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20TH CENTURY CANADA

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FORESTRY



A HOMESTEAD



TWENTY YEARS AFTER

947.1
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INFORMATION AND ADVICE

CAN BE FREELY OBTAINED FROM THE FOLLOWING

W. W. CORY,
Deputy Minister of the Interior, OTTAWA, CANADA

W. D. SCOTT,
Superintendent of Immigration, OTTAWA, CANADA

J. OBED SMITH,
Commissioner of Immigration, WINNIPEG, MANITOBA

W. T. R. PRÉSTON,
11 and 12 Charing Cross, W. C.
Commissioner of Emigration, LONDON, ENGLAND

BELGIUM

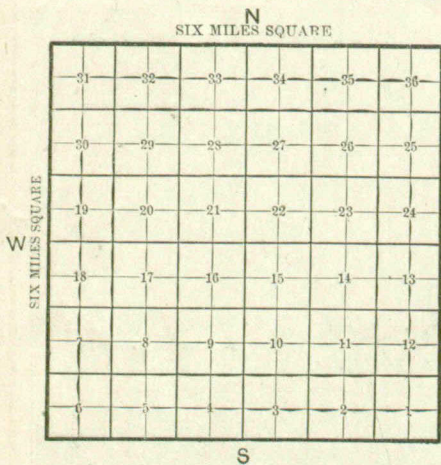
D. TREAU DE COELI,
Rue de Souci, ANVERS

FRANCE

PAUL WIALLARD,
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Western Canada Homestead Regulations

THE FOLLOWING IS A PLAN OF A TOWNSHIP



Each square contains 360 acres; each quarter section contains 90 acres.

A section contains 360 acres and forms one mile square.

Government Lands open for homestead (that is for free settlement).—Sections Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 26, 30, 32, 34, 36.

There are also Railway Lands for sale.—Section Nos. 1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.

Sections Nos. 1, 9, 13, 21, 25, 33, along the main line, to Winnipeg, to Moose Jaw, can be purchased from Canada Northwest Land Company.

School Sections.—Sections Nos. 11 and 29 are reserved by Government for school purposes.

Hudson's Bay Company's Land for sale.—Sections Nos. 8 and 26.

Any even numbered section of Dominion lands in Manitoba or the Northwest Territories, excepting 8 and 26, which has not been homesteaded, reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male who is over eighteen years of age, to the extent of one-quarter section of 90 acres, more or less.

ENTRY

Entry may be made personally at the local land office for the district in which the land to be taken is situated. A fee of \$10 is charged for an ordinary homestead entry.

HOMESTEAD DUTIES

Under the present law homestead duties must be performed in one of the following ways, namely:

(1) By at least six months residence upon and cultivation of the land in each year during the term of three years.

(2) If the father (or the mother, if the father is deceased) of any person who is eligible to make a homestead entry resides upon a farm in the vicinity of the land entered for by such a person as a homestead, the requirements of the law as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.

(3) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of the law as to residence may be satisfied by residence upon the said land.

APPLICATION FOR PATENT

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

INFORMATION

Newly arrived immigrants will receive at the immigration office in Winnipeg or at any Dominion lands office in Manitoba or the Northwest Territories, information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them; and full information respecting the land, timber, coal, and mineral laws, as well as respecting Dominion lands in the railway belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion lands agents in Manitoba or the Northwest Territories.

W. W. CORY,

Deputy Minister of the Interior.

N. B.—In addition to free grant lands, to which the regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.

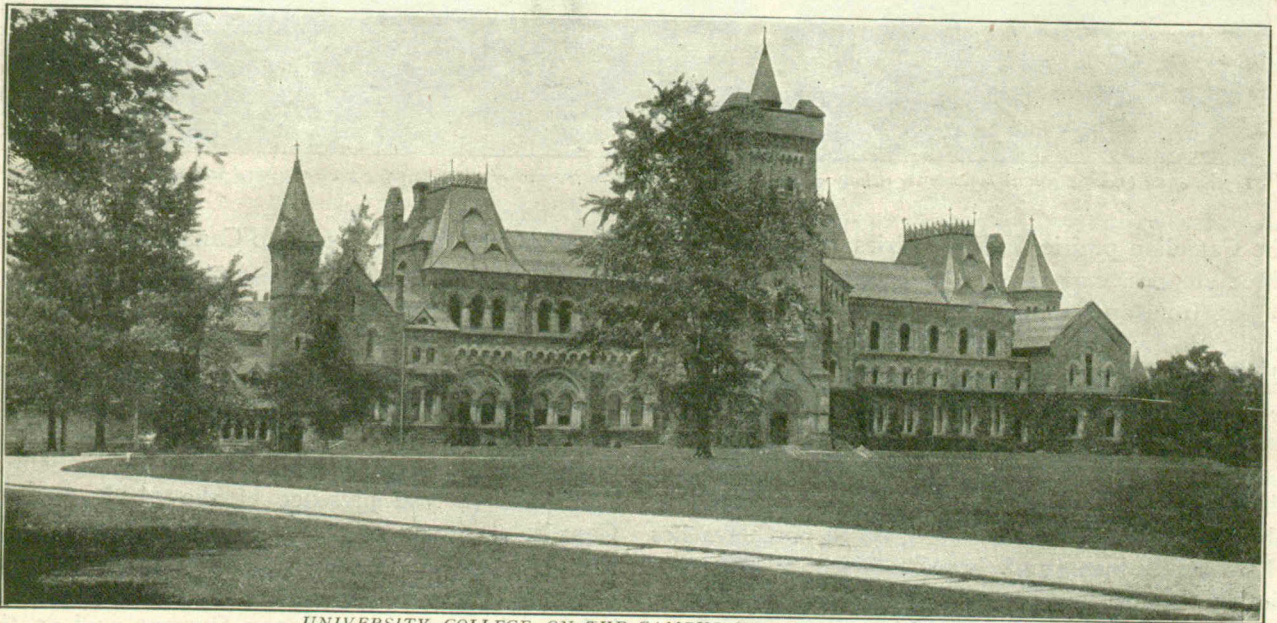
CANADA

Canada covers an area only a little smaller than the Continent of Europe, somewhat more than the United States and Alaska together. Of Canada's area of 3,729,665 square miles, 3,603,910 square miles is land and 125,755 square miles water.

Surface Features. The general slope of the surface is from west to east. The "backbone" of the continent, the Rocky Mountain System, extends along the west, its highest peaks from 15,000 to 19,000 feet above sea-level. The Appalachian System on the east has its northern outliers, extending for about 500 miles through the Maritime Provinces, but never attaining an elevation much above 3,000 feet. These two great mountain systems outline roughly two sides of a triangle, running close to and parallel with the converging eastern and western

shores, and, with its rugged, picturesque scenery, attracts tourists during the summer season.

The Laurentian Highlands, rarely attaining a height of 4,000 feet, extend southwest from Labrador, curve westward above the Great Lakes, and stretch far northward west of Hudson Bay. They are the denuded platform of one of the most ancient and extensive mountain systems, and are, from an agricultural view, an irredeemable wilderness, though having rich forest and mineral resources. Over them, and far to the south and west overland, swept the ice sheets of the glacial age, the results of which were the remodelling of the land and the creation of not only the Great Lakes but of a multitude of minor lakes and ponds. The surface of the highland region is a succession of rugged, weather-worn hills



UNIVERSITY COLLEGE, ON THE CAMPUS OF TORONTO UNIVERSITY.

The University of Toronto, which includes a number of affiliated schools, is one of the greater educational institutions of Canada. To the West of Queen's Park, in Toronto, is the campus of the University, among whose buildings the most striking in appearance is that of University College.

coasts of the continent. Within them may be traced a triangular Archæan formation, the oldest portion of North America. Within it is inclosed yet another divisional area, the shallow inland sea, called Hudson Bay, connecting with the Atlantic Ocean.

On a basis of surface configuration, the Dominion falls naturally into six distinct physical divisions, namely, the Arctic region, embracing the northern part of Canada; the Laurentian Plateau, containing intermontane valleys of large extent, and broken ranges north of the latitude of the Great Lakes; the Appalachian System, near the Gulf of St. Lawrence; the St. Lawrence Basin or region of the Great Lakes; the western prairies, rich with a soil pulverized by glacial action; and the Rocky Mountain belt.

Highland Areas. Labrador, washed by the Atlantic Ocean, maintains its fisheries on the eastern

and irregular basins, barren in the northwest but densely wooded south and east, the entire district abounding in lakes and streams, with many forested swamps and grassy marshes. Beyond the borders of the highland, broad and fertile plains alternate with the waters of the great lacustrine system that curves from Lake Ontario to Great Bear Lake. The Cordilleran region in the west includes the Rocky Mountains and the Coast ranges, together with the lesser ranges of British Columbia that lie between. The Cordillera is marked by high, rugged ranges possessing scenery of titanic grandeur.

The Plains. The vast region of the interior plains has for its boundaries the Arctic Ocean on the north, the Laurentian Plateau on the east, the forty-ninth parallel on the south, and the Rocky Mountains on the west. Below the North Saskatchewan River are



Typical of the beautiful pasture lands in the vicinity of Ottawa, Ontario. Here the exponent of mixed farming finds no quarrel with the high cost of living.

the Canadian prairies. The prairies are divided into three steppes, carrying the elevation, by successive slopes, from an average of 3,000 feet along the base of the Rocky Mountains to an average of 800 feet in the Winnipeg lake region.

Hydrography. The hydrography of Canada is of singular diversity. In the highlands between Lake Winnipeg and Lake Superior four great watersheds attain a common summit, about 1,000 feet above sea-level. The drainage to the north reaches Hudson Bay by way of the Albany River; that from the southern slopes ultimately finds its way to the Mississippi; to the west flow various streams into the Lake of the Woods and Lake Winnipeg, while the eastern slopes drain into Lake Superior. In the latter begins the St. Lawrence chain of lakes and rivers, draining an area of 530,000 square miles, pouring their gathered waters in one grand cataract over the Niagara precipice and, after a northeastward course of about 700 miles from Lake Ontario, finally expanding into the Gulf of St. Lawrence. Another chain of great lakes—Great Bear, Great Slave and Athabasca—borders the northwestern rim of the Laurentian Plateau, between which high land and the Rocky Mountains lies a basin of over 600,000 square miles, draining through the Mackenzie River into the Arctic Ocean. The territory in the extreme northwest is watered by the Yukon River, which flows through Alaska into Bering Sea, while the western slopes of the Rocky Mountains are drained chiefly by the Fraser River and its tributaries. The Laurentian

lakes, which belong in part to Canada, have a combined area of about 72,500 square miles.

Climate. The range of climatic conditions in Canada is as wide as the country's extent is vast. In the eastern forest section of the country the air is dry, bracing, and cooler than in the prairie and mountain regions of the South-central and Southwestern Provinces, while the cold of the northern districts is intensified by the presence of the Arctic current. Canadian climate is pre-eminently healthful and invigorating. As compared with that of Europe, except in the territory on or near the Pacific Coast influenced by the warm Japan Current, and on the Atlantic Shore by the Arctic Current, it is marked by longer and colder winters, with shorter, warmer, and drier summers. The temperature of the Pacific Coast is identical with that of the British Isles in the same latitude, and not only the Western but the Central Provinces profit by the effect of the mountains upon the prevailing air currents, filling the land with warmth and moisture from the Pacific Ocean.

Government and History. The Dominion of Canada is composed of nine Provinces, one Territory governed by a Commissioner, and the unorganized Northwest Territories. The Provinces of Quebec and Ontario embody what is known as Old Canada; Nova Scotia, New Brunswick and Prince Edward Island are called the Maritime Provinces; Manitoba, Alberta and Saskatchewan are known as the Prairie Provinces, and British Columbia as the Land of Promise on the Pacific.

In 1497, John Cabot, a Genoese by birth but an Englishman by residence, sailed from Bristol, England, westward along the untravelled northern route across the Atlantic and reached the American continent somewhere on the eastern coast of British America. In 1534, Jacques Cartier explored the St. Lawrence, and in the 17th century French colonies were planted in the Maritime Provinces and the St. Lawrence Valley. From these colonies as a centre French influence was extended over all the valleys of the Great Lakes. Newfoundland, however, remained a British Colony. Beaten in war, France surrendered Canada to Great Britain in 1763. Canada remained a group of English Dependencies until 1867, when the union of the leading colonies created the federated Dominion of Canada, which has later increased in extent.

Trade. The value of Canada's trade has gone up by leaps and bounds, the year 1913, which was spoken of as the high water mark since Confederation, showed a total trade of \$1,085,264,449; this has, however, been entirely overshadowed by the trade returns for the past two years, which show a return of \$1,129,744,725 for 1914 and for 1915 a total of \$1,120,253,771.

Resources and Commerce. Of all the vast resources of Canada, only the fisheries have been developed with anything approaching completeness, yet agriculture, horticulture, fruit growing, dairying and grazing, with millions of acres still untilled, constitute the most productive industries.

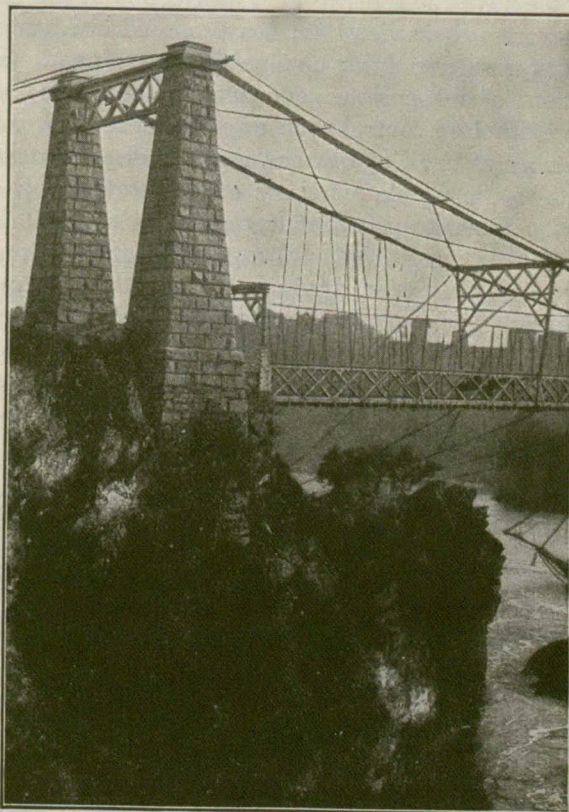
The forests of Canada are among the country's most valuable resources. Immense quantities of lumber and of wood pulp are annually exported to other countries. Next to the forests in value come the mines; gold, silver, copper, nickel, of which the Sudbury District in Ontario contains the most valuable productive deposits in the world, and coal, mined chiefly in the Provinces of Nova Scotia and British Columbia, are the most profitable. Oil, natural gas, iron and lead production is rapidly increasing, and from Canada is produced about 82 per cent. of the world's supply of asbestos.

Canada is, however, above all else an agricultural country, the broad acres of her prairies nurturing to perfection all the different grains, of which Wheat is King. Mixed farming is more and more becoming a factor even in what has always been termed the grain growing district. In the warm climate of Southern Ontario grapes, peaches, tomatoes and tobacco are grown in the open air. In the Eastern Townships of Quebec are to be found some of the finest farms in the world. Cattle raising is forging ahead and it has been found that the finest of sheep can be raised in the Maritime Provinces. Nova Scotia and British Columbia are see-sawing for first place in the production of apples, the exponents of both provinces claiming the honour.

To wheat, however, first place must be accorded; last year the production of this grain after threshing was 376,303,600 bushels; oats, 520,103,000; and barley 53,331,300 bushels; and of this the Prairies produced 342,948,000 bushels of wheat, 334,840,600 bushels of oats and 35,317,200 bushels of barley. It is this rich, productive land in the Prairie area that is being offered free by the Government of Canada to any man over 18 years of age who will agree to cultivate 160 acres.

A well-known writer, giving a bird's-eye view description of Canada, says of the prairies:

"After Ontario, you see beneath you the prairie itself, stretching illimitable like a sea of herbage. Three provinces divide the prairie between them. First comes MANITOBA,—the oldest of the three, though born but a generation back; the headquarters till then of the great Hudson Bay Company, which ruled the whole Northwest. Beyond Manitoba, SASKATCHEWAN, and beyond Saskatchewan, ALBERTA. Now, surely, you think, there is an end of all variety. Yes, if you only follow the railway line the land seems monotonous enough,—an almost level plain of grass, broken only by fields and homesteads of enterprising settlers who have discovered that beneath that thin cloak of grass lies soil of almost miraculous fertility. If, however, you cross these three provinces by a line a couple of hundred miles further north, you find the prairie no longer monotonous, but rich in all the beauty of a green undulating park, rich in the variety of copse and glade and river and brook and lake."



BELOW THE "REVERSIBLE FALLS," NEW BRUNSWICK.

Where the River St. John empties into an arm of the Bay of Fundy, it passes over a fall of rocks fifteen feet in height. This spot is the scene of a remarkable natural phenomenon, for when the Fundy tide rises with its height of twenty-five feet, not only do the falls disappear, but the intrush of waters gives the appearance of rapids turned in an upstream direction.

Form of Government. The Dominion of Canada is the largest, most important, and most valuable of Great Britain's possessions in the New World. It is a confederation of nine provinces and two territories. The duties of government are divided between the Dominion and the Provinces, though the law-making power is vested in the King of Great Britain or his representative, and the Dominion Parliament. Parliament, whose seat and administration buildings are at Ottawa, is composed of an Upper House, or Senate, appointed by the Government, and the Lower House, or Commons, elected by the people.

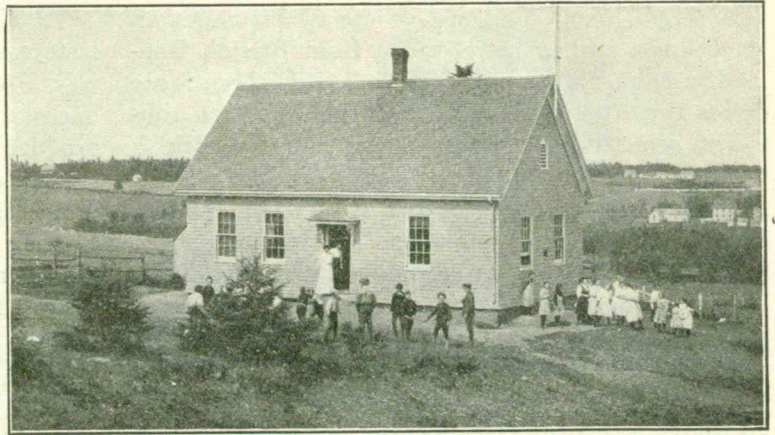
Manhood suffrage prevails in the elections for the House of Commons, though there are some slight property qualifications required by certain of the provincial legislatures.

The members of Parliament who compose the Cabinet, or Government, must have the support of a majority of the Commons, or elective branch, in order to hold power to administer the laws passed by Parliament.

The provincial governments have full control over local affairs, subject only to considerations which affect the welfare of the country as a whole. The people have the right to hold an election at any time to express their views as to a proposed alteration of policy resulting from change of government. This system of responsible government gives the people more absolute control than any other form, for every member of the Government is made directly responsible to the people for every administrative act.

The Dominion Parliament controls criminal law, the militia, post office, railways, indirect taxation by the tariff and excise, trade relations with other countries, and, in general, all matters of national interest.

The Dominion owns and controls the public lands in the three Central Provinces, Yukon and Northwest



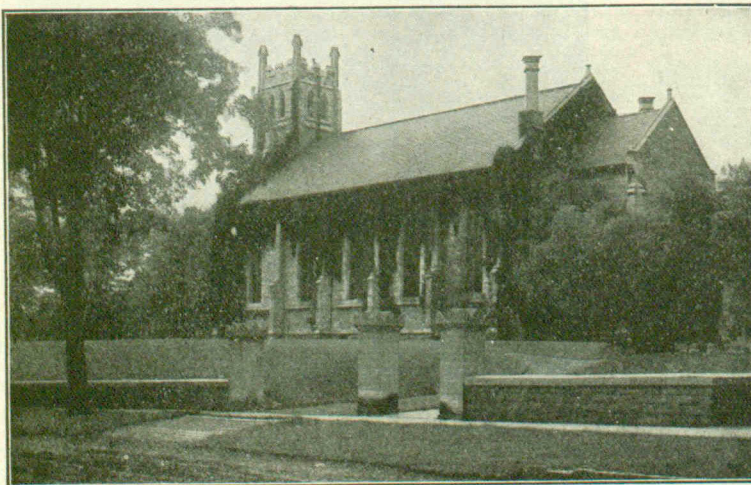
The above picture gives a fair illustration of the country schools throughout Canada. In many of the country districts consolidated schools are established and proving a great success.

Territories, and is now active in the work of promoting immigration to the many millions of acres of agricultural land as yet unoccupied and only awaiting development to secure rich returns from the soil. The Provinces of Ontario, Quebec, and British Columbia have vast areas of public lands which are administered by the governments of these Provinces. Prince Edward Island has no remaining public land, and the other Maritime Provinces very little.

Canada is remarkable for maintenance of order, respect for law and for the effectual safeguarding of life and property. Legislatures elected by the people govern the various provinces. They provide the civil law, administer both civil and criminal laws, plan for free primary and adequate higher education, also for municipal government, and levy taxes for their support. It is their right, but one seldom exercised, to charter and construct railways, and to forward in every way the interests of those under their jurisdiction.

Railways. Transportation is a most important and live problem in Canada, for its interprovincial traffic enormously exceeds its foreign, and on its railways depends the very existence of a large proportion of its people. The Dominion has an immense field of undeveloped resources, the products of vast areas being yet economically unavailable. Therefore, recognizing the possibility of abuse of power in the hands of railways engaged in opening up this El Dorado, the Canadian Government has established a Commission with full authority to adjust all disputes between the railways and the public, and to control all charges.

Nation-wide interest centres in the three great transcontinental systems—the Canadian Pacific, the Canadian Northern and the Grand Trunk System, with its important connection the National Transcontinental—operated in Ontario and Quebec



There is probably no place in the world where churches are so numerous in proportion to the population as in Ontario.

and the Maritime Provinces by the Federal Government.

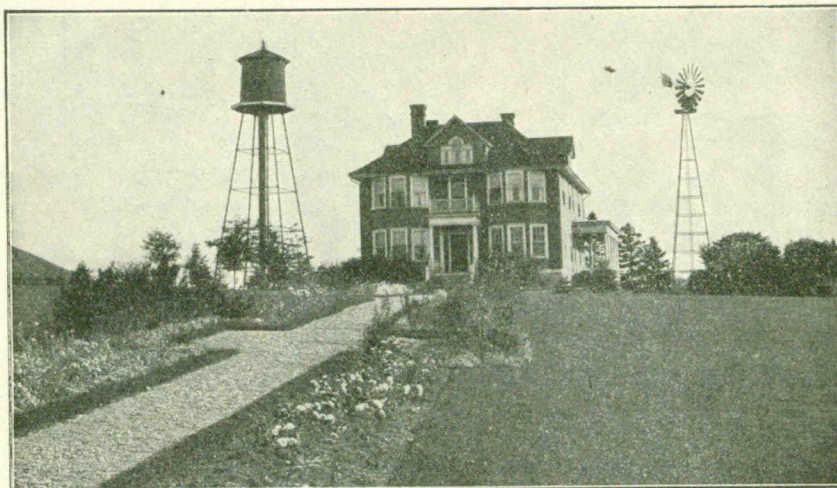
From Atlantic to Pacific there are frequent points of connection with the railways of the United States, and the Great Northern, which intersects the Northwestern states, has projected so many and such influential lines of communication into the Central and Western Provinces that it is entitled to consideration as a part of the transportation system of the Dominion. It affords a considerable impetus to competition, and the near future will witness wide extension of its lines now in operation.

The Intercolonial originally was built as a military road connecting the Maritime Provinces with Quebec and Ontario. It is owned by the Government of Canada, and its 1,489 miles of track bring St. John, Sydney, and Halifax into communication with Montreal, the largest city and the commercial centre of the Dominion.

The Canadian Pacific, with the exception of the Siberian Road, is the longest continuous railway line in the world controlled by one management. The total mileage of its main travel and commercial artery, together with its innumerable branches which send the life-awakening current of communication into otherwise isolated districts from one side of the continent to the other, amounts to about 12,000 miles.

With the completion of the Grand Trunk Pacific—the extension of the Grand Trunk system which provides a more northerly transcontinental service—a race for prestige and financial supremacy will be inaugurated between this railway and the Canadian Pacific. The Grand Trunk reaches the chief ports of the Maritime Provinces through its junction with the Intercolonial Road at Moncton, New Brunswick. From Eastern Canada, where, in the developed territory, the Grand Trunk has a greater mileage than any other railway, this system extends through the undeveloped portions of Quebec and Ontario, and the Central and Western Provinces to Prince Rupert on the western extremity of British Columbia. Its passage through the prosperous capitals of Manitoba, Saskatchewan, and Alberta insures a traffic from hitherto unavailable sources, ample to compensate for the difficulties and expense of construction. The Grand Trunk's Atlantic port in winter is Portland, Me., in the United States, but in summer vessels enter the St. Lawrence River and reach Montreal direct.

The existing Grand Trunk system has 5,049 miles in operation in Canada. The new Grand Trunk Pacific line from Winnipeg to Prince Rupert measures 3,758 miles. This does not include 8,000 miles of



On the Experimental Farm at Truro, N.S.

branch lines for the construction of which there was chartered in 1906 the Grand Trunk Branch Lines Co. When these contemplated lines are completed, the Grand Trunk system will have more than 14,000 miles of track, with only the merest fraction lying outside Canadian boundaries.

The main line of the Canadian Northern system is at present chiefly in Ontario, Manitoba, Saskatchewan and Alberta Provinces, extending from Port Arthur, at the head of Canadian navigation on Lake Superior, to Edmonton in Alberta. A western extension from Edmonton to Vancouver and an eastern extension from Port Arthur to Moncton are planned and under way, there being thus in contemplation a third Canadian Transcontinental Line. The Canadian Northern operates 7,943 miles of track. In Ontario, Quebec, and Nova Scotia the Company has short lines, and in the Central Provinces there are many branches running to the wheat-raising sections.

