

Canadian Life *and* Resources

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UNIVERSITY OF TORONTO



JUNE, 1908
Vol. VI. New Series No. 6

"The Nineteenth Century was the century of the United States;
the Twentieth Century will be Canada's century."

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**In the Kootenay Country
Newfoundland's Capital
A Day in the House of Commons**

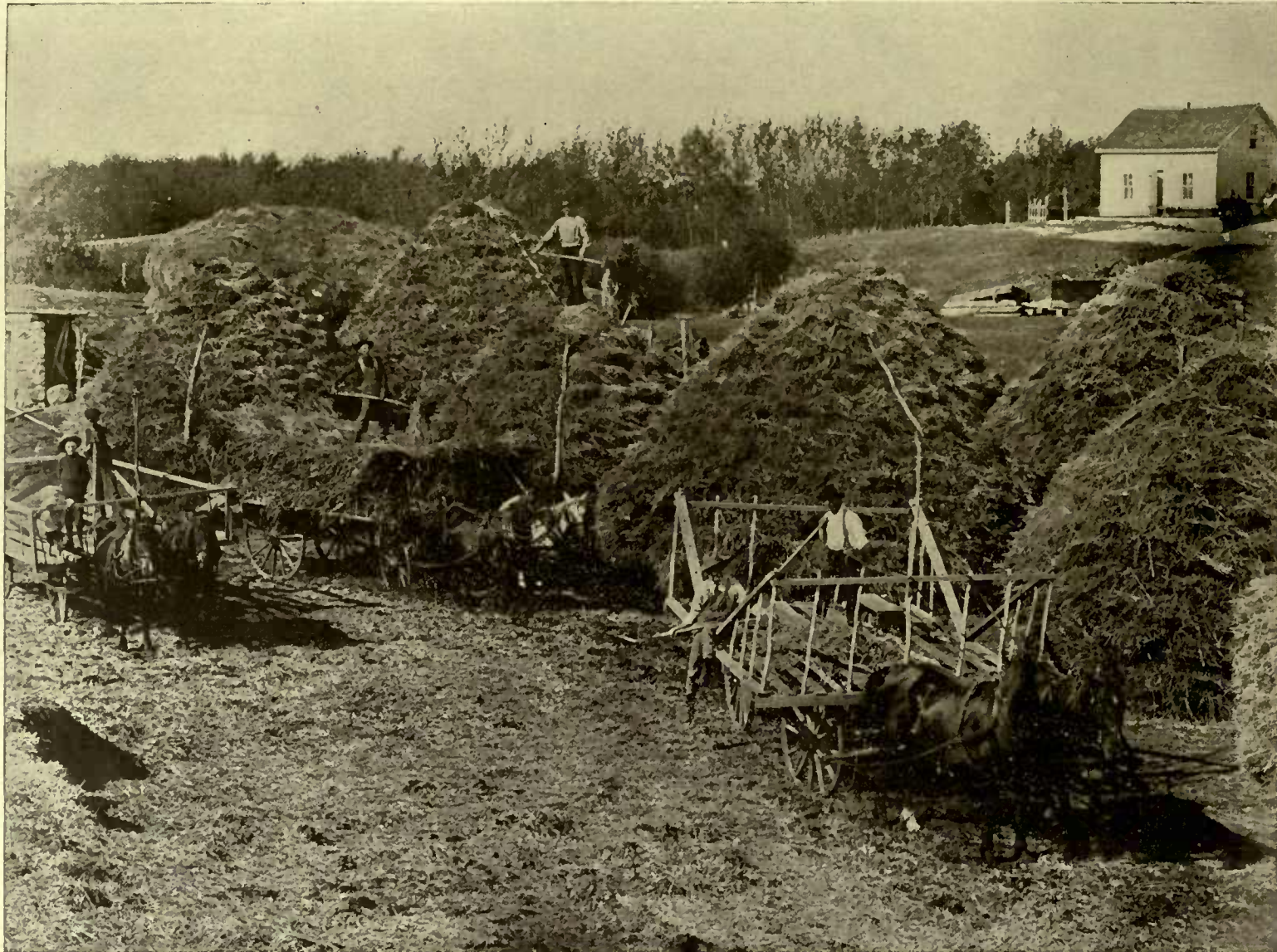
RESOURCES PUBLISHING CO., Limited,

Publishers

MONTREAL, CANADA

CANADA

The Granary of the Empire



IT is everywhere admitted that Western Canada is the Granary of the British Empire. Nearly 100,000,000 bushels of wheat alone are now raised annually; this quantity might be increased sevenfold. The fertile land is free; climate healthy; taxes low; schools for all, and the railways are building branches everywhere.

Canada Needs Settlers

Thousands have come and are doing well. Unequalled opportunities are now being offered by the Dominion Government to every able-bodied man over 18 years of age who is willing to take upon himself the duties of settlement.

First-comers Get First Choice

If you would be among the number on the high road to independence in the Canadian West, write for maps, pamphlets and general information (which are distributed free) to

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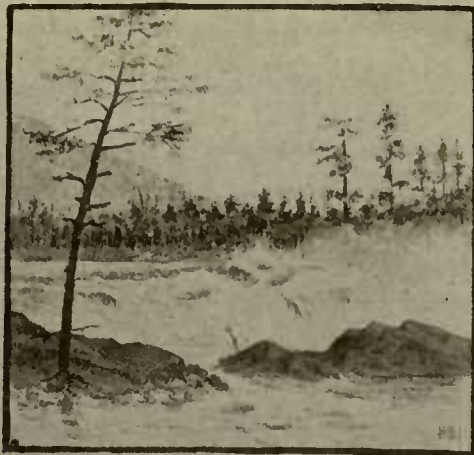
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Coldspring Ranch

This country is now attracting the attention of the world. It is a wonderful fruit-growing country.

FULLY PLANTED ORCHARDS

Money-makers from the start.



BONNINGTON FALLS, NEAR NELSON.

We are now offering to the public part of the famous Coldspring Estate near Nelson, B.C.

FISHING.

SHOOTING.

BIG GAME

HUNTING.

Pleasant and profitable occupation in a perfect climate.



Our previous "ads." possibly "set you to thinking" about this Country; but if you could only see it!

This is the finest Fruit Growing District in the Empire.

Not our opinion only, but the opinion of others who know. Read this which appeared in the "Nelson Daily News" of December 22nd, 1905:—

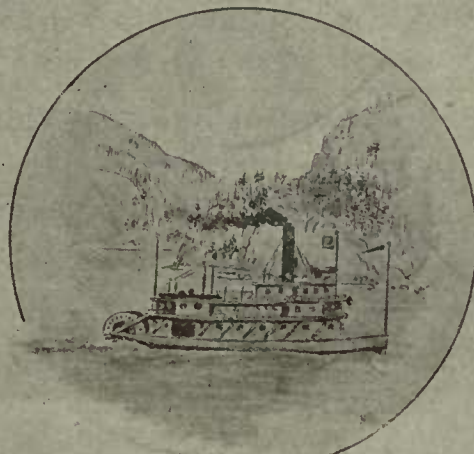
"I have much pleasure in informing you that at the recent Colonial Fruit Show in London held by the Royal Horticultural Association, a silver Banksian medal was awarded to the collection of apples sent by the Kootenay Fruit Growers' Association.

"In addition to this the gold medal was awarded to the Province of British Columbia, and seven silver-gilt and silver medals for collections of B.C. apples.

"Please accept my hearty congratulations on your success

"I may add that the consignment of fruit from Nelson arrived in excellent condition, despite the vicissitudes of the trip. The packing of the fruit was well done, and to this must largely be attributed its good condition on arrival."

(Signed) R. M. PALMER,
B.C. Fruit Commissioner.



S.S. "MOYIE," OFF NELSON.

BRYDGES, BLAKEMORE & CAMERON, Ltd.,
NELSON, B.C.

Canadian Pacific Railway Co.'s

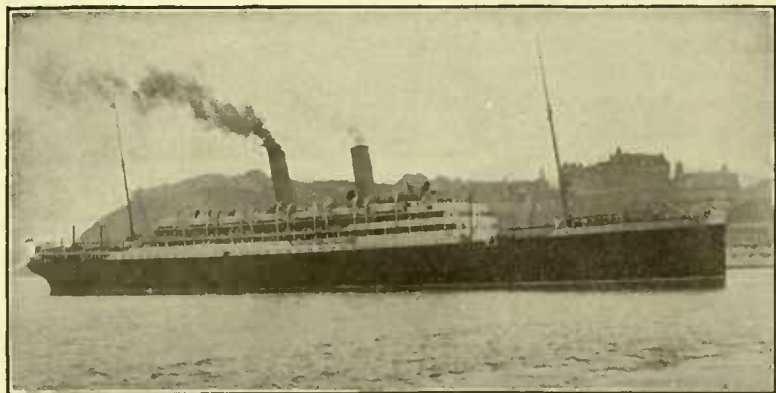
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Royal Mail Steamships

Atlantic Service

“EMPRESSES” OF THE ATLANTIC

Safety Speed Splendor



SAILINGS FROM MONTREAL AND QUEBEC

(Subject to change without notice.)

From Montreal and Quebec.	St. Lawrence Route.	From Liverpool.
Fri. May 29.....	Empress of Ireland.....	Fri. May 15
Sat. June 6.....	Lake Champlain.....	Wed. " 20
Fri. " 12.....	Empress of Britain.....	Fri. " 29
Sat. " 20.....	Lake Erie.....	Wed. June 3
Fri. " 26.....	Empress of Ireland.....	Fri. " 12
Sat. July 4.....	Lake Manitoba.....	Wed. " 17
Fri. " 10.....	Empress of Britain.....	Fri. " 26
Sat. " 18.....	Lake Champlain.....	Wed. July 1
Fri. " 24.....	Empress of Ireland.....	Fri. " 10

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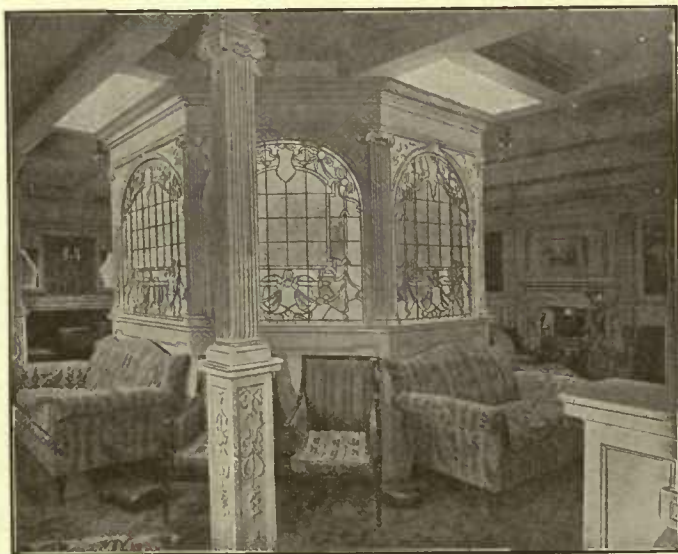
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 To other points in Great Britain and the Continent of Europe on application.

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The Music Room Allan Line Turbine S.S. "Victorian."

Turbines Allan Line Turbines

Royal Mail Steamers

Montreal and Quebec to Liverpool
 Montreal and Quebec to Glasgow

Proposed Summer Sailings—1908

(Subject to change.)

Montreal and Quebec to Liverpool.			Montreal and Quebec to Glasgow.		
Steamers.	From Montreal.		Steamers.	From Montreal.	
Virginian.....	Fri. 8 May	9.00 a.m.	Hesperian, new.....	Sat. 9 May	
Tunisian.....	" 15 "	9.00 a.m.	Ionian.....	" 16 "	
Victorian.....	" 22 "	6.00 a.m.	Grampian, new.....	" 23 "	
Corsican.....	" 29 "	3.30 a.m.	Pretorian.....	" 30 "	
Virginian.....	" 5 June	5.00 a.m.	Hesperian, new.....	" 6 June	
Tunisian.....	" 12 "	9.00 a.m.	Ionian.....	" 13 "	
Victorian.....	" 19 "	3.30 a.m.	Grampian, new.....	" 20 "	
Corsican.....	" 26 "	9.00 a.m.	Pretorian.....	" 27 "	
Virginian.....	" 3 July	3.30 a.m.	Hesperian, new.....	" 4 July	
Tunisian.....	" 10 "	9.00 a.m.			
Victorian.....	" 17 "	3.30 a.m.			

*Royal Mail steamers.

Steamers sail from Montreal at daylight. Passengers go on board Friday evening after 7 o'clock. From Quebec about 3 p.m. same day.

THE Allan Line in announcing their Sailings for 1908, as per schedule appended, reminds their friends of a few salient facts.

1. The Allan is the Premier Canadian Line. First vessel, 1822. Mail steamship service established 1854 with four steamers aggregating 10,000 tons.
2. The Allans were the first to build a steel ocean steamer—Buenos Ayrean, built in 1881.
3. The Allans were the first to adopt bilge or side keels, minimising rolling. Now all passenger steamers have adopted this principle.
4. The Allans were the first to build steamers with covered-in or protected deck. Now they are universal.
5. The Allans were the first to adopt the turbine engine for ocean going steamers—Victorian and Virginian, each 12,000 tons. Now they are being followed by other Lines—the King's yacht, Battleship Dreadnaught, etc., etc.

The aim of the Line has been to lead in every improvement for the safety of the ship and the comfort of the passenger. Three new steamers have been added in 1907-08—Corsican, Grampian and Hesperian, aggregating 31,000 tons, making a total tonnage of 175,000 tons.

The vessels are modern, high-class hotels, are famed for their cuisine, polite attention, good ventilation and absolute cleanliness.

Time of passage from port to port, 7 to 8 days. For passage apply to any Agent, or

H. & A. ALLAN, Montreal.

Our Bureau of Information

THIS department of the paper was started in 1903 to deal with the numerous enquiries received at the office as soon as the first issue of the paper was published. For a small sum, to cover outlay, we send to any enquirer the following:

(1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;

(2) Information about the mineral, agricultural, timber, fishing, water-power and other resources of the country;

(3) Information upon the best districts for settlement and home-steading in Western Canada, Quebec and Ontario;

(4) Desirable locations and sites for manufactories and business enterprises in Eastern and Western Canada.

Enquiries for information upon any of the above subjects should be accompanied by the nominal fee of twenty-five cents to cover postage, etc.; the Government reports will be supplied free or at actual cost.

Personal enquirers can often be given more explicit information, as they can state their requirements more clearly in an interview than by letter. In either case CANADIAN LIFE AND RESOURCES can usually give, at all events, the preliminary facts required.

Resources Publishing Co., Ltd.

Beaver Hall Hill

MONTREAL, CANADA

To Contributors

THE editor will be glad to receive illustrated articles depicting the life and resources of Canada. Articles must not be more than one thousand words in length and should, if possible, be accompanied by original photographs. It is absolutely necessary that a description of every picture and the name and address of the sender should be written plainly upon the back. Fair prices will be paid for all material used and everything sent in will be returned if desired. The name and address of the author must appear upon every article submitted. Short stories will be carefully considered.

About Ourselves

THE Kootenay Country which takes its name from the beautiful lake that stretches northward through the central portion of British Columbia, has long been famous for the richness of its mineral wealth, but it is now becoming known for qualities other than those which belong to a mining region. Its fertile soil, its salubrious climate and its excellent transportation facilities gained for it several years ago the attention of fruit-growers and today their orchards and gardens adorn many spots along the shore of Kootenay Lake. Two pages of the present issue have been given to an account of these Kootenay fruits lands. It is believed they will be interesting to all desirous of knowing more about our great Pacific Coast Province; and further, that the information contained in the article will be of use to those studying the development of fruit growing in Western Canada.

