

Canadian Life & Resources
Vol. 2.

April, 1904

No. 4.

RESOURCES

OF
British North America

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no. 4



A MONTHLY REVIEW of the Developed
and Undeveloped WEALTH of the
DOMINION of CANADA and of NEWFOUNDLAND

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	Ar. St. Catharines..... 6.25 p.m.	MONTREAL
	" Niagara Falls, N.Y. 7.05 "	to
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CHICAGO	" Chatham..... 9.19 "	and
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RESOURCES

DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

Vol. II

MONTREAL, QUE., APRIL, 1904

No. 4



SEALERS LEAVING ST. JOHN'S N'FLD.

North Atlantic Seal Fishery

Newfoundland

THE Newfoundland Seal Fishery is the most prolific and profitable in the world. The annual yield is about 330,000 pelts representing a value of nearly \$1,000,000. The seal fishery is prosecuted during the months of March and April, and employs a fleet of 25 stout steamers carrying nearly 5,000 men, and specially fitted to contend against the ice floes with which they have to battle during their cruise.

The average reader of the world's press is imbued with the idea, (owing to international bickerings over the subject), that the Alaskan Seal Fishery is the only one in the world, yet the North-western industry is but a bagatelle compared with that of Newfoundland. The Alaska Seal yields a pelt with rich fur which is made into ladies' sacques; the skin of the Newfoundland Seal is converted into leather and the fat into oil, so that it is eagerly sought in the markets of the world. New processes of tanning the skin of late years, enabling its employment for bicycle bags, fittings and other utilities, have doubled the value of the product latterly and the fleet is being augmented instead of being allowed to dwindle down as formerly.

The sealing steamers are all stout wooden vessels, with moderate power, and are only available for this work or Arctic exploration, it being cheaper to tie them up in St. John's for ten months of the year than to try to utilize them for other pursuits.

The crews are made up of the fishermen of the Newfoundland seaboard, and are trained to the work from boyhood. The work calls for daring and expertness of the highest order and for a dis-

regard of misery and discomfort, not known in any other business. Throughout the sealing season the men are packed like sardines aboard ships, in the ratio of one man to three tons of registered tonnage, and here they may remain for one week or eight, with ventilation, sanitation, and ordinary creature comforts at a discount. Rarely can they wash, still more rarely can they change their clothes; and when the ship is loaded the seals are packed into their quarters and they have to lie about the decks day and night, no matter what the weather, until port is reached. Consequently, they return black with coal dust, shining with seal fat, and odoriferous from the rotting mass of fat and meat which fills every ship's hold.

The seals are of two varieties,—harps and hoods. The former are so called from a mark on their backs like a lyre, the latter from a cowl-like appendage on their heads, which they can inflate when angry, and on which blows can be rained without injuring them. The harps are mild and inoffensive, frequent field-ice, and yield the better oil. The hoods are fierce and wary, prefer pack or hummocky ice, and are the less valuable of the two. They are believed to go north in the autumn,—the harps to the vicinity of Hudson Bay and the hoods to Davis Strait and to mate on the floes there, as these latter form with the advent of winter. On this ice about the latter part of February the mothers deposit their young,—the baby seals garbed in a pure white fur which conceals them from enemies. The parents fish for and feed them, and as the youngsters grow their coat becomes creamy, gradually darkening

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as they take to the water. They grow about four pounds heavier daily, and about the middle of March are in prime killing condition, as they then display a rich layer of fat and are still too immature to start swimming.

The sealing fleet leaves St. John's on March 10th. as a rule and the ice floes bearing the herds are usually then off Bellisle Strait, scattered among the mighty masses of frozen crystal spread over the North Atlantic. The seals are found in immense herds stretching beyond the range of vision, and the slaughter is on a scale unequalled in any other industry in the world. The young seals which yield the softest skins and the finest oil, are chiefly sought and, being quiet helpless, are killed by a blow from an iron-shod club, being then disembowelled and the "pelt"—the skin and adhering mass of fat,—separated from the carcass, (which having no value is rejected), and dragged to the ships. The greatest kill is between March 12th. and 24th. within which fortnight probably 250,000 seals are slaughtered. After that the young ones take to the water and the product of the next month's quest is obtained by chasing the stamped seals among the floes with boats, or by cruising about with the steamers and shooting them as they swim to and fro in the watery lanes caused by the spring winds breaking up the ice.

The maternal instinct of the mother seal is such that she will fight for her offspring and die with it, but the fathers are less considerate and will disappear through their blow-holes into the water on the first sign of danger. If, however, a "dog" hood finds his retreat cut off he will prove an ugly customer, requiring two, if not three, men to overcome him. His ferocity is terrible, and he will savagely attack any one standing in his way. Shooting is the scheme usually adopted to dispatch him. Occasionally he weighs four hundred pounds; but adult seals are never killed, unless young ones are scarce, as their oil is too poor and their skin is too tough.

In their quest for the seals the men leave the ship at daylight and travel six or eight miles over the shifting, yielding, unstable floes, carrying their very lives in their hands. They are supposed to be back by evening with their catch, but sometimes get storm-bound and benighted, and are exposed to frightful danger. In 1898 the "Greenland" had 181 out of her 216 men out when a blizzard swept the floes, raging for two days and nights, and at its expiry it was found that 47 men had perished and 30 more were frostburnt. Fogs often shut down over the floes, and hundreds of men may be enshrouded in them, unable to regain their ships and suffering intense hardships from frost and hunger,

scantily clad, poorly provisioned, and having to burn their clubs, boats and hauling lines to keep themselves from perishing outright. Oftentimes, too, men fall through blow-holes or into scum-covered channels, and being dragged beneath the floe, perish miserably. Or, if they escape that fate, they have to strip naked on the ice and wring the water from their garments. Donning these half-damp clothes again they in many instances lay the seeds of fatal disease. The ships, too, are sometimes crushed in the floes and sunk, and the crews have to take to the ice and remain

there until relieved by some other vessel; or, if that hope of succor fails, they make their way over the ice to the land, drawing with them provision laden boats to ferry them over the channels they may encounter as well as to insure them against starvation.

The industry, when its hardships and dangers are taken into account, but very inadequately remunerates the hunters engaged in it. These men share, if their catch is good, only about \$60.00 each. The system under which the fishery is pursued is that the shipowner gets

two-thirds of the proceeds, the crew having the third share divided among them. Until two years ago their proportion was still further reduced by deductions of various kinds; but they struck work and secured the abolition of these objectionable charges. The early arrivals, naturally the boats fully-laden, are greeted by thousands of cheering compatriots, who line the wharves as they enter port; and for the brief time they are absent their crews may be said to have fared fairly well. But the luckless ones who remain out till April 30th.—the last legal day for killing,—returning with but a few thousand pelts which yield their crews a beggarly dollar or two, represent the unfortunate side of the enterprise.

At St. John's are the refineries where the fat is converted into oil and the skins are cleaned and salted for export. Expert "skinners" cut off the fat, which is then minced, steamed and pressed until all the oil is removed from it. The oil is used in lighthouses and is the best illuminant yet discovered for this purpose.

It is also employed in making high-class soaps and as a substitute for olive oil. The skins, as already stated, are tanned and utilised in a variety of manufactures, and whereas five years ago the United Kingdom was Newfoundland's only market for them, and that at a low price, now the United States takes half the catch at double the rate then ruling, the British price having also doubled. This season's catch, as per advice by S.S. "Grand Lake", which returned April 1st, will amount to 300,000 pelts.



SEAL HUNTERS.



"FROZEN IN"

Harnessing Niagara

Development Canadian Side

THE present utilization of the incalculable energy of the streams, and waterfalls of Canada for the production of electricity is one of the greatest features of this age of development. Nowhere is there a more striking example of this than at Niagara Falls where the greatest electric development of the age is now approaching completion.

For unnumbered centuries the Niagara River has hurled its thirteen million cubic feet of water per minute over a ledge a hundred and sixty feet high and after two centuries of familiarity with the great cataract civilized man is only now beginning to realize its possibilities. Over a hundred years ago an infinitesimal portion of the current of the upper rapids was utilized to operate a primitive grist mill. During the latter half of the nineteenth century old methods were used in a small way to obtain benefit from the falls but it is less than a quarter of a century since the solution of the problem of "harnessing Niagara" was suspected. That solution is electricity.

To-day the actual production of Niagara Falls in electric power is about 200,000 horsepower, all generated on the United States side of the river. Before the close of 1905 the development on the Canadian side of the river will be producing over 350,000 horsepower, bringing the total production now in sight up to about half a million horsepower. Isham Randolph estimates the total horsepower of the cataract at over five and one-half million.

The power development works now being constructed at Niagara Falls, Canada, are, beyond question, the greatest ever attempted. Three great companies are striving with all possible speed to finish their colossal works and the time of their completion is now drawing near.

The first company to enter the field on the Canadian side of the river was the Canadian Niagara Power Company, an allied concern of the Niagara Falls (New York) Power Company whose world-famous plant they are now reproducing on a larger scale. Their scheme of development may be briefly described as follows. Water is drawn from the river above the falls in a broad intake canal leading to the forebay at the power-house. Thence it is drawn in penstocks to turbine wheels situated in a wheel-pit one hundred and sixty feet deep. On being discharged from the turbines the water finds its way through a subterranean tunnel to the gorge below the fall where it joins the flood that pours over the cataract. The wheel-pit of this company is six hundred feet long, twenty-two feet wide and a hundred and sixty feet deep. The excavation of such a chasm in solid rock was indeed a stupendous undertaking. Channel-drills separated the rock to be removed from the wall of the pit, other drills perforated it with holes, dynamite shattered it to fragments and thirty-ton cranes lifted it to the surface to be removed. All the drills were driven by compressed air. Thousands of streams of crystal water sprang from the walls of the pit and powerful pumps had to be kept constantly going to keep the pit from being flooded. The pit will contain eleven penstocks, each with a turbine of ten thousand horsepower connected

directly with a generator of equal capacity in the power-house above. These generators will be twice as large as any now in use and the power-house,—built of steel and stone,—will be a marvel of its kind. A transformer house, situated at some distance will prepare the power for transmission. The tail-race tunnel which will carry the water discharged from the turbines back into the river is over a thousand feet in length, twenty-five feet in height and nineteen feet in width and is lined throughout with brick backed with concrete. Its portal is at the side of the Horseshoe falls.

The Ontario Power Company of Niagara Falls was the second concern to plan a development of electric power. It will produce the most power of any of the companies. Its scheme is modelled on that so successfully carried out by the Niagara Falls Hydraulic Power & Manufacturing Company on the United States side of the river. Water is to be drawn from the river at Dufferin islands, a mile above the falls, and conveyed that distance in a steel conduit eighteen feet in diameter. The water will be diverted from a shallow portion of the river to the intake by a system of masonry dams with gates, ice-slides, overflows and other necessary appurtenances. The construction of these dams and the intake necessitated the building of temporary wing-dams to divert the stream and lay bare the river bed. Two such dams were constructed at the head of the rapids. The one illustrated is nine hundred and sixty feet long and turns aside a current twenty-five feet deep running eighteen miles per hour. The crib-work sections of these dams were built in the still water below the structure, floated out and attached to the end of the dam, filled and sunk with rock, sheeted with plank and puddled with clay. The power-house of the Ontario Power Company will be built on the talus in the gorge close to the Horseshoe fall. Water, brought to a point on the cliff above in the conduit previously referred to, will be carried down to the turbines in penstocks, giving a head of a hundred and fifty feet. The power-house being at the water's edge the turbines will discharge almost directly into the stream and no tail-race tunnel is necessary. The capacity of the Ontario Power Company's plant will be 150,000 horsepower.

The works of the Electrical Development Company of Ontario (formerly known as the Toronto & Niagara Power Company) include many of the most wonderful features of the whole development. Like that of the Canadian Niagara Power Company, their power-house will be close to the intake and a tunnel will perform the functions of a tail-race. The site of the power-house is near the Dufferin islands, just below the intake of the Ontario Power Company. The wheel-pit is being sunk in the bed of the river and to make this work possible a mammoth coffer-dam had to be constructed in the wildest part of the rapids;—an undertaking the difficulty of which is equalled only by the skill and daring exhibited in its accomplishment. To stand on the top of this mighty barrier and feel the river hurl itself against the timbers beneath one's feet and roll back with baffled thunder is an experience to be remem-



" NIAGARA "

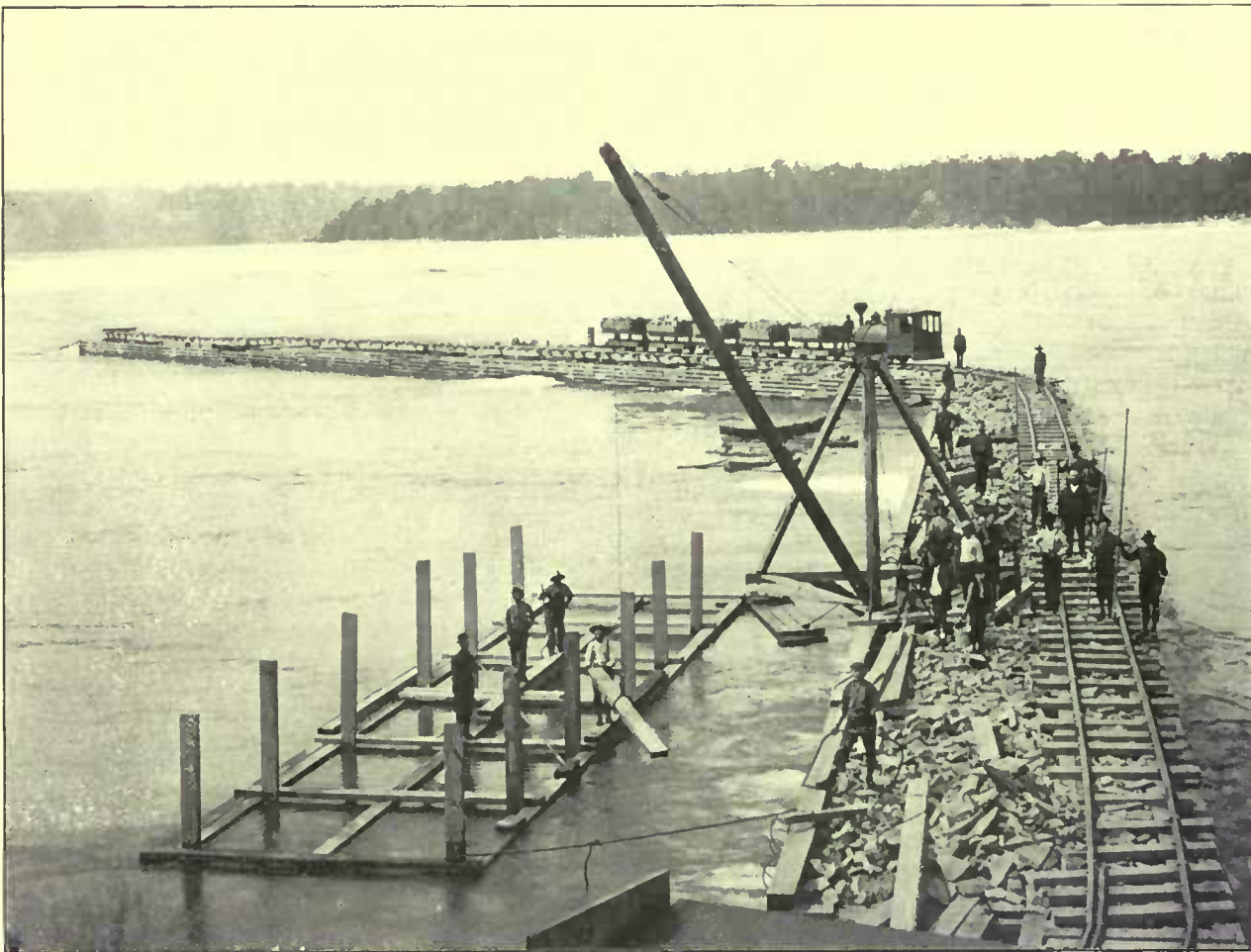
RESOURCES

bered for a lifetime. The wheel-pit and power-house of this company will be the finest ever projected and the equipment will be of equal class. The wheel-pit will be four hundred and sixteen feet long, twenty-two feet wide and one hundred and sixty feet deep. Ten generators of twelve thousand horsepower each have been ordered for the power-house. Never before was the building of such generators attempted. Perhaps the most wonderful thing of all is the tail-race tunnel. This great bore is to be twenty-two hundred feet long, twenty-three feet wide and twenty-eight feet high and its entire length will be under the wildest part of Niagara's rapids. Its portal will be at the centre of the Horseshoe falls at the level of the water in the gorge. Work was started by sinking a shaft on shore and driving a long temporary tunnel out under the river till the line of the power tunnel was reached. Work is prosecuted entirely from the portal and all excavated material is

the top and lighted by electricity will afford means of inspection at all times.