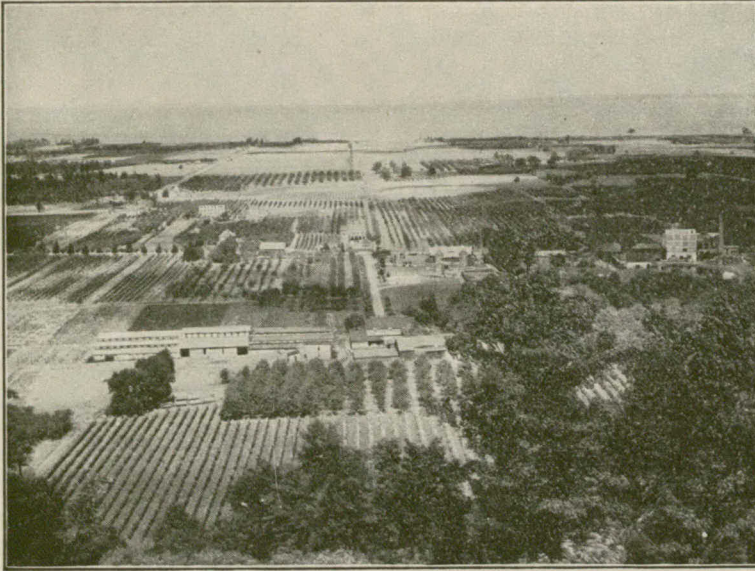
Resources and Opportunities. The United Kingdom is said to be the land of achievement, but Canada the land of opportunity. The truth of this statement is evidenced by the influx of residents of the Mother Country into Canada to take advantage of the Dominion Government's offer of free farms. The year 1912-13 saw upwards of 150,542 such removals, for the finest farming land in the world, producing the highest known grade of wheat, is to be found in the Central Provinces. These provinces have a healthful, invigorating climate, and a progressive Government's offer of easily cultivated wheat land accessible to railways, spells unparalleled opportunity, and is eagerly embraced by wide-awake agriculturists.

The forests of Canada are now the largest in extent in the world, and a correspondingly great source of wealth. The distribution of wooded areas is especially fortunate, inasmuch as the tracts least valuable for agriculture are occupied by a dense growth of trees. The manufacture of wood-pulp for paper-making has resulted in a marvellous development of this



**DOMINION OF CANADA
AND
NEWFOUNDLAND**

SCALE OF MILES
0 50 100 200 300 400
Copyright, 1915, by Poole Bros. Chicago.



Bird's eye view of the Niagara Fruit district, Ontario, where in a climate like that of Southern France, many kinds of fruit ripen to perfection.

department of the lumber industry in the Eastern portion of the country.

Canada's riches are not all visible on or above the soil. Underneath it she has vast stores of precious metals and minerals of colossal value which only await the coin of the capitalist and the persistent tap of the optimistic prospector's hammer and pick.

Since their discovery the gold fields of the Yukon have yielded more than \$160,000,000 worth of the precious metal. At Sudbury, Ontario, centres the world's production of nickel; the silver mines at Cobalt are scarcely less well known and valued, while Canada leads all other countries in the output of asbestos and corundum.

The beaver, representative of intelligent industry, on their national standard, fittingly emblemizes the Canadians' outstanding characteristic. Canada, a veritable treasure box stretching from sea to sea, but awaits the touch of the strong hand of a mighty people to lift its magic lid and pour broadcast its treasures for the upbuilding of a vast, influential nation.

MARITIME CANADA

The 51,597 square miles included in the Maritime Provinces, which comprise the Provinces of New Brunswick, Nova Scotia, and Prince Edward Island, must be multiplied seventy-two times to secure the area of the Dominion, yet this small, irregular, sea-girt strip of territory contains approximately one-eighth of the entire population of Canada. It occupies a position of the highest importance to the nation, for its harbours are the only Canadian winter ports on the Atlantic.

Its immense coast line and the high commercial value of its enormous catches of cod, lobster, and herring, make its inhabitants largely a seafaring people. The returns from its fisheries annually amount to over \$15,000,000, almost exactly half the

total for Canada. More than 50,000 men are engaged in fishing, not only for the three most important food fishes, but as well for halibut, mackerel, flounders, hake, haddock, alewives, pollock, swordfish, sardines, salmon, and oysters. A yearly bounty of \$160,000 is distributed among these men to encourage the building and equipping of boats for deep-sea fishing.

The earliest settlements in these provinces were made by the French, who named the country Acadia. At the present day the French language is almost exclusively used in Eastern Quebec and to a large extent in the Maritime Provinces, though in the eighteenth and nineteenth centuries emigration from the United States and Great Britain contributed a large English-speaking contingent.

The climate in winter is that of the Scandinavian Peninsula, the snowfall being exceedingly heavy. In summer the temperature is that of Northern England and Scotland, and agriculture is therefore an important industry, grain, apples, and potatoes being the chief crops. Fogs are prevalent, in certain sections and seasons. Dairying and horse-raising receive considerable attention, and lumbering is an important industry. This entire country was at one time covered with trees, and immense forests still remain, the lumber cut each year being valued at approximately \$12,000,000.

The Maritime Provinces are rich in minerals, coal mining having reached the greatest development. Almost 8 million tons of coal are yearly taken from the vast deposits, the value of which exceeds \$17,000,000. The coal is mined readily because of the proximity of the quarries to the sea, and large quantities of gold, gypsum, manganese, granite, and sandstone are also taken from the ground. In Nova Scotia there have been recent important discoveries of tungsten ores, and in this province also the iron and steel industries are highly remunerative.

The principal cities are Halifax and Sydney of Nova Scotia, St. John and Fredericton of New Brunswick, and Charlottetown, the capital of Prince Edward Island. Moncton, N. B., is a manufacturing centre, its importance hinging on the fact that it is the connecting link in the Grand Trunk Pacific and Intercolonial Railway systems.

The writer previously referred to, in his bird's-eye view description of Canada speaks of Nova Scotia fronting the Atlantic with a rocky rampart of defiance and defense. Climbing the hills, sloping upward from the coast to the interior there is the forest, and then descending, there is on the other side as fine a farming country as there is in the world. Over in the north-eastern part is a great island, Cape Breton, where lie

immense coal beds, while the centre of the island is a scenic paradise.

"A short and pleasant steamboat ride from the northern part of Nova Scotia lands you in another province, Prince Edward Island, the smallest province of the Dominion, and strikingly different from all the rest. 'The Garden of Canada' it is sometimes called, or 'The Million Acre Farm,'—cultivated from end to end.

"Landing again in Nova Scotia and travelling westward by the isthmus which joins Nova Scotia to the mainland, you are in the third of what are called the Maritime Provinces—New Brunswick. Here again there is all the variety wanted within the boundaries of a single province. Seaports and fishing villages dot the eastern coast, on the Gulf of St. Lawrence, and the southern coast, too, looking across the Bay of Fundy to Nova Scotia. In the interior, stretches a mighty forest where the lumberman plies his busy axe and the hunter tracks the lordly moose; and penetrating this forest in many directions are smiling valleys of rich land where the farmer lives in peace and plenty."

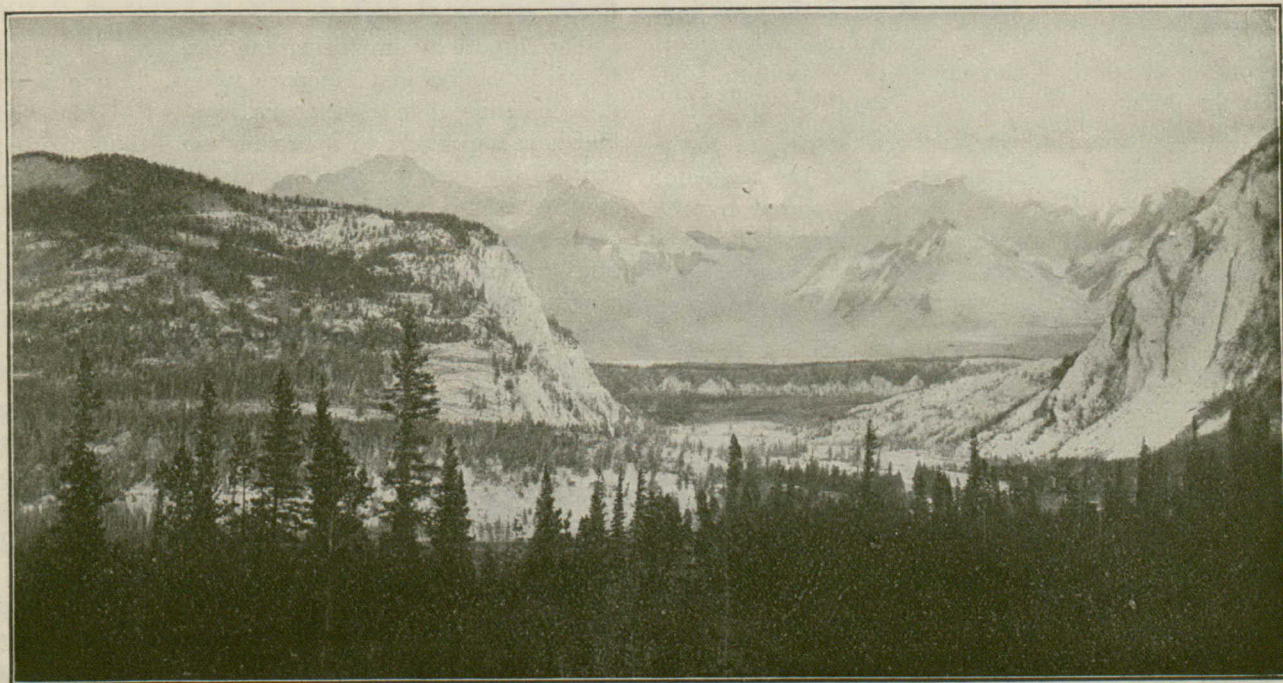
EASTERN CANADA

Eastern Canada consists of Quebec Province, lying on both sides of the St. Lawrence River, and Ontario, a boot-shaped province stretching west to Manitoba, whose southern boundary is largely formed by the Great Lakes. This section of the Dominion has always stood foremost in population, commerce, manufactures, agriculture, and forestry. Its inhabitants exceed four and one-half millions, and its area is 1,114,096 square miles, by far the greater part of which is covered with dense forests. Because of its vast wooded areas the making of lumber is a leading industry, and one of such vast proportions that the annual output is valued at about \$40,000,000. Some of the finest agricultural country in the world is included in the tract 700 miles in length and varying

in breadth from one to two hundred miles lying west of Quebec City along the shores of the St. Lawrence River and Lakes Huron, Erie, and Ontario. This is the most southern portion of Canada, and its densely peopled land is well cultivated. The short, hot summer brings to perfection the various grains and small fruits, the southwestern sections being famed the world over for the unrivaled quantity and quality of their pears, peaches, and grapes. Good railroad facilities make marketing easy, for cities, towns, and villages are scattered thickly throughout this district, which about equals in area England, Scotland, and Wales.

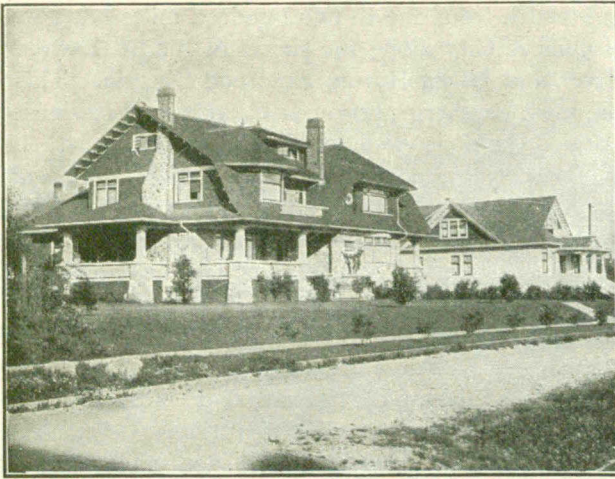
Of Quebec it has been said that it contains the two extremes of wildness and civilization. Its northern region is little visited, scarcely even explored; but through the southern region of the province flows the king of rivers, the St. Lawrence, past towns and cities where white men have dwelt for centuries; and for many miles back from either side of the river stretch the innumerable farms of French-speaking citizens, whose ancestors laid the foundations of Canada.

Ontario, it has been said, is the largest of all in population, the richest in its development alike of agricultural and manufacturing industry, and one of the largest even in area. Along the northern shores of the long series of inland seas known as the Great Lakes—Ontario, Erie, Huron and Superior—there are farms and orchards, farms and orchards, more farms and orchards again,—the landscape dotted with busy manufacturing towns as well as thriving country villages,—this is Ontario, until the wilderness is penetrated, lying between the greatest of the lakes and Hudson Bay—and this also is Ontario. At the far western end of Lake Superior you come



VALLEY OF THE BOW, ALBERTA.

Far-famed Banff Hotel (right) and picturesque Castle Mountain (left) in Canada's great National Park.



BRITISH COLUMBIA HOMES.

A type of home that may be found in the suburban sections of Vancouver. The streets are paved and boulevarded.

upon more centres of busy human activity, where ships are loaded with the grain from the distant prairie,—and still you are in Ontario.

Cattle-raising and dairying also are important and profitable industries of this section of the Dominion, and long distance trading by way of the St. Lawrence River is carried on most expeditiously from the ports of Montreal and Quebec, their competition with seaports of the United States showing a wonderful increase. Both cities are located in the Province of Quebec, of which Quebec City is the capital and the tidal port of the St. Lawrence.

Montreal is Canada's chief city, and is at the head of ocean navigation on the St. Lawrence. It has a commanding situation on the gently sloping terraces of the triangular island of the same name, formed by the branching of the Ottawa River as it flows into the St. Lawrence. Toronto, the capital of Ontario, is second in size of the Canadian cities. Hamilton, London, and Kingston are other important Ontario cities.

Ottawa, also in Ontario, has been the capital of the Dominion since Confederation, and is the residence of the Governor-General, who is appointed by the British Government. During the early fur-trading days, Quebec was the capital city, remaining so until General Wolfe's bravery transferred the country to Great Britain.

CENTRAL CANADA

The Prairie Provinces—Manitoba, Saskatchewan, and Alberta—have been aptly styled the world's greatest wheat farm. They contain 485,642,880 acres, nearly two-thirds of which have never been surveyed. There is a large proportion of wooded country, and a bare fraction of the land—between 20 and 21 million acres—is at present under cultivation. Yet in 1915 this limited amount of territory produced over 720 million bushels of wheat, oats, barley, and flax, the long periods of sunshine in conjunction with

the rich black soil affording the largest yield per acre of grain known. By comparing the soil now being tilled and its enormous productivity with the total area of land which may be brought under cultivation, a definite idea may be gained of Central Canada's existing opportunities, and of the wealth which must accrue from their sane use. It is a land of untold possibilities, a land that is progressing by leaps and bounds.

About one-third of the area of these provinces is prairie land, extending east and west some 900 miles, and varying in width from 100 to 400 miles. Homesteads of 160 acres—a quarter section—are given free on conditions of settlement. During the year 1912 over 35,000 such opportunities for securing income-producing homes were embraced. Until recently the southwestern portion of this prairie country has been devoted almost entirely to cattle-raising. The annual returns from the export of cattle are very heavy.

The rapid construction of railways through the prairie belt and the wooded region north and east of it, insures cheap and speedy transportation not only of crops, but fuel. Coal deposits unequalled in area and for economy of working underlie the whole region along the eastern slope of the Rocky Mountains, several seams lying within a hundred feet of the surface.

In ten years the population of these three provinces more than trebled, increasing from 400,000 in 1901 to 1,322,709 in 1911. Yet these figures mean less than two persons to each of their 758,817 square miles of territory. This low average is accounted for by the vast extent of untenanted forest lands, which are open to cultivation but as yet are uncleared of the dense growth of poplars.

The climate is stimulating and healthful, favourable to hardy bodies and vigorous minds. There is less rain and snow than in other portions of the Dominion, and it is important to note that more than fifty per cent. of the annual rainfall occurs during the summer months when it is most needed by the farmer. Winters are severe, but in the western and southwestern sections are modified by the "chinook" wind, which carries the warmth and moisture of the Japanese current across the Rocky Mountains and exerts a marked influence on the temperature of the plains.

There are but few districts where water is not abundant, and the sources of the principal streams are already being safeguarded by the establishment of numerous forest reserves, which will protect the rivers and also ensure an adequate timber supply for the future.

The chief city of the Central Provinces is Winnipeg, the capital of Manitoba and the commercial doorway to the Canadian Northwest. It is the third city in size in the Dominion, and has more than trebled its population in the last ten years. Other important

Manitoba cities are Brandon, St. Boniface, and Portage la Prairie. Regina is the capital and largest city of Saskatchewan, while Saskatoon, Moose Jaw, and Prince Albert are important railway centres of this Province. The capital of Alberta is Edmonton, which is rapidly gaining in importance, but Calgary has a larger population and is the chief railway and commercial centre of the Province.

WESTERN CANADA

Up hill and down dale from the Rocky Mountains to the Pacific Ocean and from the northwestern border of the United States to the Yukon stretches the vast Province of British Columbia. Its surface is effectually broken by the parallel mountain chains of the Selkirks, the Gold Range, the Cascades, and the Coast Range. Through this wild mountain chaos, deep gorges cleave, where rivers, green or white, are twisting and turning in an apparently hopeless attempt to find some distant sea; or long fantastic river-like lakes reflect the scarcely less fantastic mountain shapes that wall them in. Here and there the mountain walls retreat, and men are found making homes for themselves, disembowelling the earth of its hoarded gold and silver and still more precious coal, or growing, in verdant valleys, rich crops of peaches and apples and plums and pears. The air grows mild and soft, and as the westernmost slopes of the westernmost range is reached a moist and balmy region is crossed, through an atmosphere very akin to that of the western shores of England. In size British Columbia ranks next to the Provinces of Quebec and Ontario, with a population of about 425,000.

British Columbia has an illimitable future. Its commercial greatness is already well established, and there are no bounds to its later possibilities. It is the Canadian gateway to the Orient, and the opening of the Panama Canal will give a mighty impetus to the transfer of wheat and other food commodities to England, via Vancouver, Victoria, and Prince Rupert. The warm Japan Current affects the temperature of the entire coast, permitting the harbours to remain open the year round. The value of the province as a sea-board is enhanced by the immense deposits of coal on Vancouver Island.

The connection of this section of the country with Central and Eastern Canada by means of the trans-continental lines of the Canadian Pacific Railway, the Grand Trunk Pacific—now nearing completion—and the Canadian Northern, which awaits both eastern and western extension, will greatly further inter-provincial commerce. British Columbia's trade per capita, the largest in the world, is to a

great extent the result of her natural wealth in mines and forests, in agricultural lands, and in the fish that thrive in the waters washing her shore.

Gold, discovered in the province in 1854, was the beginning of its development. Since that time mining has been the chief industry, with the salmon fishing in the rivers following as a close second. In recent years silver, copper, lead, zinc, and coal as well as gold have been mined extensively, and the practically inexhaustible supply of timber makes lumbering a most important industry. Except in the "Dry Belt" between the Cascades and Selkirks, both mountains and valleys are heavily forested, the Douglas fir being especially valued for ship spars as well as for building purposes.

The lowlands of the interior are singularly well adapted to fruit growing, and apples, plums, cherries, pears, peaches, and grapes are brought to perfection in the great orchards.

Victoria, the capital of the province, is a beautiful little city with a climate rivalling that of the health resorts of England. For many years it has been the headquarters of the Canadian fur-seal fleet, until the scarcity of seals in recent seasons caused a marked decline in the profits of the sealing industry. Victoria is nearly one-third the size of Vancouver, the fourth city of the Dominion, which numbers over 100,000 inhabitants. Dating from its choice as the terminus of the Canadian Pacific Railway in 1885, its growth has been phenomenal. It is the commercial metropolis of western Canada, and in a recent year its building permits were nearly \$20,000,000.

NORTHERN CANADA

The Yukon. This territory embraces a triangular section of country between the watershed of the Mackenzie River and Alaska, extending from the northern boundary of British Columbia to the Arctic Ocean. No part of it touches the Pacific Ocean, though at one point it is distant only 30 miles from



Cattle on a Dairy Farm near Edmonton.

tidewater. But nearness to the Pacific does not prevent the long, severe winters which mark the approach to the Arctic Circle. In the Yukon they last seven months, and in the northern portion of the territory the ground below the surface remains frozen throughout the year. From April to October the days are sunny and the climate is delightful, permitting the growth of hardy grains and vegetables in the river valleys.

During these summer months the voyage from Victoria or Vancouver to Dawson, the capital city of Yukon and the centre of the Klondike gold industry, is very attractive. At this time of year the Yukon River, on which Dawson is situated, is navigable for large steamers 1,630 miles through the Yukon and Alaska to Bering Sea. Until recently winter communication with the Klondike was obtainable only by sledging over the high mountains—the extension of the Rockies—in the south-western part of the territory. For the past few years Skagway, at the head of tidewater in Alaska, has been connected by 110 miles of railway with Whitehorse on the Yukon River, and provisions are now more easily shipped.

Until the discovery of gold on the Forty Mile and other rivers which flow into the mighty Yukon, this country was inhabited by only a few Indians and miners, with a scattering of Eskimos. But the year 1896 marked a stampede to the Klondike, famous as the Mecca of gold hunters. In the decade from 1885 to 1895 little more than \$1,000,000 rewarded the searchers for ore, but since then the total value of the output has amounted to over \$160,000,000. Coal, copper, silver, and other ores are also mined in considerable quantities.

During the past six years the production of gold in the Yukon has materially lessened, and the population of its 207,076 square miles, which in 1901 was 27,219, has steadily diminished until the present residents number only 8,512. The city of Dawson in the same period has lost more than one-third of its people.

NORTHWEST TERRITORIES

The title Northwest Territories designates a country which has varied widely in political divisions and extent. For a long period the general name, Northwest Territories, was given to the vast districts lying northwest of the St. Lawrence Basin. In the seventies and eighties of the nineteenth century a

portion of this land was organized into five districts—Assiniboia and Saskatchewan, which later, with slight modification, became the Province of Saskatchewan; Alberta and Athabaska, which united to form the Province of Alberta; and the present Province of Manitoba.

The Canadian territory north of the provinces, exclusive of the Yukon, was then divided into the districts of Keewatin, Ungava, Mackenzie, and Franklin, which were administered as a whole. In 1912 Ungava was included in Quebec Province, Keewatin divided between Manitoba and Ontario Provinces, while Mackenzie and Franklin were merged to form the present Northwest Territories. They include all the Western Continent north of the Canadian Provinces, except Alaska, Yukon, and Greenland. The greater portion of this territory is icebound and never has been explored.

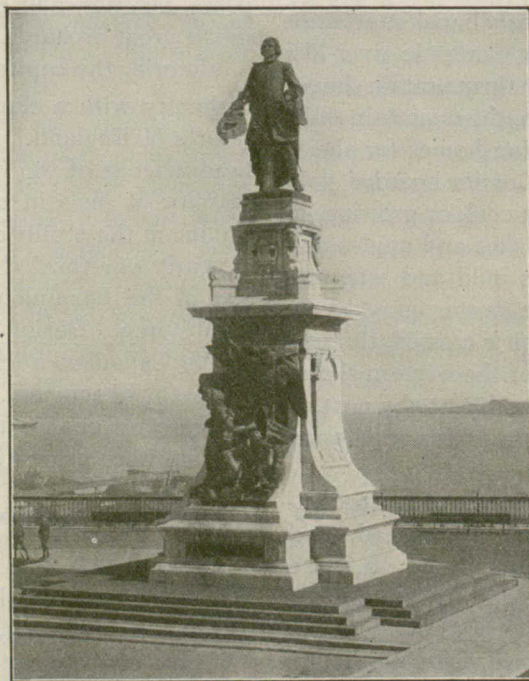
This section has short, hot summers and correspondingly long, cold winters, the temperature sinking to such an extreme that it is no unusual thing for thermometers to record 65 degrees below zero. Its animals are therefore chiefly fur-bearing, and since the days of the old Hudson's Bay forts, the sale of furs has been practically the only trade of the region.

Arctic exploration has lent fitful interest to certain portions of the islands and mainland, and the present agitation of the feasibility of transfer of wheat from the Central Provinces to England and the Continent by way of Hudson Bay and Strait as an auxiliary to the route via the Great Lakes and the St. Lawrence

River, is lending zest to experimental navigation.

In the western portion of the Northwest Territories is the great water system of the Mackenzie, which includes the Athabaska, Peace, and Liard Rivers, with Athabaska, Great Bear, and Great Slave Lakes. Great Bear Lake is fourth and Great Slave Lake eighth in size of the principal lakes of North America. The Mackenzie River and its lakes extend 620 miles north and south; with the addition of its tributary, the Athabaska, its length is 1,100 miles. Along its banks many vegetables are grown, and every year at Providence Mission, in latitude 62 degrees, wheat is raised.

The area of the Northwest Territories is 1,242,224 square miles. Its population numbers a few thousand Indians in the more habitable parts, but in the north there are only Eskimos.



Champlain Monument on Dufferin Terrace, Quebec City.

PRINCE EDWARD ISLAND

The smallest province of the Dominion is Prince Edward Island. Snuggled close to the two other Maritime Provinces in the semi-circular arm of the Gulf of St. Lawrence, it presents to the sea a crescent-shaped bulk, but the landward curves have been so deeply nibbled by inlets, that the Island is divided by them into three almost equal sections. In a length of 140 miles and a breadth varying from 2 to 34 miles, every part of the Island is near the sea, but the sand dunes which encircle the coast prevent the waves from washing away the land. It is a beautiful lowland, its one chain of hills never attaining a height of 500 feet. Royalty has been well represented in the naming of its three counties—Kings, Queens, and Prince—whose respective capitals are Georgetown, Charlottetown, and Summerside.