One page has been devoted to the possibilities of the Grand Trunk Pacific Railway as a commercial enterprise. Those possibilities are wrapped up in the development of the West where millions of acres of fertile land are still awaiting the plough. Everything points to rapid and permanent growth, one result of which will be a railway traffic that will steadily increase as the years go by. The Transcontinental Railway will get its share and there is every reason to believe that that share will be large enough to more than fulfil the expectations of those who are investing their capital in the great enterprise.

St. John's, the capital of Britain's oldest colony, possesses many features of interest to Canadian neighbors from the standpoint of history, commercial importance, and beauty of location. The history of Newfoundland takes one back to the days of the Tudors when the bold mariners of England and especially the hardy, courageous men of Devon, were carrying the flag to the distant parts of the world. Their coming to St. John's and the character of the city that skirts that magnificent harbor in which they found shelter more than three hundred years ago, are described in the article on the Capital of the Ancient Colony.

In another article is described the progress of one day's business in the Canadian House of Commons, together with a bird's-eye-view of that famous chamber which during more than half the year is the national political arena of the Dominion. It is the purpose of this article to give the reader a better understanding of the manner in which Parliament conducts its proceedings, reports of which are now filling so large a part of the daily newspapers.

Under "Notes of the Empire" will be found an account from the pen of the Rt. Hon. Winston Churchill, of the progress of British expansion in southeastern and central Africa. A great line of railway has recently been put in operation—a project that reminds Canadians of their own transcontinental—and the young British statesman describes a journey he made over the line.

The illustrations showing groups of young men and women and children on their way from Great Britain to Canada will give an idea of the superior class of settlers that Canada is now attracting. Here is the material out of which the best class of Canadian can be made and it is to be hoped that they will not be disappointed in the land of their adoption.

SWORN AVERAGE MONTHLY CIRCULATION

12,876

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JUNE, 1908

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A. H. CLAPP, Business and
Advertising Manager

We Want Photographs

CANADIAN LIFE AND RESOURCES is widely known as the publication which gives the best picture of Canada and Canadian life. It does this, largely, by means of its illustrations. Now, we want to increase the number of these—we want to show scenes in every part of the Dominion—but we cannot have staff photographers all over our immense country. Hence, we are trying to enlist the aid of all who have cameras, from Halifax to the Yukon. Every man or woman with a camera has, probably, some scene daily under his or her eyes which would be of interest to people abroad or at the other end of Canada.

We will pay good prices for any photos which we accept and we will return any photos not used. A short description should be written upon the back of each photograph, telling what it represents.

As "Solio" prints give the best results for half-tones, pictures on this paper will be preferred.

Resources Publishing Co., Ltd.

Beaver Hall Hill,

MONTREAL, CANADA



Log Cabin Hotel at Spruce Creek, Newfoundland, one of the many resorts provided for sportsmen throughout the game districts of the Ancient Colony.



Vol. VI. NEW SERIES No. 6

Montreal, June, 1908

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

THE proceedings during the month in the Federal Parliament were exceedingly stormy, being marked by bitter partizan discussion and exhibitions of considerable heat. Late sittings of the House were held, the attendance of members being large and yet no very marked progress was made with the business of the session, which opened in November last. The Opposition took a determined stand against several clauses in the Government bill amending the Election Act, so as to provide for voters' lists prepared by federal officials in Manitoba and British Columbia. For several days the Opposition refused to proceed with the voting of supplies until assured of modifications in the bill. Several motions practically expressing want of confidence in the Government were introduced and after lengthy debates, voted down. The principal motions of this class related to civil service reform, the Ross rifle and the administration of the public lands in the West. On these questions the two parties presented their views respecting issues that will be discussed before the people at the approaching general elections, which are likely to be held in the autumn. On every division the Government was sustained by a large majority.

SIR Wilfrid Laurier presented to the House of Commons on May 20th the two draft treaties for remarking the International Boundary between the United States and Canada from the Atlantic to the Pacific oceans, and also for the adoption of regulations with a view to the preservation of the food fishes in the waters contiguous to both countries.

The different points along the frontier where the line is to be determined are: Passamaquoddy Bay, from the mouth to the source of the St. Croix River, including the determination of the ownership of the islands in the river; from the source of the St. Croix to the St. Lawrence; from the intersection of the St. Lawrence River to the mouth of the Pigeon River; from the Pigeon

River to the Lake of the Woods; from the Lake of the Woods to the summit of the Rockies; from the Rocky Mountains to the Gulf of Georgia; and from the 49th parallel to the Pacific Ocean.

DURING the month the Legislatures of Quebec and Ontario were dissolved and writs issued

for general elections in each Province, polling in both cases to take place on June 8th. In Ontario the Whitney Government appeals on its record of three and a-half years of power, and although the Opposition, led by Mr. Mackay, is developing considerable strength, everything points to the Government being sustained by a slightly reduced majority.

The Gouin Government in Quebec is meeting with considerable opposition from the Provincial Conservative party and from a group of Independents led by Mr. Henri Bourassa, who, a few months ago, resigned from the House of Commons in order to enter the provincial field.

It is noteworthy that one hundred and sixteen years ago the first legislatures were elected in Central Canada and in the same two Provinces in which elections are now being held, the Provinces then being known as Lower and Upper Canada. That election of the summer of 1792 was the beginning of representative government in this part of what is now the Dominion of Canada.

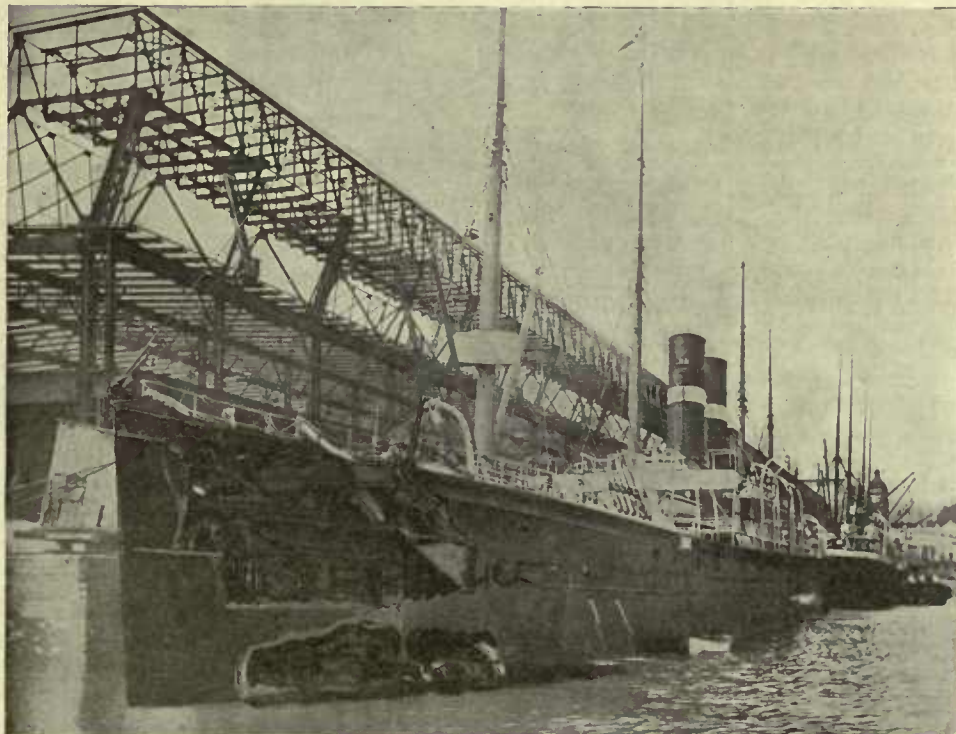
VICTORIA DAY was observed throughout the Dominion with quite as deep enthusiasm and

Excellency Earl Grey of the statue of Queen Victoria, the cost of which has been met by popular subscriptions. At many places there were reviews of the militia, and in almost every town and village the day was marked by celebrations, sports and games. Eighty-nine years have elapsed since the birth of the late Queen, who died on January 22nd, 1901.

FEW cases are on record of a steamship making port in safety after having sustained such serious damage as did the Dominion S.S. "Ottawa" which, on the evening of May 10th, collided with the Norwegian collier "Troid" in the Lower St. Lawrence. The "Ottawa" received, near her bow, a rent fully thirty feet in length, reaching almost to her waterline. The steel plates were torn off admitting daylight into both the upper and the lower holds. The stem of the "Troid" was broken off and left in the hold of the "Ottawa." One sailor on board the latter ship was killed and four were seriously injured. The "Ottawa" was outward bound from Montreal, but after the accident she turned back and succeeded in reaching Montreal. Including crew and passengers she had on board 289 persons.

THE annual meeting of the Royal Society of Canada was held in Ottawa during the last week of May. The attendance was large and increased interest was manifested in the work of the various sections. Among the papers read at the meeting was one prepared by Mr. Moses Coatsworth, of London, Eng., on the "Rational Almanac System." Mr. Coatsworth's proposal is to divide the year into thirteen months, each to consist of 28 days, 364 days being thus disposed of. He would account for the 365th day by celebrating Christmas thereon and giving it no place in any particular month. The extra quarter day in each year would be accounted for as at present with a leap year.

The annual meeting of the Historical Landmarks Society was held at the same time. Its report showed that



S.S. "Ottawa" at Montreal after her collision with the collier "Troid."

it has secured the preservation of old Fort Prince of Wales at the mouth of the Churchill River, Hudson's Bay. THE first move in the direction of establishing a new outlet for western exports to the seaboard via the proposed Hudson's Bay route is now

general interest as was the case when May 24th was the anniversary of the birthday of the Sovereign. All this seems to indicate that the Canadian people will ever cherish the memory of their late Queen Victoria. At Hamilton, Ont., fully fifteen thousand people witnessed the unveiling by His

it has secured the preservation of old Fort Prince of Wales at the mouth of the Churchill River, Hudson's Bay. THE first move in the direction of establishing a new outlet for western exports to the seaboard via the proposed Hudson's Bay route is now

being made by the Government. A survey party, under the direction of Mr. Marrier, is being sent out by the Interior Department to lay out the township of Fort Churchill, the future metropolis of Hudson's Bay and the terminus of the proposed Hudson's Bay Railway. The future city will be located on the eastern side of the river, opposite the ruins of old Fort Prince of Wales and across the river from the Hudson's Bay Company's trading post. Plans and drawings of the harbor are also being prepared under the direction of the Department. The present population of Fort Churchill consists of four half-breed families, a mounted policeman and one settler named William Beech.

CROP reports collected during May throughout the Canadian West are of a very favorable character. Seeding was finished early, the weather had been favorable and already the growth is very satisfactory. So far conditions point to an abundant harvest. There is a considerable increase of acreage under crop.

IT was announced that the Federal Department of Marine and Fisheries have secured the services of Rear Admiral Kingsmill of the Royal Navy and he has now come to Canada to take command of the Canadian Naval Militia and the marine service generally. Commander Spain will continue to be wreck commissioner.

AT the meeting of the Canadian Colored Cotton Mills Company, held on May 27th, it was stated that if the Canadian manufacturers had the home market to themselves there would be ample business offering to keep the mills fully supplied with orders and the operatives continuously employed.

THE Hospital for Sick Children, Toronto, was favored on May 28th by a visit from the Governor-General and the Countess of Grey and Lady Sybil Grey. The visit was particularly interesting to their Excellencies as it was the first time they have visited the hospital since the installation of the cot to the memory of their late daughter, Lady Victoria Grenfell. The cot was installed about a year ago through the kindly efforts of Mrs. J. K. Kerr and Mrs. Worthington of Toronto and Madame Bergeron of Montreal.

THE Government of Saskatchewan proposes to prevent Chinese who are British subjects from voting, on the ground that it is impossible to get them to take any interest in public affairs, and that if they had the franchise they were liable to vote because of personal feeling and not upon the issues.

ON May 5th the Hon. F. R. Latchford, formerly Commissioner of Public Works and later Attorney-General of Ontario, was appointed a judge of the High Court of Ontario, in succession to Hon. J. P. Mabee, now Chairman of the Board of Railway Commissioners of Canada.

THE Canadian Bisley team for 1908 will consist of twelve representatives from Ontario, three from Quebec, two each from British Columbia and Alberta, and one from Nova Scotia. Lieut.-Col. A. E. D. Labelle, R.O., Montreal, is commandant of the team, and Capt. W. C. King of the 46th Regiment, Bowmanville, is adjutant.

THE first instalment of the new locomotives for the Grand Trunk Pacific Railway arrived from Montreal at Winnipeg early in May and were sent west for construction work on the line beyond Portage la Prairie. The engines are numbered 51 to 55. They are uniform 61-ton locomotives and of the latest model for work on prairie lines.

THE annual meeting of the Automobile Club of Canada was held in Montreal on May 27th. The club decided to continue its work in behalf of good country roads, and it will also assist in bringing to punishment motorists who by reason of the speed at which they drive their cars violate provincial laws or municipal regulations.

IN the Legislature of Saskatchewan on May 21st Hon. J. A. Calder moved a resolution to put a tax of 3 per cent on the gross earnings of railways in the Province in operation for seven years or more.

SIR L. N. Casault, ex-Chief-Justice of the Superior Court of the Province of Quebec, died in Quebec city on May 18th, in his eighty-fifth year.

Deceased had been in poor health for some time and his death was not unexpected. He sat for Montmagny in the Assembly of United Canada from 1854 to 1857, when he retired, and for Bellechasse in the House of Commons from 1867 until his elevation to the Bench on May 27th, 1870. Whilst at the Bar he was counsel for the Province of Quebec in the arbitration for the adjustment of the debts, credits, liabilities, etc., of Upper and



Hon. J. P. Whitney,
Premier of the Province of Ontario.

Lower Canada. In 1894 he received the honor of knighthood, and in the same year became Chief-Justice of the Superior Court of Quebec.

ABROAD

ACCORDING to an announcement made in London, it has now been decided that the Prince of Wales and his entourage will not remain on board ship in the St. Lawrence during their visit to Quebec, but will stay at the Citadel, where Earl Grey and his staff will also reside. The Prince



(Photo by Lapres & Laverigne.)
Hon. Lomer Gouin,
Premier of the Province of Quebec.

and his party will come to Canada on the new cruiser "Indomitable." A despatch from Devonport says it is widely believed that the "Indomitable" will endeavor to make a record for the Atlantic when conveying the Prince of Wales to Canada. Specially picked stokers and artificers are being selected and it is now understood the escort of battle-ships will precede her a few days. The "Indomitable's" trial speed was over 28 knots.

THE committee of Lloyds London, awarded John F. Welch, aged 21, a Canadian, second officer of the S.S. "Bermudian" a silver medal for

conspicuous gallantry in the rescue of the crew of the "Mary Newhall" in the Atlantic on Feb. 22nd.

THE Lord Mayor of London presided at a representative meeting held on May 14th, at the Mansion House, in support of the proposal to present a British memorial to Wolfe and Montcalm to Canada in connection with the conversion of the Plains of Abraham into a national park. Prince Arthur of Connaught, Lord Roberts, the Earl of Crewe and the Bishop of London were among the speakers. Those present included Lord Strathcona and Count Lastours, representing the French embassy. Messages were read from the Premier, Lord Lansdowne, Mr. Balfour and the Lieutenant-Governor of Quebec. Amongst the subscriptions announced were 100 guineas from the King, 50 guineas from the Prince of Wales, £200 each from Lord Strathcona and Lord Mount-Stephen. It was decided to form local committees to support the influential head committee.

PREMIER Asquith delivered the budget speech in the British House of Commons on May 7th. The budget provides for pensions of \$1.25 per week for all persons over 70, excepting criminals, lunatics and paupers. It is estimated that the maximum number of pensioners is not likely to exceed 500,000, and the cost must not exceed \$30,000,000 in any one year. Married couples are to have \$1.80 weekly between them. The charge for pensions is to be a national, not a local burden. The scheme is not to be operative until January, 1909. No one in receipt of more than \$2.50 a week income will be admissible.

The sugar duty is reduced from four shillings and twopence to one shilling and twopence per hundred-weight. The duty on marine insurance policies is reduced from 3d to 1d. There are no other reductions in taxations and no new imposts.

