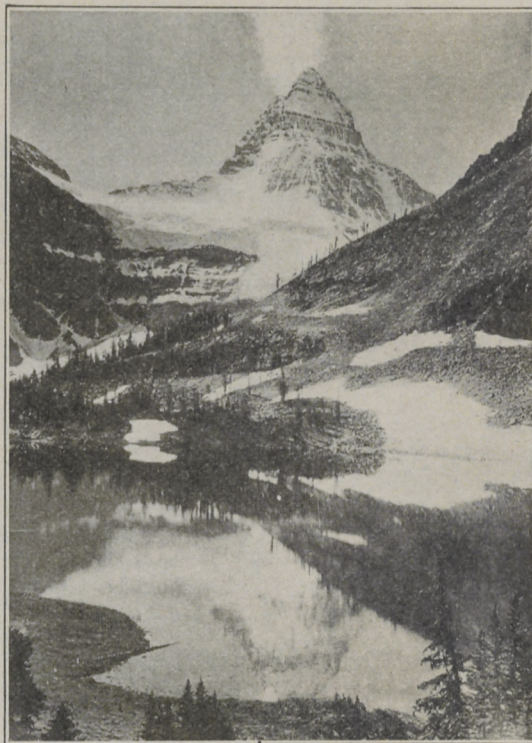
Fishing. The fishing industry is one of the very large assets of British Columbia. The Province has for some time held first place in the value of her fisheries, and is responsible for nearly one-half of the entire production of the Dominion. The annual runs of the salmon, of which there are five species, resulted years ago in a large canning industry, and there is as well a considerable trade in the shipment of fresh salmon. About twenty-five years ago the very rich halibut banks began to be exploited, and the halibut fisheries, although now showing signs of depletion, still are large. At Prince Rupert, the centre of the halibut industry, is erected one of the largest cold storage plants in the world devoted exclusively to fish, whence the halibut, packed in ice, is shipped as far as the Atlantic seaboard. Herring and black cod form a large part of the annual catch. Of late years there has been a marked development in the catch of flat and other fishes not previously marketed outside of the Province. Whaling is carried on quite extensively. Over 20,000 men are engaged in the fishing industry, and the export trade is increasing with great rapidity. Hatcheries for propagation purposes are established at a number of points throughout the Province.

Manufacturing. The manufactures of British Columbia are mainly connected with the natural resources of the Province. Lumber is manufactured, in all its forms, for home consumption and export purposes. Large smelters are in operation in the mining districts, while coke is extensively manu-

factured at Fernie and other centres. Pulp and paper are being increasingly produced. Salmon canning is one of the largest industries. There is a large sugar refinery at Vancouver. The total annual value of the manufactures exceeds \$243,060,000 in one year.

Shipbuilding is one of the industries that was greatly stimulated by the war. Owing to the shortage of shipping after its outbreak, a programme of building wooden ships was undertaken by the Provincial Government. Subsequently steel vessels were also constructed. There are now well equipped plants in connection with this industry, which is one that promises to add materially to the business of the province.

Transportation. The Province is well supplied with transportation facilities. The main line of the Canadian Pacific Railway enters British Columbia through the Kicking Horse Pass on its way to Vancouver. Another line of the same railway, entering the Province by means of the Crowsnest Pass, serves the Kootenay country and joins the main line, by several water connections at Revelstoke. Two lines of the Canadian National system traverse the Yellowhead Pass. The first named proceeds through the northern part of the



Mount Assiniboine, British Columbia, Canadian Rockies.

Province to Prince Rupert, while the second turns south to Kamloops after leaving the Pass and parallels the Canadian Pacific, on the opposite side of the Fraser River, to Vancouver. From Victoria, the Esquimalt and Nanaimo Railways run as far north as Comox, and there is also a Canadian National line on the Island. The Pacific Great Eastern, owned and operated by the Provincial Government, is being built from North Vancouver to Fort George. Many portions of the Province are tapped from the United States by branches of the Great Northern railway.

The British Columbia Electric Railway has radial lines extending from Vancouver to points in the Westminster district, and a suburban line from Victoria running through the Saanich district.