The "Garden Province" is the most densely populated portion of the Dominion, its 2,184 square miles being occupied by 93,728 people — about 44 to the square mile. Almost all are of Canadian birth with Scotch, English, and Irish ancestry. The French number about 13,100, and there are a few Micmac Indians. Nearly one-half the population is Roman Catholic, and of the other half more than 27,000 are Presbyterians. The average number of persons to a household is greater than in any other part of the Dominion, though Quebec claims the distinction of possessing the greater proportion of the largest families.

Government. This Province was known as Isle St. John from 1534 to 1798, when the Legislature honoured the Duke of Kent by changing the name to Prince Edward Island. It is governed by a Legislative Assembly of 30 members and a responsible ministry, with a Lieutenant-Governor at the head of the executive staff. It is represented by four senators and four members in the House of Commons in the Dominion Parliament.

Climate. The climate is very healthful. The air is bracing, though much milder than in the neighbouring Provinces, and the Island becomes the resort of tourists from early spring until late autumn. The proximity to the sea of almost every section of the Island not only enriches the air but moderates the sum-

mer heat. Fogs are quite uncommon, and the sea moderates the temperature of winter as well as summer.

Communication. Except during the winter months, Charlottetown has a daily ferry service to Shediac, N.B., and Pictou, Nova Scotia. There is also frequent communication between Summerside, on the Island, and Point du Chene, N.B., and to other ports in Newfoundland, Nova Scotia, and on the coast of the United States. The ferries are run in conjunction with trains on various branches of the Intercolonial Railroad. During the intervals when autumn merges into winter and winter into spring, ice blockades are avoided by the establishment of a line between Georgetown and Pictou, and in mid-winter an iceboat service between Cape Traverse and Cape Tormentine keeps island and mainland in communication. The Prince Edward Island Railway extends from one

end of the Island to the other, with spurs branching to prominent towns.

Industries.

Within recent years a new industry has been forging ahead at a rapid pace on the Island and the financial returns from capital invested clearly show that account must be taken of this latest venture. It consists in the founding of



'Tis a wise man who keeps a flock of Geese.

ranches for propagating the black fox, the fine quality of whose fur is justly famous. No fox pelts were sold in 1913, except of those grown too old for breeding, or those which met with some accident, all the sales being of live foxes for breeding purposes. They were sold at high prices (up to \$12,000 per pair) and the demand considerably exceeded the supply.

Living on Prince Edward Island is very cheap, for 85 per cent. of the area is cultivable, and 1,202,347 out of the total 1,397,760 acres are devoted to farming. The already fertile soil is easily further enriched by the use of seaweed, with oyster, clam, and mussel shells that are to be found in most of the rivers and bays. Agriculture is therefore the chief industry, and the increased value of land and crops is a very certain indication of the improved methods of farming now in vogue in every part of the Province, labour-saving devices lessening toil and doubling the income. The farming season is short but very profitable.



The various grains, potatoes, and turnips form the chief crops, together with those of apples, plums, and pears. The yield of berries is large, and increasing rapidly. Eight model orchards demonstrate what may be accomplished in fruit-growing, and there is marked development in its every department, the experimental orchard established by the Provincial Government in 1902 registering the beginning of better things.

In connection with the Government Experimental Farm, which has been maintained for the past five decades, there is a stock farm, intended to foster the breeding of cattle, horses, sheep, and swine. Beef and bacon, as well as fruit, poultry, and dairy products are exported in large quantities to the neighbouring Maritime Provinces, Newfoundland, and the New England States. Co-operative dairying was begun in 1891, and the growth of the industry has since been rapid. A dairy school was established in Charlottetown in 1902, and the butter and cheese factories now number about forty, with increasing quantity and value of output.

Fisheries. Fish of many varieties abound in the waters that completely surround the Province. The men employed in this work number about 5,800, and the value of the fisheries amounts to about \$1,261,666. This compares unfavourably with the returns from the other seaboard Provinces until there is taken into account the relative size and population of Prince Edward Island, together with a comparison of the number of men in the several Provinces engaged in this pursuit. Sober second thought reveals that proportionately the fisheries of this Island Province are extremely productive. Lobsters alone have an annual market value of \$883,315, and cod of \$54,064. The value of the oyster catch for the entire Dominion amounts to about \$200,000, and of this sum \$50,000 is to be credited to the returns from the oyster beds of Prince Edward Island.

Education. Three miles or less is the distance between the school houses for primary education throughout the Province; there are over 475 of them.

Education is free and is supposed to be compulsory. At Charlottetown the Government maintains the Prince of Wales College and an affiliated Normal School, whose graduates are accepted at McGill, Montreal's famous university. St. Dunstan's College, in Charlottetown, is a Roman Catholic institution which sends to Laval University of Montreal and Quebec the students who complete its course of instruction.

There are almost as many churches in Prince Edward Island as there are miles of railway,—or to be exact, 269. A great deal of social life centres round the churches, but the people have many other outlets for their social and neighbourly desires, and find recreation by no means incompatible with industry. A striking indication of their national prosperity is furnished by the savings bank returns. Charlottetown is regarded as the birthplace of Canadian Confederation, for here was held in 1864 one of the most important of the conferences that resulted in the establishment of the Dominion in 1867.

Cities. Charlottetown was founded in 1750 by the French and given the name of Port la Joie. In honour of the Queen of George III, the British later substituted its present name. Charlottetown is the capital city of the Province and contains the Government buildings and court house. Its population numbers 12,000, and it absorbs the greater part of the trade of the Island. It has a good harbour, large manufacturing establishments, and the headquarters and workshops of the Prince Edward Island Railway are located here.

Summerside is second in size on the Island, numbering 3,000 residents. It has excellent steamboat service to New Brunswick, and an appreciable export trade in agricultural products. It is the market for the well-known Malpeque oysters.

Georgetown, on the eastern shore, is a peninsular seaport, and its steamers carry farm produce to Pictou, Charlottetown, and the Magdalen Islands. Its wharfage is very large.



Sheep washing in the mill dam—an annual affair which occurs a few days before the yearly shearing.

NOVA SCOTIA

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

Nova Scotia is the natural highway of travel between Europe and America, and its coast line is indented by fine harbours, of which the Atlantic seaboard alone possesses a dozen capable of sheltering the largest ocean craft. Halifax has a magnificent harbour, open the year round, and this city would control more of the commerce of interior Canada were it not for the fact that Portland, Me., is a much shorter journey by rail from Montreal. The most remarkable of the inlets is Minas Basin, on the opposite coast from Halifax. The tides of Cobequid Bay, in which the Basin terminates, often rise more than 40 feet, exceeding those on the Atlantic shore by fully 30 feet. The most important northern harbour is Pictou, and of the many islands that dot the coast, Sable Island commands the chief interest.

Of the numerous lakes, Rossignol, with a length of 20 miles, and Ship Harbour Lake, 15 miles long, are the largest. All are drained by rivers which are navigable from 2 to 20 miles for coasting craft. Mountains intersect the interior, of which the Cobequid Range is the loftiest, rising to a height of 1,200 feet. These mountains traverse the northern portion of the Province, while many chains of hills divide the southern surface into sections.

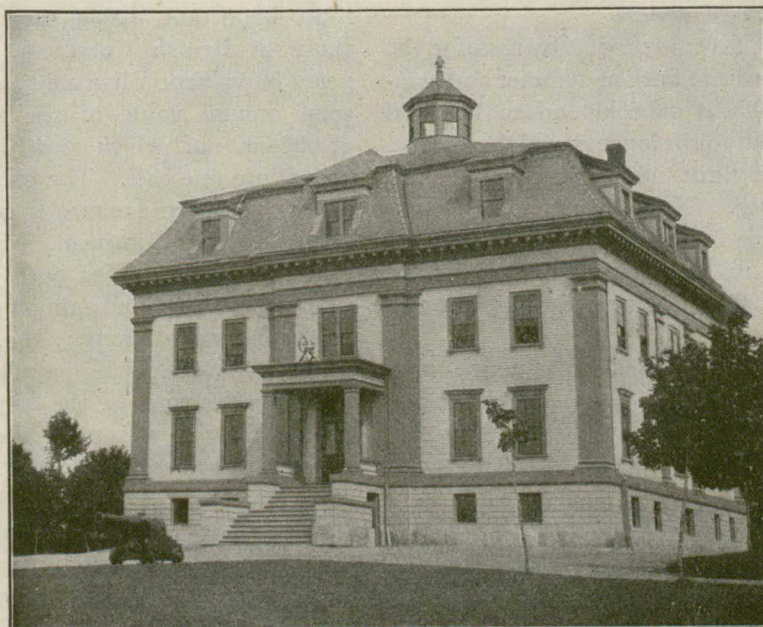
The scenery of Nova Scotia is marvellously beautiful, that of the Bras d'Or Lakes in Cape Breton and along the La Have River, Acadia's "Rhine," being world-famed. The "Evangeline" country has been the theme of poetry and prose for many a decade, and the charm of the Annapolis Valley lingers long in the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

Productiveness. Along the northern side of the Province, a valley 80 miles in length yields one of the best apple crops in the world, while peaches, pears, plums, and cherries also are grown. The dyke lands are exceedingly rich, and produce enormous crops of cereals. Oats is the leader, followed closely by wheat and barley. All root crops are heavy, the potato far outranking the others with a quality and quantity that would delight an Irishman's heart. Agricultural

possibilities are constantly increasing, and the demand for fruit and for farm produce is so much greater than the supply that there is keen incentive to labour in the fields. Although agriculture is the most valuable industry of the Province, cultivated farms with the richest of soil may be purchased or rented at low prices, for farming does not receive the attention which such favourable conditions warrant. Agricultural education, however,

is receiving stimulus from vigorous agricultural societies which provide addresses by experts at the meetings of farmers, and devote much attention to improving the standard of stock. The Provincial Government has established thirty model orchards throughout Nova Scotia.

Along the northwestern coast—that is, the southeastern shore of the Bay of Fundy—is a range of hills. Sheltered between these hills and the central heights of the Province lies the famous Annapolis Valley, which, with its continuations, is about 100 miles long, and is sometimes as much as 10 miles wide. Here the early French immigrants planted the apple trees they had brought over from France, and trees which began to bear 150 years ago are still to be seen bearing enormous crops of fruit. This great industry supplies about half a million barrels of apples every year to the Mother



A YARMOUTH PUBLIC SCHOOL.
The educational system of Nova Scotia is most efficient.

Country, besides an enormous quantity to the apple-eaters nearer home. One is astonished by the comfort and even luxury in which many of the farmers live.

The apple is the king of fruit in Canada, where indeed it grows to a perfection scarcely rivalled in the world; plums and pears grow exceedingly well also; and down in Digby, at the southwest corner of the Province, the cherry orchards in blooming time are a delight to the eye, and in picking time an enrichment to the pocket. This county has another favourite product called the "Digby Chicken,"—more familiar under its prosaic name of the herring.

At Truro Agricultural College practical and scientific training in all departments of farm work may be obtained, and instruction in all the processes for the use of milk is afforded by travelling dairy schools supported by the Government. The hilly country insures good pasturage, and dairying produces annually from its factor approximately \$70,000 worth of butter and \$60,000 worth of cheese.

Climate. The climate favours productiveness, for the sea modifies the temperature both of summer and winter. Lack of extremes of heat and cold tends to the rapid growth of vegetation and to the longevity of the people.

Mining. In this Province, mines rank next in importance to agriculture. Nova Scotia gold commands the highest price in the world—nearly \$20 an ounce. The value of its annual production exceeds \$600,000, and there will be greater development in the future.

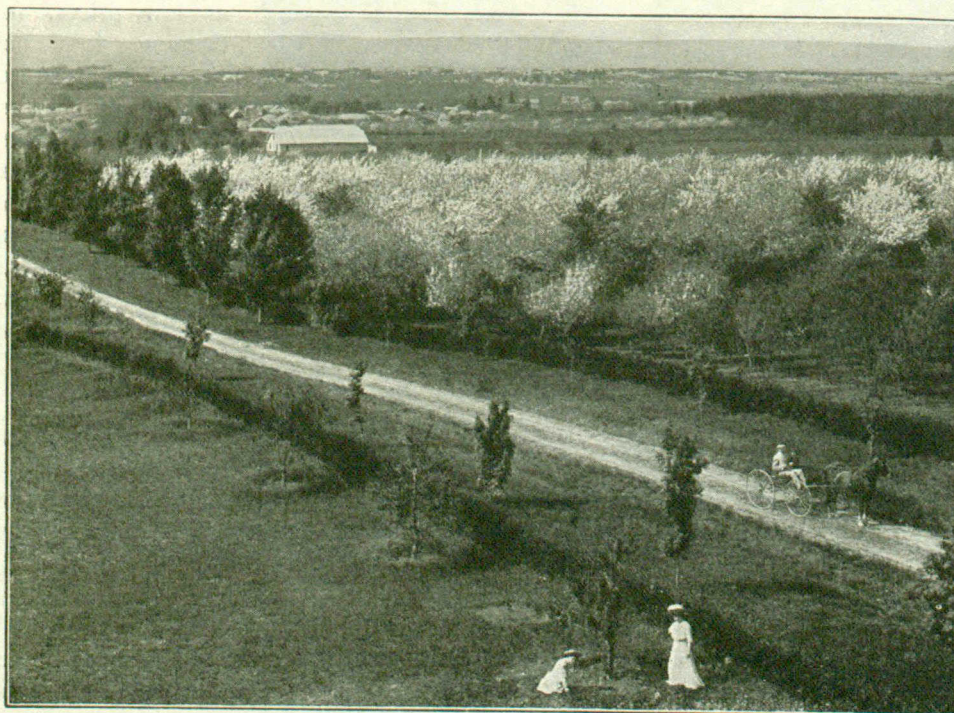
The yearly returns from coal production now amount to over \$20,000,000. Cape Breton mines show 75 per cent. of the total output, and to this industry is due the steady increase in importance

of the port of Sydney. In the past 20 years this city gained over 15,000 inhabitants. The coal deposits are owned by the Government and leased on a royalty system to mining companies. These mining royalties to-day provide nearly one-half the revenue of the Provincial Government, so that there is no necessity for direct taxation of the people for provincial purposes, and the funds are sufficient to aid materially in road and bridge-building and in educational work. More than two-thirds of the total coal product of the Dominion is mined in Nova Scotia. Iron and antimony ores are mined in considerable quantities, and manganese on a small scale. There are numerous deposits of gypsum, while sandstone and granite are extensively quarried.

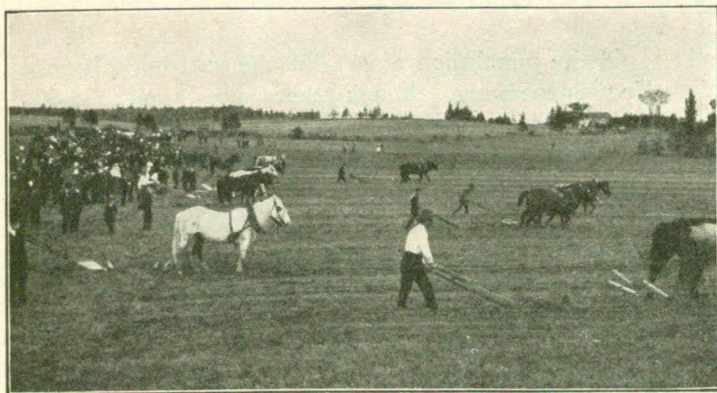
Merchant Marine and Fisheries. Nova Scotia heads the list of the provinces in the number of her sailing vessels and steamers, and ship-building has ever been one of her great industries. Her fisheries are most important, being exceeded in value only by those of British Columbia, with which in recent years Nova Scotia has see-sawed for first place. The total annual value of the fisheries is upwards of \$8,000,000, of which cod, lobsters, and haddock contribute one-half. The greater bulk of the codfish is dried; lobsters are mostly preserved in cans and exported to the Continent, while the haddock reach Canadian inland cities both fresh and prepared by smoking. Trout and salmon in abundance are found in the inland streams. The total number of men employed on the fishing vessels, engaged in the work of the canneries and in the freezing plants, is 28,368. By the offer of a bounty the Government seeks to introduce more scientific methods among this great

band of fishermen, whose equipment of vessels, boats, nets, and other materials amounts to over \$5,645,275.

The manufactures of the province are many, and some of them of considerable importance; they include sugar refineries, textile factories, pulp and paper mills, tanneries, iron works, machine and agricultural implement shops. In the future, moreover, Nova Scotia is likely to be one of the greatest manufacturing provinces in the Dominion, possessing such great supplies of coal and iron close to fine natural harbours from whence the finished product may be cheaply shipped.



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



A Ploughing Match.

Population. The great majority of the inhabitants of Nova Scotia are of Canadian birth with British ancestry, though there are some French families to be found in certain sections. Near Halifax is quite a colony of West Indian negroes. There are 2,000 Micmac Indians in the Province, though there remain few of pure blood. The total population in 1911 was 492,338. In ten years the increase amounted to only 32,764, a condition largely accounted for by the fact that there has been steady emigration from the rural districts to the Canadian Northwest. The manufacturing cities of the Eastern States have also exerted a magnetic influence. With very few exceptions those who occupy the rural lands, own the ground and the buildings erected on it, and their families are comfortably housed and provided for. The principal religious denominations are the Roman Catholic, Presbyterian, and Baptist, though the Church of England makes its influence felt in the city of Halifax.

Education. From primary to academic years the public school system of Nova Scotia is entirely free and open to the children of all the people irrespective of creed. Each county has its high school or academy, and there are several universities. The Province supports a normal school, also agricultural and horticultural schools at Truro. Dalhousie College and University at Halifax is undenominational. This city also has a school for the blind and an institution for the deaf and dumb, and is the seat of a Presbyterian Theological College. The University of Kings College at Windsor, The University of Acadia College at Wolfville, and St. Francis Xavier at Antigonish are under the jurisdiction of Anglicans, Baptists, and Roman Catholics, respectively.

Transportation. The Province is traversed in all directions by railways. The eastern portion of the mainland and Cape Breton are covered by the Intercolonial Railway, which enters from New Brunswick. The Dominion Atlantic connects the Bay of Fundy shore with Yarmouth and Halifax, while the Halifax and Southwestern brings these two cities into close contact with points on the Atlantic Coast. Smaller branch lines complete the network of railways.

Government. The government of Nova Scotia is vested in a Lieutenant-Governor appointed by the Governor-General, at the head of executive affairs, and the Provincial Legislature, comprising two houses—a Legislative Council as well as a Legislative Assembly of 38 members. There is also a responsible ministry. The revenue of the Province is chiefly drawn from the Federal Government, which hands over every year a large amount, representing the Province's share of the customs duties, levied on goods entering the Dominion, and from mining royalties, for the Province keeps in its own

possession the mineral wealth of its soil. The direct taxation which Nova Scotians have to pay, therefore, is very small: practically nothing, indeed, beyond the local rates which they levy on themselves for such purposes as roads and schools.

Cities and Towns. Halifax is the capital and chief city of the Province, and is situated on a fortified hill which projects into a magnificent natural harbour six miles long and a mile wide. Lying across the mouth of this harbour is Macnab Island, forming two entrances and protecting the shipping from the sea. It was garrisoned by the British troops until 1906, and is now heavily fortified by the Canadian Government. It is the rival of St. John, N.B., as the chief winter port of Canada's Atlantic Coast, and is the terminus of the Intercolonial Railway, the Canadian Pacific, and several provincial lines. Halifax contains the legislative buildings, and is an important naval centre, being visited constantly by great squadrons of cruisers. It is the export point for nearly one-third of the fish and the fish products of the Dominion, and vast quantities of apples and other agricultural products also cross the sea from this port. There are several important factories in Halifax, and in Dalhousie University the city has the most important educational institution in the Maritime Provinces. The population of this picturesquely situated city is 50,000.

Sydney, with its population of nearly 20,000, ranks next in importance to the capital city. It is the great coal-shipping port of the Dominion, and contains the huge works of the Dominion Iron and Steel Company. In summer the city is quite a resort, for it is the starting point for the Bras d'Or Lakes, whose scenery is surpassingly beautiful. Glace Bay is a close rival of Sydney in population and in the coaling industry. Yarmouth derives importance from its number of shipowners, and Truro is an educational, agricultural, and dairying centre. Other important towns, commercially and industrially, are Inverness, New Glasgow, Amherst, Lunenburg, Kentville, Yarmouth, Antigonish, Canso, Pictou, Stellarton, Windsor, Springhill, Digby, Liverpool, Shelburne, Dartmouth and Annapolis Royal.

NEW BRUNSWICK

New Brunswick is a perfect network of lakes and rivers, while the coast line of its almost square territory is deeply indented with bays and the finest of harbours. To the east its shores throughout their entire length are washed by the waters of the Gulf of St. Lawrence and Northumberland Strait, while Chaleur Bay and the Bay of Fundy form a large portion of its northern and southern boundaries.

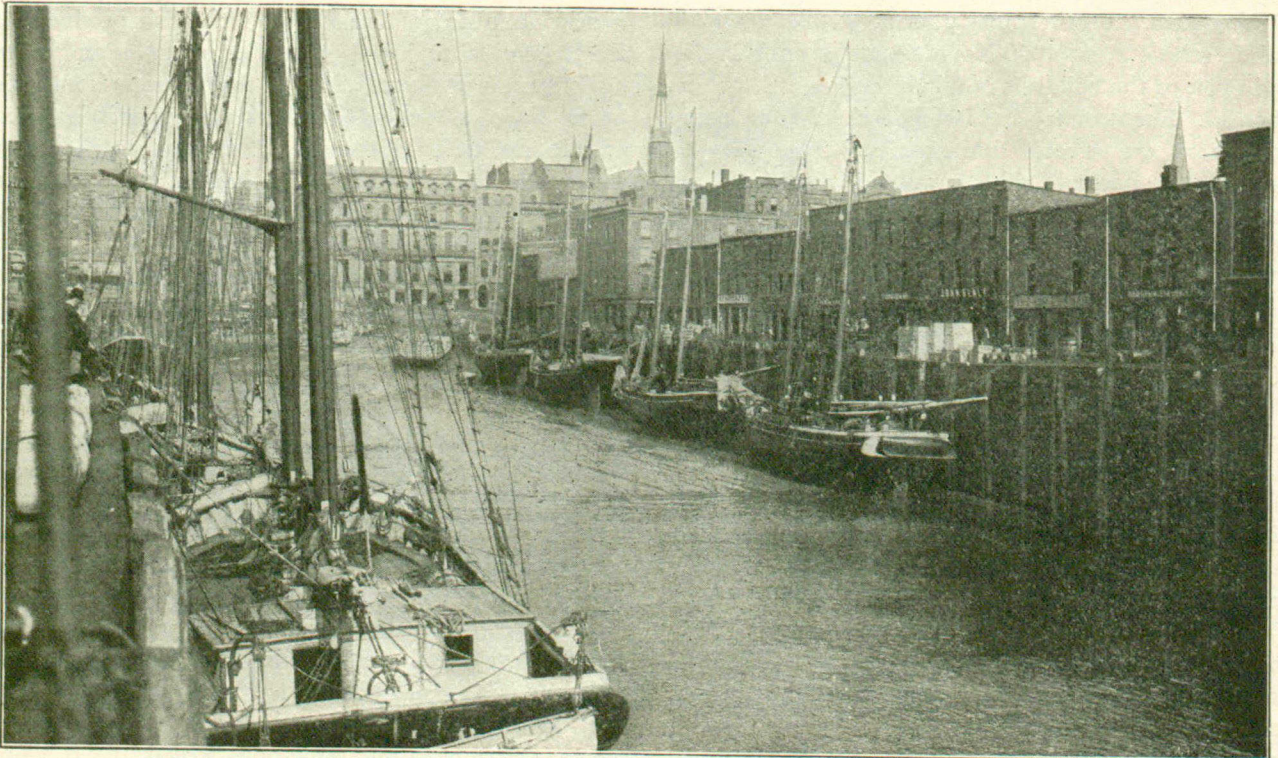
A great forest originally covered its 27,985 square miles, and lumbering is still one of its most important industries. Numerous sawmills are driven by the Miramichi River, which is 225 miles long, and with its tributaries drains one-fourth of the Province. This river runs northeast through the very centre of New Brunswick, and on either side of its mouth are the cities of Newcastle and Chatham, sharing an unusually fine harbour. The Restigouche River also flows through heavily wooded country. It runs for 100 miles through the extreme northwest, emptying into Chaleur Bay. In the reverse direction flows New Brunswick's third and most important river, the St. John. Rising in the State of Maine, which with the Province of Quebec bounds the province on the west, this great stream drains almost the entire western half of New Brunswick, discharging into the Bay of Fundy. These three rivers form a highway of travel throughout the Province, for the headwaters of their tributaries lie so near together that there is ready passage from one to another. The river courses were utilized more in the old days than in the present age of railroads, but sportsmen still enjoy the convenience of easy transfer by water.

Of the population of 351,889 the vast majority are English-speaking, though there are about 98,000 French and a few Indians in the northern districts. The larger number of the people are Canadian born, but many come from the British Isles, particularly Ireland. The Roman Catholic religion claims the adherence of over one-third of the people. Of the Protestant denominations the Anglicans and Presbyterians have about 40,000 each, with double that number of Baptists.

Climate. Though New Brunswick is washed on three sides by salt water, its climate is drier and more bracing than that of the British Isles, in nearly the same latitude on the other shore of the Atlantic. The heavy winter snowfall is of inestimable value to the lumber trade, and the warm summers aid vegetation. The extremes of heat and cold fail to cause discomfort but rather promote health, for there is little moisture in the air.

Forests. The manufacture of lumber and its products holds the leading place among the industries of New Brunswick, for the forests, chiefly of black spruce, are practically inexhaustible. Next to the black spruce in number and value may be named the hemlock, fir, white spruce, cedar, birch, oak, tamarack, ash and other trees, widespread over great areas. The manufacture of wood-pulp is increasing in rapid ratio, and the export of boards is very large.