Such are the works and schemes of power development at Niagara Falls.

Cheap power is the greatest attraction that can be offered to manufacturers. Cheap electric power has created industries in the American city of Niagara Falls that were undreamed of ten years ago. The International Paper Company saves \$400,000 per year by using electric in place of steam power in the greatest paper mill in the world. Electro-chemical works can be established and the electrical reduction of ores carried on only where electric power is plentiful and cheap. Nowhere in the world will it be so plentiful or so cheap as at Niagara Falls. The manufacturing interests of the entire continent are watching Niagara Falls and already large tracts of land have been purchased for factory sites.



BUILDING TEMPORARY WING-DAM NEAR DUFFERIN ISLANDS, NIAGARA RIVER.

dumped into the boiling pool at the foot of the falls, and is quickly disposed of by the rush of water down the gorge. The task of opening the portal behind the sheet of water was one of great peril and difficulty and was accomplished only after much heroic work and many hair's-breadth escapes by the men engaged in it. In order to prevent the portal of the tunnel being interfered with by the breaking away of the escarpment under the action of the river flowing over it, three hundred feet of the lower end of the tunnel will be lined with concrete rings, six feet long, set closely together yet independent of each other. These will be destroyed, one by one as the falls cuts the rocky wall away but the next ring will always present a finished surface to the action of the water. The remainder of the tunnel will be lined with brick, backed solid against the rock with concrete. A steel gallery, suspended from

Succeeding years alone will show the results of the great electric power development.

Transmission of electric power for long distances has developed in a few years from a theory to a common practice. At the present time transmission lines radiate in many directions from Niagara Falls but the greatest of all is now under construction by the Electrical Development Company. It is a line to Toronto,—a distance little short of a hundred miles,—with an initial capacity of between forty and fifty thousand horsepower. Nikola Tesla, wizard of the electric age, has suggested the transmission of power without wires, and, it is said, one of the Niagara Falls power companies has given him permission to try the experiment of transmission of power from the Falls to Toronto, an air-line distance of over fifty miles.

Winnipeg

THE summer months of 1904 will witness the greatest development period in the history of the West. At no time have there been so many projects actually under way as at the present moment. A spirit of development has taken possession of the community and it bids fair to make great strides in turning to profitable account some of the hitherto untouched resources of the West. Not only has the community locally taken on the spirit of progress, but the outside world, judging by the activity of its emissaries sent to spy out the new land, seems to have suddenly realized the potential character of the vast areas of which the central point, commercially and financially, is Winnipeg. This metropolitan city is destined to undergo during the coming summer, a wonderful transformation. Great changes in it are absolutely necessary in order that it can reasonably cope with the demands made upon it as the capital city of the rapidly developing territory to the West. How Winnipeg is being made to do this forms a wonderful story of active development. The transportation companies have in the past been inadequately provided with terminal

The figure on the depot and hotel is an estimate only. Up to the time of writing the actual character of the hotel building has not been finally determined. When the project was first mooted in earnest some three years or so ago, the development and growth that has actually taken place was not anticipated. The original plans therefore have undergone several changes and are now suitable for a larger city than was dreamed of, but a few years ago, even by the sanguine directors of the railway company that more than any other institution has been instrumental in disclosing to the world the illimitable possibilities of the West. The area upon which the new hotel and depot will be erected has already been cleared and in a few days the excavation on the subway will commence. By the average business men of Winnipeg the establishment of the new shops is regarded as the feature of the improvements being made by the Canadian Pacific Railway Company, which will add to the city's population and thereby create larger opportunities. The present workshop staff of this company is approximately 1000. This number is all they have capacity for at



facilities at Western Canada's capital. In recent years business has grown to such an extent as to feel keenly the embarrassment and annoyance resulting from inefficient provision for its handling. During the coming year however improvements will be effected that will remove the cause of delays and the consequent annoyance. Both the Canadian Pacific Railway Company and the Canadian Northern Railway have already commenced operations, carrying out plans that will make Winnipeg a city with railway terminal facilities of the most modern and suitable character. As an indication of the extent of the improvement to be made by the C. P. R. the following figures are eloquent :

Subway construction on Main Street....	\$ 100,000.00
Depot and Hotel.....	2,000,000.00
Yard Improvements.....	530,000.00
New Workshops.....	1,000,000.00
	<hr/>
	\$3,630,000.00

present. With the completion of their new buildings however they will have capacity for 4000 men. This will not only add substantially to Winnipeg's population but will enable the company to keep its motive power and other rolling stock on the Western division of their road in better condition. The importance of both these points is very keenly appreciated by the Western public. In addition to these improvements local to Winnipeg, the company has extensive improvements under way all through the West. A proposed extension this summer will be the continuation of the Kirkella Branch north of Lost Mountain Lake. A colonisation road from the Kirkella Branch will also be completed to Jumping Deer south of Lost Mountain Lake. The Arcola Branch will be continued to Regina. The foregoing represent the improvements and extensions of but a single transportation company, planned for this year. In proportion other transportation companies and businesses, of public and private character are increasing.

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The Canadian Northern Railway is building extensions at a greater pace than the older company. Its president has recently returned from England where he made satisfactory arrangements for the handling of the railway bonds guaranteed by the government. The proceeds of these will be used to construct their proposed transcontinental line. At Winnipeg, the company is negotiating with the city council for the closing of certain streets at present a hindrance to their procuring proper passenger and freight depot facilities. So far the progress of negotiations indicates that the city will remove the obstacles in the way of the com-



EDUCATIONAL INSTITUTIONS.

pany and citizens hope that they will be able to start on the work of the proposed new depot this summer. The plans already prepared are for an elaborate depot, and hotel in connection therewith to be located on Main Street at the East End of Broadway. It is conceded to be a splendid location from the standpoint of general convenience, and the spacious boulevards of Broadway will make a splendid prospect from the front elevation of the hotel. The procuring of this site for such a purpose is conditional upon the company agreeing to build their workshops at another point in the city where the smoke and dirt therefrom will not interfere with an established residential district. The company has agreed to this and the location decided upon is in the vicinity of Portage Junction, in Fort Rouge, a suburb of Winnipeg. These workshops will be equal in extent and capacity to those of the Canadian Pacific Railway Company. Being practically the headquarters of the company these shops it is estimated in the course of a few years will employ more workmen than any other establishment in Winnipeg. Such facts as these are abundant warranty for the estimates frequently being made that Winnipeg's population in a few years will be a good way over the 100,000 mark. Any outsider, or one unacquainted with the circumstances that have a bearing on the future of Winnipeg might reasonably ask why so much money should be expended on railways and their terminals at Winnipeg, a city with a population of some seventy thousand only.

The answer to this is apparent to anyone who has been on the ground during the last five years. Population has been flowing in steadily. An active immigration policy has made known to the world the resources of the country and the enterprising from all parts of the world have investigated these for themselves. Railway extension and the new transcontinental road so auspiciously projected has dissolved all difficulties in obtaining access to markets, which presented themselves to practical minds. The result of these forces is that we are now on the verge of extraordinary development and a period is ensuing during which capital and energy of every description can find employment in the building of new communities in Western Canada. Railroad preparations have already been indicated but every other line of business is likewise

expanding. Take for instance the work of the City of Winnipeg Board of Works. In 1903 the amount of work done was limited to the amount of material that could be hauled by the railway company from the Winnipeg quarry to that city. To obviate any such difficulty during the coming summer the city has purchased its own cars and will rent outright from the Canadian Pacific Railway Company, a locomotive and crew. By so doing the city will be able to accomplish more in the direction of street improvement. The amount of work done by the city in spite of the limitation cited above is very considerable as can be seen from the table below :

	1901	1902	1903
Miles of Sewers.....	58.37	65.67	70
do Asphalt pavement	5.38	9.12	12
do Macadam.....	25.67	27.64	30
do Water Mains.....	64.61	76.14	80

Although substantial progress has been made the city is greatly in arrears in public works, and it is safe to say that failing to have made satisfactory arrangement for the transportation of their quarry supplies the citizens would have demanded that steps be taken by the council of the city to operate their own railway, such was the desire of the public to forward the development of the city.

The value of property in Winnipeg has increased very rapidly during the last two years, but recently some very remarkable jumps in prices actually paid have taken place. Some conception of the steady increase in values may be gathered from the assessment of the city which for the last five years has been as follows :—

1899.....	\$25,045,990.00
1900.....	26,973,650.00
1901.....	28,305,200.00
1902.....	30,496,920.00
1903.....	38,596,680.00

An instance of rapid increase in values of real estate is the recent sale of what is known as the Queen's Hotel site on Portage Av., which has been transferred at \$1,500 per frontage foot. The corner opposite is valued by its owner at \$2,000 per foot, and other Main street sites are held at a like value. There is considerable activity in transfers but not for speculation.



CITY HALL, WINNIPEG.

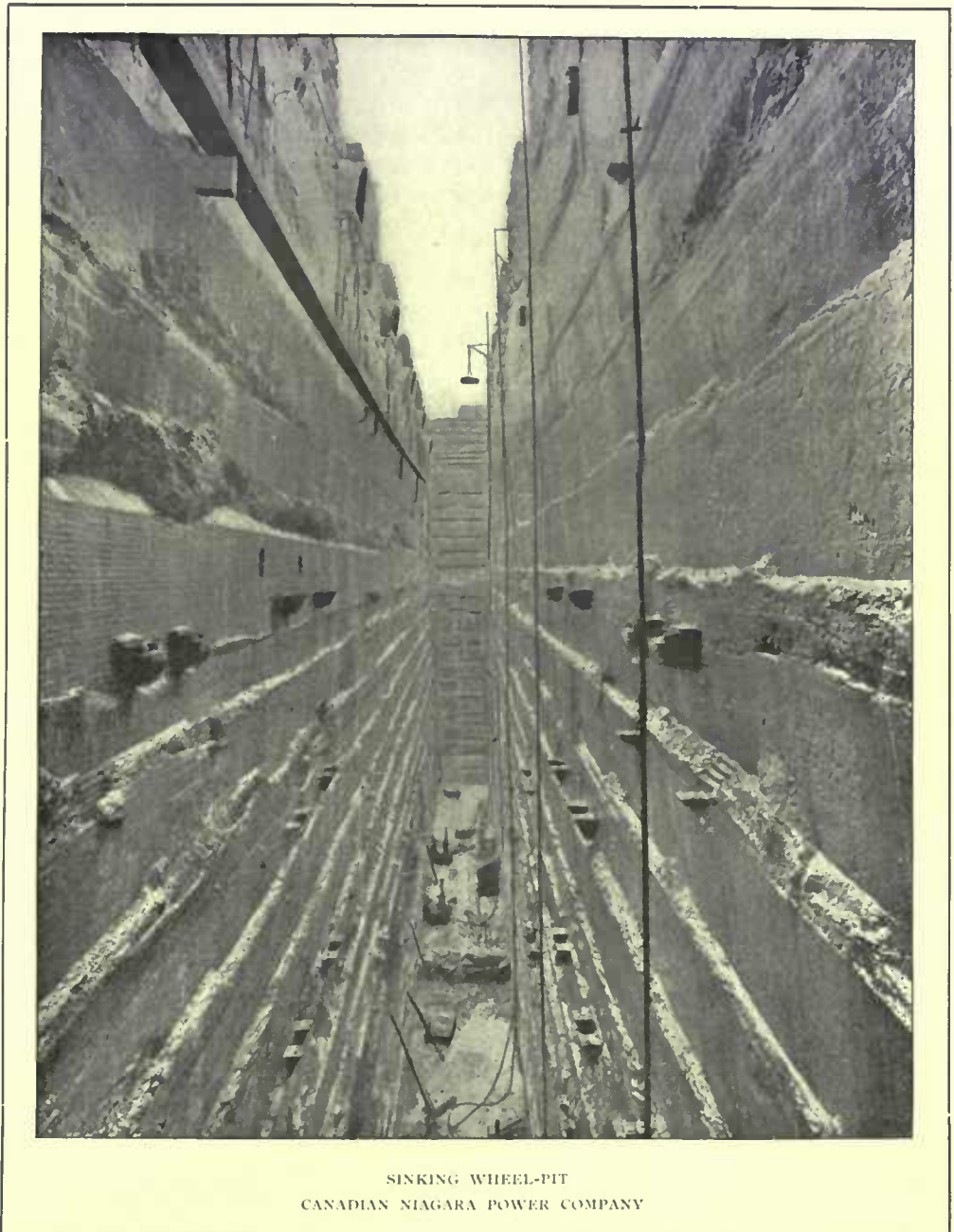
Purchasers are buying for actual use and improvement. What speculation is taking place is in outside properties and in them some inflation prevails. Whether or not present prices will hold, is a question that would be answered in the affirmative by the majority. These facts indicate the unquestionable growth that is taking place in Winnipeg. That city reflects at all times the condition of the West generally. It grows as the West develops and at present is hastening in an effort to keep pace with the demands made upon it as the Western Capital.

Diversion of Waters may injure Beauty of Niagara

THE SENATE Judiciary Committee reported favorably the Brown concurrent resolution that New York State should co-operate with the national Government in withholding legislation to divert the waters of the Niagara River, impairing the beauty of the falls. The resolution sets forth that "there can be no adequate protection of the falls against injurious grants except through the united action of the United States and Great Britain," and resolves "that the Legislature memorialize the President of the United States to open negotiations with Great Britain for a treaty to prevent diversion of waters injurious to Niagara Falls."

In co-operation with this movement the resolution declares that "This State should as far as necessary withhold legislation likely to render such action nugatory, and to unite in any enactment essential to give such treaty full effect."

Already much has been done on the Canadian side to preserve and enhance the natural beauties of the landscape adjacent to the Falls and to render the shores from which the best views are obtained accessible to the public. This has been accomplished by means of a park established and maintained at the expense of the provincial government. But sites have been granted for industrial establishments, especially for electrical plants whose motive power is supplied by the Falls. On the Canadian side as well as on the United States side there is danger of this utilizing of the waterpower being carried to such an extent as to mar the beauty of the Falls. It will not be necessary for the United States to negotiate a treaty with Great Britain, because the Canadian authorities have full power to deal with the matter.