Adistinguished gathering attended the Canada Club dinner at the Ritz Hotel, London, on May 6th. Mr. Charles A. Hanson testified to Canada's stability during the money crisis, and expatiated on the value of the fact that London, the financial centre of the world, had been thrown open to the Dominion to a remarkable extent. During the last sixteen months at least £25,000,000 had been sent to Canada on the most gratifying terms. This was intelligent preference and an emphatic answer to the allegation that there was appalling ignorance about Canada throughout the Empire. The chairman also referred to the tercentenary celebrations, and amidst enthusiasm, Mr. W. Kerr George emphasized Canada's determination to be a portion of the Empire, which not only circled the world, but dictated peace thereto. Regarding naval defence, he said many Canadians were ashamed of Canada's position today, and the time has come when Canadians would assume their share of the burden or stop talking.

THAT the industrial "slump" in the United States and the tightening up of the immigration regulations in Canada are together inducing possible emigrants from Great Britain to stay at home seems to be clearly proved by the Board of Trade return of passenger movements. The number of people who left British ports for the United States and Canada in January, February, and March is not much more than half what it was in the same quarter of last year, as the following figures show:

	1908.	1907.
Canada	18,261	33,507
United States ..	33,365	62,461

These people are, of course, far from being all emigrants, but that the difference is not due simply to a fluctuation in the ordinary passenger movement may be inferred from the fact that the arrivals here from the other side of the Atlantic have been in the quarter about three times as great as they were in the same period of last year. From Canada the figure is 10,381, as compared with 4,452, and from the United States 50,538, as compared with 16,315.

The net result of the passenger traffic with places out of Europe in the three months is that 2,893 more people came into the United Kingdom than went out. In the corresponding month of last year the balance was 81,396 in the other direction.

OUR POINT OF VIEW

WE wrote last month that one of the events of 1908 for Canada would be the opening of a large part of the track of the Grand Trunk Pacific. Only those who live in new countries can understand what the opening of this new railway means to our country. Without railway communication the richest land is practically valueless—neither the farmer nor the miner can get his products to the world's markets. The western and prairie section of the Grand Trunk Pacific, which will be open some time this summer, will bring into touch with civilization some of the finest wheat lands in the world. The country through which it passes contains land well-known to be adapted for the growing of wheat, which in extent is four times the wheat-growing area of the United States.

THE country on each side of the track, which is being rapidly taken up by settlers, produces rich crops the first year of cultivation and will immediately furnish a large traffic for the railway. Indeed the settlers along the line are anxiously awaiting the coming of the first passenger train. Only those who have passed through the territory which this western section of the line is now about to open up, can have any idea of its fertility. One has to go out West and see the great wheat lands which are being added to at the rate of a million acres a year, to realize what a future there is for a railway in these parts. We refer particularly to the western section because this is the first part of the great new transcontinental to be opened—it being now practically certain that the track from Winnipeg to Wolf Creek, some 116 miles west of Edmonton, will be in operation before the end of the year.

THE other sections of the road, which will require a little longer time for development, will open up resources no less valuable to the community than these great wheat lands. As is known to our readers, the whole line in its entirety provides for a main line estimated to be 3,600 miles in length with 20 branch lines aggregating 5,000—or a total of nearly 9,000 miles of track. Of this the Canadian Government builds the eastern section from Moncton to Winnipeg—some 1,800 miles—to a standard set by the Grand Trunk Pacific Railway Co., who build the line from Winnipeg to the Coast—1,750 miles. (In a recent issue we gave particulars of progress upon this eastern section.) Tenders have already been let for the building of 100 miles from Prince Rupert—the seaport on the Pacific—eastward through the Coast range. The idea of the management is to get this work in hand as soon as possible, as the section will bring into immediate connection with the Pacific Coast a very rich and fertile agricultural, mineral and lumber country. Crossing the continent as it will, so far to the north of all existing lines, the Grand Trunk Pacific, when the company places its ships on both oceans, will shorten the trip around the world by two full days. And because it will have an almost straight and comparatively level line, the duration of the land journey will be greatly lessened, as a well-known writer has said, the Grand Trunk Pacific goes around nothing. It bores its way through granite cliffs, bridges valleys, and tunnels hills—so that the finished line will look like a tight rope across the continent.

IT is only when the whole line has been completed and linked up with the lines of the parent company—the old Grand Trunk—that its benefit to the country and, incidentally, to the shareholders will be manifest. There will be another great outlet to the world for the wealth of our country. Situated on the 4,800 miles of the track of the old parent company are all the cities and principal towns in Eastern Canada, including Windsor, Hamilton, London, Toronto and Montreal. Not only

will these towns be given direct communication with the great North-West, but also the great American cities of Chicago, Detroit, Toledo and Buffalo. With this unrivalled position, which can be obtained by any transportation company only after years of labor and experience, the new transcontinental railway will at once become an exclusive partner, and from the beginning will be placed in possession of an enormous general traffic already created and originating on the Grand Trunk Railway System, but which has hitherto been carried into the North-West over other lines.

IT was a great idea of Mr. Hays—the Napoleonic General Manager of the Grand Trunk—to build a line into the West which should bring first hand to his old line the fruits of the wonderful West. It was a tremendous project and only a great statesman like Sir Wilfrid Laurier would have joined in to make it possible. There are pessimists abroad who doubt the ultimate financial success of the scheme. The same class of individuals were very noisy when the Canadian Pacific Railway was projected. The English newspaper, *Truth*, said the Canadian Pacific Railway would never earn its axle-grease. (As they also denounced the Uganda Railway, now paying £80,000 a year, their authority on railway matters is not counted for much.) These arm-chair critics in the Old Country are not reliable guides upon such enterprises in a new country. Whilst it is certainly true that the eastern or Government section of the line will be some few years before it can earn a profit, we believe the western or Grand Trunk Pacific section will pay almost from the running of the first train.

WITH the rapid construction of railways in our country and the opening-up of new territory, there falls upon the managers of our railways and others the important business of giving names to points upon the line, which will in the future be the sites of towns and cities. If an example is wanted of how stupidly this work can be done, one has only to look at a map of the United States. Names the most meaningless are found in every State. What connection, for instance, is there between Peru in New York State with the land that the Pizarro's conquered, or between Cairo, Illinois, with the Egyptian city. Could there be anything more hopeless in nomenclature than Smithville or Tompkinsville. We recommend to those whose duty it will be to find names for new towns in Canada the two following simple rules. The first is, wherever possible, take and, if necessary, adapt the Indian name. The Indian names are usually full of meaning and they are, also, almost invariably musical. What could be more euphonious than *Winnipeg*—a simple form of the Indian name “muddy water;” or more majestic and descriptive than *Saskatchewan*, meaning the “swiftly flowing river;” or *Assiniboine*, meaning the “stony or rocky mountain.”

THE second is, if there is not any Indian name, pick one which has reference to some incident in the early history of the place. Successful instances of such names are Pincher Creek—so-called because a pair of pinchers (pincers) were found on the site of the town as the sole and melancholy record of the massacre of a band of early prospectors by the Blackfoot Indians—Moose Jaw (where the Indians saw Lord Dunmore mend his Red River cart with the jawbone of a moose)—Stand-off, recording the successful “standing-off” of the Montana sheriff by a party of whiskey traders; or Baie des Chaleurs, recalling the heat of the day when Cartier first sailed its waters. Where there is neither Indian name nor any early incident which can supply one, take the locality and try to find some name which describes it. Such are Swift Current, High River, Sweet Grass and Medicine Hat.



One of the fruit tables at the Nelson Fair showing the products of the Kootenay orchards.

THE KOOTENAY FRUIT LANDS

A GLANCE AT ANOTHER FAVORED SPOT IN BRITISH COLUMBIA WHOSE GARDENS AND ORCHARDS ARE ADDING TO THE WEALTH OF THE PACIFIC COAST

THE Canadian West beyond the Rockies which not many years ago was described as a sea of mountains, is now known to Eastern Canada and to the outside world too for many things besides its scenery. Those mountainsides, robbed of their secrets, have been forced to give up their stores of precious and useful minerals; the rivers, perhaps more abundantly stocked with fish than any other inland waters on the globe, are made to yield annual harvests of great wealth; and the vast forests of giant trees have been invaded and compelled to contribute to the world's supply of lumber. Close on the heels of the lumberman, the miner and the fisherman has come the farmer, and in the fertile valleys and on the sunny hillsides may already be seen each year his ripening crops and grazing cattle. In proving the agricultural possibilities of the country it was discovered that large areas of British Columbia, especially in what may be called the central southern portion of the Province, were to a degree probably unsurpassed by any other portion of this continent adapted to the growing of the fruits of the temperate zone. Experiments justified investments; investments were made, and after the lapse of a few years the balmy spring breezes in several districts of southern British Columbia were laden with the aroma of apple and pear blossoms—promises that autumn never failed to fulfil. And so British Columbia began to attract those desiring to engage in fruit-growing, one of the most attractive and healthful and certainly not the least remunerative of all out-door occupations. In earlier issues descriptions have been given of several of those fruit districts, and here it is proposed to tell something of one of the

most promising—the Kootenay Country, long famous because of its mineral wealth, but destined to become even more famous because of its gardens and orchards.

The Kootenay district, extending from the International Boundary to the Big Bend of the Columbia River, is divided by the Purcell range of the Selkirk Mountains into almost equal parts. Extending from north to south through the western part is the Kootenay Lake, along whose shores or not distant from them is the Kootenay country of the gardener or fruit-grower. Here are soil and climate that ensure not only the production of fruit in abundance but fruit of a quality superior to that grown anywhere outside of British Columbia. His Excellency Earl Grey recently visited the district and subsequently he gave practical evidence of his faith in its worth by purchasing a block of land in the vicinity of Nelson.

Nelson, the commercial centre of this portion of the district, on the western arm of the lake, is a thriving, bustling town, beautifully situated and substantially built, overflowing with western energy and enterprise and offering to residents and visitors all the comforts and conveniences to be found in the older cities of the East. Proximity to this local market is one of the advantages of the Kootenay fruit-lands, most of which are within a radius of twenty miles. Two lines of steamers and a railway connect them with Nelson, but most of the fruit-growers—ranchers they are called in the West—by means of their own motor launches, of which there are two hundred on the lake, are independent of these transportation services.

A notable property, fronting both on the main lake and the

western arm, is the well-known Coldspring Ranch, locally known as "the show place of the Kootenay." The success of its orchards and its broad acres yet available to those desiring to engage in fruit-growing, have not only proved the worth of the district but are drawing there many investors and settlers. Its soil is pronounced to be perfect and anything that will grow in British Columbia will thrive at Coldspring. It has an abundant supply of water drawn from mountain streams (although irrigation is not necessary) and being situated well out in the valley its hours of sunshine are not cut short by mountain shadows. Its fruit trees enjoy the full benefit of the long summer days. Coldspring is the property of Brydges, Blake-more & Cameron, Ltd., of Nelson. Here can be secured fruit land under various conditions of development—fully planted and bearing and ensuring an immediate income; cleared land but not planted, or rough land to be cleared and stumped.

After putting out his trees the fruit-grower for the first year usually raises potatoes and tomatoes, which yield abundantly and bring a good price. During the second and third seasons he grows strawberries, the demand for which throughout the Central West is never fully met; and then his trees come into bearing. Many combine poultry-raising with fruit-growing and the combination has been found very remunerative.

Plenty of labor can be obtained without difficulty, many Chinese, most of whom make excellent gardeners, being employed at the rate of \$30 a month, in addition to board and lodging. The shipping facilities are good, steamers calling morning and evening at the foot of the ranches along the lake, fruit going east beyond the Rockies to the farm-homes of Alberta, Sas-

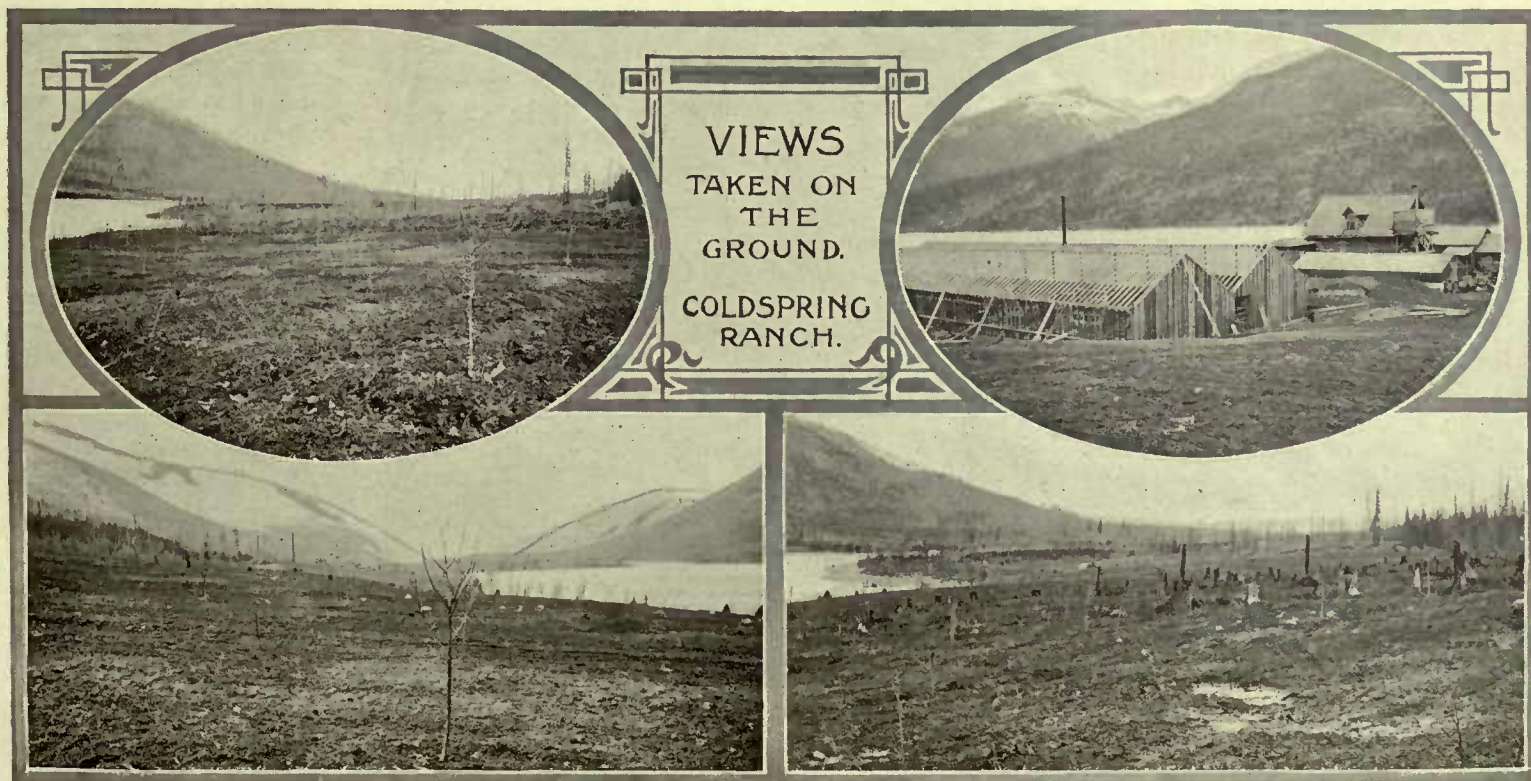
katchewan and Manitoba being taken to Kootenay Landing, and that for Vancouver and Victoria and the "Coast" generally and for points in Washington, such as Seattle and Spokane, being taken to Nelson, at both of which steamboat terminals there is railway connection.

Besides its fruit and its salubrious climate, the Kootenay country offers other and very pleasing attractions. The lake in front of the ranches, favorably situated like that of Coldspring, is well stocked with game fish, the sport being so excellent that across the lake has grown up the town of Procter, the summer home of hundreds of tourists from many parts of Canada and from the United States. The shooting will keep one practically supplied with venison, for so plentiful are the deer that they have been the cause of putting the ranchers to the expense of fencing their orchards and gardens so as to prevent the game browsing on the young trees and eating the fruit and vegetables.