Game. The forests are the sportsman's Elysium, for moose, caribou, bear, coon, and deer abound. These animals may be shot during only ten weeks each autumn, for the game laws are made increasingly



Market Slip, St. John, N.B.

strict, and a large revenue accrues from the sale of licenses. A close season is also provided for the wild duck, wild goose, partridge and grouse, but no license is required. Game birds are very plentiful. The Provincial Government in 1902 set aside a large area for a game preserve and national park, and is safeguarding in some measure its forests, which have suffered much from fire.

Mines and Fisheries. Though there is a great coal field near Grand Lake, and numerous smaller seams, the quantities mined are sufficient only for local needs. Limestone and gypsum are quarried to some extent, and considerable deposits of iron ore have been discovered and are being developed. Gold, lead, zinc, copper, and a variety of minerals are found in small deposits, but mining is not yet one of New Brunswick's great sources of revenue. In two counties petroleum has been discovered in large quantities, and gas reservoirs of great capacity have recently been struck, so that the Province's underground may in the future yield an appreciable income.

The fisheries, on the contrary, have an unquestioned present value, annually amounting to over \$4,900,000. To the north, the Bay of Chaleur, to the south, the Bay of Fundy, and on the east, Northumberland Strait, provide incomparable fishing grounds, where no less than 15,239 men on 8,716 vessels and boats ply their trade, while an additional 6,918 men are employed in the fish houses and freezers on shore, preparing and canning the fish for commercial use. The marketed value of herring in a recent year was over \$1,250,000; smelts, \$644,440; lobsters, \$744,000; halibut, \$15,800; cod, \$393,000; and the other members of the finny tribe in less proportion, to reach a total value of over \$4,900,000.

Agriculture. The lands bordering the rivers, yearly inundated by the spring freshets, and the dyke lands on the Bay of Fundy, are exceptionally fertile; on them the small fruits and grain crops reach almost to perfection. In orchard fruits, such as apples, considerable success has already been achieved, especially in the valley of the St. John River, and this may be said to be as yet an infant industry. Large quantities of strawberries find their way from certain districts of

this Province to the cities of the United States and to Montreal, far up the St. Lawrence in Canada, as well as to nearer centres of population. Raspberries, too, grow well on the wild lands of the north; and great harvests of the luscious blueberry put thousands of dollars every year into the pockets of the gatherers. Market gardening is actively carried on in the districts having easiest access to the cities; and this industry not only includes the raising of common garden truck in the common garden way, but the growing of tomatoes and cucumbers and early vegetables under glass. In other portions of the Province the soil is rich and the capacity for production large, but there agriculture has been subordinated to lumbering. Sixty agricultural societies are at present engaged in the endeavour to stimulate interest in farming where the promise of ample returns for work expended cannot fail of fulfilment.

Stock-raising has received much attention in the past few years, and by the importation of pure-bred cattle, sheep, swine, and horses the Provincial Government adds new incentive to the maintenance of a high standard of stock.

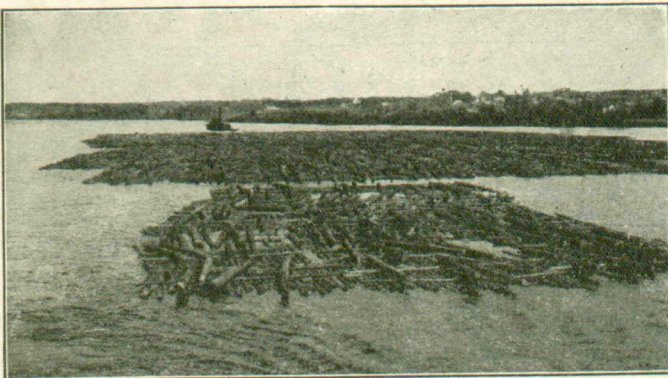
The Government likewise seeks to stimulate interest in dairying, and sends expert instructors to the butter and cheese factories which abound in the farming districts, to instruct and assist those in charge of them. There is also maintained a provincial dairy school, and the quality and value of the creamery and factory products are steadily increasing.

There are districts of New Brunswick especially adapted to dairy farming, yet it would be hard to find a district fit for any sort of farming where dairying does not succeed. Roots, such as turnips and potatoes, grow here to perfection. Many farmers raise large crops of potatoes for sale, and even the humble turnip is shipped in enormous quantities to the cities of New England. But the greatest value of the splendid root-growing capacity of the Province, and of the heavy crops of richest hay produced by marsh and intervale, lies in the advantage these things give to the dairy farmers, as well as to the men who raise cattle for beef.

In a report which is not nearly so widely known as it ought to be Prof. Sheldon says:

"Apart from its wealth of timber and minerals, the latter as yet in great part wanting development, the Province of New Brunswick is for several reasons admirably adapted to the pursuits of agriculture. In many parts of her beautiful country New Brunswick has soils easy to cultivate, deep in staple and rich in the accumulated fertility of many centuries. Many of the soils in the districts bordering on the St. John River have every indication of being well adapted to stock raising, especially bovine stock; they are in many cases sandy or gravelly loams, seldom needing artificial draining, varying no doubt in depth and quality, but hardly anywhere good for nothing. It is probable, in fact, that with the exception of Prince Edward Island, New Brunswick has quite as large, if not a larger proportion of cultivable soils than any of the Provinces east of the great lakes."

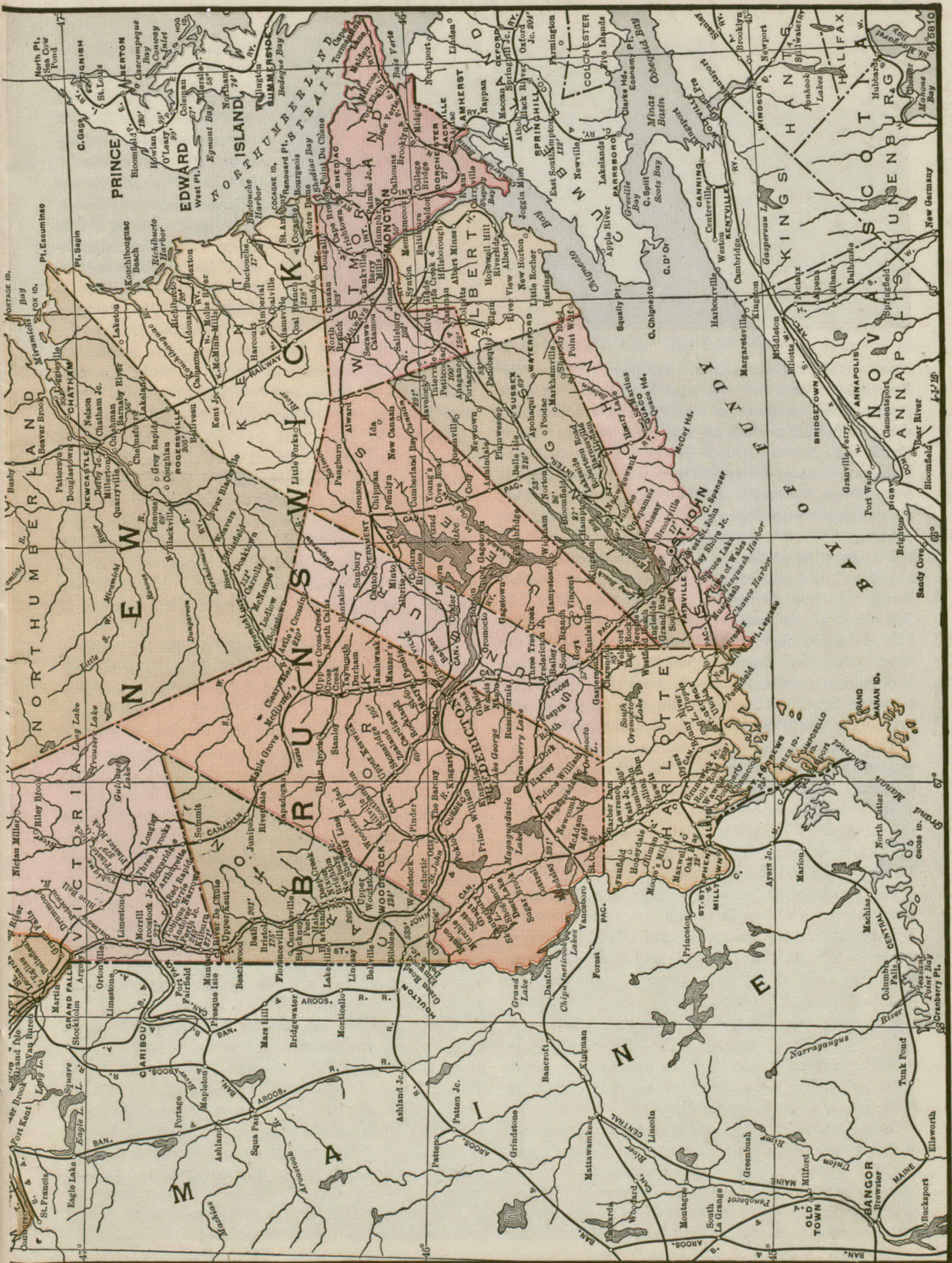
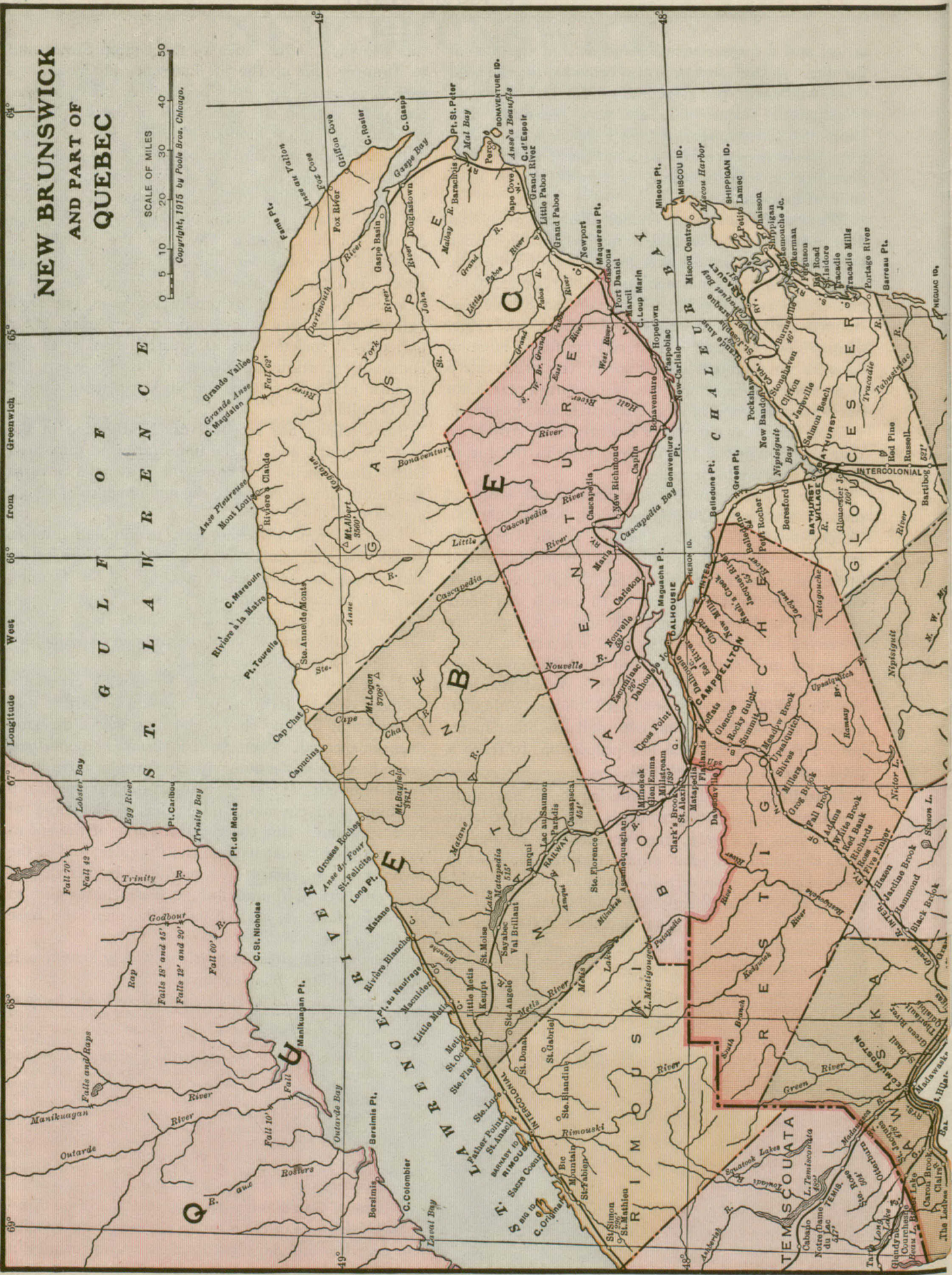
Means of Communication. In this Maritime Province the entrance of the railroad did not do away with the necessity for the most modern improvements in



Two great rafts of logs being towed from the upper reaches of the St. John River to the extensive sawmills near its mouth.

NEW BRUNSWICK AND PART OF QUEBEC

SCALE OF MILES
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Showing that New Brunswick's claim as a fruit-growing Province is not a vain one.

coast and inland navigation. Steamers connect New Brunswick with Prince Edward Island, the Atlantic ports of the United States, with Nova Scotia, and with the commercial centres on the St. Lawrence River. Costly Government bridges—those of recent structure being steel—span the great rivers which are the highways of interior trade, and the condition of the roads throughout the Province is a matter of Government concern.

The junction of the great transcontinental systems of railroad is at Moncton, in the extreme southwestern corner of New Brunswick, and by means of the Intercolonial's connection with the coast, the traffic of the West is here transferred to the borders of the East. Entering the Province from Quebec, the Intercolonial Railway proceeds down the eastern side to Nova Scotia, where it ramifies in all directions, bringing in touch the widely separated harbours.

The Canadian Pacific reaches the coast through the western and southern parts of the Province, and the Canadian Northern has in contemplation an extension of its present line from Port Arthur to the Eastern shore through the popular junction point of Moncton, which is now the connecting link between the Grand Trunk Pacific and Intercolonial.

The Intercolonial has many branch lines in connection with it. Of these it is sufficient to mention the New Brunswick and Prince Edward Island Railway—a name which defines its route—and the New Brunswick Coal and Railway Co., operated for the Province by a Government Commission.

Education. Free undenominational schools are supported by the Province, and at Fredericton there is an excellent Normal School for the training of teachers. Three universities are maintained, located in Sackville, Fredericton, and Memramcook.

Government. The Province is under the jurisdiction of a Lieutenant-Governor, an Executive Council and a Legislative Assembly of 46 members, and all its districts have full municipal self-government. The cost of schools is met by local taxation and a grant from the provincial treasury, which also provides the sum

the Provincial Government is able to make considerable grants for roads and bridges which would otherwise have to be maintained by the local rates.

Cities. St. John, with its population of 45,000, is the chief city and seaport of New Brunswick. Near the city are the "reversible falls." When the Bay of Fundy tide is out, the falls flow toward the sea; but when the tide rises, twenty-five or more feet, the falls disappear, and the inrush of water permits the passage of steamers, while there appear to be rapids flowing in an upstream direction. The falls are unique, and considered one of the natural wonders of the world.

St. John disputes with Halifax the honour of being the chief winter port of Canada. Its harbour is deep, sheltered, and never obstructed by ice, and the rocky peninsula which is the site of the city, extends into it. The city has large mills, factories, and machine shops, and is noted for its immense shipments of lumber. Its wharf and elevator facilities are extensive, and it has steamship connection with the United States.

Fredericton, with its wide, elm-shaded streets, is the capital of New Brunswick, and contains the administrative buildings. Almost encircled by a range of hills, the city occupies a most picturesque position on the St. John River, 84 miles from its mouth, and can be reached by the largest steamers. It is the commercial centre of the interior of the Province, and an important lumber port. It is the seat of the provincial university, and contains large numbers of saw mills, carriage factories, and tanneries.

Moncton as the junction for Eastern and Western lines and a port of entry, has a strategic railway position. It is the eastern terminus of the Grand Trunk Pacific Railroad and controls entrance by rail to Nova Scotia. The city contains the workshops of the Intercolonial Railway, and has a vigorous industrial life—cotton and wood-working factories, engine and boiler works, and stove factories flourishing at the present time.

Other important towns that attract investment and pleasure-seekers are Dorchester and Sackville.

necessary for the maintenance of a large proportion of New Brunswick's roads and bridges. The revenue is largely provided like that of the other provinces, by the subsidy from the Federal Government; and though there are no large coal mines to provide a handsome income in royalties, the Government receives about \$75,000 a year from the forests. From the revenue in its possession,

QUEBEC

The St. Lawrence River is the great highway of the Dominion of Canada, and on both its banks for almost its entire length lies the Province of Quebec, formerly known as Lower Canada. The southern boundaries of this Province are the United States and the Provinces of New Brunswick and Ontario, and it stretches as far north as Hudson Strait. To the east the narrow strip of Labrador coast separates it from the Atlantic, while Ontario and Hudson Bay form its western limit. For about 400 miles, the Province borders the Gulf of St. Lawrence, and the Strait of Belle Isle separates its far eastern portion from Newfoundland. Its area is 706,834 square miles, and it extends from east to west a distance of 1,350 miles. Some 50,000 square miles lie south of the river.

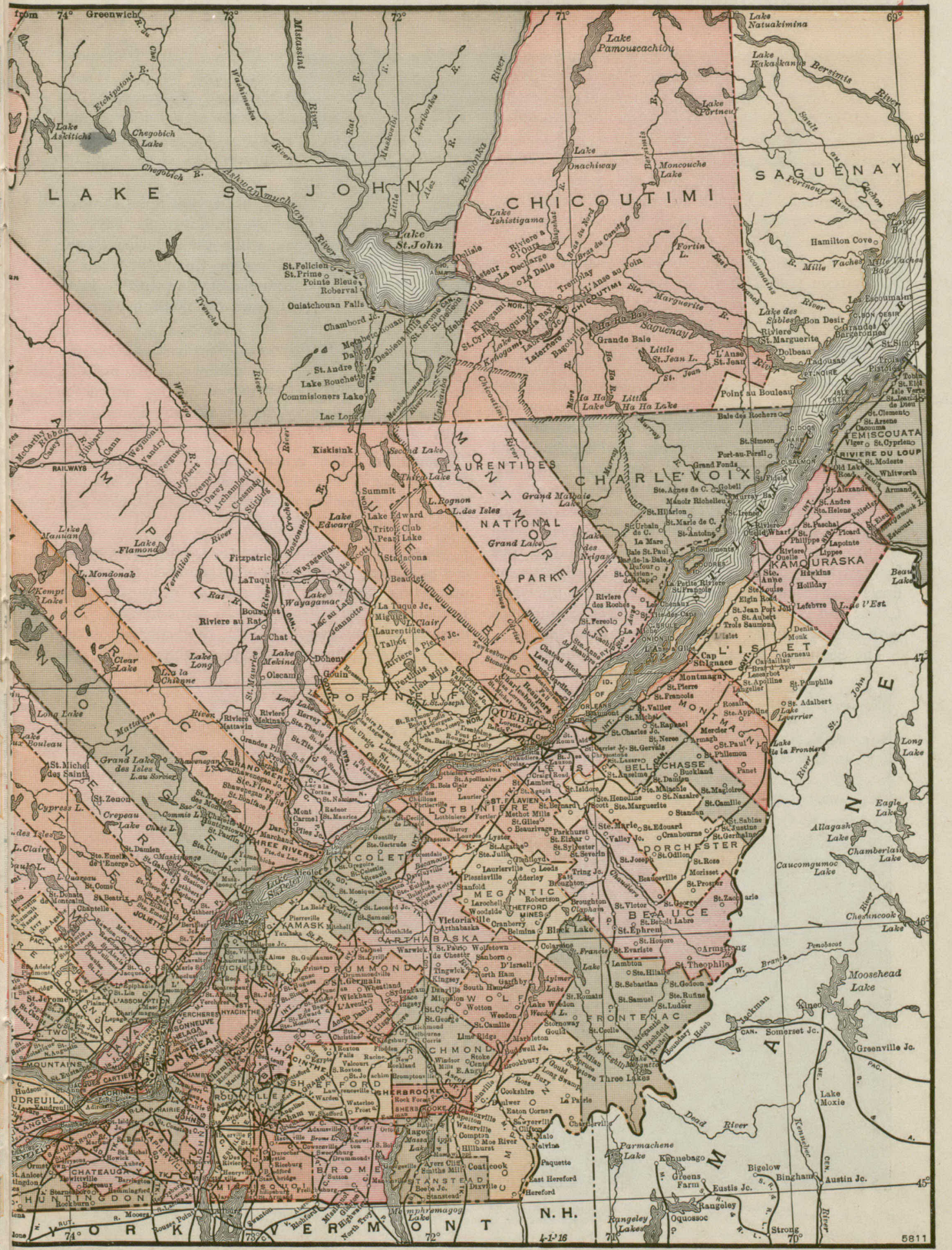
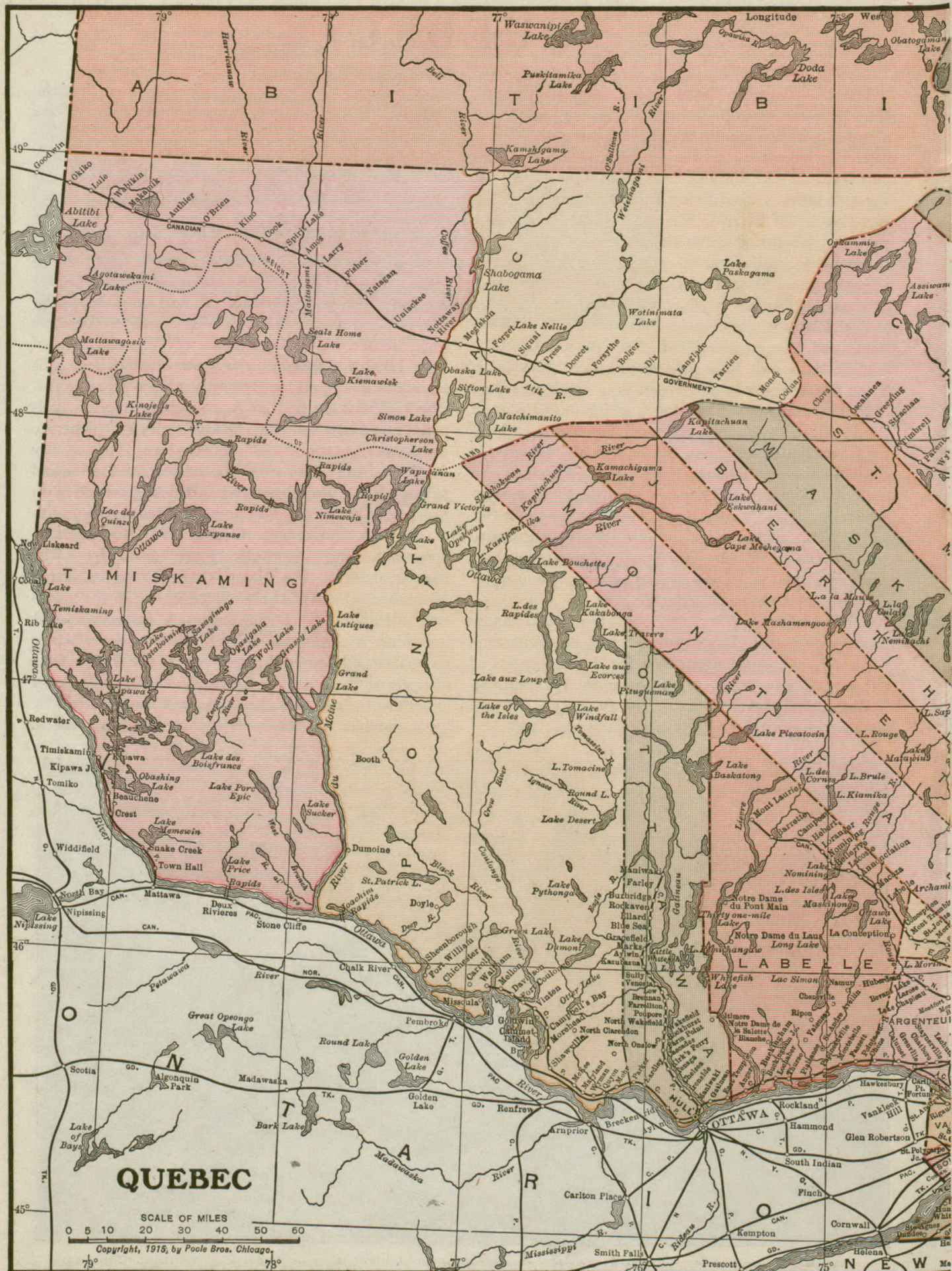
Of the large number of islands which form a part of the Province of Quebec, the most important is Anticosti, which was purchased by the late M. Menier, the French chocolate manufacturer. It is located in the Gulf of St. Lawrence at the mouth of the St. Lawrence River, and is 135 miles long and 30 to 40 miles in width. It is mountainous and unsuited to agriculture, while its coasts are very dangerous. Seal-catching and trout and salmon fishing are its principal industries. The Isle of Orleans is a fertile spot 21 miles long, just below Quebec City, and the Magdalen Islands, opposite Chaleur Bay, possess, besides important mackerel, cod, and halibut fisheries, large deposits of gypsum. Bonaventure, east of Gaspé, also is important.

Physical Characteristics. In 1912 the 354,961 square miles of the District of Ungava were added to

the Province of Quebec. The entire region north of the Saguenay River between Labrador and Hudson Bay is largely unexplored, but the Province as a whole has three main physical divisions—the Laurentian Highlands, the Valley of the St. Lawrence, and the mountainous country forming the extremity of the Appalachian chain. Laurentian Highlands is the name given to the portion of the Laurentian Plateau east and north of the city of Quebec from the St. Lawrence to Hudson Strait. It is densely wooded country, abounding in large and small lakes, and rivers which often reach a depth of 1,400 feet and afford tremendous water power. This land has a varying elevation of from 1,000 to 6,000 feet above sea level, and its hills stand out boldly although they attain no great height. The Valley of the St. Lawrence includes the lowlands extending along the river from the city of Quebec to the western extremity of the Province. It is a very fertile plain in which are situated the chief cities and towns of the Province, and is thickly settled with prosperous farmers. The mountainous region, south of the St. Lawrence, includes the Notre Dame mountain country and the eastern townships. The highest peak of the Notre Dame range is Sutton Mountain, which rises over 3,000 feet. To the north-east is the high, forest-clad region of Gaspé Peninsula, in which are the Shickshock Mountains. In the eastern townships, to the southeast of the Notre Dame mountains, is some of Canada's best farming and grazing country, and the lakes here are noteworthy for size and for the beauty of their surrounding scenery.