SINKING WHEEL-PIT
CANADIAN NIAGARA POWER COMPANY



LOCK AT THE "SOO"

The Sault Ste. Marie Canals

ON the American side between Lake Huron and Lake Superior one was opened in 1855. It had a draught of 12 feet of water. The traffic for the first year was 106,000 tons.

In 1881 the Weitzel Lock was opened at a cost of \$2,400,000. By this the draught was increased to 16 feet and the average annual traffic was raised to 920,000 tons.

In 1895 the Canal on the Canadian side was opened with a draught of 20.2 feet over all. The Lock is 900 feet long, 60 feet wide and empties in five minutes by pressing a button. It cost about \$4,000,000.

In 1896 the Poe Lock of the same depth was opened at a cost of \$2,800,000.

The total cost of the Soo Canals is \$15,000,000.

These facilities raised the annual increase to 2,700,000 tons, so that now the cargo movements embrace over 28,000,000 tons.

Highlands of Ontario

To the summer tourist seeking rest, and a recreation amid the beauties of nature and to the sportsman with rod and gun there are no parts of Canada possessing such a variety of advantages and attractions as the Highlands of Ontario. The districts that comprise this picturesque portion of Ontario stretch across the central part of the Province, beginning at the east near the town of Peterborough, and extending north-westward to the Georgian Bay. In area the Highlands comprise a territory of some 10,000 square miles.

Of this area some 800 lakes of all sizes, from 30 miles in length to mere ponds and their river connections, occupy no less than one-tenth of its surface. The presence of so much water, not in the shape of sodden swamps, but in quick flowing streams and bright, deep lakes, contributes no doubt to the equable temperature and combines with the high altitude to that brisk, exhilarating effect which the clear atmosphere undoubtedly has upon the visitor.

homes have been erected for their summer tenants, and throughout the chain the tourist and sportsman are at no point remote from busy town or village, or humble cottage home, and yet in comparative seclusion.

The great charms and advantages of the locality are rendering the "Kawartha Lakes" unsurpassed as summer resorts in Canada.

The fishing is good in close proximity to the many points where hotel accommodation can be had. All the waters in these lakes teem with fish—bass and maskinonge in the summer and trout in the fall.

Deer, duck, partridge, geese and other wild game abound, and capital sport may be had during the open seasons.

To the west are the Muskoka Lakes, of which Lakes Muskoka, Rosseau and Joseph are the principal, among some 800 in this district, lie secluded in some of the most beautiful scenery that can be imagined, 112 miles north of Toronto and 26 miles north of



A HIGHLAND STREAM

The districts are situated in many cases from 1000 to 1200 feet above sea level, and 400 feet above Lake Superior, the highest lake of the great St. Lawrence system. From these regions the various lake and river systems radiate throughout the province. The French, Magnetawan, Muskoka and Muskosh Rivers to the west, with the Trent system, including the Kawartha Lakes, to the south.

In the East is the Kawartha Lakes District whose chain of beautiful waterways lies north of Peterborough and Lindsay, and is composed of Lakes Katchewanooka, Clear, Stony, Buckhorn, Chemong, Pigeon, Bald, Sturgeon, Cameron and Balsam, with a magnificent steamer route of 70 miles from Lakefield to Coboconk. They are situated in the counties of Victoria and Peterborough, and combine the wildest primeval granite, mountain and forest scenery, with lovely grassy, shrub and vine-clad shores. Many of the lakes are dotted with islands, on which pretty and comfortable

Orillia. They are in the midst of the "Highlands of Ontario," and have become famous throughout the North American continent for the divers attractions which they hold forth to the tourist, pleasure-seeker, sportsman, and those in search of health.

Throughout the district are a number of excellent summer resorts and not distant are charming camping grounds and hunting lodges.

The fishing grounds in close contiguity to the Muskoka Lakes proper, and within a distance of from five to ten miles, are of the best in this northern country, and excellent sport may be had if the angler cares to look for it.

Besides these extensive and now well known districts there are others equally attractive and every year becoming better known and more extensively patronized by holiday-goers and sportsmen. To the north in the Lake Nipissing and French River district the wild and rugged grandeur of the scenery, the health-

giving properties of the atmosphere, the primeval wildness of the surroundings, and its splendid fishing and hunting grounds are attracting those who do not care for the gayeties of the modern summer resorts, but prefer the untrodden forests and the pleasures to be derived in outdoor life.

The fishing in this district is without a peer in the Northern country, the gamiest of the gamey species of the finny kingdom simply predominating in the waters of this region.

Probably the finest trout fishing district in America is in that part of Ontario north of the Trent Valley and reached by way of the town of Haliburton. It is certainly the objective point for the angler in search of large speckled trout.

One looking upon the map of Ontario, at the section of country lying north of Toronto, will be struck with the curious commingling of land and water. It suggests the idea of some prehistoric upheaval of the great deep, resulting in a nearly equal divi-

ties of the more gamey of the finny tribe, among them being black bass, pickerel, maskinonge, white fish, speckled trout, lake trout and salmon trout. Many of the smaller stretches of water, including the lakes inland a few miles from several points on the steamer's route, are well stocked, and to the angler who wishes to rough it, capital sport is assured. For the hunter, during the open seasons, deer, bear, muskrat, duck, partridge, geese and pigeon are found in abundance, and the region throughout may be called the richest game land on the continent.

There is something peculiarly fascinating about deer hunting, or the thousands of sportsmen that each year penetrate the Highlands of Ontario and undergo the hardships necessarily incident in the life of the successful deer hunter, would not repeat the journey annually. Bankers, lawyers, doctors, merchants, clerks, and in fact all sorts and conditions of men, early in the fall, as soon as the green forests begin to give way to their autumn hue, take



AT THE HEAD OF LAKE JOSEPH, MUSKOKA

sion of the surface, for many hundred square miles, into land and water. The whole country is open to any man who can sit in a canoe and ply a paddle.

Haliburton is a small lumber town of about five hundred inhabitants, 123 miles north of Toronto.

For the devotees of rod and gun, the Georgian Bay District holds out unlimited attractions. Fish are plentiful in the bays and inlets throughout this vast expanse of water, and the rivers and streams which empty into the waterway teem with several varie-

ties of the more gamey of the finny tribe, among them being black bass, pickerel, maskinonge, white fish, speckled trout, lake trout and salmon trout. Many of the smaller stretches of water, including the lakes inland a few miles from several points on the steamer's route, are well stocked, and to the angler who wishes to rough it, capital sport is assured. For the hunter, during the open seasons, deer, bear, muskrat, duck, partridge, geese and pigeon are found in abundance, and the region throughout may be called the richest game land on the continent.

Then, when the first frost has nipped the leaves, and the cold northern winds have swept them from the trees, the deer hunter packs up his kit, gathers his party together, and hies them to some favorite hunting grounds in the districts of Northern Ontario, there to engage in his enthralling pastime.



The Canadian Sea

Hudson Bay ITS area is 443,750 square miles, or nearly five times that of the great lakes separating Canada from the United States. It is the third largest inclosed marine area, being next in size to the Mediterranean sea and the Caribbean sea. Last session a bill was introduced in the Dominion Parliament to change the name of Hudson bay to the Canadian sea, "for good political and national reasons," and "to assert Canadian supremacy over the waters of the bay and the adjoining territory." It is a debatable question whether, under the treaty of Washington, in 1818, Canada could deprive American whalers and fishermen of the rights which they have long enjoyed. For nearly 60 years whalers, from New Bedford have frequented the bay, hunted whales and carried on traffic with the natives. It is conceivable that the demonstration of Canadian supremacy in these waters can be effected without the expulsion of American fishermen, who, under the treaty of 1818, were conceded equal rights with the British. This, however, is a question for the diplomatsists of Great Britain, Canada and United States to determine when the issue is joined. The establishment of a new ocean grain route is a matter which concerns Canada alone.

For 20 years or more Canadian capitalists have been advocating railroads to Hudson Bay and steamships thence to Europe, making a new and short route for grain and perishable foods in transit to market. In that period two expeditions have been sent to report on the merits of the route—the Alert in 1884 and the Diana in 1897. The officials in charge of these expeditions were not convinced that the project was practicable. Lieutenant Gordon, the commander of the Alert, reported that Hudson strait, the entrance to the bay, is navigable only from about July 1 to October 10. Commander Wakeham, the chief of the Diana expedition, estimated that the open season probably extends to October 20. On the other hand, it is maintained by experienced navigators in Canada and Newfoundland that Hudson strait would be open for at least 4½ months; that the route is safer than Belle Isle strait, the present route between Montreal and Liverpool, inasmuch as fogs are not experienced and the icebergs from Greenland have passed south before Hudson strait is open. It is claimed that the passage of

the strait should be effected as safely as that of the Baltic. Hudson bay never freezes over; it is remarkably free from storms and fogs; its waters are deep and uniform. The real economic problem is the navigation of the strait which forms its entrance. That this problem can be solved is the conviction of many Canadians.

The distance between Vancouver and Liverpool via Hudson bay is 4,568 miles, a saving of 1,300 miles, all in rail-haul, over the present Canadian Pacific Railway route. From Winnipeg via Hudson bay to Liverpool the distance is 3,626 miles; from Winnipeg to Liverpool via Montreal, 4,228 miles; from Duluth via Hudson bay to Liverpool, 3,728 miles; from Duluth via New York to Liverpool, 4,201 miles; from St. Paul via Hudson bay to Liverpool, 4,096 miles; from St. Paul via New York to Liverpool, 4,240 miles. Canada has enormous wheat-growing areas. Its grain belt stretches into the high latitudes toward the sub-Artic zone. The area drained by the Red river, estimated at 432,000 square miles, is capable of producing every year 500,000,000 bushels of cereals. The Saskatchewan Valley has millions of acres suitable for grain. Immense quantities of wheat will be produced in Peace Valley. There are spacious arable tracts in close proximity to Hudson bay. The wheat grown in the vast regions of the Athabasca, Slave and McKenzie rivers can be exported via Hudson bay route at half the cost of the shipment by rail to Montreal and thence to Europe. It is believed that much of the grain from Manitoba and the American border States, which now reaches the seaboard via New York, Boston and Portland, would be diverted to the Hudson bay route. There are imperial considerations as well as economic to commend the Hudson bay scheme to Canadians and Britons. Canada wants another ocean highway affording access to and from the mother country. The Hudson bay route, with a second transcontinental railway, "The Grand Trunk Pacific" farther removed from the United States border, than the Canadian Pacific Railway would be an augmentation of Britain's safeguards. These are the arguments by which Canadians justify the policy of turning Hudson bay into an inland lake, annexing all the surrounding country to the confines of the Arctic circle, building many new railroads and in other ways proving that the Dominion realizes its giant stature.

Notes of the West

The Territorial department of agriculture issued their final bulletin on the crop of 1903 on March 22nd 1904. The statistics are compiled solely from returns made by threshing machine operators under the provisions of the Threshers' Lien Ordinance, consequently the figures show the actual results of the threshing.

The total yield of wheat was 16,111,569 bushels or only 600,000 bushels less than was estimated in the last bulletin issued on September 1, 1903, notwithstanding the unfavorable weather conditions which afterwards prevailed. On the other hand oats went better than estimated by 800,000 bushels and barley by 600,000 bushels.

The spring wheat crop area for the year was 857,234 acres, and the yield 16,029,149 bushels; yield per acre 19 bushels, and an average yield per acre of 19.42 bushels in the past six years.

The barley yield for 1903 was 1,741,209 bushels from 69,667 acres, an average yield of 24.65 bushels per acre. The average yield for six years has been 25.36 bushels per acre.

Of the great wheat growing districts the Regina-Moose Jaw district has the highest average for the past six years, the average yield having been 22.10 bushels to the acre for that period. The

estimated crop area for 1904 is placed roughly at 1,706,100 acres, as against 1,383,434 last year, an increase of over 300,000 acres.

An innovation is the appearance of the words "fall wheat" in the crop bulletin. Last year the crop area of fall wheat in the Territories was 3,440 acres, which gave a yield of 82,420 bushels, or 23.86 bushels per acre.

Of oats, the crop area for 1903 was 440,662 acres, the total yield 14,179,705 bushels, and the average per acre 32.17 bushels. The average yield per acre for the past six years has been 34.32 bushels.

The Territorial Bulletin estimates the combined Manitoba and Northwest grain crops of 1903 as follows: Wheat, 56,228,437 bushels; oats, 47,215,479 bushels; barley, 10,448,461 bushels; flax, 857,292 bushels. Flax was grown on 32,431 acres, and the yield totalled 292,853 bushels, an average of 9.5 bushels per acre.

The greatest wild hay meadow in all the Canadian Northwest is on the south side of Lesser Slave Lake. This meadow is over forty miles in extent and would yield two or three tons to the acre of magnificent wild hay.

Area—42,734 square miles

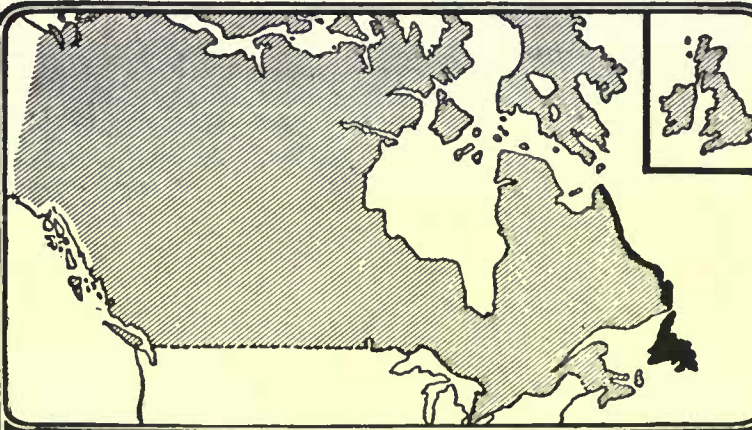
Newfoundland

Population—220,000

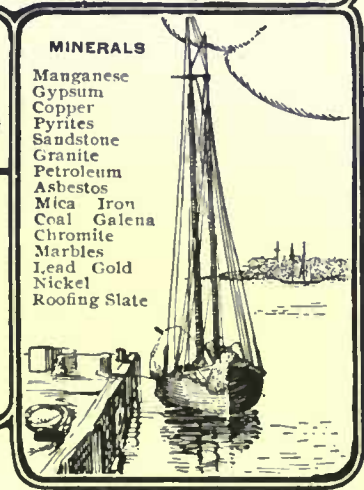


TIMBER

Spruce
Larch
Aspen
Birch
Balsam Poplar
Balsam Fir
Pine Maple
Ash Fir



and Labrador



MINERALS

Manganese
Gypsum
Copper
Pyrites
Sandstone
Granite
Petroleum
Asbestos
Mica Iron
Coal Galena
Chromite
Marbles
Lead Gold
Nickel
Roofing Slate

LABRADOR—Area, 12,000 square miles

Map showing size of Newfoundland (black part of map) compared with all British North America and also the British Isles

LABRADOR—population included under Newfoundland

Newfoundland ranks sixth in the list of copper producing countries of the world. Its mines have been in operation since 1864, and have produced in the neighborhood of 9,000,000 tons of ore. In the Bay of Notre Dame a number of mines are situated at Tilt Cove, Betts Cove and Little Bay. The Geological Survey of Canada reports show that copper-bearing rocks are to be found spread over an area of 5,000 square miles.