The Canadian Pacific Railway and other companies operate fleets of steamships which reach coastwise all points northward from Victoria and Vancouver to Prince Rupert and several ports in Alaska, including also ports on the coasts of Vancouver Island and Queen Charlotte Islands, and south to Seattle. There is also direct steamship connection with San Francisco. The Canadian National, with a terminus at Prince Rupert makes regular connections by fine twin

steamers with Vancouver and Victoria. The coast-wise trade, especially in the summer, is very large. The Canadian Pacific has also a splendid fleet of steamships plying to and from Japan and China, on the outward trip touching at the Philippine Islands, and has traffic arrangements with lines of steamers to and from Australia and New Zealand. There are numerous lines of steamships on the Pacific which make Victoria and Vancouver a port of call. The opening of the Panama Canal has already proved of great advantage to the Province. Steamers also ply on the navigable rivers and lakes in the interior of the country.

Population. At the time that British Columbia entered the Confederation the white population numbered about 10,000. Since then there has been a steady increase, the total population at the census of 1921 being 524,582. In the Province there are about 30,000 Chinese and Japanese, and close to 20,000 Indians. The Chinese are mainly engaged in fishing, market gardening, and domestic service; the Japanese in fishing and lumbering; while the Indians, though living on reservations, are all self-supporting. Outside of the Chinese and Japanese, the foreign element in the population is limited, the great majority of the residents being Canadians or of British extraction, with several thousands of United States birth.

Scenery. A Province so extensive and so wonderful in its physical features and environment must possess as a great natural asset scenery on an almost unprecedented scale. It is wonderful not only on account of the grandeur to which in many places it attains, but also on account of its great diversity. The travellers on the railways, particularly, are impressed with the Rockies and the Selkirks and the canyons of the Fraser and Skeena. The mountains tower aloft in vast cathedral domes and jagged spires and castellated keeps. They rise from deep-green wooded slopes, up and up, sheer into the sky, to end in soaring summits of white and gray, except when snow and ice and rock alike blush rosy in the setting sun. From the ledge where the railway runs the traveller looks up to dizzy heights, then down to distant depths, where torrents green and white tear downward to a distant sea. Now he speeds out across a deep cut gorge, and now he rolls along beside a lake fantastically set among mirrored peaks. The huge walls close in, and then fall back, leaving room

for a broad and beautiful meadow. Plunging into another range, the train runs a wild race with a foaming river, through solemn canyons where grotesque patches of purple and orange earth and rock are dotted with solitary pines. The scenery equals, if it does not surpass, the finest that Switzerland affords, and it many times surpasses it in extent and variety. The mountains and the extraordinary river canyons, though the most impressive, are not, indeed, the most attractive features of the scenery of this great Province. It has "bits of rural England," the fjords of Norway, the table-lands of the Andes, great rivers, noble lake expanses, extensive natural parks, mighty forests of giant timber, and a coast line that for extent and uninterrupted beauty has no parallel. The greater part of British Columbia has a mild and equable climate which greatly enhances the enjoyment of the picturesque. Many thousands of tourists and holiday-makers visit British Columbia every year.

Sport. In big game, fur-bearing animals, and game birds British Columbia is rich. Moose, caribou, wapiti, and mountain sheep and goats attract sportsmen from all parts of the world. Grizzly, cinnamon, and black bears, and panthers or mountain lions, are numerous. Beaver, otter, lynx, fox, marten, raccoon, muskrat, wolverine, and wild cats are more or less plentiful in districts. The birds shot for game are ducks and geese—both abundant—and grouse, pheasants, quail, plover, and snipe. The game fish, as distinguished from commercial fish, are principally trout,



A palatial hotel, Vancouver, British Columbia

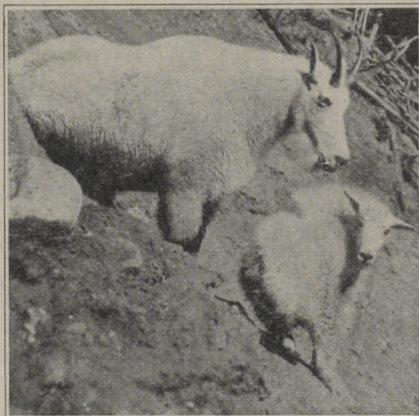
spring salmon, and steelhead, and are plentiful throughout the Province in their respective haunts. The physical configuration of British Columbia—its extensive mountain areas and lake and river systems—lends itself particularly to splendid sport in the way of hunting and fishing.

Government. The government of British Columbia consists of a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 11 members chosen from the Legislative Assembly, and a Legislative Assembly of 47 members elected by the people. The Province is represented in the Dominion Parliament by 14 members of the House of Commons and 6 senators. Municipal government has been largely introduced.