Nature has been helped out by man in making the city of Quebec one of the most picturesque, interesting, and charming spots on the continent. During any season of the year it has the greatest attraction for tourists, and in this respect proves a formidable rival to Montreal.



Lakes and Rivers. Notwithstanding the beauty of Lake St. John, Lake Memphremagog, Brome Lake, Lakes St. Louis, St. Peter, and the myriad picturesque inland bodies of water in the Laurentian mountains, Quebec's rivers far exceed them in fame, and as highways of commerce are of incalculable value. The St. Lawrence stands foremost, and in recent years has diverted much British and Continental trade to Canadian ports, for it is navigable to Montreal, a city 300 miles nearer Liverpool than is New York. The mouth of the St. Lawrence is 26 miles wide, and its length from Lake Ontario to the Island of Anticosti is 1,035 miles. The scenery of the district called the Thousand Islands and throughout the succession of rapids, is world-famed.

The Ottawa River drains an area of 80,000 square miles, and after flowing 600 miles, throughout a great part of its course forming the boundary between the provinces of Quebec and Ontario, empties into the St. Lawrence River by two mouths, forming the Island of Montreal. By the aid of two small canals the Ottawa is navigable from Montreal to the city of Ottawa, and near the city, where it narrows into the Chaudiere Falls, is intersected by the Rideau Canal which connects with Lake Ontario. It may in time form part of a great inland waterway by which ocean liners may reach the western extremity of the Great Lakes, and commercial vessels be brought in touch with the vast wheat fields of Central Canada.

The Saguenay drains the waters of beautiful Lake

St. John, and the grandeur of the scenery throughout the sixty miles, which are navigable for large steamers, proclaims it one of the most awe-inspiring bits of Nature's handiwork. Its banks are precipitous, and the waters deep and dark, being shadowed by the high, imposing walls of rock approaching close on either side.

The St. Maurice River winds 400 miles through well wooded country to the St. Lawrence River at the city of Three Rivers, while the Richelieu River, by means of the canal above Chambly, forms a passage-way for boats from the St. Lawrence to Lake Champlain, and so on down the Hudson River to New York.

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

Population. The greater part of the population of 2,003,232 is French-speaking, though Canadian by birth. About one-sixth are English-speaking, and there are about 10,000 Indians.

Those with British ancestry confine themselves almost entirely to the cities or large towns, the greater proportion becoming residents of Montreal. The Roman Catholic religion largely predominates. According to the census of 1911 three-fourths of the people of the Province belong to that church, the



The Eastern Townships of Quebec are noted for dairying and mixed farming. Fodder corn and hay are important crops while wheat and other grains yield well.

Church of England, Presbyterian, and Methodist churches following in order.

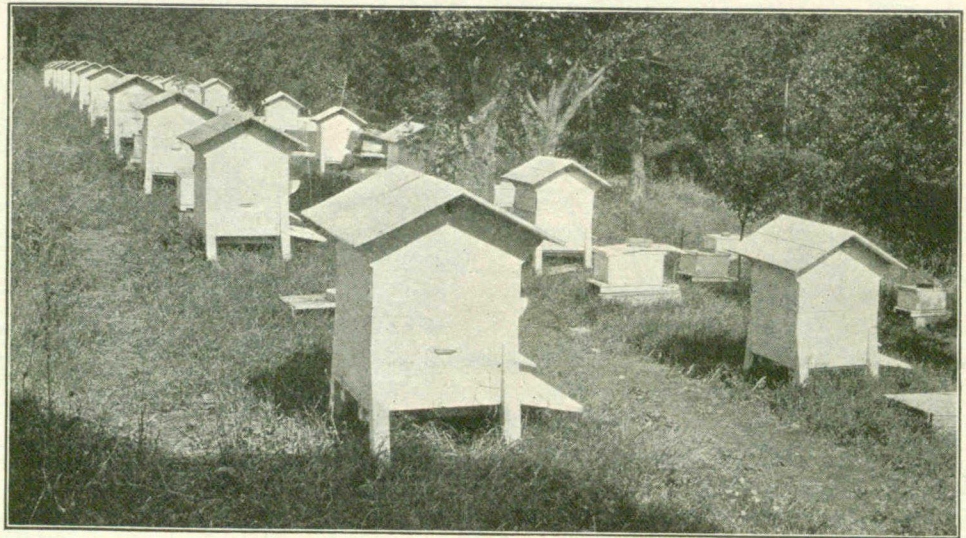
The rural districts are peopled by over a million, and there is still open to settlement much good land in the Lake St. John vicinity, Timiskaming, Gaspé Peninsula, and the valley of the Matapédia. The Provincial Government is offering great inducements for the colonization of these sections in order to prevent the emigration of the youth of the Province to the cities of the New England States.

The natural advantages of the districts are many, as they possess a bracing climate, abound in rich forests, are capable of producing heavy grain and root crops, and have scores of lakes and rivers filled with trout. Nearly all of those who already occupy and work the farms, own their land, and house their families comfortably. Many are descendants of the first Canadian settlers, for at Montreal and Quebec were built the stockades of the early French explorers, many of whom later made such daring expeditions up the Ottawa River, to Georgian Bay, reaching even to the Mississippi. "Lower Canada" is historic ground, and teems with the life and interest of other days as well as of the present.

Agriculture. The products of the soil are largely consumed by the inhabitants of the Province; its field crops reach an annual value of over \$90,000,000. Apples and plums are produced in large quantities, together with many varieties of small fruits. Over \$1,000,000 is annually realized from the maple trees in sugar and syrup, and live stock is valued at more than five times that amount. There is a constantly increasing number of butter and cheese factories, 2,000 being in successful operation at the time the last census was taken. More than 15 million pounds of butter and cheese are produced annually, and fully two-thirds of the tobacco grown in the Dominion comes from Quebec.

Manufactures. This Province ranks next to Ontario in the amount and value of its manufactures. There is limitless water power, which near Montreal, at Shawinigan, Valleyfield, and other places is being harnessed to the task of manufacturing boots and shoes, cutlery, rifles, machinery, paper, tobacco, gunpowder, nails, musical instruments, and leather.

Minerals. The largest and most productive asbestos deposits in the world are found in Quebec, Thetford



Many a Quebec farmer adds to his income by keeping Bees.

Mines being the chief centre. At Radnor and Drummondville there are two iron furnaces, and gold and copper are quite extensively mined. Limestone and sandstone are found in quantity, and afford the best building material of the Province. The mineral resources of Quebec have not yet begun to be realized, but the little explored regions northeast of Lake St. John have given evidence of deposits which promise to rival the output of Cobalt. The recently added territory of Ungava is also looked upon as rich in mineral deposits.

The annual production of the Province is about \$9,500,000; value of clay products about \$1,500,000.

Forests. Next in importance to agriculture in this Province is the cutting of timber, and with the hundreds of thousands of square miles of uncut trees, the industries dependent upon them give promise of thriving for generations to come. The best forest land lies south of the watershed. In the north the predominating trees are pine, spruce, and fir, with other evergreen varieties, and farther south appear maple, poplar, basswood, oak, and elm trees, with many another hardwood.

The value of the timber cut in Quebec amounts annually to something over \$20,000,000. Great quantities of pulpwood are carried to the United States with little trouble, but with export duty attached.

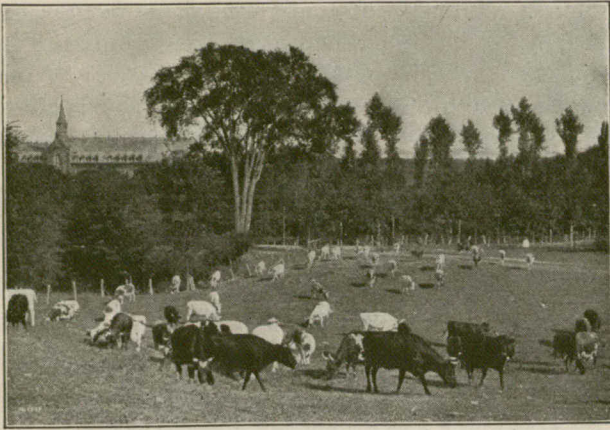
Fisheries. Quebec's fisheries employ more than 12,500 men, and the products of their labours net \$1,924,430 annually. The income from the cod fisheries amounts to \$1,050,920, and lobsters and herring are next in value. The inland waters abound in trout, pickerel, white fish, pike, and sturgeon.

Education. Catholic and Protestant education is entirely distinct in the Province of Quebec. The denominational school boards appointed by the Council of Public Instruction have an equal number of

QUEBEC

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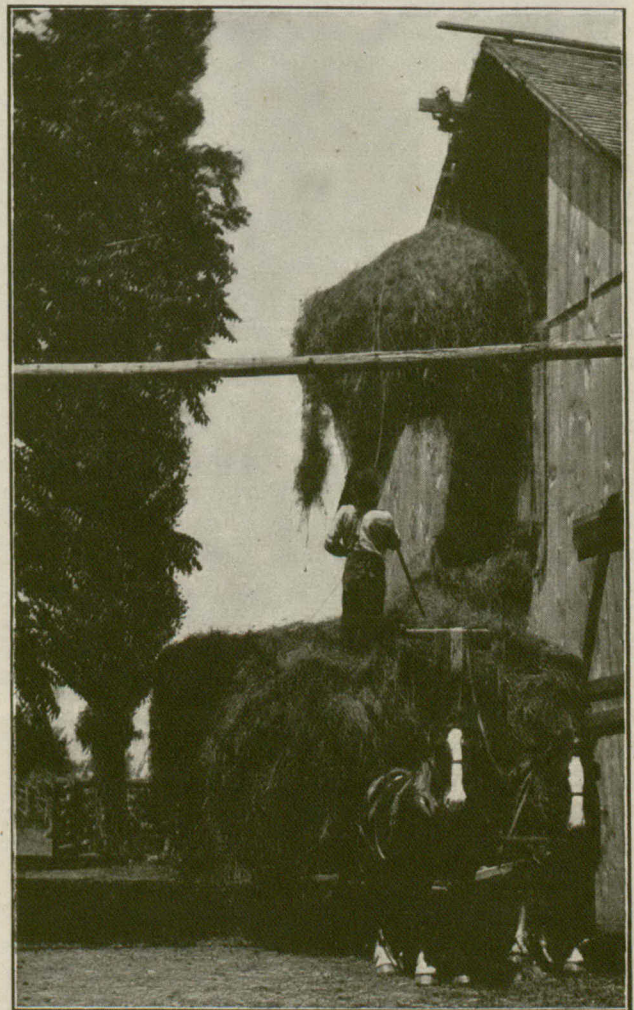
Cattle-raising is an old and profitable industry throughout Quebec.

members, and tax-payers may elect whether their money shall pay for their children's education in Catholic or Protestant schools. This plan of religious control has worked well, particularly in the cities of Montreal and Quebec. The chief universities are McGill—an undenominational institution at Montreal, and the Roman Catholic Laval University at Quebec, with a large branch at Montreal. Sir William Macdonald of Montreal has established at Ste. Anne de Bellevue an agricultural college and experimental farm affiliated with McGill University, their cost exceeding \$10,000,000. This gives a mighty impetus to agricultural interests in the Province. In connection with Laval University the Trappist Fathers are carrying on an agricultural school at Oka. At Lennoxville there is an Anglican university called Bishop's College, and in connection with it is a school modelled after the public schools of England. There are also numerous normal schools in different parts of the more thickly populated districts.

Government. The nominal head of the Provincial Government is the Lieutenant-Governor, but the real power is vested in a Legislative Council and a Legislative Assembly—Quebec, like Nova Scotia, still retains an Upper House. Either body may be addressed in the French or English language, and there is a tacit understanding that in both houses there shall always be representatives of the English residents of the Province. The Government draws its revenue, as other provinces do, partly from the federal treasury and to a smaller extent from provincial taxation, such as license fees, a tax on joint stock companies, and fees for the right to cut timber.

The municipalities have large powers of self-government. In Montreal the custom is to appoint in turn a French, Irish and English-Canadian to the position of mayor, and no racial or religious prejudices affect the loyalty to the British Crown of any portion of the people, the French Canadians supporting the Government as vigorously as the English.

Cities. The Dominion's largest city and commercial metropolis, the home of her noblest churches, and centre of her legal talent, is Montreal, which holds a commanding position relative to ocean and river navigation. Though 1,000 miles inland, the largest ocean steamers anchor at her wharves in summer, and the Lachine Canal and associated artificial waterways connect this city with the commerce of the Great Lakes. It is a great railway centre, being the headquarters of the Canadian Pacific and Grand Trunk Railroads, and the western terminus of the Intercolonial, while the Canadian Northern connects it with Quebec and other Eastern points, and the National Transcontinental has by branch service bound it to its main line. Montreal is also connected by several lines with Boston and New York. Nestling at the foot of beautiful Mount Royal, from which it derives its name, the city stretches along the river front, forming a most pleasing spectacle to tourists approaching by the St. Lawrence from either east or west. Its harbour, in extent and equipment, is one of the finest in the world; it is Canada's great gateway



A regular harvest scene in the Province of Quebec. The farmer storing his crop of hay for the winter's use.



The growing of roots in the Province of Quebec helps materially in the feeding of stock. Wonderful yields of turnips are recorded, the soil in many parts being well adapted to growing them.

for export and import trade. Every Canadian industry finds representation in its marts of trade; its manufacturing establishments have made a name the globe around. It offers most exceptional educational advantages, from primary to medical and religious instruction, and support is given hospitals and philanthropic institutions of every description. Its population, upwards of 500,000, is housed largely in buildings of limestone quarried from the mountain which forms the city's background.

Crowning with its citadel the bold and precipitous front of Cape Diamond, Quebec is the most picturesque city of America. In the winding streets, narrow and steep, of the old lower town are still found the strong stone houses built before General Wolfe's spectacular taking of the city in the historic battle of the Plains of Abraham. This capital city of the Province has a population of about 80,000, largely French. Its fine Parliament Buildings are situated in extensive grounds, and the Court House, City Hall, and other structures for municipal use are all noteworthy. Laval University has here its headquarters in imposing buildings, and the palace of the Roman Catholic archbishop is likewise a handsome structure. Montmorency Falls, a few miles distant, provide enormous power for electric machinery, and branch lines of all the large railways connect this city with Montreal and the Maritime Provinces. The celebrated shrine of Ste. Anne de Beaupre, close by, attracts thousands of visitors annually. Quebec is a noted lumber export point, and wheat is shipped in increasing quantity. Its manufacturing establishments are many and important, and the constant enlargement of steamers and sea craft make it probable that in the near future Quebec will be the terminal point for the huge transatlantic liners which draw too much water to proceed to Montreal.

Hull is a lumber centre, and were it not for its close proximity to Ottawa would more rapidly increase its population, which numbers about 19,000. Three bridges across the Ottawa River connect the two cities, and the magnificent water power of the Chaudiere Falls furnishes propelling force for the electric railways and power for the lighting system, as well as for the saw mills, pulp mills, paper and match factories.

Sherbrooke is a close rival of Hull in industrial importance. It is located in the Eastern Townships, and its cotton and woollen factories and machine shops are among the largest and best in Canada.

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



Showing what Canada can do in the growing of Indian corn.

ONTARIO

The Province of Ontario, since the addition to it of 146,400 square miles of the former Keewatin District, in shape bears a striking resemblance to Italy, though its boot has a flatter sole and a less arched instep. It extends from the United States north to Hudson Bay, lying between the Provinces of Quebec and Manitoba. Its southern and most densely populated portion has been scalloped entirely out of the Great Lake Region of the United States. Almost all its boundaries are water, the Ottawa River converging with the St. Lawrence to form its eastern angle. The

sand Islands in the St. Lawrence between Kingston and Brockville, leading to the tossing waters of the series of rapids below Prescott, form nature pictures of exceptional loveliness. Canals which for serviceability challenge comparison with the world's greatest waterways, here lend their aid to navigation where the waters are most turbulent, as does also the Rideau Canal between Ottawa and Kingston. The Rideau Canal forms the connecting link between a perfect chain of lakes and streams whose scenery is exquisite. Ottawa, the capital of the Dominion, is in this section.



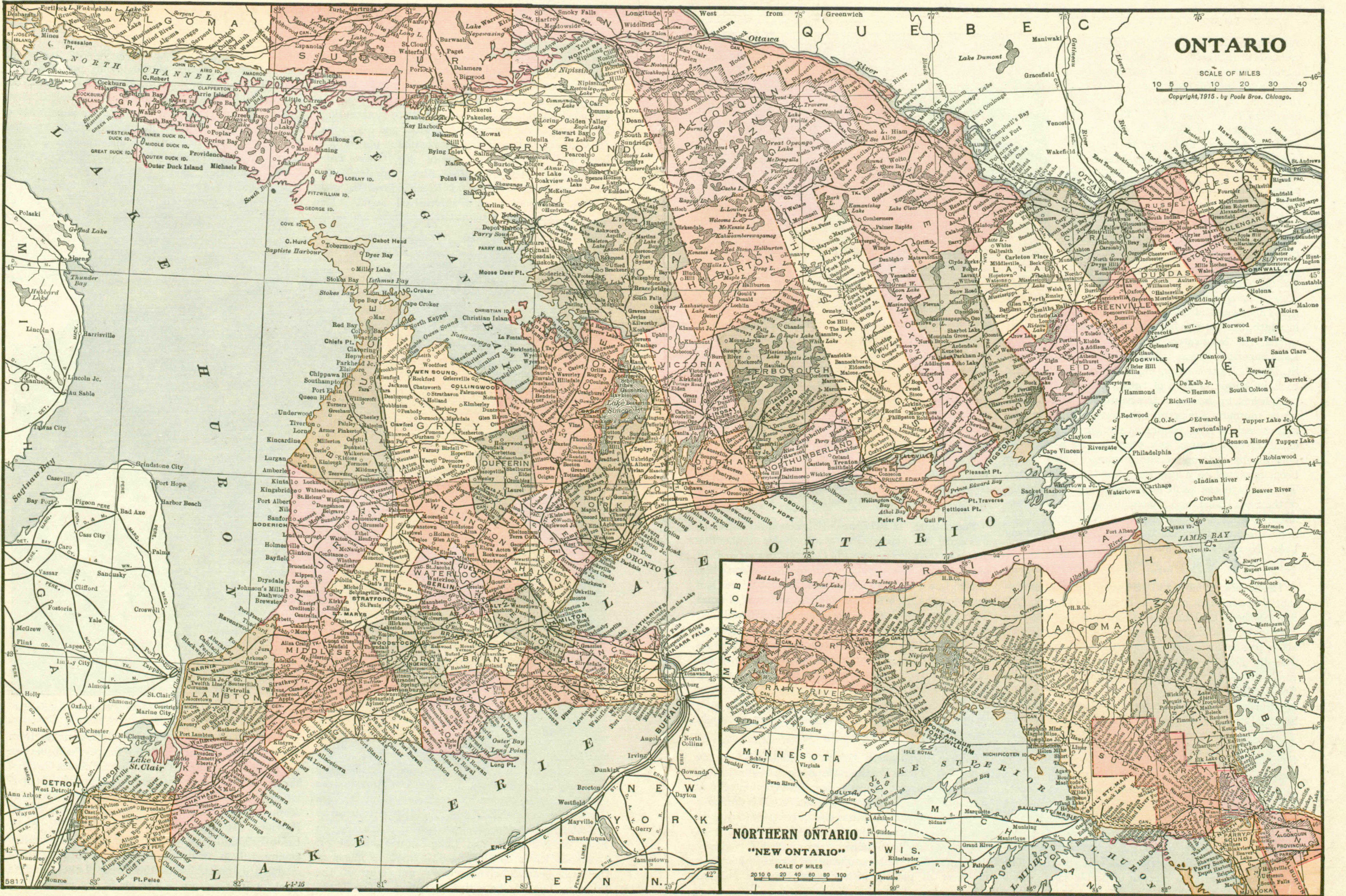
Ontario is one of the Canadian Provinces that has become famous for the splendid quality of its fruit. There are many districts in the southern section as well as in the vicinity of the lakes where this industry receives first attention.

Province covers 407,262 square miles, nearly equalling in area France and Germany combined.

In Geographical Divisions Ontario is divided into three sections, Northern Ontario constituting the great bulk of the Province, but Eastern and Western Ontario its most thickly settled and important parts.

Eastern Ontario. Wedged between the Ottawa River on the north and Lake Ontario and the St. Lawrence River on the south, it contains much of the most beautiful river scenery not only of the Province but of the entire Dominion. The Thou-

Western Ontario. A line of cliffs, running from a point near Niagara Falls to Bruce Peninsula on Georgian Bay, divides Western from Eastern Ontario. Western Ontario contains the lion's share of the population, the larger number of cities and towns, and most of the farming and manufacturing districts of the Province. It forms almost a right-angled triangle, Lakes Erie and Huron with their connecting waters hemming it in on two sides. The climate is greatly modified by proximity to the Great Lakes, and is ideal for fruit culture. The air is dry and bracing,



ONTARIO

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NORTHERN ONTARIO

"NEW ONTARIO"
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and the soil fertile. The vineyards and orchards of this portion of Ontario are far-famed. Small fruits are marketed fresh and canned in great quantities for city consumption. A perfect network of railways intersects this section of the Province in all directions, and carries its grain, dairy produce, tobacco, and fruit to points far and near. Educational advantages are exceptional throughout, all grades from primary to university receiving like care and attention.

Northern Ontario. Northern or North-western Ontario is the haunt and delight of the sportsman. Lake Nipigon has long been known as the fisherman's paradise, and the abundance of large and small game attracts lovers of the rifle to the regions surrounding it. This beautiful lake, 70 miles long and 50 miles in width, is over 850 feet above the sea, and is considered the headwaters of the St. Lawrence, since Lake Superior's largest tributary is the Nipigon River. St. Mary's River conveys the waters of Lake Superior to Lake Huron, a drop of twenty-one feet being accomplished by means of the Sault Ste. Marie locks, whose enormous size permits the passage of the largest lake vessels. The commerce passing through this canal exceeds that of any other in the world, and only by the opening of the Panama Canal has it been relegated to a position second in importance. The canals at the Sault carry three times the tonnage of the Suez Canal, and American as well as Canadian grain will be transferred at this point if the much-discussed Georgian Bay and Ottawa Canal via Lake Nipissing becomes a reality. Rainy River Valley is well filled with settlers.

The Severn, Albany, and Moose are the most important rivers in point of size in Northern Ontario. All flow northeast to Hudson and James bays. A large portion of this great section is honeycombed with lakes, but as yet a great deal of the country is unexplored. The southern part contains some agricultural and timber land of recognized value, and the fisheries bring large net returns, but the mines are its great present source of wealth, and their development holds in store untold possibilities for the future.

Northern Ontario has been tapped by both the Canadian Pacific and the Grand Trunk railways for years; an Ontario Government line runs right into the heart of the district, having James Bay as a probable terminus, and the Canadian Northern touches it at two other points. The new Grand Trunk Pacific, or rather, the National Transcontinental which constitutes its eastern section, runs through the northern part of this district and will open up what is now known to be a plateau of arable land. This

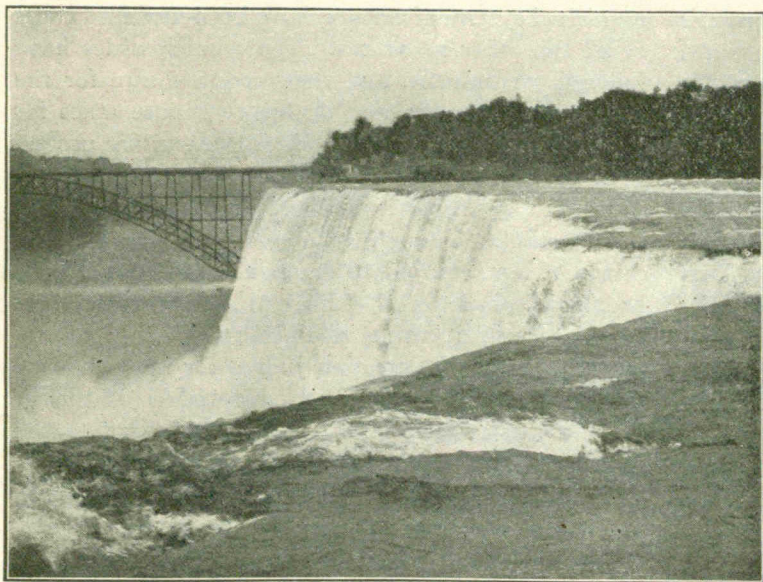


No danger of a shortage of hay.

northern section covers an area of over 140,000 square miles, more than half of the Province. Much of it is excellent arable land. Settlement has already grown to quite respectable proportions, especially in the Rainy River Valley and in the available portions of the "Great Clay Belt" in the east. This great clay belt, covering nearly 16 million acres, and stretching from Lake Timiskaming across the Province, will be an attraction to settlers when it is all easily accessible. Its climate is favourable to agricultural operations, being not severe in winter, and temperate and bracing in summer. Other parts of this northern section are arable, and the network of lakes and rivers will afford a natural means of access. This section is also richly timbered.

Population. In 1911 the population of the Province was 2,523,147. Nearly nine-tenths of this number live in one-sixteenth of the area of Ontario, in that portion of it which is almost surrounded by the Great Lakes, the St. Lawrence, and the Ottawa River. More than three-fourths are of Canadian birth, and next in number are the English. Ontario has more inhabitants than any other of the provinces, exceeding Quebec by about 52,000. It is as strongly Protestant as its next neighbour is Catholic, the Methodists and Presbyterians alone outnumbering the Catholics three to one. Only about 8,000 houses in the Province contain more than one family, and were the city apartment houses subtracted from this number, it would be reduced to a mere fraction.