The exploitation of the forest resources of Newfoundland is but begun. Developments have taken place in the lumber industry within recent years, large holdings now being controlled by The Exploits Lumber Company, The St. George's Bay Lumber Company and the Parrsboro Lumber Company, &c.

Newfoundland's coal areas are extensive, and, when developed, there will be a large export of the product even after the home market has been supplied.

The weaving industry has been introduced at Harbor Grace.

Messrs. Steward and Foote are taking out quantities of gold averaging twelve pennyweights to the ton at Mings.

Mr. Simon Roach of Topsail, has just erected there a cold storage plant for the preservation of bait and codfish during the coming summer.

In the United States Senate recently the bill extending the exemption from the immigration head tax to immigrants from Newfoundland was passed.

Messrs. Murdock & Murray, who built the S. S. "Grand Lake" have been given the contract of constructing the two new coastal steamers for Messrs. Bowring Bros., Ltd. It is expected that they will both be finished by September.

Messrs. Wood & Barker, of Boston have finally closed the transfer of the Exploits Lumber Company, Newfoundland. The stock of this Company with the exception of three shares, is owned by Amherst, N. S., parties, and represents over a quarter of a million dollars.

Prospecting is being carried on in Newfoundland to a large extent for the discovery of blue slate. The blue slate quarries of the world are now nearly exhausted; and so many slate quarries are situated in Newfoundland it is quite probable that blue slate may be found.

The Hill of Chips is once again to have a large wood moulding factory. The company starts with a capital of \$25,000, with Mr. William Smith, for many years of the Horwood Lumber Company in charge. The company is called the Empire Woodwork Company, and the work of erection will begin at once. They will start with about thirty hands.

The competition for a place in the United States codfish market is not to be confined to the fishermen of the Atlantic. Recently a sample shipment of pickled codfish was received in Boston from the Pacific Coast with a view to its regular introduction in the Eastern States. Even with a duty handicap Newfoundland should be able to compete with fish brought across the continent.

One of the millionaire beef and pork-packing concerns will shortly erect a plant at St. John's for the curing of hams and other such products. Their intention is to import the articles in their raw state

from their establishments in the States: the smoking, curing and all other necessary finishing to be accomplished at St. John's. The present agent of the concern there will have the control and direction of this branch enterprise.

More new industries have come into existence in St. John's and the outports the past four years, than during any former decade, even factories are springing up yearly in all parts of the town and affording employment to thousands of Islanders who would otherwise be obliged to emigrate. Two new clothing factories and a furniture factory will be erected this spring, a new ropewalk is also spoken of, and three or four enterprises besides.

Messrs. Kawaga and Parrel discovered a large deposit of gas coal on the North East Coast last summer, which Canadian and British experts have pronounced upon examination, to be a most valuable find. They staked off and have been granted about three square miles of the property. The remainder of the claims covering about five square miles have just been secured by Mr. W. C. Joh. The best of the deposit was picked out by Mr. Kawaga, who is a mineral expert himself.

The Grand Lake Lumber Company who have a large gang of loggers in the country all the winter, will start the erection of their mill as soon as spring opens. They start with a paid up capital of \$24,000, and will install the Badger Brook machinery, which they have recently purchased. They will cut to begin with, about 25,000 feet of timber per day. The site of the mill is not far from the railway and lumber for export will probably be shipped from the West Coast. The company will have a steamer on Grand Lake.

When the members of the Canadian Manufacturing Association take their annual outing this year they propose visiting the island of Newfoundland. The reception and membership committee met recently to arrange some of the details of the trip. It is proposed to charter a steamer which will leave Montreal with the manufacturers and go direct to St. John's, Nfld. From there different points of interest will be visited, and returning the steamer will stop at Halifax and Sydney N. S. The round trip will take about three weeks.

Considering the population of Newfoundland, some 220,000, the amount of flour imported into that

country from Canada is surprising. Last year the total imports amounted to 383,000 barrels, and of this amount Canada probably supplied about two-thirds. The duties upon this flour amounted to \$95,000. At different times the flour trade from Canada to Newfoundland has fallen off to an appreciable degree, the United States mills capturing a large proportion of the trade. This was owing mainly to the fact that the rival mills across the border manufactured flour of the grades most desired by Newfoundlanders. Latterly however the Canadian millers have been getting the trade back until now they have the greater share of it. The duty has recently been abolished.

The coming season will see increased activity and considerable expansion in the whaling industry. One of the largest companies interested in the business was formed recently with a capital of \$200,000. It is known as the Atlantic Whaling and Manufacturing Co., and will have four stations along the coast. At two of these they will erect both manufacturing and reducing plants, at the other two they will erect reducing plants near already existing stations. The two new stations will be erected at Safe Harbor, north side of Bonavista Bay, and in Trinity Harbor respectively, and the new reducing plants will go up, one each at Aquaforte and St. Mary's. Two new steamers have been ordered and are now being built in Norway; they are expected to arrive in June. The work of erecting the necessary buildings and installing machinery will commence at once.

Hon. E. P. Morris, Attorney General, has introduced a bill in the House which calls for several changes in the existing whaling laws of the country. The principal departure is the insisting on the erection of a reducing station near every whaling factory, so that the whole of the offal can be utilised. The object of this is twofold: first, for sanitary reasons, and second, for economic reasons, so that no product of the whale shall go to waste. Another section of the proposed change aims at placing the power to prosecute for alleged infractions of the whaling law entirely in the hands of the Minister of Finance and Customs, who shall determine on the correctness of information given before proceeding to process of law. Under the law as it exists at present irresponsible persons could cause the suspension of a whaling business in the middle of the busy season without having just or legal cause for so doing.

Nova Scotia

Area—21,428 square miles.

Population—459,574

Maple
Cherry
Elm
Birch

TIMBER

Oak Pine Spruce
Beech Hemlock
Poplar Fir
Arbor Vitæ Tamarac

Coal
Iron
Copper

MINERALS

Manganese
Gold
Antimony
Gypsum
&c.



Map showing size of Nova Scotia (black part of Map) compared with all British North America and also the British Isles

The province contains nearly fourteen millions of acres, of which nearly one-fifth part consists of lakes and streams. Five or six million acres of land are fit for tillage. From the appearance of the coast no idea can be formed of the beauty and fertility of the interior. The coast is indented with numerous excellent harbors, most of which are easy of access, safe and commodious.

The climate of Nova Scotia is tonic and bracing. The temperature is more equable than that of any other part of the Dominion.

For all the fruits of the temperate zone the soil and climate of Nova Scotia are favorable. Fruit raising is at present chiefly confined to three counties, viz., Annapolis, Hants and Kings, out of eighteen comprising the province. The annual crop of apples exceeds half a million barrels from the districts referred to, most of which is exported. Peaches, plums, cherries, strawberries, raspberries and tomatoes give large yields with little attention. Considerable quantities are supplied regularly to New York, Boston, and other towns on the United States seaboard.

The fisheries of Nova Scotia have long been celebrated. No country in the world can exceed this province in its variety of delicious fish and its inexhaustible quantity. There are cod, haddock, mackerel, herring, alewives, pollack, hake, halibut, eels, shad, salmon, trout, grayling, perch, smelt, etc., and also a splendid supply of shell fish.

Nova Scotia contains large tracts of woodland, which produce timber for manufacturing into lumber for exportation. Large quantities of pine, spruce, hemlock, hardwood, deals, scantling, staves, etc., are annually shipped from the different ports in the province to the West Indies, United States and Europe.

The valuable mineral resources of Nova Scotia are being rapidly developed. It is one of the few countries which have workable deposits of coal, iron and gold side by side.

Nova Scotia affords numberless facilities for manufactures on account of its inexhaustible water powers and the abundance of coal and iron.

In the past five months, from November 1903 to March 1904, 9,000 immigrants landed at Halifax, en route to the West. As an idea of the commercial activity and briskness of the water front, no less than 11 steamers arrived Sunday March 26th.

Great floods are reported on the D. A. Railway near Lawrencetown, paralyzing railroad traffic and causing considerable damage.

An important feature of our export trade during the past year was the shipment of deal. The number of tons of deal shipped amounted to 43,146.

The collieries in all parts of the province are preparing for increased output, and it is estimated that this increased output will amount to 750,000 tons.

The mining outlook in Nova Scotia is exceptionally bright and coal prices are well maintained. Hence there should be little trouble about wages.

A regular supply of good iron is being turned out at Londonderry, while there are marked indications of improved conditions in the iron and steel business.

Increased attention is being given to copper. The Antimony mine at West Gore is producing a regular supply of ore which is being forwarded to England.

Work on the South Shore Railway from Halifax to Yarmouth is progressing favorably and it is anticipated that the same will have its opening about September 1st.

The general mining outlook never indicated a brighter future and additional men will be required to meet the demands of the mining industry, especially skilled workmen.

The I. C. R. will install an electric light plant for lighting up its premises at Halifax. The work will be done in the near future. It is also understood similar plants will be installed at Mulgrave and Sydney.

A matter which is attracting much attention among the fishermen of this province is the establishment of a reduction factory for dog fish, which is one of the greatest obstacles to successful fishing on our coast.

A Good Roads Convention is being held at Truro this week, at which it is understood some important measures will be brought forward regarding the all important question of good roads throughout this province.

In addition to the increase of existing coal companies it is worthy of notice that arrangements for new development are being made by new companies in Spring Hill, Cumberland Co., Port Morien, C.B., and Chimney Corner, Inverness County.

The fishing industry of this province during past month was considerably hampered by very boisterous weather. Reports now indicate a fairly good lobster catch and will be a feature of the immediate future while the halibut catch will also share in this good prospect.

The matter of increased wharf and immigration facilities at the Deep Water Terminus, Halifax, is one which the Government should at once consider. Should the present immigration rush continue, it will be found impossible to handle the same without increased facilities.

In gold mining in Nova Scotia the outlook is brightening. More scientific treatment, and superior management are having desired effect. The main source of gold returns at present is from Guysborough, Lunenburg and Queens, all of which are making good progress.

The flood of immigration still continues and for some weeks to come there will be a great number arrive at Halifax bound for the West. It is a matter of importance to know that these immigrants are

largely English, Irish, Scotch, and German all of whom make most desirable subjects.

The inauguration of the long distance telephone from Halifax to Sydney took place on March 15th. The line is 292 miles long, 13,000 cedar poles brought from the provinces of Quebec and New Brunswick, and 102,000 lbs. of hand drawn copper wire were some of the materials used. The cost of the work was about \$90,000.00.

The steamer Elliott, with a crew of 135 men, owned by Charlottetown, is a total loss at St. Paul's Island, Gulf of St. Lawrence. She was supposed to be the smallest tramp steamer in the world. She was bound for Newfoundland Seal Fishing Grounds and on Sunday (March 26th.) word of her total loss was received at Marine and Fisheries Dept., Halifax. The crew was saved.

The basin of the Marsh seam of the Nova Scotia Steel & Coal Co'y has been struck at the bottom of the slope, at a distance of 2,810 feet from the surface. At 32 feet from the bottom the coal instead of, as in the slope pitching on an inclination of say 13 degrees is rising at an angle of 20 degrees. This will make a shorter stretch upwards to the surface, than from the surface by way of the slope to the bottom. The width of the coal field, however, is not known. For all that one can tell it may run to New Glasgow. The east level is in 1,400 feet showing excellent coal. There is sufficient coal at the Marsh to last a generation or two at any rate.

It is now definitely decided to go on with the erection of the glass works in Sydney and for that purpose a site has been banded, \$2,000 of the purchase price being already paid on it. The company is capitalized at \$150,000. a large proportion of which is controlled by local men. Operations will be begun this summer some time upon the construction of the necessary buildings. A spur of the I. C. R. will probably be run to the works, which will be situate conveniently to the Steel plant. When in full operation the works will employ about seventy-five hands.

TIMBER

Maple	Spruce	Oak
Cherry	Hemlock	Beech
Ash	Fir	Poplar
Elm	Tamarac	Arbor Vitae
Birch		Pine



Area—27,985 square miles

New Brunswick

MINERALS

Salt	Antimony	Nickel
Sandstone	Copper	Manganese
Granite	Graphite	Coal
Limestones		Gypsum
Clays, &c.		



Population—331,120

and Prince Edward Island

P. E. ISLAND—Area, 2,184 square miles

Map showing size of New Brunswick and Prince Edward Island (black part of Map) compared with all British North America and also the British Isles

P. E. ISLAND—Population 103,259

This province produces every kind of grain and root crop produced in England, as well as some that do not come to maturity in the climate of the Motherland. Much attention is now being given to dairying, with the best results. All kinds of garden vegetables and all the fruits of the temperate zone are grown in abundance.

The industry which employs the most men and yields the largest returns is the lumber trade.

New Brunswick, owing to its cheap coal and its proximity to the markets of the world, has many advantages as a manufacturing country.

Prince Edward Island, "The Garden of the Gulf," is famed for the fertility of its soil. The whole island consists of valuable cultivable land, and the soil is well watered with numerous springs and rivers. All kinds of grain and vegetables grown in England ripen here to perfection. Potatoes are exported in immense quantities. The manufactures are limited.

The fisheries are valuable, and employ a large number of men. Most of the fish caught are identical with the same species in Europe. Every river, brook, and lake abounds with fish.

There is much mineral wealth throughout the province and a number of mines have been successfully worked.

The province is noted for its sport, and useful guides may be found, for hunting and fishing expeditions, among the Indians.

Prince Edward Island is the best fishing station in the Gulf of St. Lawrence, yet the fisheries have not received the attention they deserve. This industry is capable of vast development.

Of late years considerable attention has been given to the raising of live stock for export.

The smelt fisheries have brought the people of Kent County this winter, no less than \$91,200, the largest amount for a single season.

It is reported that a new boot and shoe factory will be erected in St. John's during the coming summer. Work will be carried on on a large scale. It will be built in the west end of the town.

Some very rich samples of copper ore have been taken from the McLean mine at L'Tete. A shaft has been sunk some 200 feet and crews of men are busy night and day working into the earth.

The C. P. R. is considering the holding of a winter live stock fair in New Brunswick just previous to Easter 1905. St. John, Fredericton, and Woodstock are named as possible locations for the fair.

We understand, says the *Amherst Telegram*, that the Robb Engineering Co. of this town, is preparing estimates for the erection of the refinery to be built at St. Joseph's oil fields, by the New Brunswick Petroleum Co., Ltd.

It is reported that the Singer Manufacturing Company of Elizabethport, N. J., is to build an extension plant outside of the United States, and that a site has been secured in St. John, N. B. The Local Manager of the Singer Company in St. John is Mr. W. A. Carroll.

The arrival of the S. S. "Montezuma" at St. John, April 6th., from Antwerp, inaugurated the new Belgian-Canadian service for emigrants from Eastern Europe. Formerly all emigrants from the European continent were sent to Liverpool for their trans-Atlantic trip. By the new arrangement many of this class will be brought direct from Antwerp. The "Montezuma" has now been fitted to accommodate one thousand passengers. Third class accommodation has been afforded by steamers on this route and they are to be used exclusively for immigrants to this country.