The Kootenay fruit lands are proving very attractive to settlers coming from the Old Country, for besides the advantages of soil and climate which are not unlike those to which they are accustomed at home, the locality possesses features of convenience which are worthy of consideration. Between the Old Country and Kootenay Landing there are means of direct and first-class transportation, or the settler wishing a holiday can by one day's travel reach the "Coast," where, in the cities of Vancouver and Victoria, all the advantages of urban life under most modern conditions can be enjoyed. The Kootenay country is bound to develop into one of the most important districts of British Columbia, a Province destined to become one of the greatest of the Dominion.



A British Columbia apple orchard in blossom.



Views taken early in April of land fully and partially cleared and being made ready for the planting of trees, showing beach and landing, hot-house in course of construction and newly-planted areas.



The City of St. John's as it appears from the harbor front.

NEWFOUNDLAND'S CAPITAL

THE ANCIENT CITY OF ST. JOHN'S WHERE THE HISTORY OF BRITISH NORTH AMERICA HAD ITS BEGINNING MORE THAN THREE HUNDRED YEARS AGO

AMONG Britain's dominions beyond the seas Newfoundland possesses the distinction of being not only the oldest but for more than a century the only one in the New World. Sailing from Bristol, Eng., in 1497 John Cabot reached these rockbound shores and so became the discoverer of the northeastern coast of the American continent. The century following has been described by Judge Prowse, in an historical sketch of Newfoundland, as "an era when the Island was a kind of no-man's-land, without law, religion or government, frequented alike by English and foreign fishermen, ruled in a rough way by the reckless valor of Devonshire men, half pirates and half traders."

Among these Devonshire men was one who was neither a buccaneer nor a trader, but an enlightened and patriotic explorer, whom the historian Froude places among those "Forgotten Worthies" who during the Tudor period carried the flag of England to so many distant parts of the globe and laid the foundation of Britain's supremacy on the sea. He was Sir Humphrey Gilbert, whose little fleet dropped anchor in the harbor of St. John's one summer day in 1583.

The Manor House of Greenaway, two miles above the port of Dartmouth, Eng., was the Gilbert home; and here during the latter half of the sixteenth century must have met a party as remarkable as could have been found anywhere in England. Here Humphrey and Adrian Gilbert, with their half-brother, Walter Raleigh, as little boys played at sailors in the reaches of Long Stream, or climbing on board the vessels listened with beating hearts to the

mariners' tales of the new world beyond the seas. "And here in later life, matured men, whose boyish dreams had become heroic action, they used again to meet in the intervals of quiet, and the rock is shown where Raleigh smoked the first tobacco."

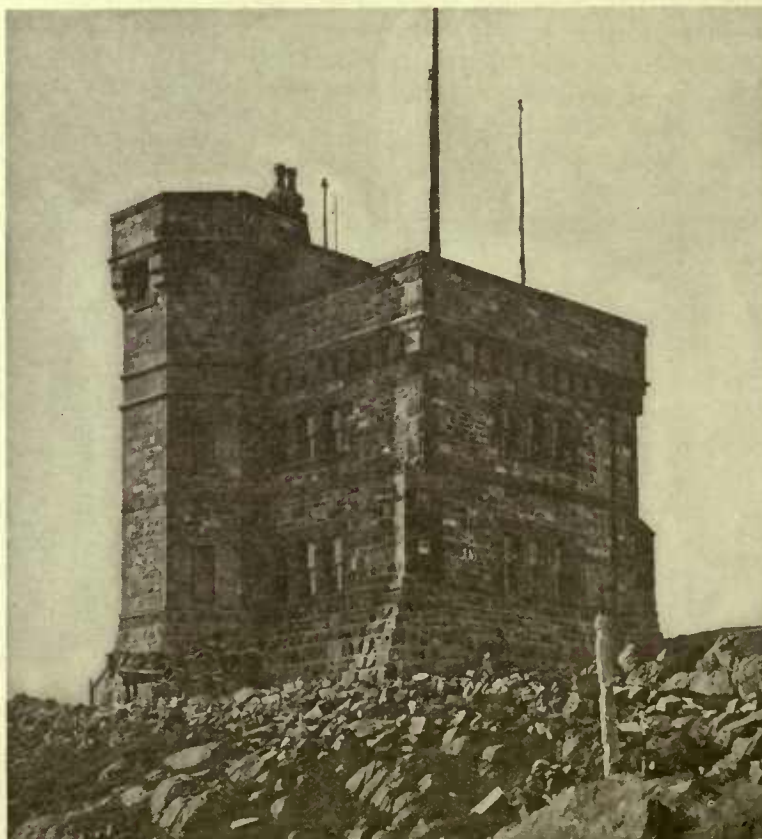
One of these three, Humphrey, had to do with the making of St. John's. When a youth he studied navigation scientifically, and it is told of him that he busied himself "amending the great error of naval sea cards, whose common fault is to make

the degrees of longitude in every latitude of one common bigness." He invented instruments for taking observations, studied the form of the earth and convinced himself that there was a northwest passage from Europe to the Far East, where, he said, would be found a market for England's manufactured linen and calicoes.

After two voyages at his own expense, which shattered his fortune, Sir Humphrey sailed from Dartmouth in June, 1583, with commission from Queen Elizabeth to discover and take possession from latitude 45 degrees to 50 degrees north. "Elizabeth had a foreboding that she would never see him again. She sent him a jewel as a last token of her favor and she desired Raleigh to have his picture taken before he went."

Sir Humphrey's fleet consisted of five small vessels, but

the largest, 200 tons burden, was deserted off Land's End. The expedition reached Newfoundland without accident. "St. John's was taken possession of," writes Mr. Froude, "and a colony left there," but Judge Prowse states that St. John's was visited for the purpose of obtaining supplies, and that it was



Cabot Tower, which crowns the summit of Signal Hill.

then mentioned as a "place very populous and much frequented." "The English command all there." St. John's, therefore, had a beginning before the visit of Sir Humphrey Gilbert.

Cruising along the southern coast of the Island, the creeks and bays were examined and the soundings of possible harbors taken. In this dangerous work one vessel was lost. Provisions were now running short, and on the last day of August Sir Humphrey lay off for England. Of his fleet two ships remained, the "Golden Hinde" of forty tons, and the "Squirrel" of ten tons. Two-thirds of the way home they met foul weather and the little vessel bearing Sir Humphrey went to the bottom with all on board. A member of the crew of the sister ship which reached England in safety, and who wrote an account of the voyage, relates that during the storm Sir Humphrey, "sitting abaft with a book

in his hand cried unto us so often as we did approach within hearing, 'We are as near to heaven by sea as by land.'"

"Such," wrote Mr. Froude, "was Sir Humphrey Gilbert; still in the prime of his years when the Atlantic swallowed him. Like the gleam of a landscape lit suddenly for a moment by the lightning, these few scenes flash down to us across the centuries; but what a life must that have been of which this was the conclusion!"

On the northern side of the magnificent harbor which three hundred and twenty-five years ago sheltered Sir Humphrey Gilbert's little fleet, stands the city of St. John's, exceedingly modern, for since the great fire of 1892 it has been almost wholly rebuilt; and it is as substantial as it is modern, and handsome too in many respects. From the water-front the ground on which the city stands rises till the summit is reached, where there is a large level space, and along the face of this slope the main streets run. The narrows leading to the harbor are half a mile long and from 600 to 1,400 feet wide. The harbor itself is over a mile in length, deep and thoroughly protected from the waves of the Atlantic.

On the right of the narrows stands Signal Hill, whose sum-

mit is 520 feet above the level of the sea. On one side is the Atlantic stretching away eastward unbroken by shoal or island until the coast of Ireland is reached, 1,640 miles distant. In 1762 Signal Hill was the scene of a brief but bloody struggle. For the third time in sixty-six years the French had got possession of St. John's. Lord Colville was sent from Halifax with

the squadron to drive them out. The French fought desperately, and having a great advantage from their position, succeeded several times in repulsing their foes. At length a company of Highlanders with fixed bayonets dashed up the heights and swept all before them. On the crest of the hill stands Cabot Tower, erected eleven years ago to the memory of the discoverer of the Island.

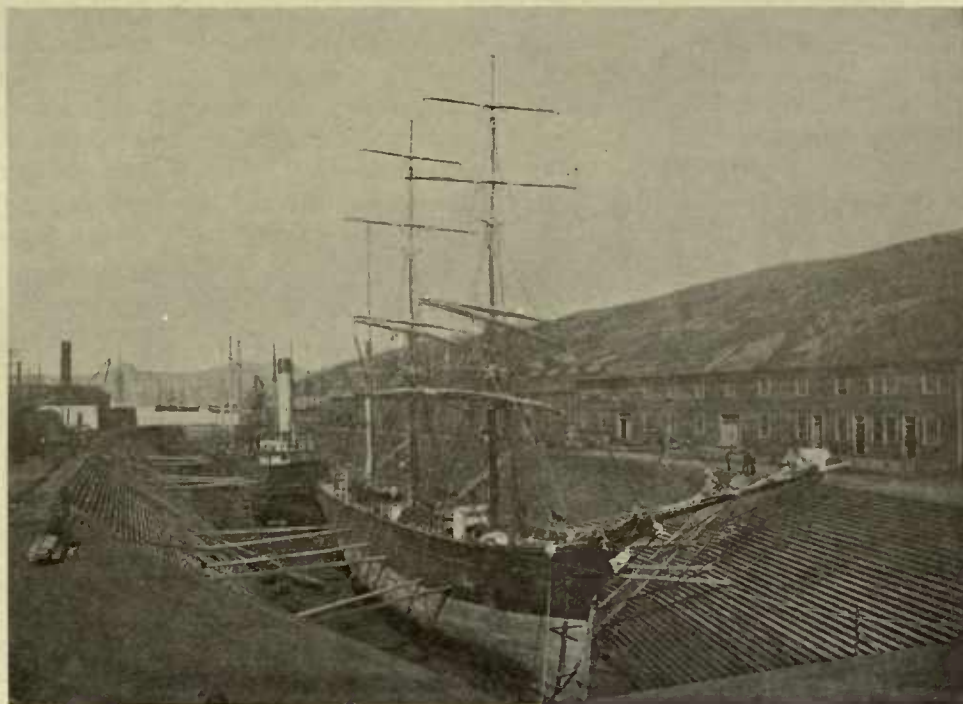
A visitor to St. John's cannot fail to be impressed with the solidity and fine appearance of the business section of the

city, of which Water Street is the main thoroughfare. The public buildings are solid and handsome and along the summit of the hill are hundreds of charming residences, which tell of the wealth of the citizens of the capital of the Ancient Colony.

The dry dock at the western end of the harbor is an object of interest to many visitors. It has a length of 600 feet, its width is 130 feet, with a depth of 25 feet at low water. It is, therefore, capable of receiving all but the largest of ocean vessels. The machine-shop in connection with the dock is one of the best equipped on the continent. The dock, which was built in 1884, cost \$550,000.

The new Court House, opened four years ago, is a specimen of the fine public buildings that adorn the city. It is constructed wholly of grey stone supplied by Newfoundland quarries. Besides the court rooms and the offices of the judges, clerks and sheriffs, it also contains the offices of the staffs of the Colonial Engineer and the Colonial Secretary.

The chief business interests of St. John's, which has a population of 36,000, are, of course, connected with the fisheries and the exportation of their products, but in recent years it has made fair progress in manufactures. It now contains iron foundries,



The dry dock and machine shops at the head of the harbor.



St. John's New Court House.



The English Cathedral, St. John's.

machine shops, shoe, furniture, tobacco and soap factories, biscuit bakeries, breweries and tanneries. Half a mile from the town, at Mundy's Pond, there is a large and well-equipped ropewalk, which is equal in all respects to any other establishment of the kind on the continent.

In the vicinity of St. John's are many delightful walks and drives whose beauties the visitor should not fail to enjoy. The typical fishing village of Quidi Vidi is worth seeing, reached by a fine road skirting the lake of the same name, on which St. John's annual regatta is held. Another delightful drive is to Torbay, seven miles from the city, and the drive may be extended to Pouch Cove, ten miles beyond. Along this iron-bound coast up to Cape St. Francis, at the entrance of Conception Bay, there is the imposing sight of perpendicular cliffs, 300 feet in

height, often sculptured into forms of stern beauty, with the restless Atlantic washing their base, or, under the wing of the storm, leaping up their dark sides. The drive will afford an afternoon's or a day's enjoyment and nothing better can be recommended. Flat Rock, Bauline, and other small settlements *en route* are also well worth visiting. Near these places are numerous small lakes where the tourist may enjoy the day trouting.

From Portugal Cove, nine miles from St. John's, a magnificent view is to be had of the coast from Cape Spear to the entrance to Conception Bay, and for a small toll a fisherman will convey the visitor to Bell Island, four miles distant, where the rich deposits of iron ore can be examined. Here can be seen the first step in the process of iron production, which is completed at works at Sydney, Cape Breton.

HOMES OF CANADIAN PUBLIC MEN

AN Ottawa Downing Street where the Prime Ministers of Canada would be provided with an official residence is a proposition for future Parliaments to consider, and when it is considered it may be possible to find a suitable location

in Canada and each Prime Minister must provide his own home at the Capital.

Sir Wilfrid Laurier has his home in the centre of one of the finest residential quarters of Ottawa, which lies to the southeast of the Parliament Buildings, about a mile distant, and is locally known as Sandy Hill. The residence fronts on Laurier Avenue, named in honor of the Prime Minister. A short distance from this residence is the Rideau Canal and the street is carried across it on a beautiful high-level steel bridge. Along the western bank of the canal runs the handsome driveway which practically extends across the city and adds greatly to the beauty of the National Capital. Where formerly there were narrow, crooked streets and an unsightly stretch of weed-grown waste, the city now possesses a noble series of broad drives and boulevards, shady parks and water stretches.



The home of the Prime Minister—The Ottawa residence of the Rt. Hon. Sir Wilfrid Laurier.

for such a residence somewhere on or near Parliament Hill, in close proximity to the Prime Minister's office and the Houses of Parliament, where so much of his time is spent and between which and his home he has to come and go at all hours of day and night. But there never has been such an official residence



The home of the leader of the Opposition—Mr. R. L. Borden's Ottawa residence overlooking the Rideau River.



The Ottawa residence of the Hon. Sydney A. Fisher, Minister of Agriculture.

Mr. R. L. Borden has a handsome residence situated in the eastern part of the city, standing on high ground not far from the Rideau River and nearly opposite Government House, the official residence of the Governor-General. Now that Parliament is in session during the greater part of the year, a residence in Ottawa is a necessity to the leader of the Opposition, whose parliamentary duties keep him so constantly at his post. Mr. Borden purchased this property a couple of years ago and now it is the social centre of the Conservatives of Ottawa. The grounds are quite extensive and are very beautiful.

The Hon. Sydney A. Fisher, Minister of Agriculture, has a fine Ottawa residence, but now and then he finds time during the long recess to visit his country home on the shore of Brome Lake, Que.



Young nation-builders with life and the Canadian West before them.

(Photos by Henry Pope of Calgary, Alta.)

LOOKING INTO THE FUTURE

THESSE views, taken recently on board a Canadian steamship out from Liverpool on her way up the St. Lawrence River, give one an excellent idea of the class of people the Motherland is sending out to the Canadian West—sturdy, intelligent young men and women, whose open faces speak of character and whose excellent physique shows them to be the right sort to make their way in a new country.

A finer lot of children could not be seen anywhere—bright, frank boys and girls with life before them and a new world and larger opportunities than they could have had in the land of their birth. Here is first-class raw material out of which to make Canadian citizens. They are British in origin and sentiment and of an age when the undulled hope of youth makes the adaptation to circumstances all the easier.