Minerals. Though British Columbia is usually called the Mineral Province, Ontario now heads the list, having the largest annual mineral production of any section of Canada. More than \$58,500,000 is the value of the yearly output. Since the discovery of silver in the Cobalt district, close to \$70,000,000 worth of this metal has been mined there, and the Sudbury district for the past twenty years has been a steady producer of nickel, with copper deposits half as



The tourist who has not seen Niagara Falls has missed one of the greatest of the world's "wonders."

great. The largest iron mine in Canada is to be found at Michipicoten. Its annual output of ore amounts to approximately about two-thirds of the iron mined in the entire Dominion. Practically the whole output of the Dominion's petroleum is procured from the district around Petrolea, about 300,000 barrels being obtained annually. Among non-metallic products the corundum is especially pure, while natural gas, salt, mica, and feldspar are also found in considerable quantities. Clay and stone products reach a value of more than \$12,500,000 each year. Cement, lime, sand lime brick, and gravels amount to \$13,500,000. In recent years free gold has been discovered at Porcupine, and the richness of the samples stimulates the work of development.

Forests. Though Quebec has greater untouched timber areas, the lumber industry of Ontario exceeds that of any other portion of Canada. Nowhere else on the continent are found such great areas of white pine, and of almost equal value in the making of pulp-wood are the magnificent spruce and poplar trees which occupy large districts of Northern Ontario. Hasty clearing of the land for farming, and forest fires, have caused endless destruction of timber, but both federal and provincial governments are awake to the necessity of reforesting, and 13 million acres of forest reserves have been set apart in this Province alone. Algonquin Park (2,000 square miles) was the earliest for-

bidden ground, and there the value of the uncut timber is very great.

Climate. There is a wide variation in the climate of this Province, Hudson Bay and the Great Lakes exerting marked influence in the different portions. The snowfall is heavy between Georgian Bay and Ottawa, but the severity of the north-west winds is tempered by passage over the never-frozen waters of the lakes, making the winters bracing but not extreme. The heat of the summer days is likewise modified by proximity to great bodies of water, and almost uniformly cool nights remove all dread of the warm season. In the dry, clear air the people indulge in all kinds of out-door sports, which form one of the most attractive features of life in this Province, both winter and summer. In Northern Ontario

the extremes of temperature are felt more, but except in part of the Keewatin District recently added to the Province, there is no unpleasant severity for those who are strong and healthy.

Fisheries. The southern borderline of Ontario being marked by all the Great Lakes except Lake Michigan, and the Province including within its territory the Lake of the Woods and Lake Nipigon, its fresh water fishing opportunities are unexcelled. The value of the trout and whitefish amount to more than \$1,073,250, while pike, herring, and pickerel, with other fish in smaller catches, swell the annual income from fisheries to the Province to more than \$2,750,000. There are 4,076 men employed in this work.

Agriculture. Ontario is a famous fruit country, the Niagara District between Lakes Ontario and Erie being a vast fruit farm where grape and peach culture is



Ontario has some excellent dairy herds.

carried to perfection. Three-fourths of Canada's orchard lands lie in this Province. Plums, pears, apples, cherries, and the small fruits are also grown in abundance, and have a rare flavour. Fruit-canning is an industry more and more extensively carried on. A large acreage is devoted to the growth of grain, oats leading with a production of over 99,000,000 bushels, while wheat totals about one-seventh of this quantity, with barley yielding 14,000,000 bushels. Peas are a staple crop, about one million acres being devoted to their growth. Potatoes and tobacco are also produced in quantity. Some of the best horses, cattle and sheep on the continent are bred and raised in Ontario.

Fully three-fifths of the population devote themselves to agriculture in some form, mixed farming and the raising of live stock engaging the attention of a large proportion of the people. Dairy farming in all its branches is among the most prosperous of the industries, immense quantities of butter and cheese being exported annually. In the production of both cheese and fruit Ontario outranks all other Provinces.

In addition to several experimental stations and dairy schools, the Provincial Government maintains an agricultural college and experimental farm at Guelph, and the Dominion Government an experimental farm at Ottawa. Annual exhibitions are conducted in all the larger cities and towns, that at Toronto being notable. The farmers' institutes organized in every township are centres for the dissemination of knowledge obtained from agricultural experts of every government.

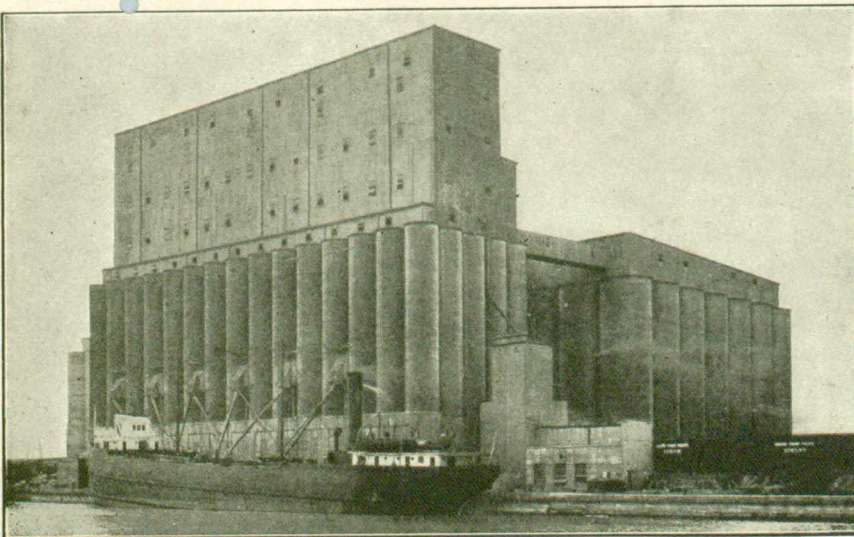
Government. Ottawa, one of Ontario's cities, is the seat of the Dominion Government. A Lieutenant-Governor is at the head of provincial affairs, and there is a Legislative Assembly with a membership of 106. No provincial taxes are levied upon the people, the revenue being secured from other sources. On the

municipal system of Ontario have been modelled those of all the other provinces. The municipalities have full self-government, and their councils care for the roads, water supply, and drainage, impose taxes for local purposes, and provide for police and fire protection. Liquor licenses are limited in number and are allotted by boards appointed by the Provincial Government. Though each province has its own courts of law, the judges are appointed—not by the Provincial—but by the Federal Government, this being the special care of the Minister of Justice; and the reputation of Canadian judges for independence stands deservedly high. A dissatisfied suitor in Canada can appeal from a Canadian court to the Judicial Committee of the Privy Council in England. There is also a Supreme Court of Canada sitting at Ottawa for the same purpose of hearing appeals and for the decision of questions concerning the Provinces and the Dominion.

Education. The system of education in Ontario constitutes a department of the Provincial Government, and is constantly under inspection. The Roman Catholics have obtained the right to separate schools, and increasing numbers of their children leave the public schools to attend Roman Catholic institutions. Between the ages of eight and fourteen school attendance is compulsory. The public schools, of which there are upwards of 6,000, are free. At a number of places high schools and collegiate institutes are maintained, to supply the educational need between the public school grades and the university. The Province has a large number of denominational universities and colleges, and many private schools of high standing. The Anglicans have a western university in London, and two theological colleges in Toronto; the Presbyterians maintain Queen's University at the city of Kingston, and the McMaster University is under the management of the Baptists.

A provincial university is provided at government expense; also an agricultural college at Guelph, and a dairy school and school of mining at Kingston.

Cities and Towns. Toronto is the capital of the Province, and contains the government and legislative buildings. It is the second city of the Dominion, having almost quadrupled in size during the past thirty years. Its population numbers more than 400,000, a large proportion of whom live in comfortable and beautiful homes separated one from the other by spacious lawns with fine old trees. The three large railways of Canada have their Ontario centre in



One of the huge terminal elevators at Fort William.

ONTARIO

SCALE OF MILES

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H U D S O N

B A Y

M A N I T O B A

J A M E S B A Y

Q U E B E C

L A K E S U P E R I O R

G E O R G I A N B A Y

W I S C O N S I N

M I C H I G A N

L A K E E R I E

O N T A R I O

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P E N N S Y L V A N I A

I L L I N O I S

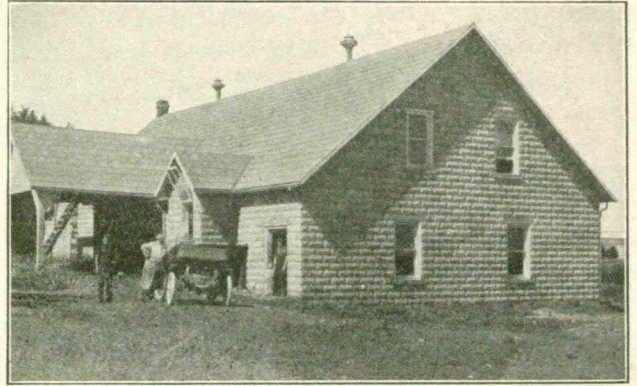
I N D I A N A

L A K E S T A K E

P E N N S Y L V A N I A

Toronto and the city is rich in educational institutions and churches. The University of Toronto is by far the largest in the Dominion. Its business interests are wide and important, its industries including foundries, shipbuilding and meat-packing establishments, piano, carriage, and biscuit factories, agricultural implement works and railway shops. Nearly one-half the Canadian banks have their headquarters here.

Picturesquely situated on a cluster of hills is Ottawa, the Dominion Capital. It has a population of about 100,000 and is the second city in size in the Province. Westminster Abbey was the model for the Parliament Buildings, which attract and hold the attention of every visitor to the city. These massive Gothic structures occupy three city blocks, and crown the summit of a hill whose bluffs rise precipitously 150 feet from the river. The "Drive-way," which is laid out along the foot of the hills and following the courses of the canal and rivers, is one of the most beautiful on the continent, while walks cut out of the side of the cliffs about midway between the river and the hilltop, entice every Nature-Lover to a ramble, and the Chaudiere and Rideau Falls are other features which make Ottawa's site an ideal one. Branch lines of the railways connect the city in all directions with the great commercial centres and with the playgrounds of its own and neighbouring provinces. The magnificent waterpower of the two falls is utilized for the electric lighting of the city and for the operation of its car lines, its many mills, and factories. One great Ottawa institution is a Roman Catholic university. At Ottawa is the Canadian Mint, quite a new institution. Only seven coins are used in Canada,—the five and ten dollar gold pieces; the silver 50 cent piece, or half-dollar; the 25 cent piece, or quarter; the 10 and 5 cent pieces; and the copper cent.



Throughout many parts of Ontario there are butter and cheese factories that absorb a large portion of the dairy product of the farm.

Hamilton follows close at the heels of Ottawa in the matter of population, claiming in 1911 no less than 81,969 residents. It, too, has a highly picturesque location, at the base of a mountain which marks the end of Lake Ontario. It excels all other Canadian cities in electrical energy, obtained from the water-power of De Cew Falls. This is the secret of the steady advancement of its industries. Its rolling and planing mills, iron, implement, and stove works, its furniture, sewing machine, glassware, and boot and shoe factories each year show a gain in volume of business. Hamilton is the centre of one of the finest fruit districts in America, and provides well for the transfer of its crops to distant points, rivalling Toronto as a lake port and in the multitude of its railway connections.

London has a population of 47,000 and is a large distributing centre. It is a university town, and its breweries, agricultural implement and boot and shoe factories, its petroleum refineries, and brick and tile works are important industries.

Kingston is the halfway house for river tourists. Steamers for the Thousand Islands and St. Lawrence points as far east as Montreal, and for the Rideau River as far as Ottawa, make Kingston their point of call and departure, while it likewise communicates with ports on Lake Ontario and the Bay of Quinte. The Royal Military College and Queen's University are here, and a large penitentiary.

Brantford, Peterborough, St. Catharines, and Belleville are all commercially important; Guelph is well known because of its agricultural college and experimental farm, while Windsor, Berlin, Galt, Chatham, Collingwood, Sarnia, Woodstock, Ingersoll, St. Thomas, Sault Ste. Marie, Paris, and scores of other centres boast of many large industries which materially increase their population.



There is no lovelier picture than that of an Ontario orchard in full bloom, nor a more profitable one after the fruit has ripened on the bough.

MANITOBA

Until 1912 Manitoba Province was an almost perfect square, situated midway between the Atlantic and Pacific oceans near the very centre of North America. One side of this square remains, but the other three boundaries have lengthened until the Province now reaches the 60th parallel, the shore of Hudson Bay making of it a Maritime Province. It comprises 251,832 square miles, or more than 161,000,000 acres, and is the most easterly of the three Prairie Provinces.

Historical. The first white settlement in the Province, or in all the prairie country for that matter (the Selkirk Colony), was made in 1812, on both sides of the Red River below Winnipeg, then called Fort Garry. The colonists were mostly from Scotland and many of their descendants still reside on the old homesteads in comfortable residences.

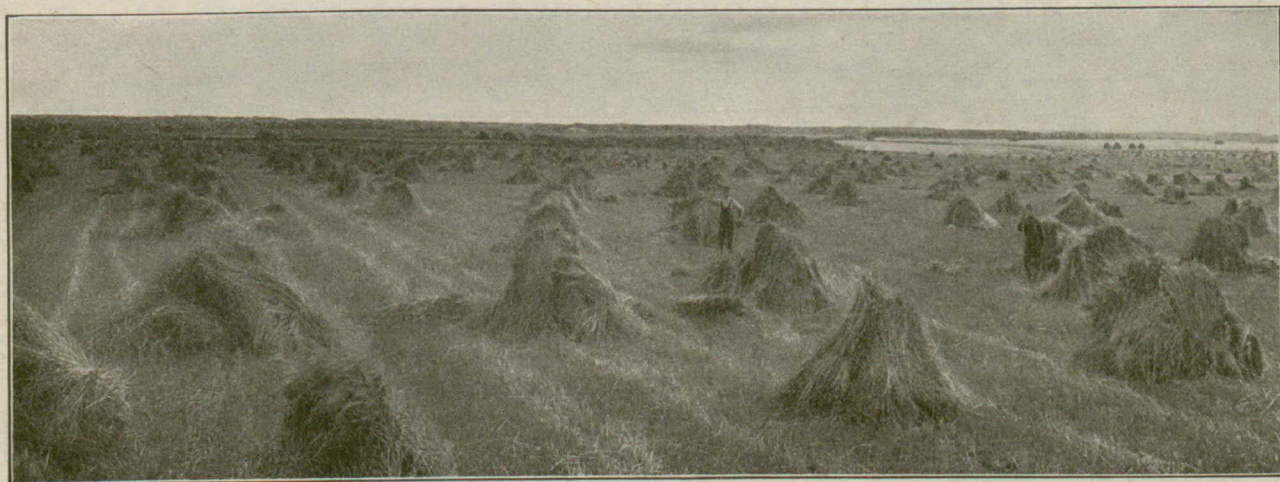
The colony remained under Hudson's Bay Company rule at Fort Garry until 1870, when the whole western country, excepting British Columbia, which was already an independent colony, passed under the control of the Dominion Government by purchase. The colony was at that time known as Assiniboia. The price paid the Hudson's Bay Company to extinguish their title was \$1,500,000, they retaining two one-mile-square sections of land in each township of thirty-six sections (six miles square), and small areas around their trading posts—about one-twentieth of the land, all told.

Physical Features. Manitoba has the largest lakes in the prairie belt, and the largest mountains east of the Rockies. Its three great lakes are Winnipeg, Winnipegosis, and Manitoba, all draining to the northeast through the Nelson River into Hudson Bay. Lake Winnipeg, with a length of 260 miles and an average width of 30 miles, is the largest of the three. Into it flow the Winnipeg, the Red, and the Saskatchewan rivers, with other smaller streams. The Assiniboine River, flowing eastward, joins the Red River, flowing north, and at their confluence is located Mani-

toba's capital and chief city—Winnipeg. The Saskatchewan River, which has its source in the Rocky Mountains, is a mighty stream flowing into Lake Winnipeg from the west, and by its means the city of Edmonton, the capital of Alberta Province, has direct water connection with Winnipeg. Southern Indian Lake, in Northern Manitoba, is a body of water of considerable extent, drained by the Churchill River into Hudson Bay. There is no lack of lakes and rivers in Manitoba, which accounts in no small measure for its extraordinary fertility. Timber tracts of considerable size edge the river banks, the trees being aspens, maples, oaks, elms, and willows, and there is a genuine forest near the Lake of the Woods. In the western portion of the Province are found the Porcupine, the Duck, and the Riding Mountains, while to the south rise the Turtle and the Tiger Ridges, but most of the land is flat, treeless prairie.

In the south-central portion of the Province unmistakable evidence exists that at one time a lake—which has been called Lake Agassiz—was to be found there. It is surmised that glaciers blocked the outlet and forced the waters of this lake over a wide expanse of territory. When the ice disappeared there was no trace of Lake Agassiz save deposits of clay and silt, now covered with from two to four feet of black vegetable mould, which seems inexhaustible in its productiveness. It is this rich soil which yields the greatest wheat harvests of the world. In addition to wheat, this section raises bountifully all other field crops and garden products. Fertile soil, ample sunshine and rainfall insure the highest agricultural development.

Within Manitoba lies the first of the three Prairie Steppes, of which Central Canada occupies a large portion. This steppe contains nearly 7,000 square miles, and has a width gradually enlarging from 50 miles at the international border to 250 miles, when it terminates at the ridge formed by the Riding and Duck Mountains, and the Porcupine Hills. A large



It is a yield like this that gives Canada her right to be called "The Bread Basket of the Empire."

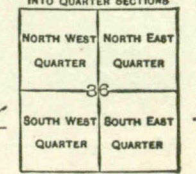
Central and Southern MANITOBA

SCALE OF MILES
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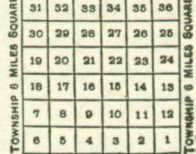
Copyright, 1915, by Poole Bros. Chicago.

- Canadian Pacific
- Canadian Northern
- Grand Trunk Pacific
- Great Northern

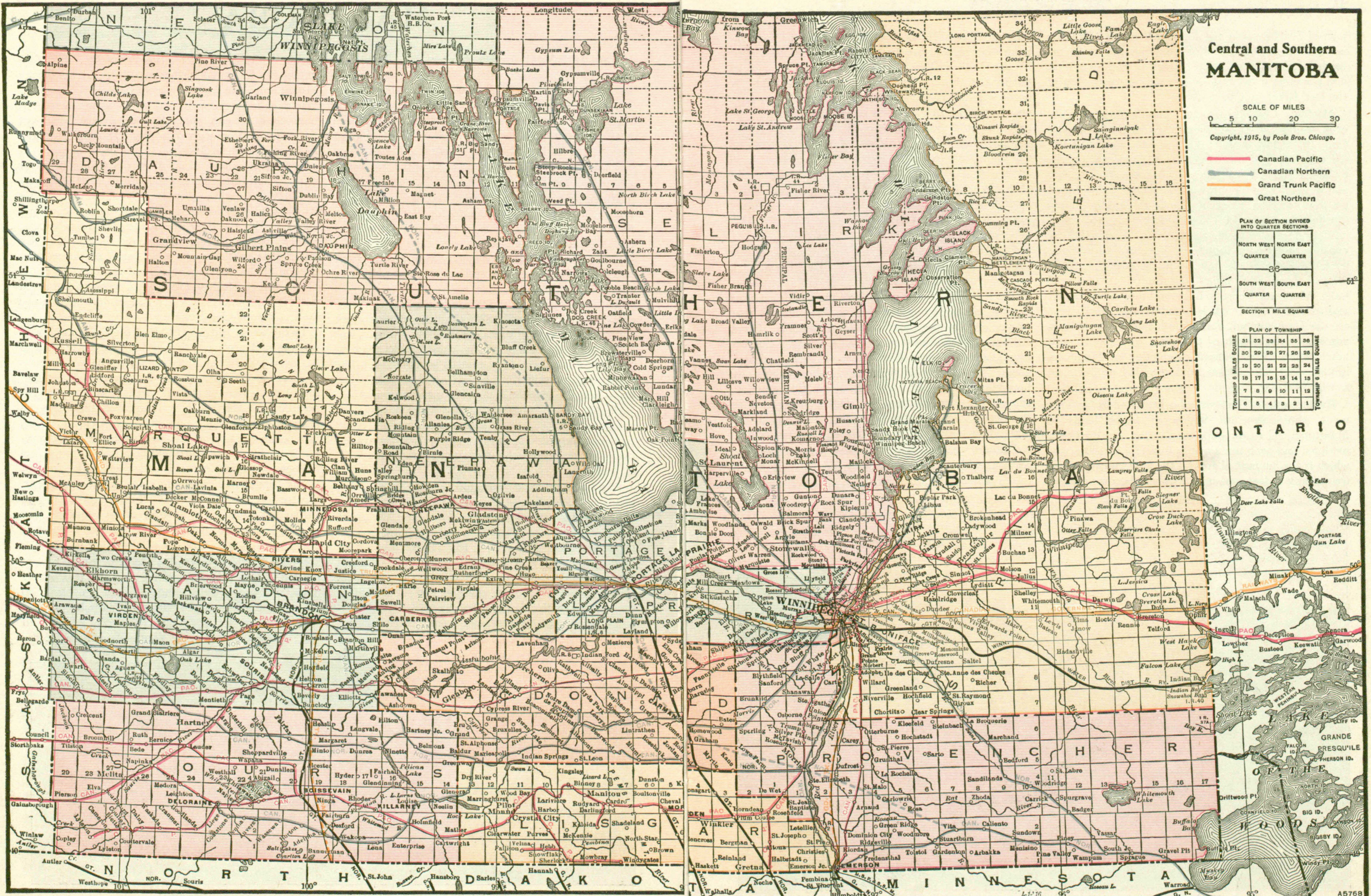
PLAN OF SECTION DIVIDED INTO QUARTER SECTIONS



PLAN OF TOWNSHIP



ONTARIO



part of Southwestern and Central Western Manitoba is included in the Second Prairie Steppe, which extends northwest into the Province of Saskatchewan, and possesses a soil that vies in richness with that of the Red River Valley.

Mining. Cement is being manufactured at Babcock, southeast of Winnipeg, Gloucester County. Good brick clays in unlimited quantity are obtainable from the shales of the Pierre Series. Cement materials lie east of Lake Winnipeg and near Arnold. Several seams of lignite or brown coal have been found on the northern flank of Turtle Mountain in the southwestern part of the Province, but no active mining has been undertaken. Large deposits of gypsum have been found in the townships lying north of Lake St. Martin. The crude gypsum is shipped from the mines (Gypsumville) north of Lake Winnipeg, where it is ground and calcined and sold as wall plaster. Salt is found at Salt Creek, west of Lake Dauphin, Salt Point, south end of Lake Winnipegosis, at the mouth of the Swan River, and many other places. The mineral production of Manitoba is valued at \$22,110,000; and the clay products at nearly \$900,000.

Homesteads. The Dominion owns, and its Government administers, the ungranted public lands of Manitoba. The townships are divided into thirty-six sections, and each section into quarters of 160 acres, which is the amount of ground the Government offers free to any industrious man who will become a loyal

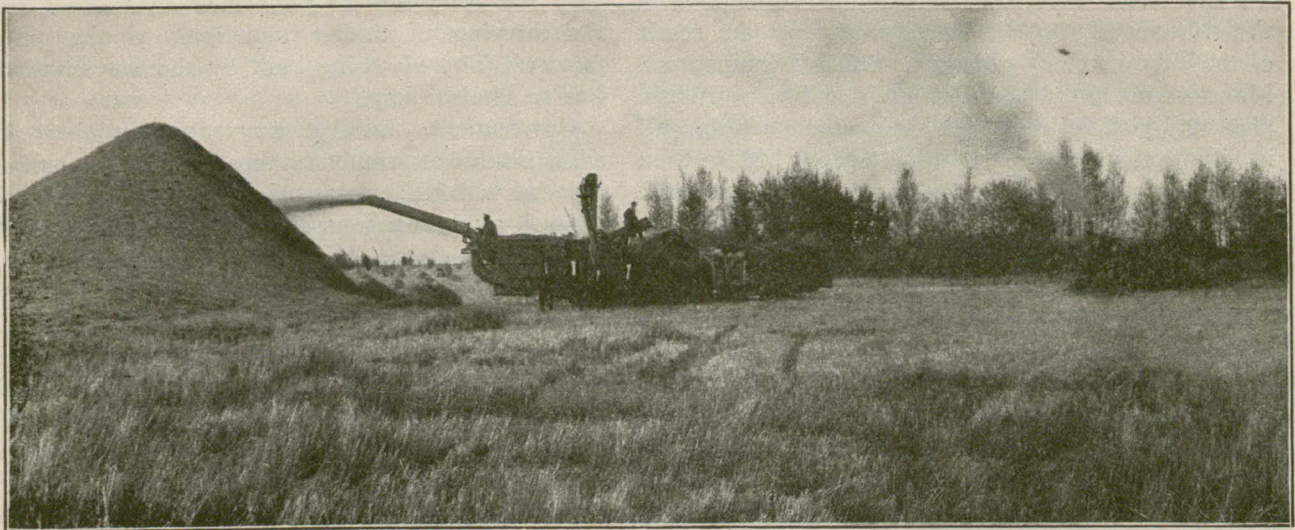
citizen. Two sections of each township the Government reserves for school purposes, and two are owned by the Hudson's Bay Company, but in the surveyed portions of this Province there are yet available for home-steading 12 million acres of land. The railways are opening up rich districts in every direction. The surveyed land available for cultivation has been estimated at 25½ million acres, about one-fourth of which was under crop in 1912. Thirty years ago only 50,000 acres were productive; to-day 3,343,000 acres are devoted to wheat alone, and the yield, shipped in the form of grain or flour to the various parts of the world, taxes the capacity of the transportation systems.