The Victoria Manufacturing Company of Auburn, Maine, U. S., is seriously thinking of establishing a branch in St. John, if the conditions are found favorable. This Company was established some three years ago in Auburn, Maine, U. S., for the manufacture of an acetylene gas generator, the invention of an Englishman, Joseph Heaton. Although such a comparatively short time in business their machines have found a demand as far south as Pasadena, California, while in Maine they have installed over 500 individual generators and three town lighting plants. Next summer they expect to do a very large business, as they have orders now for no less than fourteen town plants. A branch company has now been formed to secure Canadian trade.

A large number of lumbermen from different parts of the Province were heard recently before a special committee of the Legislature to whom had been referred a motion of Mr. Fleming, M. P., relative to the Government taking steps to secure the manufacture within the province, of all logs cut on crown lands. St. John lumbermen strongly supported the resolution and urged that it would be wise to pass an act prohibiting the export of logs cut on crown lands. Up river lumbermen, those who live in the section where the St. John river forms the boundary between Maine and New Brunswick are strongly opposed to the proposal. At present they can sell unmanufactured logs to the mills on the United States side of the boundary, mills owned jointly by United States and Canadian Lumbermen and these logs cross the border duty free.

A Campbellton correspondent writes to the *Newcastle Advocate*: "The incorporation of the International Railway Bridge Company of New Brunswick is introductory to a programme, which, if carried out, will be of inestimable service to the people of Restigouche, Bonaventure and Gaspé counties. The promoters of the company are Messrs. Thomas Malcolm, railway contractor, Campbellton; Thomas J. Cochran and J. W. Stevens, Edmundston; and

Charles Riordan, St. Catharines (Ont.) They are asking for power to erect a railway and highway bridge over the Restigouche river, at Campbellton, to connect the Gaspé and Bonaventure railway with the new short line now being built from Campbellton to Edmundston, which will afford a short line to the eastern American cities."

The Maritime Dairy Co., Ltd., which is seeking incorporation as announced lately, will have its headquarters in Sussex. The company proposes to purchase butter and cheese factories and go into the production and sale of dairy products on a large scale. It is a consolidation of existing interests, and will no doubt include also a steady development of the industry.

The neighborhood of Sussex has made more notable progress in the dairying industry than any single locality in the province. It has yielded profitable returns, and has greatly increased the cash income of the farmers. A natural result has been a marked improvement in the appearance of the farms, and in the quality of live stock.

At the opening of the provincial legislature, the speech from the throne referred to the adverse decision in the representation case and the appeal to the privy council, the favorable consideration by the federal government of the Halifax fishery award, and the hope of a large sum of money to augment the present revenue, thus reducing taxation, without affecting the rights of the island fishermen; consideration of the adjustment of provincial subsidies by the federal government, and the delay of school consolidation owing to the illness of Prof. J. W. Robertson.

It is expected that the Hempton and St. Martins Railway will be opened the latter part of this month. A great deal of work is being done to the road and the road-bed and rolling stock are being greatly improved.

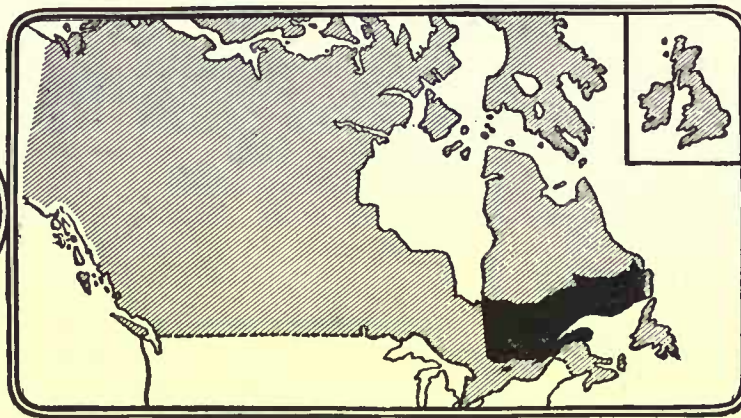
Quebec

MINERALS

Gold	Iron	Silver
Mica	Copper	Lead
Phosphate	Asbestos	Peat
Graphite	Chromite	Petroleum



Area—351,873 square miles



Map showing size of Quebec (black part of Map) compared with all British North America and also the British Isles

TIMBER

Basswood	Chestnut	Black Walnut
Maple	Beech	Giant Arbor
Cherry	Poplar	Pine Birch
Ash	Cottonwood	Spruce
Elm Oak	Butternut	Hemlock
Ironwood		Fir Tamarac



Population—1,648,898

The soil of much of this, the second largest province of the Dominion, is capable of high cultivation. Many of the fruits of the temperate zone here grow to perfection and in abundance. Quebec has immense tracts of forest land and a large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, galena, felspar, limestone, asbestos and mica. Its fisheries are amongst the most valuable in Canada.

The inhabitants of the British Islands and of France will find themselves at home in the Province of Quebec, the English and French languages both being spoken.

The winters in Quebec are moderately cold, and the summers somewhat similar to those of France. The climate of Quebec is one of the healthiest under the sun.

For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships and north of the St. Lawrence. Parts of the Province are especially favorable to the growth of apples and plums, and large quantities are exported. Small fruits grow everywhere in abundance. Grapes ripen in the open air in the southern and western parts of the Province. Agriculture is the chief occupation at present. Many corporations have secured immense areas of timber, mineral, mica, and other deposits, together with water-privileges generating thousands of horse power, so that, ere long, Quebec is bound to enter upon an industrial development that few provinces will be able to equal. The extension of railways has been rapid in the Province since Confederation in 1867. Many large manufactories have also been established.

The outlook for the Canadian Island steamship companies is that there will be a much larger amount of freight to go West by water this year than never before." Mr. G. E. Jaques, general manager of the Montreal and Lake Superior Steamship Co., reports that the above company has absorbed the Inland and Lake Navigation and Merchants' Steamship Company.

The amalgamation that has been effected will be a very good thing for the business and with the increased number of ships they will be able to run a bi-weekly service that will enable them to deliver freight in Winnipeg 10 days after it has left Montreal. It is this despatch that will help to largely increase the westbound business.

It has been decided that all the steamers should call at both Toronto and Hamilton.

Just at present the outlook is that not much grain is likely to be offering. The amount will depend largely on the rates. This will be especially the case with regard to the grain that they will be able to get from American ports to which the steamers will also run.

It is officially announced that the Grand Trunk Railway Company, although held entirely responsible for the Grand Trunk Pacific project has decided to carry out the original plan and make the Grand Trunk Pacific Railway Company a part English and part Canadian Company.

Preparations have been made for the organization of the new company immediately after the bill has been passed by Parliament and in the place of some of the officials of the Grand Trunk who are provisional directors, will be found leading Montreal and Toronto capitalists. The latter will include high officials of the largest banks in Canada.

The firm of Carrigan, McKenney & Co., of Cleveland, Ohio, millers and shippers of grain, etc., have decided to enter the grain trade of Canada, and make the port of Quebec their terminal point for European shipments. Captain Symmes and other officials of the firm have recently been in Quebec making arrangements for the project, and have been assured of return cargoes of pulp wood, etc., even beyond their expectations. It is the intention of

Messrs. Corrigan, McKenney & Co., to put on ten steel grain barges on the opening of navigation, and the merchants of Quebec have entered into an agreement to do all they can to promote the interest of the enterprise.

The officials from Cleveland have been studying the situation for the past two months and having satisfied themselves of the future prospects of Quebec, and having been assured of ample return freight for their grain barges, lost no time in deciding to select the port of Quebec as a terminal point for their Canadian grain trade, which they some time ago decided to embark in.

J. R. Bailey and Felix Bryant, of South Stukely, furnished some splendid specimens of maple, spruce and poplar, which will form a part of the Canadian forestry exhibit at the St. Louis Exposition.

The Canadian Pacific railway has placed orders in Canada for twenty-one freight locomotives. Recently the company has been buying its engines from United States and Scotch manufacturers.

The present contract, which means an expenditure of \$500,000, is divided between the works at Kingston (Ont.), and the works in Montreal recently acquired by the American Locomotive Company.

The Valley of the Chaudiere is once more attracting the attention of gold seekers. Mr. François Couture, who returned from the Klondike two years ago, after having amassed a good deal of the precious metal there, did a lot of very successful prospecting last season on the banks of the Chaudiere, taking \$450 worth of gold himself in two months. A party of twenty to thirty young men will start work this spring prospecting for gold in Beauce under Mr. Couture's guidance.

Matthew Maines, Londesboro, has purchased a quantity of rock elm from W. Allin, con. 4, Colborne, and hewers are at work getting the timber ready for the Quebec market. The high price paid, \$225 per thousand feet, is an inducement to sell and is a wonderful contrast to the early days when \$40 was considered a big figure for rock elm.

The Shawinigan Water & Power Company, who are behind the request made to the Provincial Government for the formation of the Laval Electric Company have announced that the new company was seeking power to supply light and power in the counties of Laval, Terrebonne, Montcalm and adjacent counties. The new company would take all its power from the Shawinigan Company.

Another proposal for a railway from Montreal to Georgian Bay came up before the Railway Committee of the Legislature recently. The incorporators have already a Dominion charter to build a line from Montreal to Hawkesbury, and wanted power to extend thence to Georgian Bay. The bill was adopted, with a few amendments. The point on the Georgian Bay is to be between Midland and Parry Sound. All reference to operation by electricity was struck out, leaving the road a steam one. The provisional directors shall call a general meeting of shareholders when \$100,000 is subscribed and 10 per cent. paid up.

A statement prepared for the Harbour Commissioners, by Mr. Perham, chief clerk of the registry and shipping office at the Custom House, shows that during the past season of navigation there were shipped from the port of Montreal: Grain, 736,809 tons, yielding a revenue of \$22,104; butter and cheese, 110,261 tons, yielding \$22,052; lumber, 223,052,960 feet, yielding \$17,844, and apples, 84,357 barrels, yielding \$10,122.

The project for the establishment of a copper smelter in Sherbrooke is making progress. The Eastern Townships Minings and Smelting Company, which is promoting it, has applied to the city for a bonus of \$10,000 and exemption from taxes for ten years. They agree to have erected and in operation within fifteen months a smelting plant costing not less than \$25,000. The capital of the company will be \$40,000. The hot blast system of smelting will be installed, the Townships ores being especially adapted for this. The City Council views the proposition favourably, and is disposed to aid it, believing that a successfully operated smelter here would be of great benefit to the city and the Townships in general.

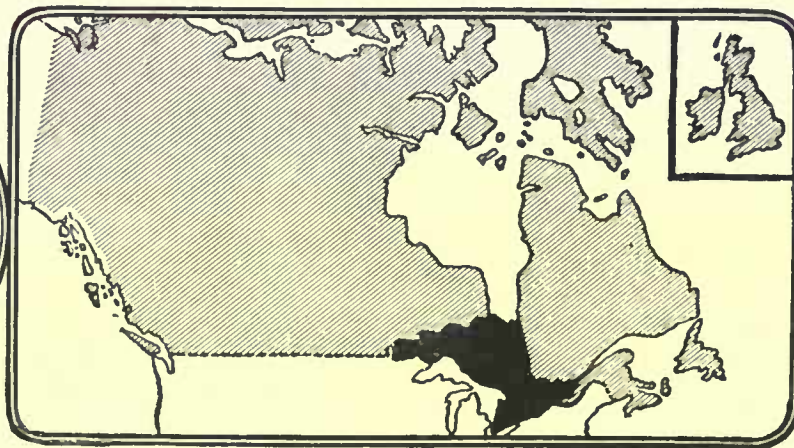
Ontario

TIMBER
 Basswood Birch Black Walnut
 Maple Oak Pine
 Cherry Chestnut Spruce
 Ash American Beech Hemlock
 Elm Hickory Poplar
 Butterwood Balsam Tamarac

MINERALS
 Mica Gold Nickel
 Phosphate Silver Copper
 Corundum Lead Petroleum
 Asbestos Iron Graphite



Area—260,862 square miles



Map showing size of Ontario (black part of Map) compared with all British North America and also the British Isles



Population—2,182,947

There is a wealth of timber in this Province capable of furnishing an abundant supply both for home consumption and for every probable demand that commerce can make upon it for long years to come. The districts north of Lakes Superior and Huron are enormously rich in gold, iron, silver, copper, nickel, and other minerals. In Eastern Ontario there have been found considerable deposits of gold, galena and mica. In the southern district near

Lake Huron are the famous oil springs, and farther to the north in the same district are prolific salt wells. The climate of Ontario varies according to the latitude, altitude and situation with reference to the great lakes, but is upon the whole one of the pleasantest and most healthful in the world.

Ontario is the premier Province in respect both to the excellence of its agricultural resources and their utilization, and to the variety of its manufactures.

Work is being pushed on the new tie mill of the Keewatin Lumber Company, Keewatin.

It is anticipated that improvements to the facilities of the C. P. Ry., at Fort William, will be finished early in June at a cost of about half a million dollars. The power-house already completed has a capacity of 3,000 horsepower.

The municipality of East Toronto having voted to give a bonus and exemption from taxation for a term to the Globe Manufacturing Company, the furniture factory of this Company will be removed from Walkerton to East Toronto.

The Canada Cycle and Motor Company, Toronto, have opened an automobile garage and fitted up in the most modern and elaborate style on the corner of Bay and Temperance Streets. A portion of the building is devoted to show rooms.

The Redpath Company is preparing to establish an automobile factory in Berlin. The American Motor Car Co., Ltd. of the same town has been incorporated with a capital of \$50,000. M. Good & N. Good, Berlin, and I. Neuber, Waterloo, are provisional directors.

The Sarnia Bay Lumber, Timber & Salt Co., capital \$300,000, have been incorporated to carry on the business of Edmund Hall, deceased, and do a general lumber business. The Provisional Directors are W. D. Lummis, Toronto, J. J. McFadden, Sault Ste. Marie, and John Ferguson, Renfrew.

Four oil companies comprising the Canadian Consolidated, Canadian Oil Refining, Sun Oil Refining of Hamilton, and Grant Hamilton Oil companies, have been amalgamated under the name of the Canadian Consolidated Oil Company, Limited, with a share capital of \$1,000,000, and head office in Toronto.

The Sudbury Power Company of which J. R. Gordon, Sudbury, is manager, is pushing forward the work of construction with a view to completing it early in June. The dam across the Vermilion River is about half completed and excavations for the power-house have begun. The cost will be about \$150,000 and 3,000 horsepower will be obtained.

Work has been vigorously pushed at the Sultana Gold Mine, Lake of the Woods district all the winter and hundreds of tons of quartz are ready for milling. The quartz taken from the eighth level at a depth of 510 feet below the surface is of high grade and one ore body shows a width of eight feet. A number of samples of ore from this mine have been forwarded to the St. Louis Exposition.

The total value of the mineral products of Ontario during 1903 according to statistics furnished by the Provincial Bureau of Mines was \$12,797,444 of which the non-metallic minerals furnished \$7,632,644 and those of metallic character \$5,164,800. The total number of men engaged in the mining industry was 10,588, of whom 2,936 were employed in the production of metals earning wages amounting to \$1,583,361, and 7,652 were engaged in the non-metallic industries whose aggregate earnings amounted to \$2,617,012.

By a decision of the Dominion Railway Commission the towns of Fort William and Port Arthur have been accorded permission to connect their municipal telephone system with the Canadian Pacific Railway Stations and freight sheds. This is subject however to the payment of compensation to the railway and to the Bell Telephone Company for the setting aside of an agreement between them by which the Bell Company were granted the exclusive telephone privileges by the railway for a term of eight years. The municipalities strongly object to this condition and are endeavoring to set it aside.