Education. The school system of British Columbia is free and non-sectarian. The Government builds a schoolhouse, makes a grant for incidental expenses, and pays a teacher in each district where twenty children between the ages of six and sixteen can be brought together. In cities having charge of their own schools liberal grants are made by the Government. Attendance at school is compulsory within certain ages. There are high schools at all the important centres, and the Government maintains two normal schools, one at Victoria and one at Vancouver, for the training of teachers. The University of British Columbia, supported by the Province, has magnificent grounds at Point Grey, near Vancouver.

Cities and Towns. Vancouver, with its important rail and ocean connections, is the chief city in the Province. What is known as greater Vancouver, which includes North Vancouver, South Vancouver, and Point Grey, has now a population of about 175,000. The city, situated on a peninsula which juts out into Burrard Inlet, has one of the finest natural harbours in the world. From its location it is the headquarters of the larger industrial interests of the Province, which include lumbering, salmon canning, mining, sugar refining, and shipbuilding. It has many fine public buildings, including one of the Provincial normal schools, while the new buildings of the University of British Columbia are near at hand at Point Grey. Stanley Park, from its beautiful situation and giant trees, is a centre of attraction in the city.

Victoria, 84 miles from Vancouver, is the capital of British Columbia, and rests on the most southerly point of the peninsula into which Vancouver Island tapers to the Straits of Juan de Fuca. While it possesses some important industries and is the headquarters of others, it is essentially a residential and social centre, to which the fact that it is the capital city adds much. Perhaps it would be difficult to find its parallel in America in respect to situation, environment, and climate. The Legislative Buildings, the most striking feature of the city upon entering



Mountain Goat, "Snap-Shotted"

the harbour, are by common consent looked upon as among the most beautiful and imposing on the continent. The buildings themselves contain fine collections of natural history, mineral, agricultural, and horticultural specimens and are of great interest to visitors. The population numbers about 40,000, and the city strongly resembles places in the Old World, beautiful gardens surrounding most of its houses. Three miles from Victoria is the fine harbour of Esquimalt, defended

by modern fortifications and possessing a large dry-dock. On Saanich Mountain adjacent to the city is erected the Dominion Observatory, which possesses the second largest telescope in use at the present time.

New Westminster, twelve miles from Vancouver and connected with it by an electric railway, has a population of about 15,000. It is the centre of the rich farming section of the Westminster district, and from its situation on the Fraser River is naturally associated with the salmon-canning industry. It is also largely interested in the lumber business.

Nanaimo, popularly known as "The Black Diamond City," is the headquarters of the oldest colliery interests in the Province. In the neighbouring country fruit-growing is carried on extensively, and diversified farming is increasing at a rapid rate. It has a fine harbour and very picturesque surroundings, and is the centre of the herring industry. The population is about 9,500.

Prince Rupert is the western terminus of the Grand Trunk Pacific division of the Canadian National Railways, and is an important connecting link between the far East and the far West. It is the headquarters of the important halibut and other fisheries of the northwestern coast, and has an assured future.

There are a number of other towns of importance, Ladysmith, Vernon, Nelson, Armstrong, Kelowna, Enderby, Kamloops, Fernie, Rossland, Revelstoke, Trail, Cranbrook, Kaslo, Salmon Arm, the two Albernis, and some smaller towns which are particularly noted for scenery and as tourist resorts.



Provincial Parliament Buildings, Victoria, British Columbia

YUKON TERRITORY

This Territory, with an area of 207,076 square miles, embraces a triangular section of country between the watershed of the Mackenzie River and Alaska, extending from the northern boundary of British Columbia to the Arctic Ocean. No part of it touches the Pacific Ocean, although at one point it is distant only thirty miles from tidewater. The Territory is part of the Rocky Mountain system and is generally mountainous, although there are many stretches of rolling country, with wide flats in the river valleys. The southern portion is drained by the Liard River into the Mackenzie, while the Yukon, with its tributaries, the Lewes, Pelly, Stewart, and Porcupine, drains the remaining portion into Bering Sea.

Climate. The nearness of Yukon Territory to the Pacific Ocean does not prevent the severe winters which mark the approach to the Arctic Circle. The winters are long and the temperature at times falls very low. In the northern portion of the Territory the ground below the surface remains frozen throughout the year. From June to October the days are sunny and the climate is delightful, permitting the growth of hardy grains and vegetables in the river valleys. In summer also the days are very long, in Dawson City twenty hours.