Population. The recent settlement of Manitoba is convincingly demonstrated by the fact that only 36 per cent. of her nearly 500,000 inhabitants are native to the Province. Other portions of the Dominion have been so generous in relinquishing their citizens that 62 per cent. of the population are Canadian. Great Britain's quota is next to that of Canada. Smaller numbers of Swedes, Norwegians, French, and Belgians swell the ranks of residents who are speedily becoming naturalized. Women are in the minority, though the disproportion has slightly lessened with the years. In the decade ending June, 1911, the population of the Province increased 78½ per cent.

Climate. Except in the northern and northeastern portion, which is as yet largely unexplored, Manitoba's climate is very uniform. The spring and



A troublesome but a profitable business.



Threshing direct from the stook, with the most modern machinery, is typical of the western spirit of hustle and efficiency.

autumn are long and invigorating, and there is a great deal of sunshine throughout the year. Seeding begins the first week in April, the frost which escapes from the ground providing sufficient moisture to give a good start to vegetation, and the rains and warm sun of June and July promoting rapid growth until the crops are brought to maturity in the autumn. Three or four months are all that winter can claim, and because of the dry atmosphere the low temperature is less felt here than in other places where there is more moisture.

Forests. Northern Manitoba is forest-clad as far south as the 60th parallel. The eastern portion shares the forest growth that covers Northwestern Ontario. In a strip 80 miles in width the birch, spruce, and tamarack flourish in a virgin forest, though the great trees are constantly being fed to the sawmills which have been established at many points. In the west and southwest there are timbered areas on the hills and along the river banks which supplement the firewood imported by the prairie settlers from the forests of British Columbia and Ontario. The area of Dominion forest reserves covers 357 square miles.

Agriculture. The production of grains, particularly wheat, has been the prevailing industry of Manitoba, and her harvests have attracted the attention of the entire civilized world. But the unquestionable advantages of mixed farming are daily becoming more apparent, and there are now few tillers of the soil who lack the appointments for the rearing of cattle, sheep, swine, or poultry. Wheat-growing can be carried on with less capital than most branches of industry, but in the long run, mixed farming can prove its claim to more satisfactory results. The valuation of the live stock of the Province has steadily increased in recent years, and bids fair to have a continuous growth.

The development of the wheat-growing industry is enormous. The total yield in 1915 amounted to

over 77 million bushels, a gain of 36 million bushels over the year 1914. If there were added to this the wheat retained by farmers for seed, and the quantities shipped in the form of flour, the total would be immensely increased. The milling industry is very important, for every place of any size has large mills for the grinding of wheat into flour, and oatmeal mills also do a thriving business.

In the last five years the production of flax has almost quadrupled, while the total increase in the yield of oats in the past twelvemonth exceeds that of wheat. There were 64 million bushels of oats to the credit of Manitoba in 1915. The gain in barley production is equally marked. Rye, peas, potatoes, and turnips are among the other important crops, and a brave beginning has been made in tobacco culture. A Dominion Experimental Farm at Brandon is doing much to educate the farmers, as are also the agricultural and horticultural associations.

The profitableness of dairy-farming may be judged by the fact that the value of the dairy products amounts to nearly \$2,000,000, and is constantly increasing. Creameries have been established in Southern Manitoba, and the opening up of the agricultural lands farther north will cause their extension to new territory. Dairy schools throughout the Province are a great help.

Fruit-growing has made some progress since its beginning in 1901, and in different parts of the Province there are farmers successfully cultivating orchards of apples, plums, and other small fruits.

Game and Fish. Considerable numbers of deer and moose are found, and in the forests and hills the bear, wolf, lynx, fox, marten, beaver, and many another fur-bearing animal makes its haunt. Prairie chickens abound, and the sportsmen find no dearth of wild ducks and geese on the lakes, rivers, and ponds.

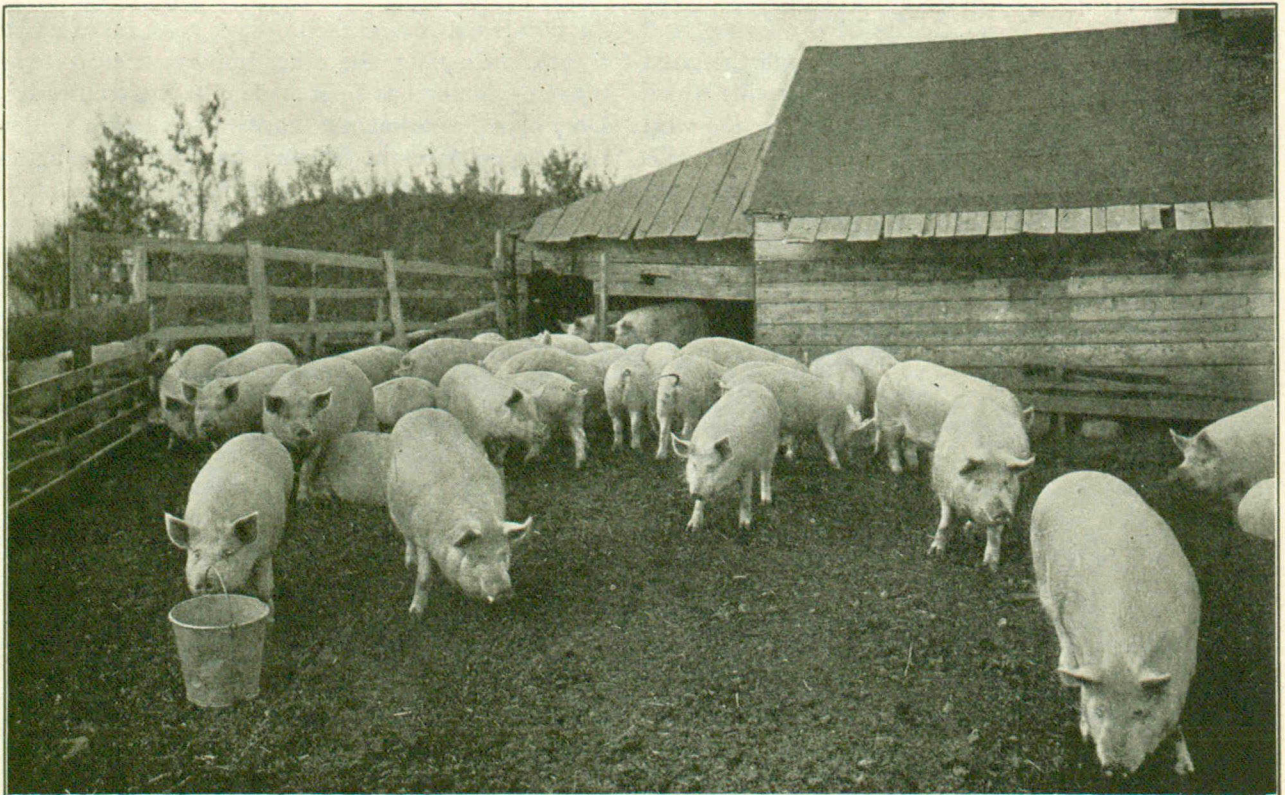
More than \$800,000 annually is realized from the fisheries of the Province, chiefly as the result of the large catch of whitefish. Lakes Winnipeg and Manitoba are noted fishing grounds, and the whitefish, pike, and pickerel caught in their waters are shipped in large quantities to the United States. More than 1,800 men are engaged in fresh water fishing, and the value of their boats, nets, ice-houses, and other equipment reaches annually nearly \$320,000.

Railways. For the extension of her chief industries—the growing and marketing of her grain—Manitoba is largely dependent on railways, and the broad expanses of prairie land offer every facility for their expeditious and economical construction. From Winnipeg eight lines radiate to different parts of the Province, and to the far east and west of the Dominion. From Montreal across the Atlantic, and from Vancouver, Victoria, and Prince Rupert over the Pacific Ocean, her mighty harvests go to feed the nations of the earth. By connection at Brandon and Portage la Prairie with the Great Northern Road of the United States, there is commercial interchange across the border, and another outlet is secured by transfer from rail at Fort William and Port Arthur to the Great Lakes. The Province has a railway mileage of 4,076, its four systems being the Canadian Pacific, Grand Trunk Pacific, Great Northern, and Canadian Northern. Each is constructing branch lines in all directions to keep pace with the development of the agricultural areas, and to handle the manufactures which of late years have begun to be of some importance. One

very necessary service performed by these lines is the carrying of timber and mail to the prairie farmer. There is being built by the Government a line to Hudson Bay.

Government. Local government is administered by a Legislative Assembly composed of forty members, together with a Lieutenant-Governor and an Executive Council of six members chosen from and responsible to the Legislature. In the Dominion Senate, Manitoba has four members, and ten in the House of Commons. The grant to the Province from the Dominion Government amounts to \$751,460, and will be raised every five years in proportion to census returns showing increased population. The income of the Provincial Government embraces subsidies and interest from the Dominion Government, land sales and fees, licenses, and succession duties. In 1900, the subsidy or grant of the Dominion Government to the Province amounted to \$483,000; in 1904, it amounted to \$553,115. Recently the grant has been increased to \$751,460, and will be further enlarged every five years as the quinquennial census shows the population to have increased. The largest expenditure is for education, public works and the administration of justice being relegated to second and third places.

Education. The separate schools were abolished in 1890 and there is now but one public school system, free to all denominations, the attendance in 1911 being 76,247. There are high schools in all the cities and larger towns, and collegiate institutes at Winnipeg, Brandon, and Portage la Prairie. Winnipeg also



"A corner in pork"

has a normal school for the training of teachers, and a well equipped agricultural college. There is a provincial university with high standards of scholarship, and also several denominational institutions. The Dominion Government has set apart two sections in each township, the income from which, with a supplementary land tax, supports the schools of the Province. In 1905, consolidated schools were an experiment; to-day they are a success. The vans used for transporting the children are all well covered and protected from the weather, so that only in a few cases has it been found necessary to use foot warmers. So successful has the plan proved that the attendance has greatly increased because of it.

Postal Facilities. Nothing is more agreeable to settlers in a new country than good postal facilities, and the Government of Canada fully appreciates the situation. All railway trains, even on the most remote branches, carry mails to post offices at all stations, while in the country parts removed from railways, the stage is in evidence with a weekly or semi-weekly service.

Cities and Towns. Little more than forty years ago, Winnipeg, the capital and chief city of the Province, was a frontier trading post of the Hudson's Bay Company, numbering 215 people. The Canadian Official Census of 1911 reports its population as 136,035, while the latest civic official census credits it with 106,000 more souls. At the junction of two great rivers whose valleys are of extraordinary fertility, Winnipeg is the gateway to Western Canada—a city of commanding importance. In geographical position, at the eastern limit of the prairies, and in its tremendous business activity, it resembles Chicago. Its bank clearings for 1915 netted over \$530,683,124, and the buildings of its forty educational institutions outrank in beauty those of any other Canadian city. It contains the Parliament Buildings of the Province, many charming public parks, and 115 churches of different denominations. As a gateway for the transmission of grain Winnipeg leads the world, and it is also a great factory and railroad centre. To-day Winnipeg stands third among Canadian cities.

Brandon, the second city of Manitoba, has more than doubled its inhabitants in ten years. With a population of about 18,000, its commercial importance is increasing at a rapid rate. Its wholesale trade shows large gain, and its grain elevators, flour mills, machine shops, and other manufactories are highly prosperous. Its Dominion Experimental Farm is widely known and of incalculable service to Manitoba farmers.

Portage la Prairie ranks among the most important of the country's wheat centres, and its railway facilities are unusual for a place of 6,000 inhabitants. For thirty consecutive years the records show no failure of crops on the plains surrounding the town, and its foundries, flour mills, elevators, and manufactories are so large and enterprising as to furnish ample witness to the

progressiveness of every department of its endeavour.

St. Boniface is the centre of Roman Catholic interest in Western Canada. Selkirk, Carberry, Morden, Neepawa, Manitou, Souris, Virden, and Minnedosa are the most important of several railroad towns which distribute the quantities of wheat raised in the sections where they are located.

The proximity of Port Nelson, at the outlet of the Nelson River, to the great wheat areas, together with the prospect of early railroad connection with them, make its future possibilities as a seaport loom large. Thus Manitoba may well be termed the "Maritime-Prairie Province."

New Manitoba. Manitoba holds a unique position as the only Prairie-Maritime Province in the Dominion of Canada. By the recent boundary extension northward and eastward to the shores of Hudson Bay, Manitoba gains not only a wonderful wealth of agricultural land, timber, fisheries, water-powers and minerals, but also a maritime coast-line which includes the two finest harbours on Hudson Bay, namely, Churchill and Nelson. So that to the tremendous advantages of her vast prairies must now be added those of direct ocean routes to the world's markets.

The Hudson Bay route for the shipment of grain and produce from the Canadian West and the Northwestern United States to European markets is between 700 and 800 miles shorter than other routes.

From the results already obtained here and there in the new territory and from a study of climatic conditions and the soil, there is no doubt that mixed farming will prove a great success in many portions of New Manitoba. Many large tracts of excellent land are to be found, suitable to the cultivation of all manner of vegetables, wheat, barley and small fruits, while in some places the conditions for stock-raising are ideal.

The nature of the new country, of course, varies greatly. An immense clay belt, ten thousand square miles in area, sweeps across the Province north of Lake Winnipeg. In other places the soil is a light, sandy loam. There are evidences of good mineral country, and an unlimited supply of spruce, poplar, jack pine, tamarack and pulpwood. A great stretch of fairly level country extends northward, sloping towards the sea at the rate of about two feet in a mile.

It is impossible adequately to measure the richness of New Manitoba's resources until the country has been opened up by the railroads; but it is known that fish-canning factories and many valuable industries will soon spring into existence, affording unlimited revenues.

Needless to say, game of all kinds is very plentiful in the new territory.

The available horse-power of Canada's rivers is 16,640,000, one-third being credited to New Manitoba. The cheap power, heat and light which this holds in store for Manitoba is but one of many rich heritages belonging to the province's development in the near future.

SASKATCHEWAN

In shape Saskatchewan is an almost perfect oblong, the United States and the Northwest Territories forming its southern and northern boundaries, while it is limited on east and west by Manitoba and Alberta. Its 251,700 square miles lie in the very centre of Canada's prairie land, covering an area larger than either France or Germany. The Province is just about half as wide as it is long, its extent along the 49th parallel being 390 miles and its dimension north and south 760 miles. Saskatchewan was named from its great river, which in early days was the route of communication for the fur-traders.

The western part of the second and the eastern portion of the third Prairie Steppe form the physical division of land in which Southern Saskatchewan is outlined. Above the rolling prairies are extensive forest tracts thinning off as the northern boundary of the Province is approached. The North and South Saskatchewan rivers, both of which have their source in the Rocky Mountains, the Qu'Appelle and Carrot are the chief streams, intersecting the Province from west to east. The Qu'Appelle runs its whole course through a rich agricultural country, and the scenery along the river is very beautiful. This stream and the South Saskatchewan River divide Central from Southern Saskatchewan, while the North Saskatchewan River is the separating line between Central and Northern Saskatchewan, and is the mighty current which, with Lake Winnipeg, connects the capital of Manitoba with Edmonton, the capital city of Alberta.

The southern strip of this great province is very like the adjoining section of Manitoba,—a more or less gently rolling prairie, generally bare of trees. As you go west along this strip you find yourself at last in a

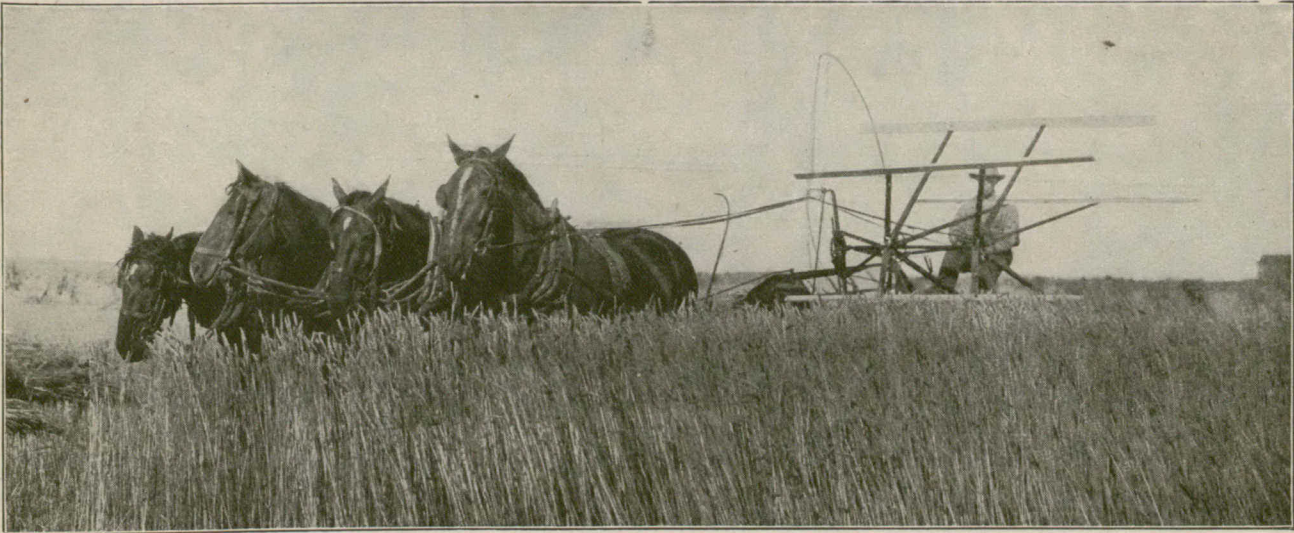
district where the rainfall is uncertain, this being the only part of the American desert which is found outside the United States. Even here, however, many men who have had experience of dry lands further south are confidently making homes for themselves. In the southeast of the Province is a magnificent wheat region, and in the southwest, too, given sufficient rainfall, the grain-grower has nothing to complain of.

The Park Lands. A little further north we come into the park lands; and well they deserve their name. Even here there is plenty of open prairie, where the new settler can put in his plough and run a long furrow without having to clear anything away first; but there are also innumerable little "bluffs" or coppices of birch and poplar, which are uncommonly useful not only in providing the stock of fuel, but in sheltering the house and live stock, and to some extent the crops, from the wind. Here there is always plenty of rain, though not too much for pleasure. The country is dotted with lakes and alive with creeks. It is, in fact, beautiful; and beautiful surroundings are, after all, a great boon to a human being who is not a farming machine.

Agriculture. The fertility of the soil is almost inexhaustible, and the upper ten inches hold in store illimitable wealth for those who till it for the production of wheat and other grains, or who pasture their live stock upon the grasses which grow in such luxuriance upon it. The soil in all of Saskatchewan is a rich loam, running from eight to twenty inches deep over a chocolate clay subsoil. The moisture is retained by this subsoil so that evaporation is so gradual as to make the fertility almost inexhaustible. The southern portion is almost flat, with few exceptions, from a line east and west through Saskatoon



Large herds of cattle still pasture throughout districts untouched by the plough.



Reaping the golden grain.

In certain portions the surface is undulating, but in no case is it so hilly as to preclude ploughing every acre; near some of the rivers in the more hilly sections the soil becomes lighter with some stone and gravel.

The results of tests made at the Experimental Farm at Indian Head show a dozen distinct varieties of wheat, sown in mid-April, cut in 130 days, yielding forty-three bushels to the acre. Five reasons may be given for the exceptionally favourable conditions awaiting the grower of wheat in Saskatchewan: 1. The soil is almost inexhaustible in its fertility. 2. The climate brings the wheat plant to fruition very quickly. 3. The northern latitude gives the wheat more sunshine during the period of growing than is furnished by the districts farther south. 4. Rust is of infrequent occurrence. 5. Insect foes are unknown.

Up to the present time only a small part of the vast agricultural lands of the Province has been brought under cultivation. The land area of Saskatchewan reaches a total of 155,092,480 acres, so there remain more than 134,000,000 acres to which the test of crop-raising has never been applied. Agricultural reports on large tracts of this land, particularly in the northern section, are unattainable, but partially settled areas in Central and Southern Saskatchewan have demonstrated beyond all possibility of doubt that these sections will yet constitute the greatest wheat-producing areas within Canadian borders. Returns from the acreage which has yielded repeated crops, equal those of Manitoba, which are regarded as phenomenal. Between the eastern boundary of the Province and Moose Jaw lies a district which challenges comparison with any of the older grain-producing areas, the average yield of wheat to the acre being about twenty bushels, while yields of thirty to forty bushels per acre are numerous. The comparatively small amount of soil given over to the plough in 1915 brought a return of \$224,875,300.

Oats, flax, barley, the various vegetables and small fruits added an appreciable quota to the large income from the wheat fields.

Cattle-rearing is the chief industry of the sections north of the grain lands. Large numbers of cattle are exported, but horses, to the raising of which several ranches are devoted, are required by the new settlers, who prove ready purchasers. Poultry, hogs, eggs, and dairy products also find quick sale within the Province. The natural facilities for mixed farming and for dairying are exceptional, and the values of both have shown steady increase.

Experiments made at the Agricultural College have been such that alfalfa culture is quite within the realm of an assured success in Saskatchewan. Experiments made by private individuals substantiate the work of the college.

The settlers in this Province have taken up land in order to provide homes for themselves and their families. Entering the country from the United States, Great Britain and the different quarters of the Old World, their tiny hoard of savings sufficed for the stocking and planting of the 160 acres granted them by the Government, and the prosperous farmers of Saskatchewan are to-day law-abiding, patriotic citizens of Canada. There is no longer the problem of simply making a living; it has been replaced by the larger question: How great will be the annual profit?

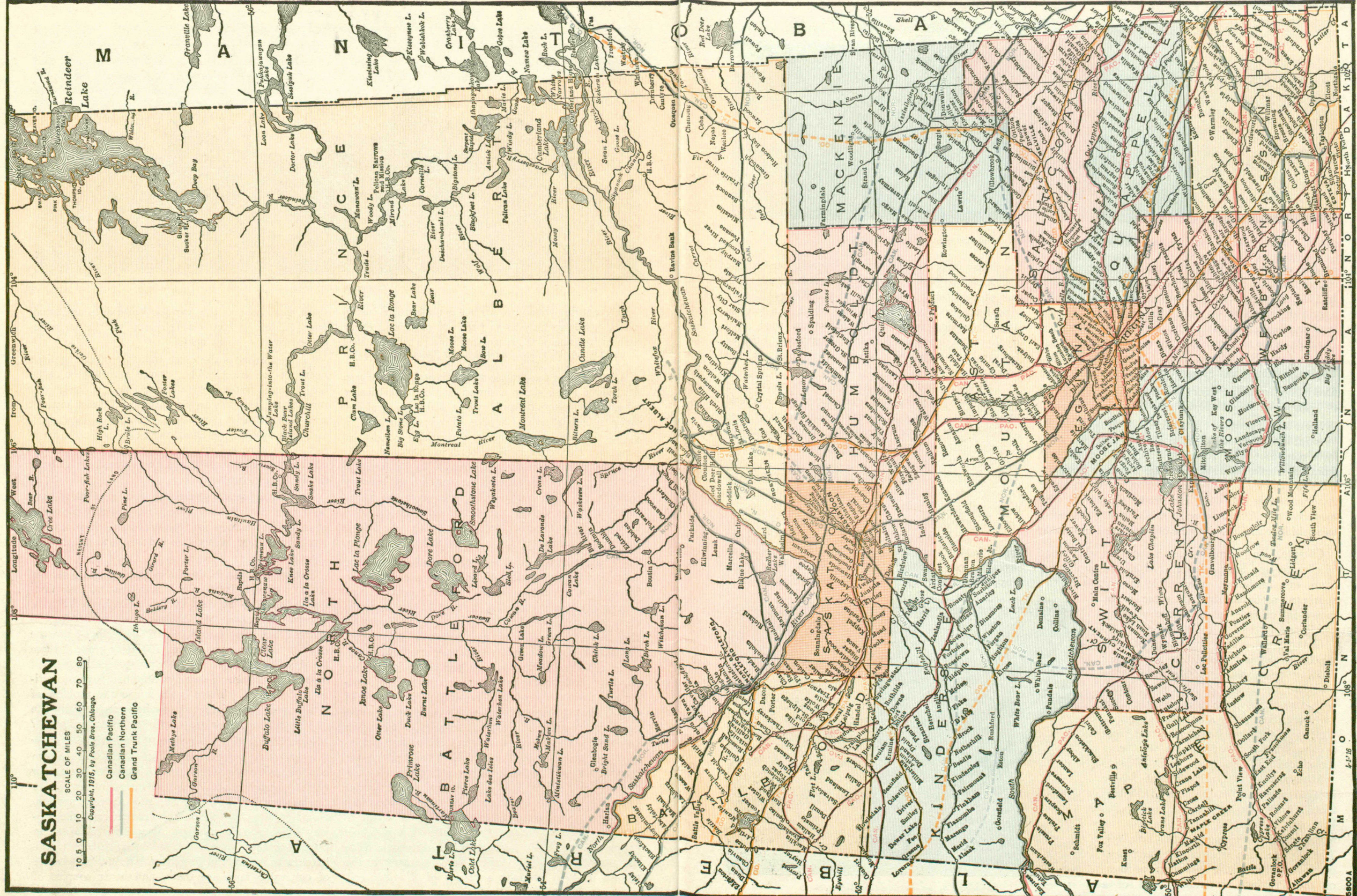
Population. For many years there have been a few thickly settled agricultural districts in the southeastern part of the Province, but only within the last ten or twelve years has there been an inrush of settlers to the western territory and the northeastern portion. Homesteading has followed the extension of the railway lines, and in the last decade the increase in population has been 440 per cent. Northern Saskatchewan is as yet little known, but millions of acres of cultivable land are there, and other sources of

SASKATCHEWAN

SCALE OF MILES
0 10 20 30 40 50 60 70 80

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- Canadian Pacific
- Canadian Northern
- Grand Trunk Pacific





CAUSE AND EFFECT.