The ratepayers of Toronto have authorized the expenditure of \$1,000,000 for improvement in the water-works system. The work which will be proceeded with at once includes the putting in of a new pumping engine and equipments at a cost of \$160,000, steel water conduit \$200,000, tunnel \$325,000 and extensions of the water mains \$275,000. In addition extensive improvements to the harbor and water front will be made this season and bridge for street traffic over the esplanade is to be built at the foot of Yonge St. at a cost of \$200,000. The amount of \$500,000 will also be spent in gas works improvements and extensions.

The output of iron ore during 1903 was 208,154 tons of the value of \$450,000, a falling off as compared with 1902 owing to the temporary suspension of operations at the Helen Mine, which will now very shortly be resumed. The search for new iron ore

fields and deposits was actively prosecuted during the year. Great interest is being taken by American capitalists in the iron ranges of Ontario, representatives of leading investors having examined into the prospects of the magnetite range in Hulton Township and the deposits near Lake Temagami. Among the other deposits which are likely to be worked to advantage in the near future is the hematite ore body occurring at Loon Lake east of Port Arthur.

According to the annual report of the Ontario Commissioner of Crown Lands the total revenue of the province from timber during 1903 was \$2,307,356, of this \$1,340,696 was on account of bonuses, \$901,744 for timber dues and \$63,057 for ground rents of timber limits. The report alluding to the extensive sale of timber limits held last December said that the result had been to establish a new record value for pine timber which had become an immensely valuable asset capable of providing a large revenue for many years to come. The cut of timber upon which dues were paid included 679,966,835 feet, board measure, of pine saw logs, 58,183,180 feet of other saw logs, 39,834,442 feet pine boom and dimension timber, 7,984,374 feet of other than pine boom and dimension timber, 806,777 cu. ft. of pine square timber, 2,150,573 railway ties and 61,027 cords of pulpwood.

Great improvements are being made at Fort Frances in the Rainy River District in consequence of the securing of the water power on the Rainy River by a syndicate represented by Edward W. Backus, of Minneapolis, who own the land and water power on the American side of the river. The price paid the Ontario government is \$5,000 and the syndicate agree to spend \$50,000 in the development of electrical energy, the work to be finished by May 1st, 1906, and to supply power to Canadian users at prices to be fixed by the Provincial Government in cases of disagreement. This will give the town of Fort Frances electrical energy to the extent of 8,000 H. P. The Backus syndicate also agree to build a flour mill of the capacity of 1,000 barrels a day. In view of the anticipated development the town is progressing rapidly and much real estate has changed hands as the place is likely to become an important industrial centre. Among other industries which are being started is the mill of the Prestons Bell Furniture & Lumber Company on which work is actively progressing. It will be equipped with the most modern machinery and have a capacity of 60,000 feet per day.

Manitoba

TIMBER

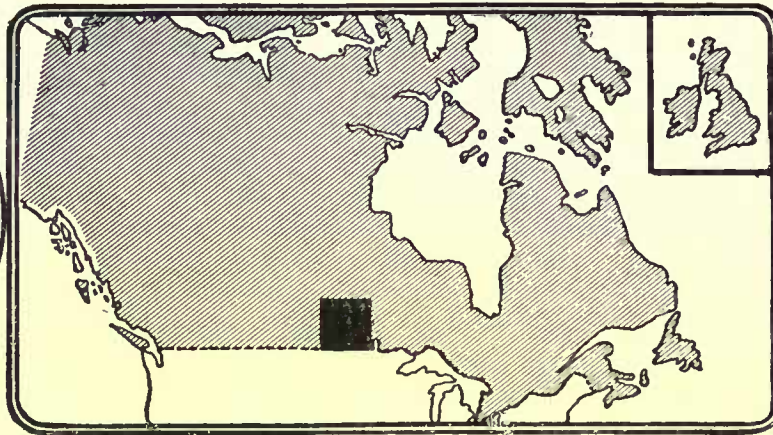
Basswood Poplar
Maple Pine
Ash Spruce
Birch

MINERALS

Iron Limestone
Gypsum Brick Clays
Dolomite



Area—73,732 square miles



Map showing size of Manitoba (black part of Map) compared with all British North America and also the British Isles



Population—255,211

Manitoba comprises within its limits the famed grain-growing valleys of the Assiniboia and Red Rivers. Although called the Prairie Province of Canada, Manitoba has large areas of forests, numerous rivers, and vast water expanses. Conservative estimate now places the population at 280,000. The greater proportion of these are engaged in agricultural pursuits. The majority of the settlers are from Great Britain and Eastern Canada. Of the remainder there are, besides many from the United States, large colonies of Mennonites, Icelanders, Scandinavians, Germans and other nationalities, many of whom had

but small means on arrival. Now they have comfortable homes, and are amongst the most prosperous settlers in Manitoba.

The soil is a rich, deep, argillaceous mould, or loam, resting on a deep and very tenacious clay sub-soil. It is specially adapted to wheat growing, giving a bountiful yield of the finest quality, known the world over as Manitoba No. 1 hard wheat. During the past ten years the growth of wheat and other grains has steadily increased, and so far but a small proportion of the arable lands is under cultivation, fully 20,000,000 acres being still available.

The Manitoba and Northwestern Railway ask power to build branch lines not exceeding one hundred miles in length.

The lumber cut in the Lake Winnipegosis and Red Deer Lake districts amounts to sixty-five million feet this winter. Last winter thirty million feet was the cut.

The evidence of Dr. Saunders, director of experimental farms, before the agricultural and colonization committee lately, was very interesting, since it dealt with the progress being made in agriculture in Canada.

The director demonstrated the superior natural conditions existing in this country for agricultural development by comparison of the average yield of wheat, oats and barley as compared with the average yield in the United Kingdom and in the United States. The average yield per acre in the latter country in 1903 was 13.53 bushels per acre; in Manitoba the average yield was 20, and in Ontario 31 bushels per acre.

Winnipeg is to have \$341,000 of Dominion government funds to spend in the city. \$80,000 additional to be spent on St. Andrew's rapids, \$160,000 for Port Arthur harbor improvements and \$500,000 for surveys, in connection with the new trans-continental railway.

During the last two summers Manitoba has been building houses and barns with astonishing rapidity, but this season is likely to exceed all others in the activity of contractors. Almost every town has churches or other public buildings to erect and thousands of farmers are anxious to increase their store room.

Reports are confirmed that President William Mackenzie has fully succeeded in his financial mission to London, and the Canadian Northern will now forward every effort to have their main line reach Edmonton by the end of the present year. They will then have a thousand miles of railway, touching at every station in the wheat belt except two, counting from fifty miles east of Winnipeg to a point fifty miles east of Edmonton.

General Manager Hanna says that no railway in the world can show such a continuous stretch of railway having wheat stations from three to ten miles apart.

The lumber combine which has existed in Manitoba and the Territories for some time and which has caused such unfavorable comment, both on the part

of the public and the company, is now a thing of the past, and for the future lumber will be sold in the open market the same as any other commodity in connection with the development of the West. If necessary to do so, the C. P. R. were prepared to install their own mills on their areas in British Columbia and sell lumber through their agents. That announcement was followed by meetings with coast and mountain mill owners, and agreements were entered into with them to enable them to make the announcement. In consideration of lower freight rates granted by the company from British Columbia, manufacturers will lower their prices on all common grades \$1.00 per thousand to all points in Manitoba and the Territories, in addition to which they will join the railway in the publication of a price list showing prices of all kinds of lumber delivered at each point on the line, such price list to be posted up in all stations for the information of the public. There is also an understanding with the manufacturers which will insure an absolutely adequate supply of lumber being carried at all points.

The North West Grain Dealers Association issued about the middle of March the following carefully compiled crop statement setting forth the wheat situation up to March 1st, 1904.

Total yield.....	50,290,974 Bus.
Inspected to date... 25,500,000 Bus.	
In store at country points..... 7,580,000 "	
In transit not inspected..... 120,000 "	
Total marketed... 33,200,000 Bus.	
Allow for seed..... 7,500,000 "	
Allow for country mills..... 6,500,000 "	47,200,000 Bus.
Balance in farmers' hands	3,090,974 Bus.

The Canadian Northern railway continues to report increased earnings. Gross earnings for the first week of March show a good increase over those for the corresponding week of 1903, as the following figures tell:—

For week ending Mar. 7, 1904.....	\$43,500
Corresponding period last year.....	34,600
Increase.....	\$ 8,900
For the fiscal year to date the record is:—	
July 1, '03, to Mar. 7, '04.....	\$2,158,400
Cor. period, 1902-3.....	1,461,250
Increase.....	\$ 697,150

The Dominion Government has issued incorporation papers to "The Great Lakes and Northwest Transportation Company," which is capitalized at \$10,000,000. The amount has already been subscribed. In the near future this company will apply for incorporation from the Manitoba and Ontario Provincial Governments. It was formed for the sole purpose of supplying power to the city of Winnipeg and several surrounding towns and an offer is now before the City Council to furnish power for less than half the figure now being paid. The incorporation permits the company to construct canals and improve the navigation between Lake Superior and the Red River to a point to the south of Winnipeg and from there northwest through Lake Winnipeg or other lakes and rivers to the Saskatchewan River and the Northwest; to improve the navigation of the Saskatchewan River and its tributaries; to construct a transportation line from Lake Superior to the headwaters of the Saskatchewan River and to generally improve the navigation of the lakes and rivers in the Canadian Northwest, with the right to collect tolls and fees from all ships and boats using the canal. The charter also gives the rights to the company to construct wharves, elevators, docks, and any buildings it sees fit.

Mr. C. B. McNaught, superintendent of the exhibition department of the Canadian Manufacturers' Association, yesterday issued a circular letter to the manufacturers of Canada, furnishing details of the coming Dominion Exhibition in Winnipeg, to be held from July 25 to August 6, next. The letter says in part;

"By special arrangement the display of manufactured goods has been placed under the direct supervision of the Canadian Manufacturers' Association. This will afford an unprecedented opportunity to the manufacturers of Canada to introduce their products into this section of the Dominion, which they should not fail to take advantage of. The United States manufacturers are alive to the importance of the trade in Western Canada, and present conditions demand that a representative display of the goods "made in Canada" should be made at the exhibition. Special facilities and free power will be provided for process exhibits. These are specially invited and will receive particular attention from the management. Entries for space will close on May 11. All applications or requests for information must be directed to the exhibition department of the Canadian Manufacturers' Association, Toronto."

Saskatchewan

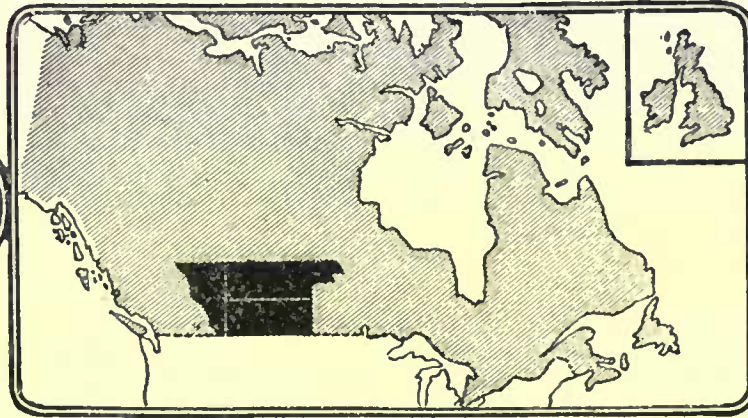
Area—107,618 square miles
Population—25,679



TIMBER
Douglas Fir Poplar
Tamarac Spruce
Birch

Alberta

Area—101,883 square miles
Population—65,876



Map showing size of Saskatchewan, Alberta and Assiniboia (black part of Map) compared with all British North America and also the British Isles

Assiniboia

Area—88,879 square miles
Population—67,385



MINERALS
Coal Brick Clay
Pottery Clay

Saskatchewan's general superficial features may be described as a mixed prairie and wooded region, abounding in water and natural hay, and well suited by climate and soil for the raising of wheat, horned cattle and sheep. The country is peopled with Canadians, Americans, Germans, Scots, English, Russians and European French. During the past year there was a large influx of settlers. In great measure that which may be said of one district applies equally to the others. The country is well supplied with good roads, and they are kept open winter and summer. Wild fruits of nearly every variety—strawberry, raspberry, gooseberry, blueberry, high bush cranberry, black currants, etc.—grow in profusion, and small game is plentiful.

This country is remarkably well adapted, by reason of its large tracts of hay lands, for stock raising, ranching, etc., and large shipments are made annually.

Any portion of Saskatchewan will answer all the requirements of dairy farming. There are creameries at Prince Albert and Saskatoon. The home demand has always been large, so dairy products command good prices.

The spruce forests of Saskatchewan are an exceedingly valuable asset.

Alberta is the most westerly of the several divisions of Western Canada, having an area of 101,883 square miles. It extends from the western limits of Assiniboia to the eastern limits of British Columbia, within the range of the Rocky Mountains, and is divided into Northern Alberta and Southern Alberta. The Calgary and Edmonton Railway passes through the two divisions from McLeod in the south, where it connects with the Crow's Nest Pass Railroad, running into the Kootenay gold mining country, to Edmonton in the north, affording markets and shipping facilities at a number of convenient places along the whole distance.

Within the borders of Northern Alberta is a practically illimitable area of the most fertile land, well timbered and well watered. The surface of the country is gently undulating. In some parts there are large tracts of plains free from timber, and in others great areas of wood composed of large trees. The soil bears a luxuriance of vegetation shown in no other part of the West, and indeed seldom seen anywhere outside of the tropics. During the past ten years fall wheat has been grown with uniformly good results. Live stock of all kinds, including horses of all grades, as also sheep, hogs and poultry, are raised in abundance. The conditions for carrying on dairying are most favorable, and

although the industry is yet in its infancy, great strides have been made in the direction of success. There are eight government creameries in operation besides numerous private creameries. Good prices are obtained for the output of butter. A regular weekly refrigerator service is furnished by the Canadian Pacific Railway, which renders it practicable to ship perishable foods to British Columbia markets.

Alberta is the nearest agricultural country to the rich mining regions of both Northern and Southern British Columbia, and a trade has been established which is increasing yearly since the completion of the Crow's Nest Pass Railway. The establishment of flour and oatmeal mills, creameries, beet root factories, etc., ensures an excellent market for the products of the farm.

Southern Alberta forms the extreme southwest corner of the prairie region of Western Canada, and stands unrivalled among the stock countries of the world. Now that it has direct railway communication with the markets of Eastern Canada and British Columbia it is the most desirable one for stockmen.

Assiniboia is divided into two great areas—Eastern and Western Assiniboia—each of which has its own peculiar characteristics, the former being essentially a wheat growing and mixed farming country, and the western part being especially adapted for ranching.

Eastern Assiniboia very much resembles the province of Manitoba. The verdure is most luxuriant, and the ground is exceptionally well adapted for grain growing. Thousands of homesteads and immense tracts of railway lands have been taken up in this part during the past season. *Good free grant lands* are still to be had. This district is gradually becoming one of the greatest wheat producing countries in America.

Western Assiniboia is similar in its eastern part to Eastern Assiniboia, and is favorable for mixed farming. The supply of timber on the hills is considerable. There is also an abundance of fuel of a different kind in the coal seams that are exposed in many of the valleys. About Maple Creek irrigation works are being prosecuted with the most beneficial results. The hills to the south of the C. P. Railway are especially adapted for stock raising, and as general farming is not extensively followed the grass lands will not likely be disturbed by the plough. The climate is tempered by the Chinook winds and water and shelter are everywhere abundant. Western Assiniboia is the great sheep raising district of Western Canada. Great herds of cattle roam at will over all these boundless pastures.