Mining. The year 1897 marked the commencement of a stampede to the Klondike District of the Yukon Territory, famous as the Mecca of gold hunters. Since then the total value of the output has amounted to over \$150,000,000. Extracting of gold from rock crushed by machinery is now a permanent industry. Coal, copper, silver, and other ores are also mined in considerable quantities. The recent discovery of silver at Keno Hill in the Mayo District, has brought the



A hay field at Dawson, Yukon Territory

Yukon to the fore once more as one of Canada's richest mineral fields.

Agriculture. The Yukon Territory is not an agricultural country, but nevertheless, owing to the long days, the intense heat of summer, and a sufficient rainfall, oats, barley, rye, flax, potatoes, turnips, and other garden vegetables are successfully raised. Wheat is not a staple crop. About 30,000 square miles are available as agricultural land.

Lumbering. Much of the Territory is well wooded with fair sized timber. The principal trees are white and black spruce. The timber cut is for home consumption. There are three large forest zones and a treeless area along the Arctic slope.

Fishing. Fishing is quite an industry in Yukon Territory. Salmon, whitefish, trout, pickerel, and pike are the principal fish caught.

Transportation. During the summer months the voyage from Victoria or Vancouver to Dawson, the capital of the Yukon Territory, is very attractive. At this time of year the Yukon River, on which Dawson is situated, is navigable for large steamers 1,630 miles through the Territory and Alaska to Bering Sea. Skagway, at the head of tidewater in Alaska, has



Amongst the varied industries of British Columbia mixed farming occupies a prominent position



Harvesting in the Yukon

been connected by 110 miles of railway with Whitehorse, on the Yukon River, whence the traveller can proceed down the river to Dawson. The greater part of the imports are taken into the Territory by boat down the Yukon during the summer season.

Population. The population of the Territory varies considerably with the varying fortunes of the mining industry. It is at present about 9,000.

Game. Many game animals are found in the Yukon, among them being moose, caribou, and mountain sheep and goats.

Government. Yukon Territory is governed by a Gold Commissioner appointed by the Governor General in Council, and a Council of the members elected by the people. The Territory is represented in the Dominion Parliament by one member of the House of Commons. Educational affairs are managed by the Territorial Council, and good public schools are provided at suitable centres.

Cities and Towns. Dawson City, at the junction of the Yukon and Klondike Rivers, is the capital of the Territory, and was founded in 1896. It is still a flourishing town, but the population has declined considerably since the boom days of 1898. A railway connects the city with Bonanza, twelve miles distant, and steamers connect with the outer world during the season for navigation. Whitehorse, the terminus of the White Pass and Yukon Railway, is the centre of the copper-mining district.

NORTHWEST TERRITORIES

That portion of Canada which stretches across the northern part of the continent from Yukon Territory on the west to Hudson Bay on the east, lying immediately north of the Provinces of Alberta, Saskatchewan, and Manitoba, is known under the general name of the Northwest Territories. Its area is estimated at 1,242,224 square miles. The greater portion has never been adequately explored.

Along the shores of the Arctic Ocean and stretching far inland, lies a country covered with a sort of Arctic grass which has considerable nutritive value. South of this region are the forest lands, chiefly black spruce, white spruce, and larch. In the western part of the Territories is the great water system of the Mackenzie, which includes the Athabaska and Slave Rivers, with Great Bear and Great Slave Lakes. Great Bear Lake is fourth and Great Slave Lake fifth in size of the lakes of North America. The Mackenzie River and its lakes extend 1,460 miles north and south; with the addition of its tributary, the Athabaska, its length is 2,525 miles. The large alluvial plains of its basin grow vegetables and even wheat, while trees a foot in diameter grow in its delta, within the Arctic Circle.

There are but few people within the limits of the Territories, mainly trappers, Indians, Eskimos, and Hudson Bay Company's employees. The resources of the country are as yet practically undeveloped but their probable value is very great. The fur trade yields a revenue of over \$1,000,000 annually. In the fall of 1920 oil was found near Norman on the MacKenzie River and it is believed at present to be in great quantities. There is a tremendous supply of valuable pulp wood, which needs only transportation to make it available, and the grazing value of the great prairies is now attracting attention.

The Northwest Territories are in charge of the Department of the Interior, one of the departments of the Dominion Government.



Gold Mining in the Yukon

CANADA

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