One cannot fail to observe how comfortably and neatly they are all dressed, reminding one of holiday-goers out for a day's excursion.

One pleasing thought suggested by these pictures is that although the Motherland is losing all this young blood, it is not lost to the Empire. They cross the ocean and travel over half a continent to their new homes, but there they will find flying the flag under which they were born. British subjects they remain although Canada adopts them.

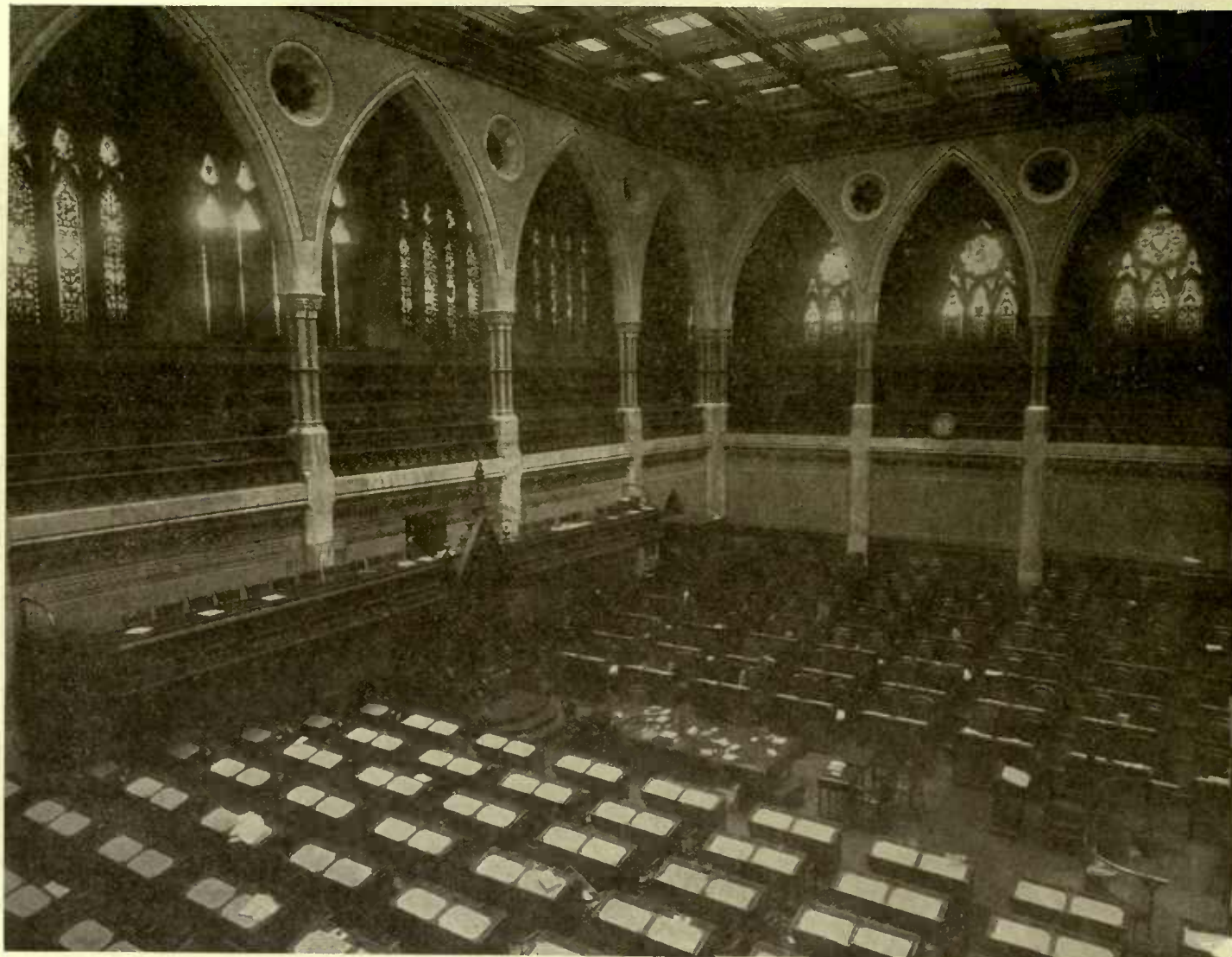
Our West cannot fall into better hands than these and such passengers as those photographed on the deck of that incoming steamship will always be welcome to our shores. Our immigration officials are to be congratulated upon having secured such recruits, young as they are, to the industrial army of Canada.



Little Britons basking for the first time in Canadian sunshine.



May Canada fulfil the hopes written on each young face.



The Chamber of the House of Commons viewed from the rear of the Ministerial side. At the head of the gangway is the Speaker's Chair with the Press Gallery above; below the Speaker's Chair are the Clerk's table, the tables of the Hansard reporters and the seat of the Sergeant-at-Arms.

IN THE HOUSE OF COMMONS

A BIRD'S-EYE-VIEW OF THE NATIONAL POLITICAL ARENA AND A GLANCE AT THE MANNER IN WHICH PARLIAMENTARY BUSINESS IS TRANSACTED DAY BY DAY

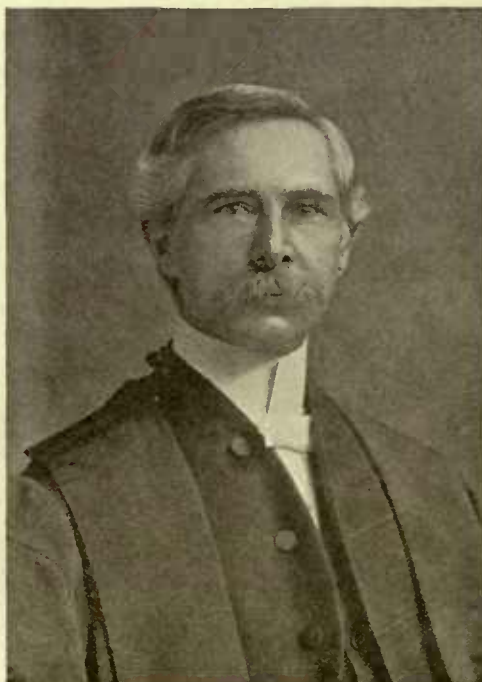
THE Canadian House of Commons transacts the greater part of its business at night, not because it prefers darkness to light, but because the committees sit during the forenoon. This leaves the afternoon and the night to the House, which meets at 3 p. m., sitting as a rule until midnight, but often into the early morning. From the flag-staff on the tower a cluster of electric lights twinkles at night when the House is sitting and sometimes it pales in the light of breaking day before it is turned out.

At 3 p. m. the Speaker, wearing a black silk gown and cocked hat like those of a judge, and preceded by the Sergeant-at-Arms with sword at side and mace on shoulder, leaves his apartments, and marching solemnly down the corridor enters the chamber and takes his seat. At the same moment electric bells throughout the building announce the beginning of the day's sitting. As soon as the ringing ceases the Speaker reads prayers, he and all the other members standing. Spectators are not admitted to the galleries until the conclusion of these devotional exercises, for the House of Commons does not wish to be seen of men when it prays.

During prayers members do not enter the chamber, those arriving too late for the opening waiting in the lobby. Here each day a group of Ministerialists and Oppositionists jostle each other, exchanging greetings and sometimes cracking jokes. A few minutes later the brief truce is dissolved and these same gentlemen within the chamber are engaged in wordy warfare.

Coming from his private room off the corridor leading to the library, the Prime Minister often enters the chamber during routine proceedings which follow prayers. Thirty-four years have passed since he first took a seat there. The fleeting years, filled with the toils and anxieties of public life and the past twelve weighted with the responsibilities of office, have graven deeper the lines of his face, thinned the flowing locks and frosted them with grey, but his figure is as erect and graceful as ever and his step almost as firm and elastic.

His opponent, Mr. R. L. Borden, is a more bustling man, and as he strides down the long corridor leading from his private room in the western end of the building he looks the very personification of health and energy, and of courage and self-reliance



The Hon. R. F. Sutherland, Speaker of the House of Commons.

too. The general election that carried Sir Wilfrid into power also brought Mr. Borden to the House of Commons. The twelve years during which he has sat here—five as a private member and seven as leader of the Opposition—have also left their marks upon Sir Wilfrid's opponent, although his junior by thirteen years. Those years have not only trained Mr. Borden in parliamentary affairs and developed his debating power, but they have also sprinkled his thick, curly hair with grey and somewhat thickened his figure.

The order of each day's business is arranged according to a standing rule, certain matters having precedence on certain days. On most days petitions are first presented, then questions by members are answered, followed by private members' motions.

While the rather uninteresting part of the day's proceedings is being disposed of, the visitor looking down from the gallery will have time to make a general survey of the House. At first it will appear to be a place of disorder, but he will subsequently observe it is a regulated disorder and that below it all there are rules and a purpose.

Members come and go as they please but on entering or leaving the chamber they always bow to the Speaker; they sit at their desks with hats on or with heads uncovered as comfort or convenience suggests, but if they move from their places, even to cross the narrow aisle, they must first remove their hats. Those whom the business of the moment does not interest, and at this stage of the day's proceedings they are usually in a majority, occupy themselves in various ways—in reading the newspapers, writing letters, correcting for Hansard proof of speeches delivered at the sitting of the preceding day, and sometimes, if they sit in the upper rows, in conversation.

Separating the Ministerial from the Opposition side of the House is a broad gangway, at one end of which is the Speaker's Chair standing on a semi-circular dais surmounted by a nicely carved gothic arch of oak, and just above the chair, extending along the wall, is the gallery of the representatives of the daily press. Below the Speaker's dais is a long table, at the head of which sits the Clerk of the House and his assistant, in black robes like those worn by barristers. Below the long table are two small ones for the use of the official reporters whose winged

pencils take down in shorthand every word uttered by Speaker, ministers or private members. These reports make up Hansard. A little lower down the gangway is a desk and chair facing that of the Speaker. Here sits the Sergeant-at-Arms, the Speaker's chief executive officer, the traditional guardian of the peace and safety of the House. Flying about everywhere are the swift and silent little pages, all wearing black Eton jackets, white collars and ties. When not busy they seat themselves on the Speaker's dais, and at sittings carried far into the night it is not unusual to see them curled up there fast asleep, unmindful of the parliamentary battle raging around them.

Having reached the "order of the day," the House settles down to the serious business of the sitting. If it is a private members' day their business will be proceeded with; if a government day the Prime Minister will select from the order paper the matter he wishes taken up. It may be the second reading of an important bill which will not be disposed of for many days to come, or it may be an adjourned debate commenced many weeks before. Perhaps the leaders have agreed to bring the long drawn out discussion to an end at that sitting and to take a vote on the question. Many speeches have yet to be delivered by members wishing to "embalm in Hansard" their views respecting the issue before the House; and so the

speaking goes on, hour after hour. At six o'clock comes a brief respite, the House rising until eight o'clock for dinner. The member who held the floor when the sitting was suspended continues his speech when the Speaker again takes the chair. The hours of the night wear away and often the grey light of early morning shows through the stained glass windows of the chamber when the last speech is delivered. The end has come, the division is at hand and the Speaker gives the order, "Call in the members."

The electric bells that summoned the members to the opening of the sitting at three o'clock on the preceding afternoon are set ringing again and for five minutes their clatter continues in every part of the building.

Members troop into the chamber and empty chairs are rapidly filled. Usually the members are somewhat hilarious and the five minutes' wait is filled in with pranks that remind one



Lieut.-Col. Henry R. Smith, Sergeant-at-Arms of the House of Commons.



The Houses of Parliament as seen from the tower of the western departmental block, showing the guard of honor awaiting the arrival of the Governor-General on the closing day of the session.

that the boy-spirit survives even in the grey-haired man, showing itself when favorable occasion arises. Sometimes a song is struck up and everybody who can sing joins in the chorus. At times it is the stirring strains of "Brigadier," at other times Ministerialists and Opposition blend their voices in the sweet music of "Down on the Suwanee River." There is greater harmony in the singing than in the debating.

The last to enter the chamber are the party whips, the return of these shepherds being an indication that their flocks have been collected. Then the bells cease ringing, the doors are closed and the vote is taken. The Speaker puts the question, calling on those in favor of the same to rise. A member entering later, who was not in the chamber when the question was put, cannot vote. If it is a government motion the first to rise and vote in support of it will be the Prime Minister. The Assistant Clerk, standing, calls out the voter's name, and the Clerk, seated at his table, checks off on a printed list each name as it is called, one member rising after another or lifting his hat and bowing, all the members in one row of seats voting before

those in the row immediately behind, and so on until all on that side have been recorded. Then the Speaker calls on those opposed to the motion to rise, and the "nays" are taken. This completed the Clerk counts the votes from his list and making a dignified bow to the Speaker announces the result—ayes so many, nays so many.

The decision is announced by the Speaker and usually on such an occasion the House at once adjourns amid a storm of enthusiastic applause from the victorious party. Then the members pour out from the chambers into the corridor, jostling one another in their eagerness to reach their lockers, obtain their hats and overcoats and hurry away to their lodgings and to bed. From the brilliantly lighted building they go out into the grey light of early morning and after the long confinement the fresh air that comes up from the noisy river is sweet indeed. The rattle of cabs and carriages conveying members and spectators to their homes can be heard far down the slumbering streets; the lights on the tower go out, the Canadian Parliament has completed another day's work.

OUR HISTORY IN STATUES AND MONUMENTS

XVIII.

A GROUP of the leaders who, during the transition period that preceded and led up to Confederation, formed public opinion and directed Canada into the broader path of national life, would be incomplete without George Brown, one of the great political powers of his time and one of the strongest characters in Canadian history. In his *Life of Sir John A. Macdonald*, Dr. Parkin draws a character sketch of Macdonald's chief opponent, in which a full measure of justice is done to the sterling qualities and high principles of the man who, during many years, with great force and sometimes with no little bitterness, fought the Conservative leader, of whom Dr. Parkin writes with so much admiration. This appreciation of George Brown possesses especial interest not only because of the high reputation of the man who wrote it, but also because it is gleaned from a biography of George Brown's adversary.

"Brown's figure," writes Dr. Parkin, "is one of the largest in Canadian history. In Canadian politics his influence was for a long time only second, if second, to that of Macdonald himself. As a force in creating public opinion on which reforms are based, he has strong claims to be reckoned in the first place. Like Macdonald he was of Scottish birth. He was twenty-six years of age when, in 1844, the same year in which Macdonald entered Parliament, he came to Canada, where soon after, with his father, he founded the *Globe* newspaper, with which his name will always be associated. The immense influence which George Brown long wielded in Upper Canada was won primarily as a journalist. Later he became a force in the legislature, though his parliamentary career was somewhat broken and erratic, partly through electoral defeats, partly through the difficulty he had in working with other men.

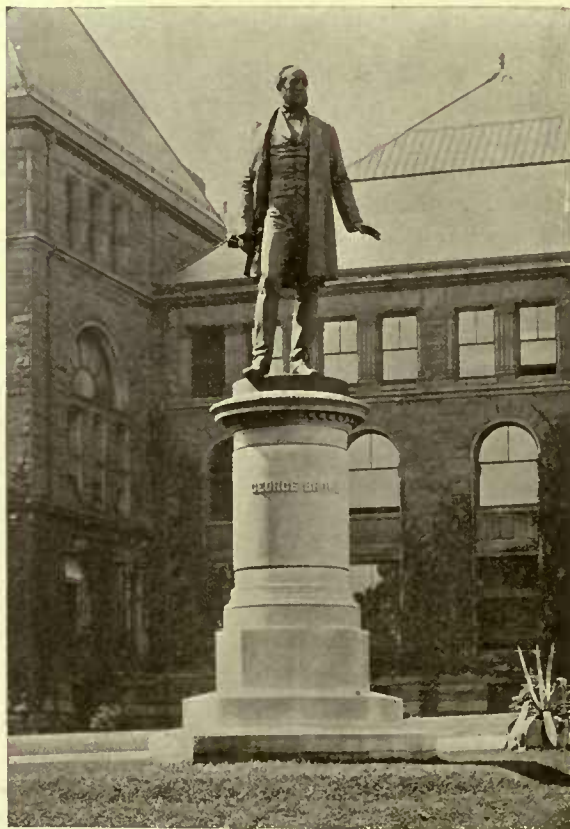
Both Brown and Macdonald were patriots of whom Canada

may be proud, and both were necessary to the country: the one to initiate and urge forward reforms, the other to reconcile opposing forces so as to make reforms possible in legislation. In the long political contest between them Macdonald won. In one of his poems Sir Walter Scott describes a conflict between a Lowland prince of trained skill and a Highland chieftain of blind but unflinching courage, ending in the victory of the former. In the rivalry between Macdonald and Brown these conditions were reversed. The skilful, adroit and restrained Highlander, with every faculty under control, proved more than a match for the furious onset of the Lowlander, armed though the latter usually was with a good cause and good intentions."