The Edmonton town council passed a resolution agreeing to execute the agreement with Tretheway and Inglis of this city, who represent a number of investors interested in the establishment of a city and suburban railway in that vicinity.

Mr. Tretheway states that work will begin on the road in the near future in accordance with the agreement.

Calgary, N.W.T., is to have a sanatorium for the treatment of pulmonary tuberculosis. Plans for the erection of such a building have been completed for Dr. Ernest Wills, of that city.

Dr. Wills has visited a large number of similar institutions in England and the United States. From all these he has adopted the best points and as a result the sanatorium to be erected will be one of the most complete in Canada.

The first building to be erected according to the plans will be two storeys high with a stone foundation. It will be 100 feet long and at the centre 48 feet in depth. An eight foot verandah will take in three sides of the building. The building has a splendid southern exposure on sloping ground.

On the ground floor there will be recreation and reading rooms, a consultation room, dining room, kitchen, pantry, storerooms and nine bedrooms. On

the second floor there will be 12 bedrooms, six of which are sun rooms, being almost entirely composed of glass.

The settlers' movement to the Canadian Northwest has started this spring in real earnest and every advertised excursion for Canada has been a great success.

Trains for points in western Canada carried hundreds from southern points, Oklahoma contributing in large numbers whilst Kansas, Missouri, Iowa, and Illinois were represented by the most sturdy and the wealthiest class of settlers that ever passed through St. Paul.

T. O. Carrie had a large party from Wisconsin bound for points in Alberta and Saskatchewan. Special trains are also leaving from south Dakota points, while orders are now lying in the hands of railroad companies for cars for settlers' effects which will make over a score of special through trains that will leave within the next two weeks.

The Vermilion, Assiniboine and Saskatchewan Land Company, Limited, with a capital of \$200,000, was organized last month. Col. Sam. Hughes, M.P., was elected president, and Hon. H. P. Roblin, Premier of Manitoba, vice-president. The company will settle western lands by farmers from the Old Coun-

try, the United States and Eastern Canada. It already has purchased 40,000 acres of land in Assiniboia.

Angus MacKay, superintendent of the government experimental farm at Indian Head, N.W.T., addressed the committee on agriculture lately. He said no manure is applied to farms in the West, and that 30 to 36 bushels of grade No. 1 hard, is regarded as a good yield per acre. Some soft wheats yield considerably larger returns. Summer fallowed lands yield the heaviest crops. Mr. MacKay spoke on the authority of seventeen years' experience in the Territories.

The agents of the government report that there never was as much interest taken in Western Canada as at the present time.

Mr. Holmes, the St. Paul agent, has just returned from accompanying a large party last week, and reports the trains crowded every day.

Mr. Dickson, a linen manufacturer of Leeds, after visiting the Edmonton district, discloses that he has nowhere, except in Belgium, found conditions of soil more favourable to the growing of flax. He intends to bring out his own machinery and to erect a mill this spring.

RESOURCES

All lumber dealers report that they are receiving enquiries from all parts of Western and South-western Manitoba for building material. This is taken as an indication that farmers have money to spend and are going to improve their farms on a large scale.

Money may be scarce in some quarters, but not in Brandon or its vicinity. The mild weather that has been prevailing has set prospective builders going, and already arrangements are being made for the construction of many buildings. The new wing to the hospital, the new Baptist College and a splendid home for the Brandon College are the new public buildings that the summer will see completed, and at least 100 new dwellings will go up during the building season.

Mr. A. G. Stacey, B.A., of the surveyor-general's staff, has been appointed assistant surveyor to W. Saint Cyr, D.L.S., whose party will operate in the Peace River district. Mr. Stacey left last night for Edmonton, from whence he will proceed to Dunvegan, one of the Hudson Bay Company's posts, where the party is to gather. It is understood those who constitute this party will be away the best part of two years. The work to be done is of the most difficult character in surveying, being the laying of basic lines, on which parties following will base their operations.

A notable northwest industry that deserves mention is the beet sugar factory at Raymond in the territory

of Alberta which cost in the neighborhood of \$500,000. The buildings and appurtenances cover an area of nearly five acres. The main building is 350 feet long, 70 feet wide, and three stories high. There is a boiler-house 100 feet long, five large beet sheds and a sugar warehouse that will contain 2,000,000 pounds of sugar, a lime burning plant, a fine chemical laboratory and extensive machine shops. When running at full capacity the factory requires 50,000 gallons of water daily and consumes 400 tons of beets, 40 tons of coal and 20 tons of lime rock daily. The output for a full season's run will be 10,000,000 pounds of sugar.

Mr. C. W. Speers, general colonization agent for Manitoba and Territories, reports as follows regarding the Doukhobors:—"During my stay among these people I visited most of their villages, and I found them in a most prosperous condition. In addition to the fact that they are entering for their homesteads, and have large areas under cultivation for the coming year, they have a very complete equipment of machinery and horses and a large number of cattle. They are building some public schools. One large school will be erected in Terpenie village, where the English language will be taught, and there is marked conformity to Canadian usage and custom. I feel persuaded that these people will by degrees become so Canadianized that they will comply with all our regulations. Permit me to observe that I never saw stock in such excellent condition. They are great caretakers of animals, and make ample provision at all times for a generous

supply of food. They are certainly very frugal and industrious people. It was my privilege to meet about forty-five men, representing different villages, who had met as a council to discuss different matters pertaining to their mutual welfare. Since the advent of Peter Verigen there is a system of organization, and the people, even in Saskatchewan, seem more contented and exhibit a greater inclination to cultivate their individual holdings or homesteads."

Medicine Hat in the territory of Assiniboia is very ambitious and hopes to rank as one of the big manufacturing towns of the North-west. Its citizens claim that owing to the fact that there are natural gas wells in the vicinity cheap fuel can be supplied to manufacturing industries, the success of natural gas as fuel having been proved in a number of manufacturing towns of the United States. The Medicine Hat Woolen Mills Co., Ltd., are now constructing a large woolen mill which will be in operation in the spring. This industry represents a cash investment of \$85,000. It will immediately employ at least forty hands and it is estimated that the company will during the first season of operation buy about 1,000,000 pounds of wool from the farmers of that district. Medicine Hat is in the centre of a great grazing country, most favorable for sheep raising. Is it not evident that it will be more profitable to the farmers of Assiniboia to sell their wool to factories near at hand than to pay high transportation charges on railways and ships to distant factories in England, Germany and other countries across the seas?



IN THE "HIGHLANDS OF ONTARIO"

Area—372,630 square miles

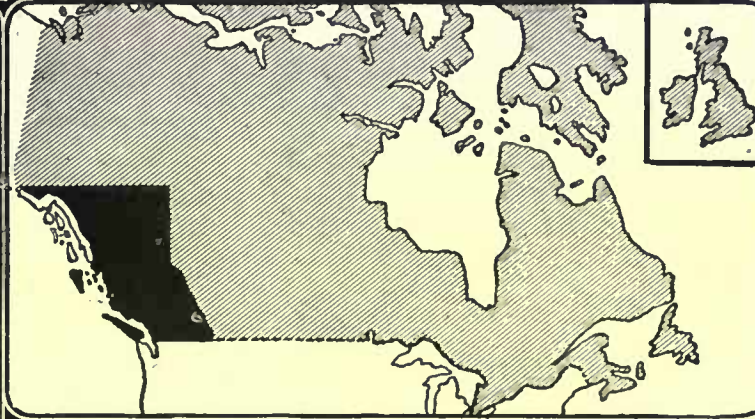
British Columbia

Population—178,657

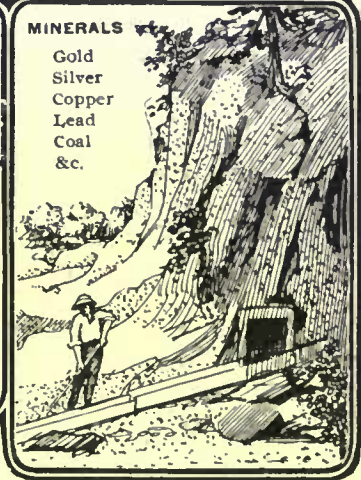


TIMBER

Cypress
Pine
Spruce
Giant Arbor Vitae
Western Hemlock
Douglas Fir
Balsam Fir
Tamarac
Maple Oak
Birch Poplar



Map showing size of British Columbia (black part of Map) compared with all British North America and also the British Isles



MINERALS

Gold
Silver
Copper
Lead
Coal
&c.

This is the most westerly province of the Dominion of Canada, lying immediately to the north of the American States of Washington, Idaho and Montana. It is one of the richest and most resourceful provinces of the Dominion, and is Canada's only outlet to the Orient and to the whole of the North Pacific Coast. Few countries have shown as great progress during recent years as British Columbia, and it is now offering unsurpassed inducements to the settler in search of a farm, the stockman seeking a ranch, the miner, the lumberman, the fisherman, the business man, the capitalist, whether large or small, who seeks investment for his money. It is a magnificent country, teeming with great possibilities to the persevering and industrious, and offering countless opportunities to all.

The wealth of the forests, waters, mines and soil of British Columbia is practically illimitable, each succeeding year demonstrating the remarkable richness of its varied resources. The wealth of fish in the waters of the British Columbia coast is an important factor in the trade of the Province. Of these

the most valuable fishery is the salmon. There are over eighty canneries in the province, employing a large number of men during the season. Of these 48 are on the Fraser, and 28 on the rivers and streams north of that great waterway. The halibut fisheries are being developed, and there is apparently no limit to the quantity that could be taken. Sturgeon are numerous in the Fraser and other large rivers. Trout abound in the lakes, rivers and streams of the whole province.

The wooded area of British Columbia covers thousands of square miles, and includes forty kinds of timber. The finest growth is on the coast and on Vancouver Island, and in the Gold and the Selkirk ranges. The approximate number of lumber and shingle mills in the Province last year was over 120, whose aggregate output was about 240,000,000 feet of lumber and over 200,000,000 shingles. An acre of British Columbia forest sometimes yields 500,000 feet of lumber, rendering the deforestation slow. The waterpowers and streams suitable for mill sites are numberless.

United action is being taken throughout the province to urge the establishment of a Federal portfolio of mines under the direction of a member from British Columbia. A number of Liberal associations have subscribed to a strong petition setting forth the reason for the request, which, in a nut-shell, is that the industry is now producing annual wealth to the extent of more than sixty millions and needs the attention which a Federal department would bestow. Other organizations such as the Provincial Mining Association of British Columbia, are taking action along similar lines. The matter will possibly be made an issue in the forthcoming Federal election, and is certain to be pressed strongly.

The Interior District Liberal Council in session at Rossland late in March has recommended the Federal railway commission to go into the question of freight rates on lumber products between Kootenay and Northwest Territories points and that the Minister of the Interior ascertain if an improper combine exists among Territorial retailers to unduly enhance the selling price of such lumber. This is the latest development of the dispute over Kootenay lumber in the markets of the Territories, and as the institution referred to is a representative political organization its recommendations will carry much weight. It was believed a few weeks ago that mutual reductions by the Canadian Pacific and the manufacturing lumbermen would adjust the question at once, but a hitch appears to have arisen for the present.

The report of the provincial minister of Agriculture for the past year has been issued by the King's Printer. A perusal of the report indicates that agriculture will become a great industry in the province within a few years. The country, generally speaking, seems to be especially well adapted to fruit culture and cattle raising. Grain raising occupies a minor place, owing in some measure to the mild climate which does not conduce to the production of a first class hard wheat, and to the lack of mills. The fruit raised in the Okanagan and Similkameen sections of Yale is claimed to be unsurpassed in the world, but much remains to be accom-

plished in the direction of bringing the producers into close touch with the markets of the country. Dairy products are produced in considerable quantities and command prices that would astonish an eastern farmer. Incidentally it is interesting to note that every cultivated plot of ground, regardless of its dimensions, is referred to in the Interior of British Columbia as a "ranch".

In all districts where settlers are a factor in the community an order issued from the Chief Commissioner of Lands & Works' department recently has caused deep dissatisfaction inasmuch as it called for all amounts owing the government by settlers or pre-emptors to be paid in full with interest if any by April 1, on pain of cancellation of contracts or pre-emptions. The order was unexpected and was probably elicited by the demands on the provincial treasury. The settlers are not in position to find cash after a long winter in which, as a rule, their resources are barely sufficient to tide over the season when ranches are unproductive. If the terms of the order are insisted upon great hardships will be worked, but it is practically certain that the representatives in the legislature of the agricultural districts will insist upon further time being allowed the ranchers.

The concentrating works under way near Rossland by the Rossland Power Company will be the largest plant of the kind in Canada. On the start the capacity will be 200 tons of ore crushed daily with arrangements for doubling the capacity at comparatively small cost. An idea of the mildness of a Kootenay winter may be gained from the fact that construction work on the big buildings was continued steadily throughout December, January and February without a single interruption from weather conditions. The works have another novel feature inasmuch as the entire process is carried out on the same floor; ordinarily such works are built on the "step-down" principle whereby gravity is employed to carry the product from one stage to the next. The plant will probably be in operation by June 1.

The close of March saw the mining sections of the Kootenays and Boundary on the verge of spring. In

the lower altitudes the snow had almost vanished on the 31st inst., but in the higher sections where the mines are almost uniformly located the snow was still many feet deep. In Rossland for instance, fully five feet of snow lay on the level. A few weeks will see the last of the snow and the resumption of activity on mining properties that have been idle during the winter. In Slocan and Lardeau districts especially the passing of the snow will be the signal for marked activity in all directions. The older sections of Rossland and Boundary districts are less affected by the snowfall.

Noxious animals have caused much trouble to agriculturalists in the past few years and in many sections the nuisance is reported to be on the increase. In the Interior the coyote is so ubiquitous that sheep-raising is out of the question, and poultry has to be closely watched. On the Coast and Vancouver Island panthers are plentiful and work havoc among sheep and hogs. Strange to say the coyotes are little known west of the Cascade mountains.

A somewhat notable achievement was attained in the Rossland camp during the latter part of March when the ore skips were run for the first time to the 1350 level of the mine. This is the longest vertical lift in British Columbia or Canada, and therefore marks an important advance in Canadian deep level mining. The equipment at the Le Roi mine is capable of hoisting ore from the 1500 level, and the indications are that a couple of years longer at most will see the workings extended to the limit of the equipment. The main shaft has five compartments, two for the cages used in raising and lowering men, two for the big ore skips and manway.

Rossland had a record snowfall this year. Since November 7 last and up to March 31 the total fall was 214 inches. Following the precedent of many years the temperature was never low, no record of zero weather having been taken, although on several occasions the mercury was within a couple of points of zero. In other sections of the Interior much colder weather was experienced, but in no case was any suffering occasioned.

Yukon

TIMEER
Small Growth



Area—196,976

MINERALS
Gold



Population—27,219



Map showing size of Yukon country (black part of Map), compared with all British North America and also the British Isles

Yukon Territory is entitled to space in the Dominion grant at St. Louis for an exhibit. The idea of having an exhibit of Yukon Territory products at the World's Fair at St. Louis is believed by Elgin Schoff, one of the promoters, to be among the best schemes ever evolved for the advertising of the Yukon and he feels that the Dominion Government will certainly lend its aid. "Many fine exhibits of grains, grasses, potatoes and fruits raised in the Yukon, specimens of gold from different creeks, woods, coal, mammoth and other prehistoric bones, Indian collections and the like will help to make the exhibit interesting."

The fishing possibilities of the Yukon are almost as valuable as the mineral. 90% of Canadians east of Vancouver are ignorant alike of the resources and the climate of that country and even the people of the Yukon do not know its resources. The country is by no means played out. Of its 200,000 square miles but 1000 have been prospected and from these \$11,000,000 was produced last year. This would have amounted to \$15,000,000 with an adequate water supply. The climate of Ontario is abominable in comparison with that of the Yukon, for ten months of the year its climate being the best in the world, absolutely dry, clear and bright.

An interesting hunt is being carried on in the Klondike for diamonds and other precious stones. Many varieties of gems have already been found in the course of the search for gold and geologists and mineralogists have pronounced the formation in the

vicinity of Dawson as identical with those in other countries wherein precious stones abound. More than two years ago Tiffany & Co., of New York, cut two stones of the pink garnet species, which had been found on a tributary of the Stewart river, and quoted the value of the cut stones as very close to that of the diamond. The topaz, emerald, garnet, ruby, sircon, opal, amethyst, moonstone, and a great variety of agates have been found in the same vicinity. Wilson Foster of Dawson, recently declared that in one of his own dikes, near that city, he has large quantities of topaz of various shades, tints and forms, and is confident that he will find crystals of hardness 10, or diamonds. Mr. Foster and his associates have for years been prospecting the Yukon for gems of every description. Mr. Foster says in the Dawson Record:—"The Klondike abounds in conglomerate reefs, in fact they have been discovered and recorded on all four sides of the city of Dawson, on account of carrying gold and other values as also in the Indian river district. Three years ago a placer miner on Sulphur Creek saved a small vial full of very small rubies and sold them afterwards in San Francisco for the sum of \$200.00. Diamonds are found in the solid rock as well as in the placers, and for this reason the quartz miner should keep a sharp look out for the crystals."

Professor McCoun of the Geological Survey of Canada, in a lecture given recently in Montreal, Que., before the Natural History Society stated that the Yukon is not the cold icebound region that it is

popularly supposed to be. Prospectors and adventurers who did not prosper had told wild tales about its climatic conditions, but the truth was that the territory enjoyed a long season of summer weather beginning earlier than in many points much more southerly. "When I reached Dawson in July," he said, "asters and golden rod were in bloom, I left Ottawa late expecting that vegetation in the Yukon would be much behind vegetation in the East. Much to my surprise I found it further advanced. Many flowers were gone. Blueberries, red currants, etc., were ripe and the same species of roses plucked at Ottawa on June 3rd. were in bloom at Dawson on June 1st. In short Dawson seems to be favored in summer months with a constant chinook which keeps nature there in smiles. For three months beginning the last of May there is no frost. Winds travel so slowly that storekeepers use only grating for windows instead of glass panes." The lecturer paid particular attention to the vegetation of these regions. The usual small birch and willows of northern latitudes cover the land everywhere. Grass grows tall and is very hardy, and grains bear well. "Indeed" he said "everything can be grown in the Yukon which is needed by the inhabitants, except it be wheat. Vegetables surpass in size and quality those grown in Eastern Canada."

The Yukon Territory, a few years ago, so picturesque and so productive of copy for the illustrated journals has settled down into a quiet humdrum existence as peaceful and uneventful as that of rural Ontario.

British Columbia

Constant Fernau, M. Inst. C. O., of Newcastle-on-Tyne, announces that he has selected Fernie as the site of the zinc smelter to be constructed by his English principals. He has already started work on a zinc enriching plant at a point on Slocan lake near Rosebery which will handle the zinc concentrates from Slocan mills. By "enriching" in this instance is meant the further elimination of iron and lead from the zinc, whereby the concentrates are raised from an average percentage in zinc of forty to an average of 60 or thereabouts. The zinc smelter is an entirely new enterprise in Canada, and Mr. Fernau says the plant to handle twenty-five tons of concentrates daily will cost \$175,000. The location in Fernie is chosen because a cheap gas supply is essential to zinc smelting and the coal for gas can be procured cheaply from the Crows Nest collieries.

Bulletin 18, issued by the Bureau of Information for British Columbia, supplies some interesting statistics regarding that province for last year. Although the mining centres were seriously affected by the disastrous strikes of the miners, which continued during the spring and summer, recovery has been very rapid and the industry is now believed to have attained a stability and to promise greater success than ever before. The Production has materially increased and the outlook is described as very promising. A careful estimate gives the total output of metalliferous mines at 1,276,000 tons and of coal mines at 1,686,149 tons, the total value being \$19,200,000. Gold both placer and lode, is responsible for \$6,900,000 of this total; coal and coke, \$5,250,000 and copper \$4,500,000.

The record of the largest halibut catch of the world has been made by the steamer "Kingfisher". A hundred and twenty tons of fish were taken in three days in Dixon's Entrance Waters to the North of Queen Charlotte's Islands. The first day's fishing resulted in a catch of twenty tons, and on the two succeeding days the fishermen caught a hundred tons, the catch being about equally divided between the two days. A number of the fishermen on the "Kingfisher" will receive as high as \$100 for their work during the eight days the steamer was absent from port. The "Kingfisher", as well as the "New England" and "Columbia", all belong to the New England Fish Company. When the Grand Trunk Pacific is built Port Simpson will handle these fresh fish shipments which now go east via Vancouver or Seattle.

Franklin · Keewatin · Mackenzie · Ungava · Athabaska

500,000 SQ. MILES

470,416 SQ. MILES

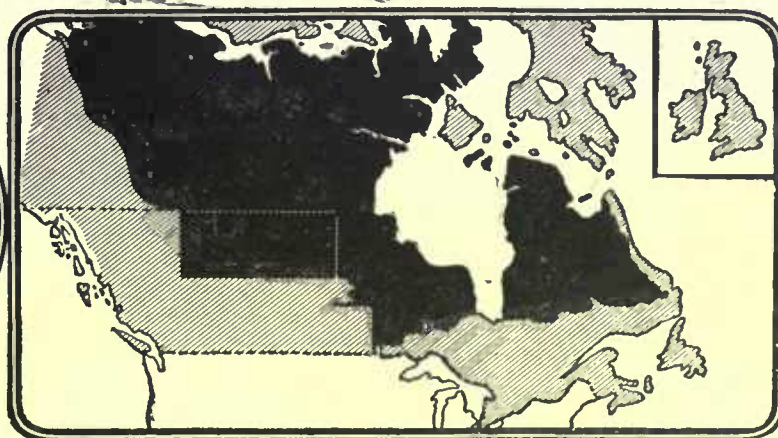
562,182 SQ. MILES

354,961 SQ. MILES

251,965 SQ. MILES



TIMBER
Spruce
Black and White



Map showing size of Franklin, Keewatin, Mackenzie, Ungava, Athabaska (black part of Map) compared with all British North America and also the British Isles

Population—25,490



MINERALS
Copper Gold
Lead Etc.

The black portion of map shows a territory of 2,139,524 square miles, practically unadministered, and inhabited by a very sparse Indian population and a few whites who are attached to the widely separated trading posts.

The copper and lead ores of the vicinity of Great Slave Lake, the native copper deposits of the Copper Mine River, and the copper ores of the north-

west shores of Hudson Bay will some day be utilized; but no rapid development of mineral resources in these regions need be looked for, except in the possible event of the discovery of gold placers like those of the Yukon, which might result in the forced establishment of means of communication with the outer world.

J. W. Tyrrell, the Canadian Explorer, addressed the Canadian Club recently regarding his explorations in Newfoundland, Labrador and Hudson's Bay. He described Newfoundland as "the most undeveloped province in America", yet possessing great mineral resources, particularly copper. "We will have to assume a different feeling towards our sister colony before she will come into confederation", he declared. "Newfoundlanders, independent, spirited and contented, will remain as at pre-

sent unless Canada offers advantageous terms". One great benefit Canada would derive from the entrance of Newfoundland into the federal bond would be the acquisition of Labrador, part of which would prove one of the most valuable mining countries of the world. As to Hudson's Straits, he was most confident of their value as a means of navigation. They were navigable six months in the year with ordinarily powerful vessels. Hudson's Bay is open all the time although the harbors freeze over. Port

Churchill is the most suitable harbor on Hudson's Bay coast and could hold half of the British navy. "The natural outlet for the northwest products is through Hudson's Bay and straits, a saving of 800 miles in transportation to Liverpool as compared with the Montreal route". He had always regarded Hudson's Bay as a closed Canadian sea and no other country had any business there.

NOTICE TO SUBSCRIBERS



SO numerous, and of so varied a nature, are the enquiries for general and statistical information that have been received at the offices of "RESOURCES" since the appearance of the initial issue in June last, and such is the impossibility of replying to our correspondents individually and at length, that it has been decided to establish a

"Resources" Bureau of Information

for the benefit of our subscribers and others.

Upon payment to us of a merely nominal fee, to cover outlay, we shall be prepared to supply subscribers with printed reports of the various departments of the Federal and the Provincial Governments, including reports and maps of the Geological Survey, information respecting railways, land companies, mining and lumbering and other interests of the country in general.

Address all communications to "RESOURCES" Bureau of Information,

Board of Trade Building,

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"RESOURCES"

DEVELOPED and UNDEVELOPED

— OF —

BRITISH NORTH AMERICA

Vol. 2

APRIL, 1904

No. 4

PUBLISHED MONTHLY

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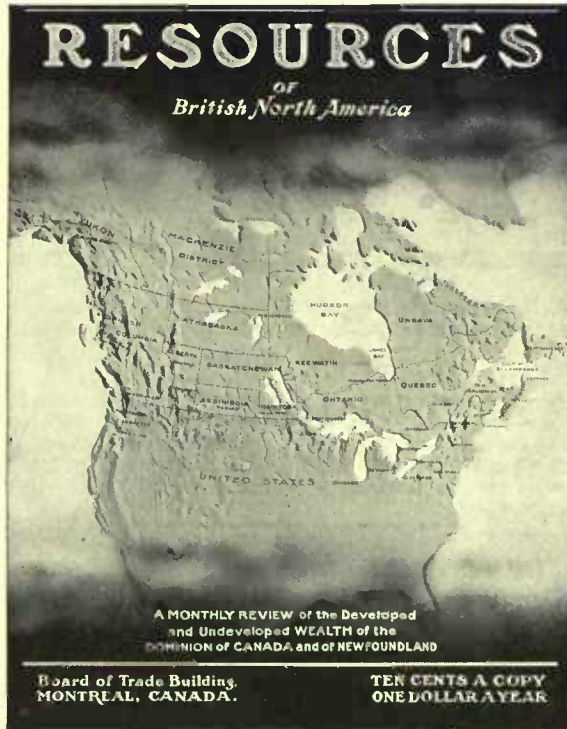
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COLLEGE STUDENTS AND SCHOOL BOYS will find in a future issue of early date several interesting Premiums, entitling prize winners to Camping and Fishings Outings during the forthcoming summer, FREE.

ST. LOUIS EXPOSITION

Every student and scholar is planning to visit the Exposition commemorating the Louisiana Purchase. The question in their minds is:

How can it possibly be done, and at the least cost to the individual?

Or can it be done without expense?

Yes, it can.

In an early issue "RESOURCES" will tell its College and School subscribers all about the terms governing Premiums.

RESOURCES

The Canadian North-West Homestead Regulations

ANY even numbered section of Dominion Lands in Manitoba or the North-West Territories, excepting 8 and 26, which has not been homesteaded, or reserved to provide wood lots for settlers or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one quarter section (usually containing 100 acres).

Entry.

Entry may be made personally at the local land office for the district in which the land to be taken is situate, or, if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, or the local agent for the district in which the land is situate, receive authority for someone to make entry for him. A fee of \$10 is charged for a homestead entry.

Homestead Duties.

A settler who has been granted an entry for a homestead is required by the provisions of the Dominion Lands Act and the amendments thereto to perform the conditions connected therewith under one of the following plans:—

1. At least six months' residence upon and cultivation of the land in each year during the term of three years.
2. If the father (or mother, if the father is deceased) of any person who is eligible to make a homestead entry under the provisions of this Act, resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.
3. If a settler has obtained a patent for his homestead, or a certificate for the issue of such patent, countersigned in the manner prescribed by this Act and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead, if the second homestead is in the vicinity of the first homestead.
4. If the settler has his permanent residence upon farming land owned

by him in the vicinity of his homestead, the requirements of this Act as to residence may be satisfied by residence upon the said land.

The term "vicinity" used above is meant to indicate the same township or an adjoining or cornering township.

A settler who avails himself of the provisions of Clauses (2), (3) or (4) must cultivate 30 acres of his homestead or substitute 20 head of stock, with buildings for their accommodation, and have, besides, 80 acres substantially fenced.

The privilege of a second entry is restricted by law to those settlers only who had fully completed the duties upon their first homestead on or before the 2nd of June, 1880.

Every homesteader who fails to comply with the requirements of the homestead law is liable to have his entry cancelled, and the land may be again thrown open for entry.

Application for Patent.

Should be made at the end of three years, before the Local Agent, Sub-Agent, or the Homestead Inspector. Before making application for patent, the settler must give six months' notice in writing to the Commissioner of Dominion Lands, at Ottawa, of his intention to do so.

Information.

Newly arrived immigrants will receive at the Immigration Office in Winnipeg, or at any Dominion Lands Office in Manitoba or the North-west Territories, information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing land to suit them. Full information respecting the land, timber, coal, and mineral laws, as well as respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, at Ottawa, the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion Land Agents in Manitoba or the North-west Territories. In addition to free Grant Lands to which the regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.

Regulations for Disposal of Minerals on Dominion Lands in Manitoba and the North-West Territories.

COAL.—Coal lands may be purchased at \$10 per acre for soft coal and \$20 for anthracite. Not more than 320 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2,000 pounds on the gross output.

QUARTZ.—Persons of eighteen years and over and joint stock companies holding free miner's certificates may obtain entry for a mining location.

A free miner's certificate is granted upon payment in advance of \$7.50 per annum for an individual, and from \$50 to \$100 per annum for a company, according to capital.

A free miner having discovered mineral in place, may locate a claim 1,500 x 1,500 feet.

The fee for recording a claim with Agent of Dominion Lands is \$5.

At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$500 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 an acre.

The patent provides for the payment of royalty on the sales not exceeding five per cent.

PLACER mining claims generally are 100 feet square; entry fee \$5 renewable yearly.

A free miner may obtain two leases to dredge for gold of five miles each for a term of twenty years, renewable in the discretion of the Minister of the Interior.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles. Rental, \$10 per annum for each mile of river leased. Royalty at the rate of two and a half per cent, collected on the output after it exceeds \$10,000.

PETROLEUM.—All unappropriated Dominion Lands in Manitoba and the North-west Territories are open to prospecting for petroleum, and the Minister may reserve for an individual or company having machinery on the land to be prospected, an area of 640 acres. Should the prospector discover oil in paying quantities, and satisfactorily establish such discovery, an area not exceeding 640 acres, including the oil well and such other land as may be determined, may be sold to the discoverer at the rate of \$1 an acre, subject to royalty at such rate as may be specified by Order-in-Council.

JAMES A. SMART,

Deputy of the Minister of the Interior, Ottawa, Ont.

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