Turning now to the life of George Brown by John Lewis—also one of the *Makers of Canada* series—one can see the position in Canadian history to which the great "Grit" leader is assigned by his sympathetic biographer.

"The feeble, isolated and distracted colonies of 1864 have given place to a commonwealth which, if not in strictness a nation, possesses all the elements and possibilities of nationality, with a territory open on three sides to the ocean, lying in the highway of the world's commerce, and capable of supporting a population as large as that of the British Islands. Confederation was the first and greatest step in that process of expansion, and it is speaking only words of truth and soberness to say that confederation will rank among

the landmarks of the world's history, and that its importance will not decline but will increase as history throws events into their true perspective. It is in his association with confederation, with the events that led up to confederation, and with the addition to Canada of the vast and fertile plains of the West, that the life of George Brown is of interest to the student of



The statue of George Brown in front of the Parliament Building in Queen's Park, Toronto.

history." In describing the manner of the man and particularly his manner of speech, Mr. Lewis writes: "We read the report of his speech and we find something more than the ordinary transition from warm humanity to cold print. There is not only freedom from violence, but there is coherence, close reasoning, a systematic marshalling of facts and figures and arguments. One might say of many of his speeches, as was said of Alexander Mackenzie's sentences, that he built them as he built a stone wall. His tremendous energy was not spasmodic, but was backed by solid industry, method and persistence.

As Mr. Bengough said in a little poem published soon after Mr. Brown's death:

'His nature was a rushing mountain stream;
His faults but eddies which its swiftness bred.'

In summing up, Mr. Lewis writes: "Mr. Brown was not only a member of Parliament and an actor in the political drama, but was the founder of a newspaper and for thirty-six years the source of its inspiration and influence. . . . Those stout-hearted men who amid all the wrangling and intrigue of the politician were turning the wilderness of Canada into a garden, gave to Brown in large measure their confidence and affection. He, on his part, valued their friendship more than any victory that could be won in the political game. That was the standard by which he always asked to be judged."

NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

IT is in Africa that the British race is now making the greatest advances. The North American continent, the Australian island-continent, the great peninsula of India, these and other parts of the world's choicest territory were won by the British energy and genius for administration of our ancestors. In the last years of the nineteenth century and in these early years of the twentieth century, it is in Africa that the old work of conquest and civilization is being done by the present representatives of the British race. Africa is, indeed, the last continent which offers a chance of either conquering or civilizing. The rest of the world has been taken and tamed by the European people. Africa is the last great unclaimed territory upon the globe.

IN those vast regions known as British East Africa, British Central Africa, Rhodesia and Uganda what a transformation has been wrought. Previous to the coming of the British the story is that of the explorer, the slave-hunter, the missionary, with all the familiar incidents of terrible privations, fights with natives, massacre of Christians, etc., etc. What do we find now?

Mr. Winston Churchill, Under Secretary of State for the Colonies in the Government of the late Sir Henry Campbell-Bannerman, and now President of the Board of Trade, recently came back from a trip over the Uganda Railway through British Central Africa and down the Nile. In a magazine article he tells of that wonderful forerunner in these lands of British civilization—the Uganda Railway.

"Short has been the life, many the vicissitudes, of the Uganda Railway. The adventurous enterprise of a Liberal Government, it was soon exposed, disowned, to the merciless criticism of its parents. Adopted as a cherished founding by the Conservative party, it almost perished from mismanagement in their hands. Nearly ten thousand pounds a mile were expended upon its construction; and so eager were all parties to be done with it and its expense that, instead of pursuing its proper and natural route across the plateau to the deep waters of Port Victoria, it fell by the way into the shallow gulf of Kavirondo, lucky to get so far. It is easy to censure, it is impossible not to criticise, the administrative mistakes and miscalculations which tarnished and nearly marred a brilliant

conception. But it is still more easy, as one traverses in forty-eight hours countries which ten years ago would have baffled the toilsome marches of many weeks, to underrate the difficulties in which unavoidable ignorance and astonishing conditions plunged the pioneers. The British art of 'muddling through' is here seen in one of its finest expositions. Through everything—through the forests, through the ravines, through troops of marauding lions, through famine, through war, through five years of excoriating Parliamentary debate, muddled and marched the railway; and here at last, in some more or less effective

fashion, is it arrived at its goal. Other nations project Central African railways as lightly and as easily as they lay down naval programmes; but here is a railway, like the British Fleet, 'in being'—not a paper plan or an airy dream, but an iron fact grinding along through the jungle and the plain, waking with its whistles the silences of the Nyanza, and startling the tribes out of their primordial nakedness with 'Americani' piece goods made in Lancashire.

And what a road it is. Everything is in apple-pie order. The track is smoothed and weeded and ballasted as if it were the London and North-Western. Every telegraph-post has its number; every mile, every hundred yards, every change of gradient has its mark; not in soft wood, to feed the white ant, but in hard, well-painted iron. Constant labor has steadily improved the grades and curves of the permanent way, and the train—one of those comfortable, practical Indian trains—rolls along as evenly as upon a European line.

Nor should it be supposed that this high standard of maintenance is not warranted by the present financial position of the line. The Uganda Railway is already doing what it was never

expected within any reasonable period to do. It is paying its way. It is beginning to yield a profit—albeit a small profit—upon its capital charge. Projected as a political railway to reach Uganda, to secure British predominance upon the Upper Nile, it has already achieved a commercial value. Instead of the annual deficits upon working expenses which were regularly anticipated by those most competent to judge, there is already a substantial profit of nearly eighty thousand pounds a year.

"Kilindini (or Mombasa) is the starting-point of this most



The Rt. Hon. Winston Churchill, M.P., President of the British Board of Trade, formerly Under Secretary for the Colonies, and who lately took a journey over the Uganda Railway and through British Central Africa.

romantic and most wonderful railway in the world. The two iron streaks of rail that wind away among the hills and foliage of Mombasa Island do not break their smooth monotony until, after piercing Equatorial forests, stretching across immense prairies, and climbing almost to the level of the European snow-line, they pause—and that only for a time—upon the edges of the Great Lake. And thus is made a sure, swift road along which the white man and all that he brings with him, for good or ill, may penetrate into the heart of Africa as easily and safely as he may travel from London to Vienna."

And what a country it runs through. Lions and other big game can still be seen and shot from the railway carriage.

"Many are quite close to the line. With field-glasses one can see that it is the same everywhere, and can distinguish long files of black wilde-beeste and herds of red kongoni—the hartebeeste of South Africa—and wild ostriches walking sedately in

twos and threes, and every kind of small deer and gazelle. The zebras come close enough for their stripes to be admired with the naked eye. We have arrived at Simba, 'The Place of Lions,' and there is no reason why the passengers should not see one, or even half-a-dozen, stalking across the plain, respectfully observed by lesser beasts. Indeed, in the early days it was the custom to stop and sally out upon the royal vermin whenever met with and many the lion that has been carried back to the tender in triumph before the guard, or driver, or anyone else could think of time-tables or the block system, or the other inconvenient restrictions of a regular service. Farther up the line, in the twilight of the evening, we saw, not a hundred yards away, a dozen giraffes lolloping off among scattered trees, and at Nakuru six yellow lions walked in leisurely mood across the rails in broad daylight." Over this wonderful line will flow the increasing trade of most of Central Africa.



A view of one of the streets in the residential quarter of Calgary, Alberta.

NOTES OF THE WEST

THERE has recently been received in Canada a copy of the official address of Mr. John Ashworth, delivered at the general meeting of the Geological and Mining Society of Manchester, Eng. Mr. Ashworth visited the Canadian West last year, and in speaking of that part of the Dominion Mr. Ashworth says that Manitoba and the North-West Provinces, though primarily the "granary" of the Empire, are found to be "not bereft of mineral wealth, as they are underlain by rich stores of lignite. In Alberta there are enormous deposits of lignitic coal. The principal developments of anthracitic and bituminous coals have been made in the neighborhood of Banff, Frank and Coleman, and to a similar extent between Calgary and Edmonton." Reference is also made to considerable deposits of iron ore in Alberta, a deposit of ore containing 5 per cent of manganese; in Southern Saskatchewan, to natural gas found in many places, the principal supply at present being found at Medicine Hat.

British Columbia; "the backbone of Canada," as the Pennine range is of England, is held to be by far the most important part of Canada as regards mining. "Last year showed a production valued at about £5,000,000. The annual output during the last ten years has been more than doubled."

In concluding his address Mr. Ashworth said: "The principal object of my address is to endeavor to bring before your notice something of the im-

mensity of the value of our Canadian possessions, with a view to impressing upon you the importance of the direct investment of British capital in Canada, instead of through the New York and other stock exchanges as at the present time; for the danger is that Americans will secure the command, through capital, of Canadian mining and other undertakings. If this country is to have and to keep the controlling power, it is essential that she should hold the purse strings."

A feature of the coming Winnipeg exhibition, July 11-17, will undoubtedly be the light agricultural motor competition and exhibition.

This phase of the exhibition will be particularly attractive to the western farmer and as such a feature was so considered by the exhibition management and resulted in the offer of a gold, a silver and a bronze medal for competition by the manufacturers of light farm motors throughout the world.

The advantage of such a competition to the manufacturer himself as well as to the western Canadian interested in modern farm machinery and confronted at every turn with the labor problem is evident and already celebrated manufacturers of light motor machinery throughout Great Britain and the United States have signified their intention to be represented at the competition.

In the competition in plowing, discing, harrowing, etc., there will be allotted each two acres, a certain amount of coal, water, etc., and a public test

will be afforded the western Canadian world of the progress of modern, labor-saving, farm motors, as well as of the respective merits of the competitors.

Details of the third summer camp of the Alpine Club of Canada have now gone forth to the wide and widening circle of the Canadian Alpinists. The camp is to be pitched on the actual summit of the famous Rogers Pass, 4,351 feet above sea level, about half a mile west of the Rogers Pass station on the Canadian Pacific Railway.

From Tuesday, July 7, to Tuesday, July 15, the camp is to be open and members will be permitted to arrive by the afternoon train, July 6. Those members, or prospective members, to whom the luxury of tent life does not appeal, will be able to make Glacier House, two and a half miles to the south, their headquarters. The camp authorities will provide for the transportation of baggage from and to Rogers Pass station, but they will not provide this accommodation in the case of Glacier House.

Provision will be made for 200 campers, applications being registered in the order received. All members belonging to honorary, active, associate or graduating grades may make application. The same applies to duly accredited representatives of literary and scientific societies, the leading daily papers and magazines and also to professional photographers, all of whom will be given the same rates as active members.

Mr. Alexander Henderson, well-known as the discoverer of the Yukon, was in Vancouver recently where he discussed affairs in the famous gold-fields of the Far North. He is hopeful of this season's gold output. The Guggenheims will operate five dredges and will probably commence hydraulic mining during the summer. There has been great activity by the various individual owners along half-a-dozen creeks. Alex. McDonald, king of the Klondike, anticipates a satisfactory clean-up on Clear Creek.

Mr. Henderson says there is very little doing in the copper belt in White Horse district owing to the low price of copper. These conditions, however, are regarded as only temporary. The construction of a branch of the White Pass and Yukon road to various properties is now in progress. Cheap transportation will be a great factor in the exploitation of these deposits. The Dominion Government will start work shortly on the erection of wireless stations at Prince Rupert on the mainland, and at Jersey Moresby Island and Lawn Hill, 14 miles northwest of Skidegate, Graham Island.

Chief Pie-a-Pot, the well-known Indian chief, who was a troublesome character during the North-West Rebellion of 1885, and who took sides with Riel at that time, died on his reserve at Fort Qu'Appelle, recently.

Chief Pie-a-Pot had probably been a greater source of trouble to the Indian Department than any other Indian in the North-West. His reservation at the time of the rebellion of 1885, and to which he withdrew his people in 1882, was in the vicinity of Indian Head. His band numbered at that time 562 souls, but they suffered much since they came under the treaty, 45 dying in ten months in 1883, no births occurring during that time, and the rations list for 1884 was for 370 persons. The band made little progress in agricultural pursuits, war being far more to their liking. The trouble with Pie-a-pot extended over a considerable number of years. He and his tribe followed the buffalo south, and for some years he and his people loafed around Fort Walsh, utterly refusing to return to the reservation offered him. The band fared badly at Fort Walsh, not being able to obtain food, and in Au-

gust, 1882, they went to Fort Qu'Appelle and demanded it. The chiefs of the district, with 600 followers, assembled to meet him, and for a time things looked serious, but the Indian agent was firm and would neither feed nor pay a cent of subsidy to the Indians of Pie-a-pot's band further than a supply of six days, to enable them to rest. Pie-a-Pot, at last, in the face of threats and privations, started for Indian Head, dallied three days irresolutely on the road, finally reached his reservation, submitted to the Government, and was given the food he required to feed the women and children. He was the same chief with whom Mr. Dewdney, the Lieutenant-Governor, got into serious difficulty regarding a spring cart, which he promised Pie-a-Pot, and

ing torrent into which the usually placid stream had developed, bursting through its banks and flooding the lowlands for miles around.

After the waters had subsided they returned to their farms, but what a scene of desolation met their eyes! Their barns and other buildings had been swept away, the live stock had all disappeared, their stores and granaries were devastated—in fact all that remained was the land itself and many a poor family, together with the subjects of this sketch, had to start all over again.

No crop could be grown that year in the settlement owing to the sodden condition of the soil and much trial and suffering were undergone in consequence, but Mr. and Mrs. Wildes weathered the storm and continued to live on the Red River holding till 1870, when they removed to Poplar Point and took up a homestead, on which they remained till the death of Mr. Wildes in 1873.

After disposing of the farm and effects the widow and her four children went west to the Westbourne district finally coming to Portage la Prairie in 1878 to pass the evening of her life under the comfortable conditions to which her

years of toil had so justly entitled her.

William Beech, who lately arrived at Winnipeg from Fort Churchill, Hudson Bay, has been deeply interested in the resources of the Bay as a fishing ground. He thinks that, as the fish are exceptionally fine, a large trade will some day be established. Among the samples brought down from the north are two very fine rainbow trout, which are said to be the finest fish that swim. Chapters have been written about these beautiful and tasty fish by Stewart Edward White and other sportsmen and trappers. Mr. Beech says that the waters are full of them and that tons could be exported annually without depleting the waters. The two fish brought down with great difficulty would weigh about 15 pounds each and Mr. Beech says that there are many larger to be had. The color is the most striking feature as it is a deep golden red, almost the color of a gold piece and just as shiny. There have not been many specimens of this fish seen in Winnipeg and these are the only two that have been brought in from the Bay in recent years.



A country road near Edmonton, Alberta.

then did not give it to him, provoking the Indian to most immoderate expressions of disgust. Although Pie-a-Pot gave the Government trouble, it cannot be said that there was anything of the fiend in his composition.

One of the "pioneers of the pioneers" of the Canadian West is an old lady, Mrs. George Wildes, now living on the outskirts of Portage la Prairie. Her maiden name was Elizabeth Johnston and she was born on July 15th, 1818, near Kirkwall, Orkney Islands, north of Scotland. In 1848 she came to Rupert's Land in the sailing vessel "Prince of Wales," landing at York Factory, on Hudson's Bay, and then journeying by York boats south to the Red River. Five years later she married and with her husband settled down on a small agricultural holding on the river bank north of Fort Garry and successfully conducted farming operations until the great flood in 1856 when they, in common with all the dwellers on the Assiniboine and Red rivers had to hurriedly remove to Stony Mountain in order to avoid being carried away by the rush-



The Hudson's Bay Company's steamer "Wrigley" at the confluence of the Mackenzie and the Laird Rivers.

ABOUT WOMEN

IN such a movement as that having for its goal the securing of playgrounds for the children of the cities, it seems only natural to find women not only taking the lead but actually carrying on the greater part of the work. "The child's best friend," says the familiar old song, "is his mother," and taken collectively the children's best friends are the women of the community in which they live. By securing for the boys and girls of the crowded quarters of our cities ample and safe playgrounds, the women's organizations have added one more good work to their long list of worthy achievements.

Perhaps it is true that no boy or girl has lived a full life who was not brought up in the country, or who at least has not spent long holidays there. The green fields and wooded hills seem the children's natural playgrounds, but thousands of our city children can never reach them, and the best that can be done for them is to take them out of the streets and give them grounds where they can romp and run in safety and find pleasure in exercise so essential to health, especially in the case of the young.

WITH large results

the cause of children's playgrounds has been taken up by the Women's Canadian Club of Montreal, and no doubt in order to encourage the ladies in this work the cause was made the subject of an address recently delivered before the Club by Mrs. Humphrey Ward, the well-known English novelist. Mrs. Ward gave an account of similar work that is being carried on in London, Eng. It was started in 1897 and has grown until there are now thirteen such playgrounds there, at which there is a weekly attendance of fully twenty thousand children. There were not only, she said, the children of neglectful parents to be considered, but also the case of children of respectable parents afraid of their boys

and girls being contaminated by street influences. The use of many of the playgrounds of the public schools had been obtained and the active sympathy of the teachers had been enlisted in the work.

At the conclusion of Mrs. Ward's address a vote of thanks was presented to her on motion of the Rev. Dr. Barclay, one of the leading clergymen of the city and a member of the Board of Protestant School Commissioners. Lady Drummond presided at the meeting.

MRS. HUMPHREY WARD, whose recent visit was the first she has paid to Canada, is the niece of Matthew Arnold, the poet-critic, and of Sir Edwin Arnold, the author of "The Light of Asia."

Her father was the second son of the Rev. Dr. Arnold, "who leavened Rugby by his manly piety;" thus the strain of deeply religious feeling in her work is a natural inheritance and at least a leaning toward things literary was to be foretold. But it was not the writing of fiction that first attracted Mrs. Ward as an intellectual girl. She had become greatly interested in the study of Spanish history and literature, and her first literary

work was some articles on Spanish kings and bishops for a dictionary of Christian biography. It was not until some years after her marriage that she published her first story, a child's tale called "Milly and Olly," in 1881. Then "Miss Bretherton" was published in 1886, and in 1888 came "Robert Elsmere," which was the occasion of Mrs. Ward's "awaking and finding herself famous." Mrs. Ward lives in a quiet-looking corner house in Grosvenor Square, which, however, is a very fashionable street, indeed, and looks into the gardens of Buckingham Palace itself. This quiet-looking corner house, enriched with treasures of time and travel, is not the only home of the novelist. There is a charming



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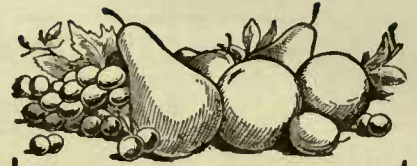
THE courage and persistence of the women of Great Britain, coupled with thorough organization, have, after much hard work and in spite of numerous rebuffs, taken the cause of women's franchise out of the realm of academic fads and given it a place in the field of practical politics. The present Liberal government, strong as it is by reason of its unprecedented parliamentary majority, have felt in the country the opposition of the "suffragettes," and in the recent bye-elections have suffered somewhat from it. Politicians, as a rule, are influenced first more by fear than by a desire to do the right thing, simply because it is right, without regard to consequences. The new movement has become sufficiently strong to inspire some fear, and Premier Asquith has promised that when the bill is brought down reforming and enlarging the electoral franchise of men, the Government would not oppose an amendment extending the franchise to certain classes of women. But this does not satisfy Miss Pankhurst, the leader of the suffragists, who has declared that "Nothing short of a definite pledge of action at this session will satisfy us. Lacking this we shall go on beating the Liberal candidates at the bye-elections and on June 24th we shall march such an army of women suffragists into Hyde Park, London, as neither this nor any other country has ever seen. If after this the Government remains obdurate our campaign will become increasingly militant until we get what we want."

THE movement has invaded Canada, a club to promote the enfranchisement of women having recently been organized in Ottawa. It has already found a parliamentary supporter in Mr. Ralph Smith, member of the House of Commons for Nanaimo, B.C., who has promised to introduce next session a resolution in favor of the parliamentary franchise being given to women. It has been pointed out that as provincial voters' lists are used for federal elections, the women should appeal to the Provincial Legislatures.

YOUNG MEN

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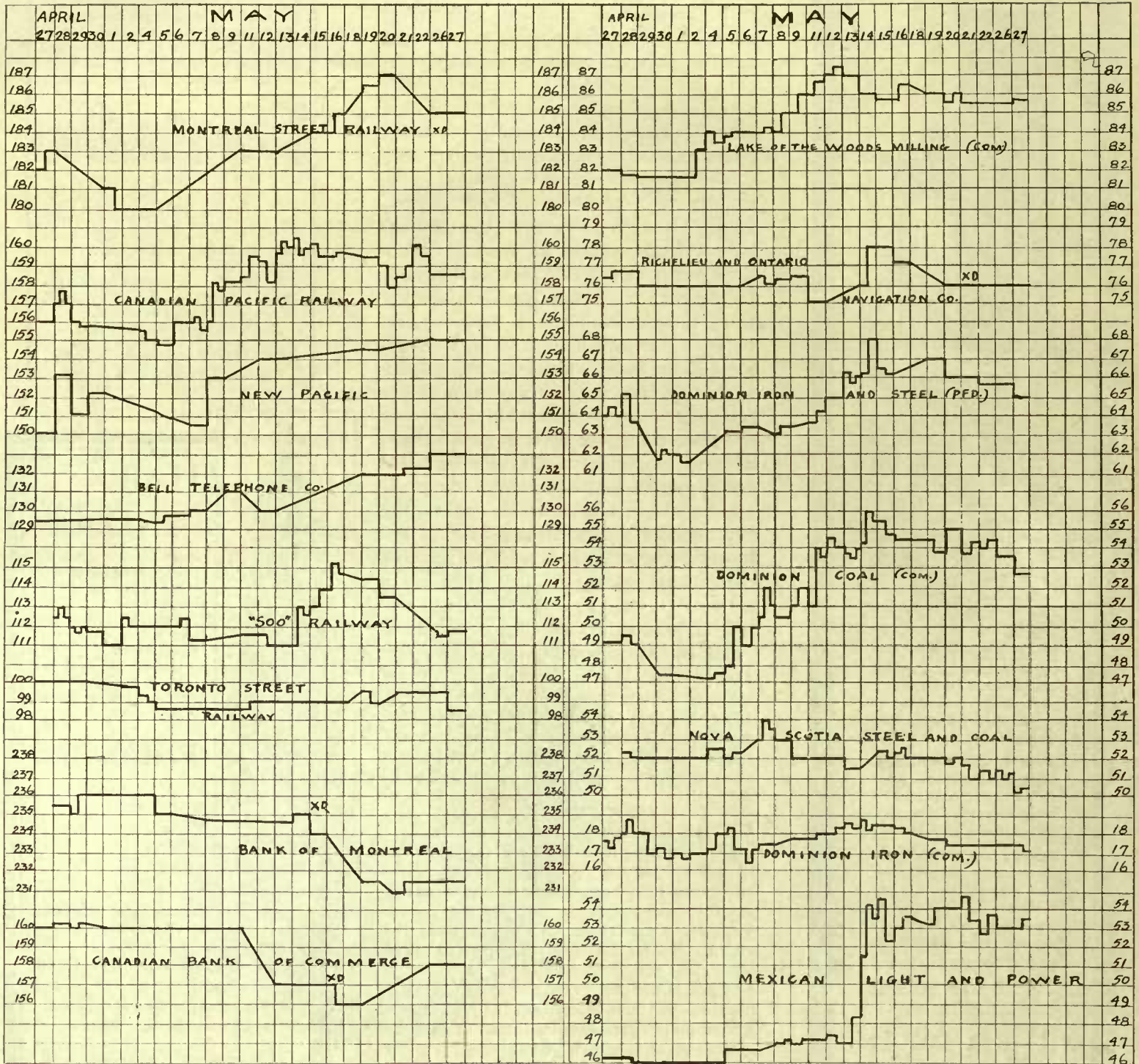
Canadian Sonnets and Songs.

THE Hunter Rose Company of Toronto will publish in the month of June a little book of verses by James I. Haverson, a Toronto newspaperman, under the title of "Sour Sonnets of a Sorehead, and Other Songs of the Street." The book is profusely illustrated by Fergus Kyle, artist, of Toronto. The verse deals in a humorous strain with the everyday life of the cities as lived by those who make the pavement their workshop or office. It will be printed in two colors with page decorations.

THE TREND OF THE MARKETS

DURING MAY

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

During May the Canadian stock markets proved pretty much impervious to the influence of the very strong rise seen in New York. Though that rise is apparently distrusted by certain conservative parties, who suspect manipulation, it is probably in large part a result of the extraordinary activities of a too-confident "bear party" during and after the United States panic. They were able, as everybody saw, to push prices down to extremely low levels, but evidently it has not been possible for them to cover their contracts without producing a series of rises which furnish a fairly accurate counterpart to the series of declines caused some time ago by their sales. Naturally those operators who wish to see higher prices have not been slow to take advantage of the situation.

In Canada the bears were either too wise or too timid to push the market into so great a decline; and their party now escapes the punishment that is falling upon their confreres in the States. In short, Canadian stocks did not decline so severely in the panic; they do not, therefore, rally so sharply now that it is believed that the effects are gradually passing away.

C. P. R. and Steel-Coal
Canadian Pacific has scored a further rise notwithstanding the continuation of unfavorable traffic reports. The market has doubtless made up its mind in agreement with what Sir Thomas Shaughnessy said in London the other day, namely, that decreases in earnings are to be expected for some months yet.

In the meantime the dividend is regarded as being in no danger of reduction. Before the margin approaches exhaustion there is a good chance that the haulage of the present year's crops will turn the tide so that the substantial weekly increases, so long the rule, will again be seen.

With regard to the Steel-Coal situation, though the negotiations are apparently broken off, the market has not yet given up hopes of a settlement. The movement of the securities gives some color to the statement recently made by a leading Toronto financial paper that the Steel Co. would agree to pay a higher price for coal and get perhaps \$2,000,000 as damages. If that turned out correct it is Dominion Steel preferred and Dominion Coal common that might be expected to rise. That is exactly what happened. The foundation for the movement evidently is that a settlement on that basis would open the question of a payment of the accumulated back dividends on Steel preferred, and enable the Coal Company to earn good profits in the future.

Power and Flour Companies
Montreal Power has not shown much evidence of weakness over the competition with which it is threatened since the City Council concluded its agreement with the Robert syndicate. Future developments in regard to electric light and power in Montreal will be watched with great interest.

"Soo" common appears to have found its level after the wide fluctuations that preceded and followed the recent dividend increase. During the

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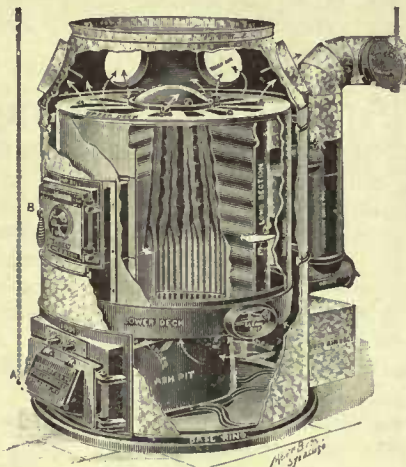
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month the net change in the quotations has been inconsiderable.

Probably the season is not opportune for movements in the two big milling companies stocks. They are both engaged in cleaning up what is left of last year's crop. A little later, when it is more clearly seen what the outcome of the Western wheat crop of 1908 will be, there will be more of an opening for speculation in these shares. It would not be surprising if the poor crop of 1907 had an unfavorable effect on their profits for the fiscal year to end 31st August.

The bank statement The Bank of Montreal reports results for the half year ended 30th April, 1908. Profits are slightly less than for the corresponding six months of the previous year. Following is the comparison for a few years back.

Half year ended April, 1908.....	\$923,560
" " " 1907.....	982,858
" " " 1906.....	840,562
" " " 1905.....	781,960

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An Indian Greeting.

TELLING about the Indians of the Pacific coast as he found them in 1846, Mr. Paul Kane, the Canadian artist, tried to give an idea of their language as he found it at that time. The example which he quotes would have delighted Max Muller.

"I would willingly give a specimen of the barbarous language of this people, were it possible to represent by any combination of our alphabet the horrible, harsh, spluttering sounds which proceed from their throats, apparently unguided either by the tongue or lip," says Mr. Kane. "It is so difficult to acquire a mastery of their language that none have been able to attain it except those who have been born among them.

"They have, however, by their intercourse with the English and French traders, succeeded in amalgamating, after a fashion, some words of each of these tongues with their own, and in forming a sort of *patois*, barbarous enough certainly, but still sufficient to enable them to communicate with the traders.

"This *patois* I was enabled after some short time to acquire, and could converse with most of the chiefs with tolerable ease.

"Their common salutation is *Clak-hoh-ah-yah*, originating, as I believe, in their ancestors having heard, in the early days of the fur trade, a gentleman named Clark frequently addressed by his friends, 'Clark, how are you?'

"This salutation is now applied to every white man, for their own language affords no appropriate expression."

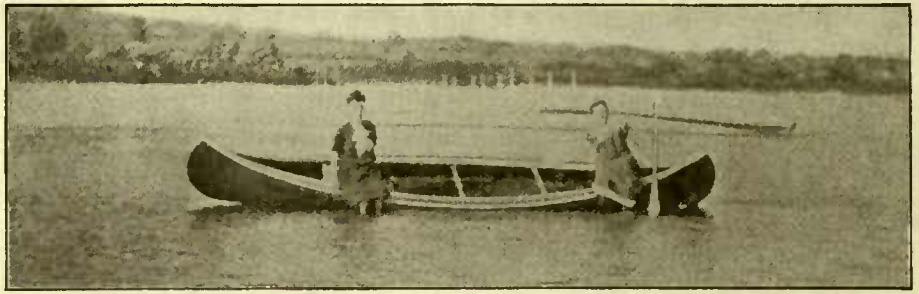
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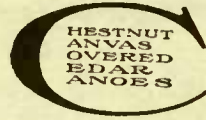


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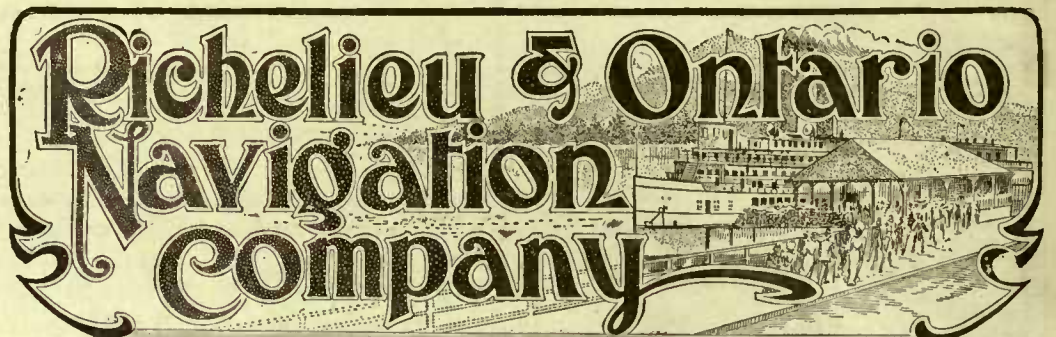


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The Gosbeak's Song.

THE great naturalist Audubon paid this enthusiastic tribute to the song of the gosbeak. The incident of which he writes occurred while tramping through the forest on one of his tours of nature study. He writes: "Being little acquainted with that part of the country, I resolved to camp where I was. The evening was calm and beautiful, the sky sparkled with stars, which were reflected by the waters, and the deep shade of the rocks and trees on the opposite shore fell on the bosom of the stream, while gently from afar came on the ear the muttering sound of the cataract. My little fire was soon lighted under a rock, and, spreading out my scanty stock of provisions, I reclined on my grassy couch. As I looked around on the fading features of the beautiful landscape, my heart turned towards my distant home, where my friends were doubtless wishing me, as I wished them, a happy night and peaceful slumbers. Then were heard the barkings of the watchdog, and I tapped my faithful companion to prevent his answering them. The thoughts of my worldly mission then came over my mind, and having thanked the Creator of all for His never-failing mercy, I closed my eyes, and was passing away into the world of dreaming existence, when suddenly there burst on my soul the serenade of the rose-breasted bird, so rich, so mellow, so loud in the stillness of the night, that sleep fled from my eyelids. Never did I enjoy music more; it thrilled through my heart, and surrounded me with an atmosphere of bliss. One might easily have imagined that even the owl, charmed by such delightful music, remained reverently, silent. Long after the sounds ceased did I enjoy them, and when all had again become still, I stretched out my wearied limbs, and gave myself up to the luxury of repose.

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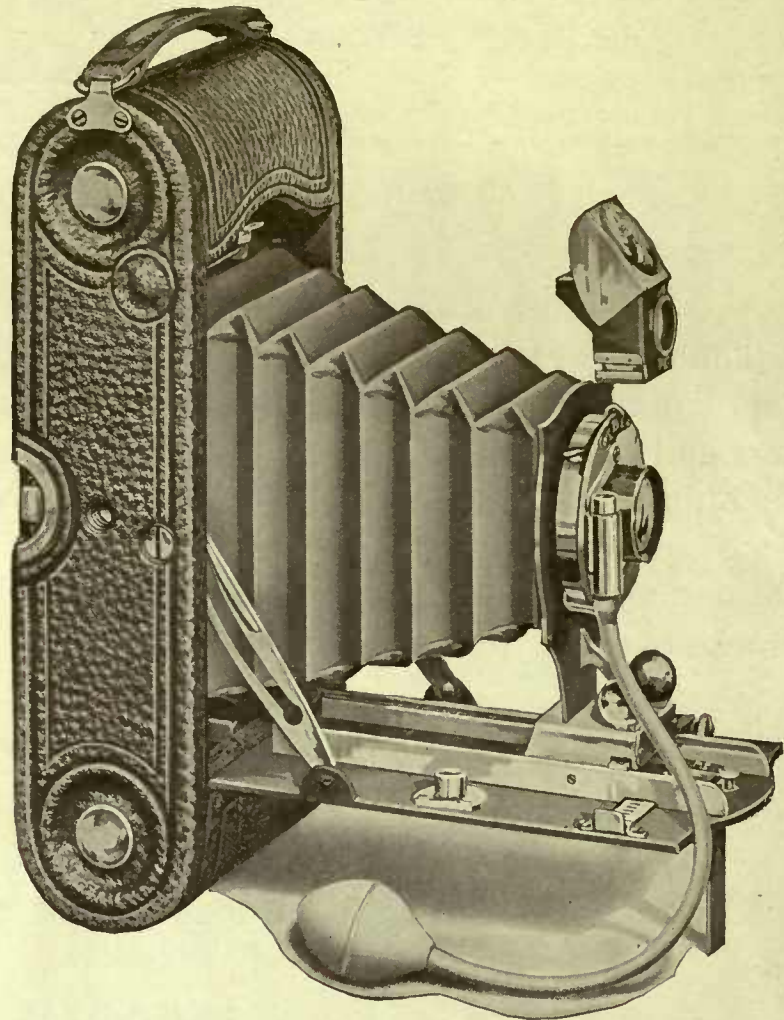
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The Children's Song

[May be sung to the tune of "Sun of my Soul," etc.]

Land of our Birth, we pledge to thee
Our love and toil in the years to be;
When we are grown and take our place,
As men and women with our race.

Father in Heaven who lovest all,
Oh help Thy children when they call;
That they may build from age to age,
An undefiled heritage.

Teach us to bear the yoke in youth,
With steadfastness and careful truth;
That, in our time, Thy Grace may give
The Truth whereby the Nations live.

Teach us to rule ourselves always,
Controlled and cleanly night and day;
That we may bring, if need arise,
No maimed or worthless sacrifice.

Teach us to look in all our ends,
On Thee for judge, and not our friends;
That we, with Thee, may walk uncowed
By fear or favour of the crowd.

Teach us the Strength that cannot seek,
By deed or thought, to hurt the weak;
That, under Thee, we may possess
Man's strength to comfort man's distress.

Teach us delight in simple things,
And mirth that has no bitter springs;
Forgiveness free of evil done,
And love to all men 'neath the sun!

Land of our Birth, our Faith, our Pride,
For whose dear sake our fathers died;
Oh Motherland, we pledge to thee,
Head, heart and hand through years to be.

Rudyard Kipling.

Dr. G. R. Parkin

IT is twenty years since Dr. Parkin was selected as commissioner to Canada and Australia to arouse public sentiment in favor of Imperial Federation, a mission for which he was by nature and talents eminently fitted. For years previous to his appointment to this exalted position, he had been an advocate with voice and pen of a more intimate union between the mother country and her dependencies. His intense energy and extraordinary capacity for work, his readiness as a writer and speaker, combined with a rare bonhomie, have ensured him an enthusiastic welcome in every portion of the Empire which he has visited, and where his name is now almost a household word on account of his speeches and writings.

During more recent years, his position as commissioner of the Rhodes Scholarship Trust has brought him in close touch with the schools and colleges of the English-speaking world, for which his previous training as a teacher, and a potent influence which he has always possessed in moulding the character of youth, has given him special qualifications.

No better illustration of Dr. Parkin's busy life can be given than the books on Canada and the Empire which he has written. These contributions are the output of a man intense and earnest in his convictions, quick to seize upon every salient point of a position or argument, and deriving his impressions from personal observation and contact with leading people throughout the Empire. His little book, "Round the Empire," has just been reprinted for the twentieth time, an evidence of the educative influence which it has exercised and continues to exercise.

A list of Dr. Parkin's works in the order of their publication, is here given, chiefly to show what a man almost constantly engaged in an engrossing public life may accomplish: "Round the Empire," "The Problem of National Unity," "The Great Dominion," Reprint of Articles written for the London *Times*, "Life of Edward Thring," Head Master of Uppingham, 2 vols.; "Life of Sir John A. Macdonald."



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In the Highlands of Ontario One hundred and forty-six miles north of Toronto, on the line of the Grand Trunk Railway, nestles Huntsville, a pretty little town nearly in the centre of what is known as the Huntsville and Lake of Bays District. The region in this locality is replete with natural beauty and loveliness, and comprises some of the most beautiful water stretches and picturesque landscapes, for which that vast portion of Northern Ontario is becoming so famous. One of the most charming parts of the "Lake of Bays" district is Norway Point, a popular haven for a colony of summer residents. This point has been chosen as the site for a new hotel which has been constructed this year. This new hotel has been named the "Wawa," the Indian word for the "Wild Goose." It contains 100 rooms. Besides the public baths that are found on each floor, there have been provided 22 private baths in connection with bedrooms *en suite*. Hot and cold running water in each bedroom. The hotel is electric lighted and a powerful searchlight has been placed on top of the dome of the hotel, which will cast its rays over lake, wood and island scenery during the evenings.



The "Wawa" Hotel, Norway Point, Lake of Bays.

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Highlands of Ontario

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The Wawa Hotel on Lake of Bays, one of the finest summer hotels in the Northern Resorts of Canada, is nearing completion, and work is under way on the new Highland Inn, situated overlooking Cache Lake at Algonquin Park station. The Highland Inn will be of the cottage type, cozy and comfortable in its appointments, all modern conveniences, colonial fireplaces in the dining and living-rooms, spacious piazza and most charming outlook over lake, mountain and virgin forests; in fact, all the comforts of civilization are transported into this virgin wilderness. Double daily mail service, telegraph and express facilities at this point, with excellent train service, will make this hotel unique and attractive for a restful sojourn so remote from the turmoil of the cities, but yet with all necessary facilities for communication with the outside world.

The Highland Inn is situated about 1,500 feet above sea-level, giving it by far the highest elevation of any summer hotel in Eastern Canada. A good boat livery and corps of guides will be maintained, and tourists who desire to make extended trips through the waterways of the Park will be outfitted and provided for in every respect without rendering it necessary to bring any baggage, excepting wearing apparel, according to length of sojourn. These new hotels will provide every comfort and facility for the enjoyment of guests, and the cost of accommodation will be so reasonable that it will not deter anyone of moderate means from patronizing them. In addition to this they will cater to tourist trade from Great Britain, where the Grand Trunk is organizing trips of parties and individuals for a lump sum of expense, including hotels, from the time tourists leave home until they return. Such trips need not occupy more than the average holiday, say one month, and will embrace the ocean trip, an opportunity of becoming acquainted with Canadians and Canadian affairs, and the entire cost will not exceed that of the usual summer holiday in Switzerland or other European resorts.

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of June**



is the month for the first trips to the holiday summer resorts of the Muskokas, the Laurentians from Montreal, Lake St. John, the Ocean Shore of Nova Scotia, Cape Breton Island, the Superior Divide, and the real North-West.

¶ Along each of the Six Railways of the Canadian Northern System there are almost unlimited opportunities for the manufacturer and business man, as well as for the summerer and holiday-maker.

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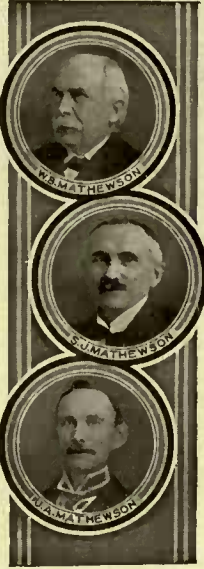
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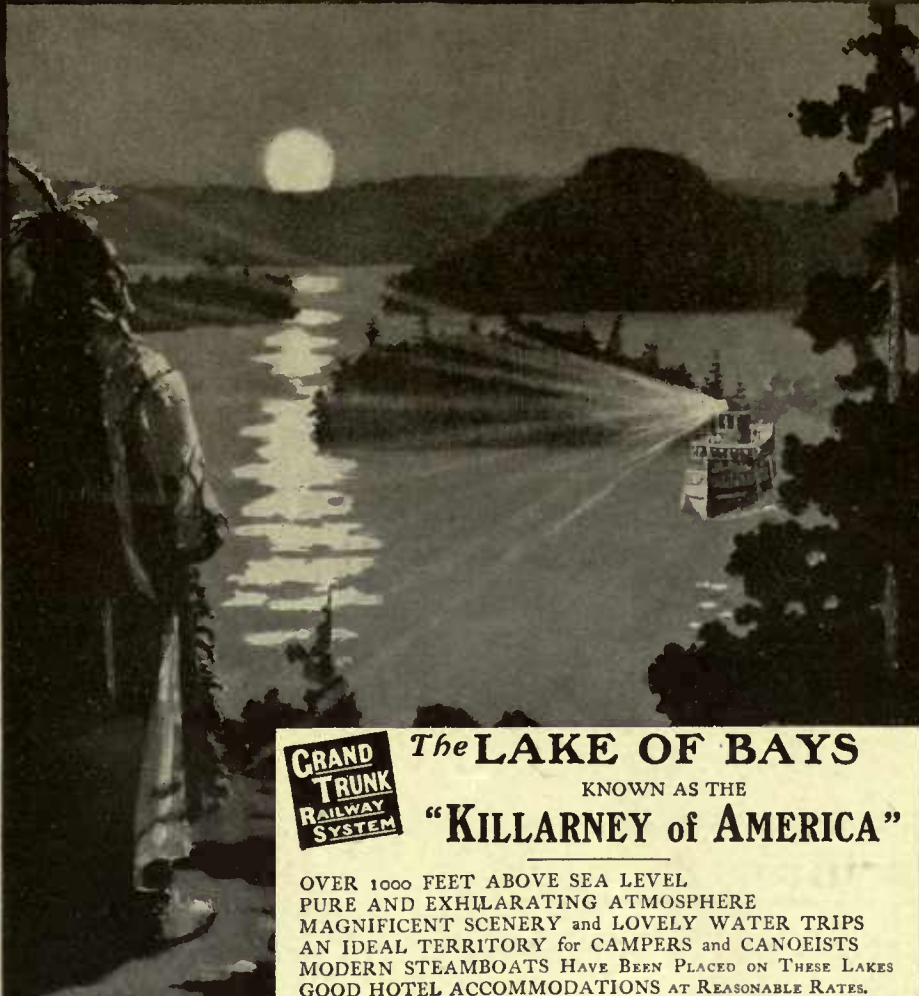



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MODERN STEAMBOATS HAVE BEEN PLACED ON THESE LAKES
GOOD HOTEL ACCOMMODATIONS AT REASONABLE RATES.

Write for handsome booklet which tells you all about it. Sent free on application to J. D. McDonald, Union Station, Toronto, or to J. Quinlan, Bonaventure Station, Montreal.

W. E. DAVIS
Passenger Traffic Manager
MONTREAL

G. T. BELL
Gen. Pass. and Tkt. Agent
MONTREAL

Quality in Printing
pays the manufacturer or merchant, it
Brings Business

No business man can afford to issue poorly printed advertising matter; it costs as much to distribute and goes to the waste-paper basket.

We have always made a specialty of
Result-bringing Printing

DESBARATS & CO.
Desbarats Building
23 Beaver Hall MONTREAL

Canadian Express Co.
Operating over the lines of the
Grand Trunk System
Canadian Government Lines
and other important
Rail and Water Routes

**General Forwarders of
Merchandise, Valuables, Etc.**

**Special Rates and Facilities
on business between
GREAT BRITAIN and CANADA**

Money Orders Issued
Payable at par everywhere.

General Offices, - - Montreal, Que.
JAS. BRYCE,
Vice-President and Manager.

**ELECTRIC
SIGNS**

Advertise you night and day. Without question the cheapest and most effective method of advertising to-day.

We have an excellent proposition to make to merchants in most Canadian cities to use electric signs.

Let us hear from you and we will send you circulars.

The Martel-Stewart Co., Ltd.
Montreal, Canada



What's in the box?

That
is the
question

COLGATE'S SHAVING STICK

Better than the soap you thought was best—not because it is in the original nickeled box, but because the soap itself is best at every point.

**It is easier to copy the Colgate box
than to match the Colgate quality**

A trial will prove conclusively that in its antiseptic and aseptic qualities, its firm, creamy lather, its generous size, and its refreshing effect on the face, Colgate's Shaving Stick is unequalled.

Send for Sample

Trial Stick in nickeled box (in green and gold carton) sent for 4 cts. in Stamps.

Colgate & Co., Dept. D., Coristine B'ldg, Montreal.



Will not smart or dry on the face
(The truth needs no quotation marks)

Other Colgate Comforts are: Colgate's Tale Powder (Violet or Cashmere Bouq.) Colgate's Dental Powder, Colgate's Vegetable Oil Soap Coleo; Trial package of any one sent for 4c. (Stamps). All four for 14c. (Stamps).