He is a poor farmer who cannot turn poverty into prosperity when aided by 160 acres of free fertile soil.

wealth as well. They but await the means of communication which make residence a possibility. In 1911 the population of Saskatchewan was 492,432, a gain of over 400,000 since 1901. When the good land available for settlement within the Dominion Land Agencies of Prince Albert, Yorkton, Saskatoon, Moose Jaw, Battleford, Swift Current, Humboldt, Regina, Estevan, and Maple Creek, has been peopled, as will soon be the case, an even more extraordinary percentage of increase will be noted.

Most of the people of Saskatchewan, it need hardly be said, have English for their mother tongue. They have come not only from other parts of Canada and from the Motherland, but in large numbers from the United States. A large number of these so-called Americans, by the way, are really Canadians who went to the American west while their own west was still inaccessible. Others of them are Europeans.

Climate. In 750 miles there is room for wide range of climate, and Saskatchewan has all the variations, from the moderate, changeable conditions of the southern sections—dry in some parts, moist in others—to the more vigorous conditions farther to the north.

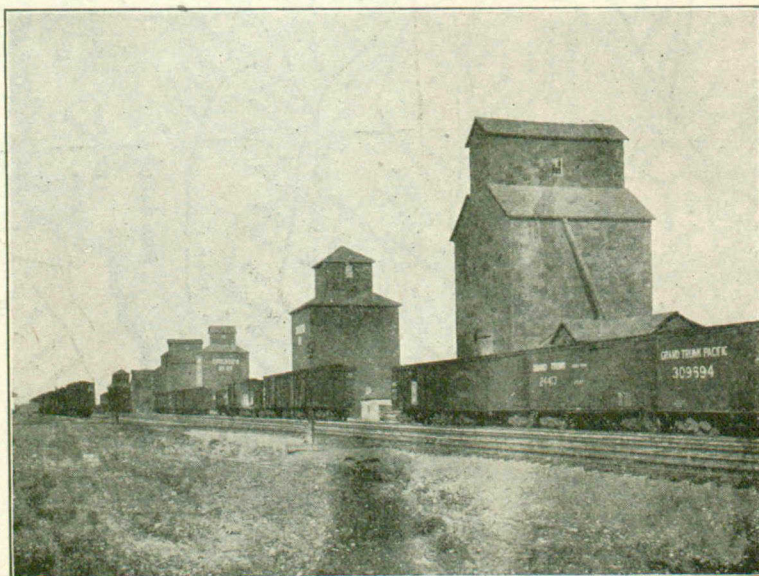
Government. The regulation of provincial affairs is entrusted to a governor residing at Regina, and his cabinet of seven members, who work in conjunction with the Legislative Assembly of the Province, containing fifty-four members. Throughout Saskatchewan the municipal system of self-government is being introduced rapidly.

Minerals. The production of lignite in Saskatchewan in the year 1915 was 232,541 tons, of which approximately one-half was shipped to Manitoba, the remainder being consumed in this Province. The lignite deposits of Saskatchewan occur mainly in the southern portions of the Province, extending west of a

line drawn from the international boundary to Oxbow, thence to Lampman, Weyburn, Forward, Avonlea and east of Johnston Lake, Lake of the Rivers, Twelve Mile Lake to Wood Mountain. There is a narrow strip extending from Wood Mountain west, and another from near Lake Johnston, northwest. Further deposits occur in the Cypress Hills and on the Coteau.

"The area that is best known is the vicinity of Estevan, where mining has been carried on for several years. Over a large part there are per section at least 7,000,000 tons of lignite available. Eight townships of this vicinity would therefore have a possible 2,000,000,000 tons."

The Belly-River formation on the northwest of the Province extends along the Alberta frontier from Walsh (about 20 miles west of Maple Creek) in the south to about 18 miles north of Macklin in the north. The eastern boundary is roughly from Walsh to the South Saskatchewan River, about 15 miles east of Saskatchewan Landing, thence to White Bear Lake, it approaches near Perdue, Wilkie and Swinburne and



Elevators for the storing of Canada's golden grain.

then turns west to the Alberta boundary. This comprises an area of about 1,500 square miles, and the deposits of lignite have been computed to be about 3 million tons. Iron of the best quality is also found in the Province.

The annual value of the mineral production is about \$650,000; clay products, about \$240,000.

Fish and Game. The many fine lakes yield quantities of whitefish, pike, pickerel, trout, and other fish. Far more are caught than can be used for food in Saskatchewan, and their export is beginning to be quite an industry. In 1914-1915 the total value of the fisheries was \$132,017, and 813 men were engaged on the boats and in fish houses and freezers.

Northern Saskatchewan is still largely the haunt of the sportsman and fur-trader. Lakes, rivers, and forests abound, and the keen hunter finds rare sport in this home of the fur-bearing animals.

Education. Both primary and higher education is a vital interest in this Province and receives every attention. School districts are springing up in all directions, and the annual budget for teachers' salaries is assuming commendable proportions. Schools are sustained by provincial aid and local rates. Except in special cases where qualified teachers cannot be obtained, the teacher must hold a certificate of qualification granted by the Department of Education. Nowhere do the agricultural authorities give greater attention to welfare and education of the farmer than in the newer districts of this Province. The University of Saskatchewan at Saskatoon is one of the wonders of the Canadian West and is supported and controlled by the Province. It was planned on a scale to accommodate students from the entire north-west of the Dominion, and its cost approximated \$5,000,000. In architecture it is patterned after the University of Chicago. In connection with it is a

college of arts and science, and a college of agriculture presided over by eastern university men.

Railroads. For thirty years the main line of the Canadian Pacific has crossed the Province of Saskatchewan from east to west, about 100 miles north of the border of the United States. Its most important branch is the "Soo" line from Moose Jaw to St. Paul, Minn., though its lines to Edmonton and Lacombe, Alberta—both progressive commercial points—are daily carrying more traffic and passengers.

The main line of the Canadian Northern from Winnipeg to Edmonton crosses the entire Province, the southeastern portion being honeycombed by its many branches.

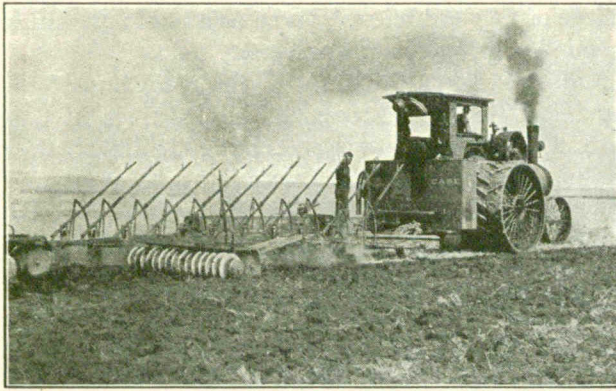
The Grand Trunk System parallels that of the Canadian Northern at a distance of from fifteen to forty miles, and many offshoots from the main thoroughfare are contemplated.

The railroads are the pioneers in this vast area waiting to be wakened to productiveness, and settlement goes hand in hand with their extension into a new territory. Over 200 miles of new branches opened last year gives Saskatchewan a total mileage of 5,327. The Province is so well served by the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific that few of the established settlements are more than 10 to 20 miles from transportation; new settlements do not have to wait long for railway advantages. The Hudson Bay Railway will afford a short haul to ocean shipping from Saskatchewan grain fields. More than \$1,500,000 have been appropriated by the local government for improvements and building highways.

Settlement. The inflowing tide of homeseekers made its way through the Province at first along the channel provided by the Canadian Pacific Railway, and every fresh railway built has acted in the same way. Accordingly, strings of settlements are to be



There is no reason why the barest roads should not be turned into boulevards with fruit and shade trees.



BREAKING.

Ploughing with a 32 h.p. steam plough, taking twelve 14 in. furrows.

found along the lines of the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific. Many a man, however, does not wait for a railway. He strikes out into the prairie, with a wagon, a stock of victuals, perhaps a little tent, and always a government map. The country has been carefully examined by government surveyors, who have not only reported on the quality of each district and the look of the land, with its creeks, lakes, and so forth, but have left landmarks numbered and easily recognized, so that a land-hunter, with map in hand, can always know exactly where he is.

When he comes to a place he likes, if the map shows that the land has not been given to any one else, he pitches his tent on it, drives off to the nearest land office, and puts in his claim. Then he comes back and starts to plough, so as to get the utmost possible area under crop in the first season. Presently he varies his labour by putting up a house, and finally he goes off to fetch his family, if he has one, to live in it. There are those who make it their first business to build the house and sometimes spend so much time on it that very little seed gets into the ground and little harvest comes out. To save time and money, a settler sometimes puts up a sod-shack,—its walls of

piled-up turf cut out from the prairie, its roof also of turf resting on poplar logs drawn from the nearest valley or wood. It is quite tolerable for a year or so on the plains.

Cities and Towns. Regina is the capital of the Province, and has a population of 30,210 (census 1911). It is the centre for a rich agricultural district, and the headquarters for the western provinces of the Mounted Police. Regina has substantial public buildings and fine residences.

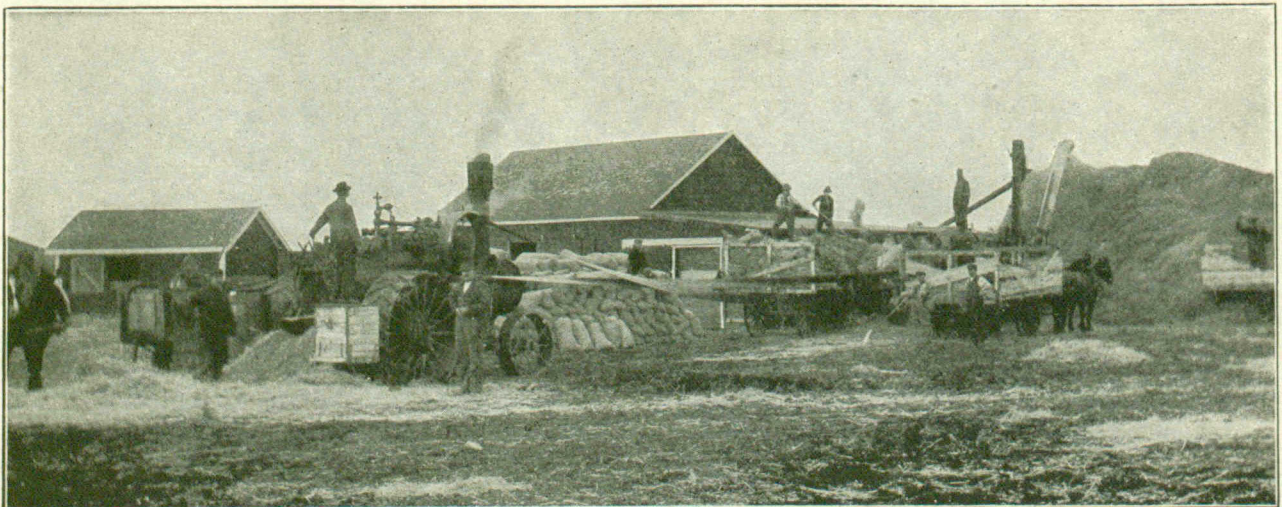
Moose Jaw, about 20,000 inhabitants, is an important railway point, the connections made here influencing the trade of large sections of country. Here are extensive stockyards and many good schools. A large terminal elevator of about 40 million bushels capacity is being erected at Moose Jaw. It is expected of it that it will greatly facilitate the storage and movement of the large grain crops of the district.

Prince Albert, population of about 12,000, bids fair to become a manufacturing centre. Near by is a large and beautiful forest, and the whole district is well watered, and presents many charming scenes. The city contains large sawmills and flour mills.

Saskatoon is often called the Kansas City of Canada. It has 20,000 residents and is commercially and educationally important. It is the seat of the University of Saskatchewan, and a railway centre. The importance of Saskatoon as a distributing and wholesale centre is demonstrated in the large number of warehouses that have been erected. A 40 million bushel terminal elevator has been erected there, similar to the one at Moose Jaw.

North Battleford, with a population of over 6,000, attained the rank of a city in May, 1913. It is splendidly situated, and as it is in the centre of a splendid agricultural country, will make a substantial growth.

Other important towns, some of which will probably soon become cities, are Battleford, Swift Current, Weyburn, Estevan and Yorkton.



Up-to-date methods are used on this farm on the prairie.

ALBERTA

Alberta is the most westerly of the three Prairie Provinces, and is hugged so tight by British Columbia that its regular outline is destroyed in the southwest by the encroachment of the Coast Province. Alberta is a great sloping plateau covering an area of 255,285 square miles, and reaching to the foothills of the Rocky Mountains. It is a land of farms, forests, mines, and fisheries—the old home of the bison, and the present roaming ground of the mountain lion, the musk-ox, the various members of the deer family, and the wide range of other fur-bearing animals.

it must not be supposed that cattle ranching in Southern Alberta is a thing of the past. It still flourishes, especially among the foothills of the Rocky Mountains, where the rancher knows that in addition to his own land the cattle can still roam over many a grassy slope not yet coveted by the homesteader. The life on such a ranch is delightful, and in the most remote of the foothills you may find a home as comfortable and well furnished as anyone could desire. The cattle which graze on the nourishing wild hay of the prairie make beef unexcelled for quality in the world.



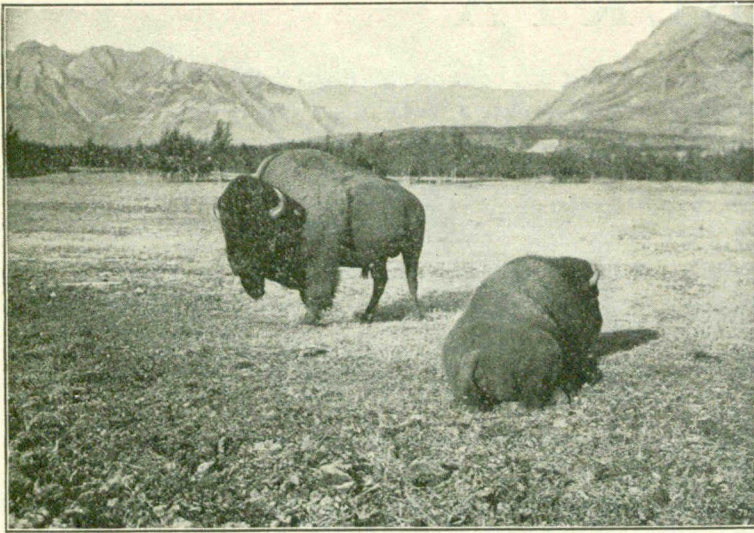
On one of Alberta's great sheep ranches.

The Rocky Mountains, that magnificent range whose scenery is unsurpassed in any part of the globe, forms more than half the dividing line between Alberta and British Columbia. The length of the Province is 750 miles from north and south, and the width varies from 400 miles to less than half that distance. The Province contains three distinct territorial belts—southern, central, and northern.

Southern Alberta. Rolling, treeless prairie lands extend from the international boundary to 100 miles north of Calgary. Throughout this southern area the altitude is high, and the rainfall very light. This is still the great ranching country of the Province. Though most of the big ranchers have sold their land,

The horse is another animal that finds ideal conditions of existence in Southern Alberta, and, as the same amount of money can be got for a horse as for a number of cattle, the horse-rancher needs but a fraction of the land necessary to the cattle-rancher. Besides, the influx of farmers, though a difficulty to the cattle-man, is a boon to the horse-breeder; for the farmers want horses for their work and are willing to pay good prices for good teams.

Cattle and horses live out on the prairie all winter, as the grass dries into nourishing hay where it stands. They can, however, be kept in better condition by extra food; and the rancher commonly accumulates stores and stacks of prairie hay for winter use. But in



REMNANTS OF A MIGHTY RACE

A small herd of "buffalo" roam unmolested throughout the wildness of Banff National Park.

recent years irrigation has facilitated the raising of record crops of grain and vegetables. Even without irrigation and by a system of "dry farming," which really means farming by conservation of rain, all the small grains will thrive, and many millions of bushels are now annually grown on tracts formerly given over entirely to the feeding of herds of cattle and horses. The sugar-beet industry is largely promoted in well irrigated sections, millions of pounds of sugar being refined yearly.

Central Alberta. The park-like territory extending from the Red Deer River northward, including the basin of the North Saskatchewan to the height of land between this river and the Athabaska, constitutes the central section of Alberta, and in surface conditions and soil is very much like that of Central Saskatchewan. It is well watered and has large stretches of timberland, chiefly poplar and spruce. The ground is extremely fertile, and while wheat, oats, barley and flax yield abundantly, the advantages of mixed farming are making themselves felt. The excellent fodder provided by the natural grasses of the prairie is supplemented by large growths of timothy, alfalfa, and clover, resulting in ideal conditions for dairying and stock-raising. The intelligent assistance of the Federal and Provincial Governments have placed the butter-making industry on a solid foundation. The branch experimental farms, one in this district at Lacombe, and another at Lethbridge in the Southern plain, do for this Province what the older experimental farms have done further east.

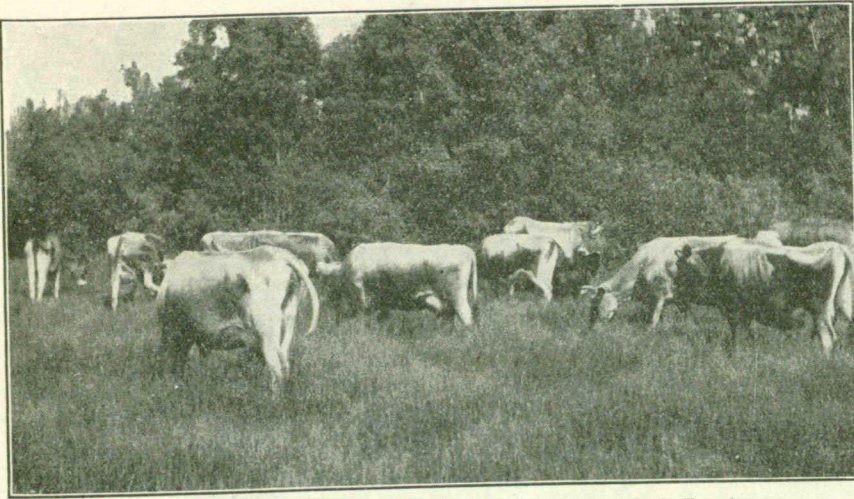
Northern Alberta. In the lands of the northern section there is an agreeable diversity, open prairies lying close beside lightly and heavily wooded areas. Timber lands predominate, and the great tracts of spruce and poplar are very valuable. Railroads have not penetrated this section to any great

extent, but it has been clearly demonstrated by the experiments of scattered settlers, that enormous tracts of country have every requisite for successful crop production and stock breeding. The alternation of woodland and prairie brings within close compass the necessities of life. The procuring of timber is one of the important problems of the farmer of the open wheat lands, and here he may obtain it without difficulty. Rivers, which have always been the traders' highways, flow in every direction, and shallow draft steamboats, as well as smaller craft, now ply from post to post. The great trade here, however, is still what it has been from the time the first white man set foot in the land. The beaver, whose skin, used to form the coinage of the country, has disappeared from the settled districts; yet beaver

and other valuable furs pour down from the North.

Water System. One of the greatest rivers of the world—the Saskatchewan—has its source in the Rocky Mountains, on the southwest border of Alberta, and its two great arteries water the central district of the Prairie Provinces. In these same mountains rise her two other great rivers, the Peace and Athabaska, which drain the northern portion emptying into Lake Athabaska in the northeastern corner of the Province. This is the largest lake in Alberta, being 120 miles in length; Lesser Slave Lake, sixty miles long, is next in size. Most of the lakes of the Province are in its northern part, and their total area is estimated at more than 1,500,000 acres.

Climate. Distance above sea level has much to do with the variations of climate in the Province, as has also the great extent of the land area. Alberta is delightfully healthful throughout its length and breadth, the country drained by the Peace River in the northern portion being reputed to have as warm summers as the Valley of the Saskatchewan, 300 miles farther south. This territory, as yet but little surveyed, and that of the Athabaska River Valley have every reason to be considered of great promise for agriculture and ranching. The winds which sweep through the passes of the Rocky Mountains have been warmed by the Japan current of the Pacific Ocean and modify the temperature of the entire Province. These winds are termed "chinooks," and especially in the southern section are depended upon to carry off the snow, permitting cattle and horses to graze outdoors all winter. There are no blizzards or violent storms of any character, and owing to the dryness of the air, the winters, though cold, occasion little discomfort. The warmth of summer never becomes a sweltering heat, and except in the southern part of the Province, the rainfall is ample. Irrigation and "dry-farming" provide for the areas with insufficient moisture.



Alberta can show as good dairy herds as her sister provinces in the East.

Population. There were five times as many residents in Alberta in 1911 as in 1901, the last census registering 374,663. Eastern Canada, Great Britain, and the United States are responsible for this vast increase, and there is no cessation in the march of homesteaders to this Land of Promise. In 1912 more than 16,700 claims were taken up, and the inflow of desirable settlers is larger each year. Of the public lands already surveyed but yet ungranted, the Crown still holds title to upwards of 12 million acres, and when these have been allotted there will still remain vast expanses of untrodden prairie to satisfy a further demand. The influx of an army of farmers means also the upbuilding of centres of supply, and cities and towns are springing up and increasing in size and commercial importance.

The transformation of Alberta from a wilderness to a land of homes has been wrought by an extraordinary diversity of men. The ranching life at first attracted a considerable number of young Englishmen, and the old country element is still strong. The Eastern Canadian, especially the Ontarian, forms perhaps the backbone of the population. The "Americans" are numerous, and in the extreme south there is a compact colony of "Latter Day Saints," some of whom have built up a very successful beet-growing and sugar-making industry. The Scandinavians are among the very best citizens, and at New Norway, as the name indicates, they are particularly strong. There is also a considerable sprinkling of French, and those of other nationalities are to be found in many thousands in the northern parts of the settled district. These folk live simple lives, work hard upon railway construction or at anything that will remedy their initial lack of capital, and some of them, at any rate, have taken high places already in the ranks of progressive agriculturists.

Railways. The Canadian Pacific Railroad was the first to pierce the lofty Rockies, and her lines run from Medicine Hat and from the East through the Crow's Nest and Kicking Horse Passes. Two other great passes are the Yellow Head and Peace River, which, first traversed by daring travellers, have since been made highways of traffic. The main line of the Canadian Pacific runs east and west through Calgary, and from there sends a branch north to Edmonton and another south to Macleod. From the Edmonton branch there are two offshoots starting at Lacombe and Wetaskiwin.

Other branches diverge from the main line at different points, extending into the newer districts.

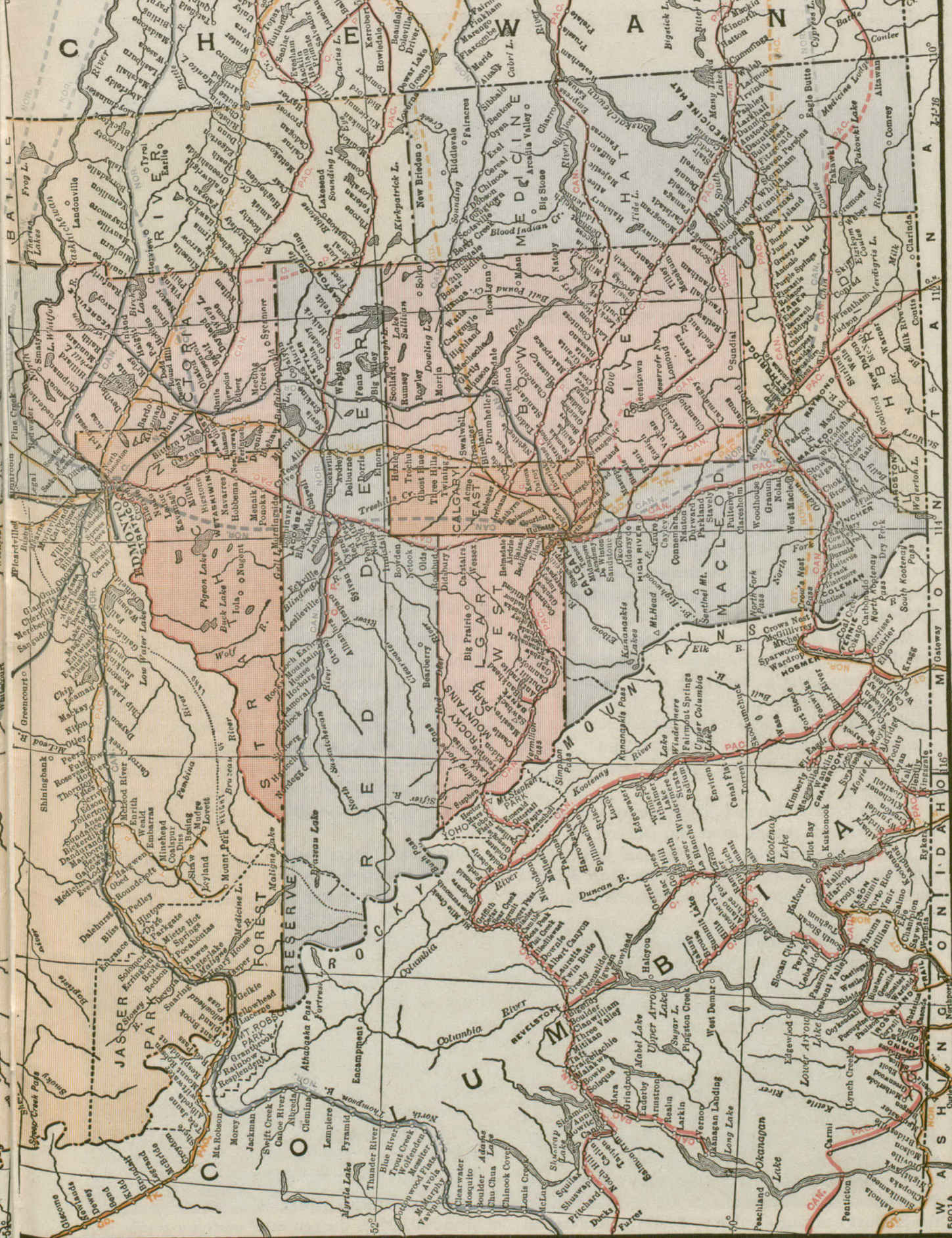
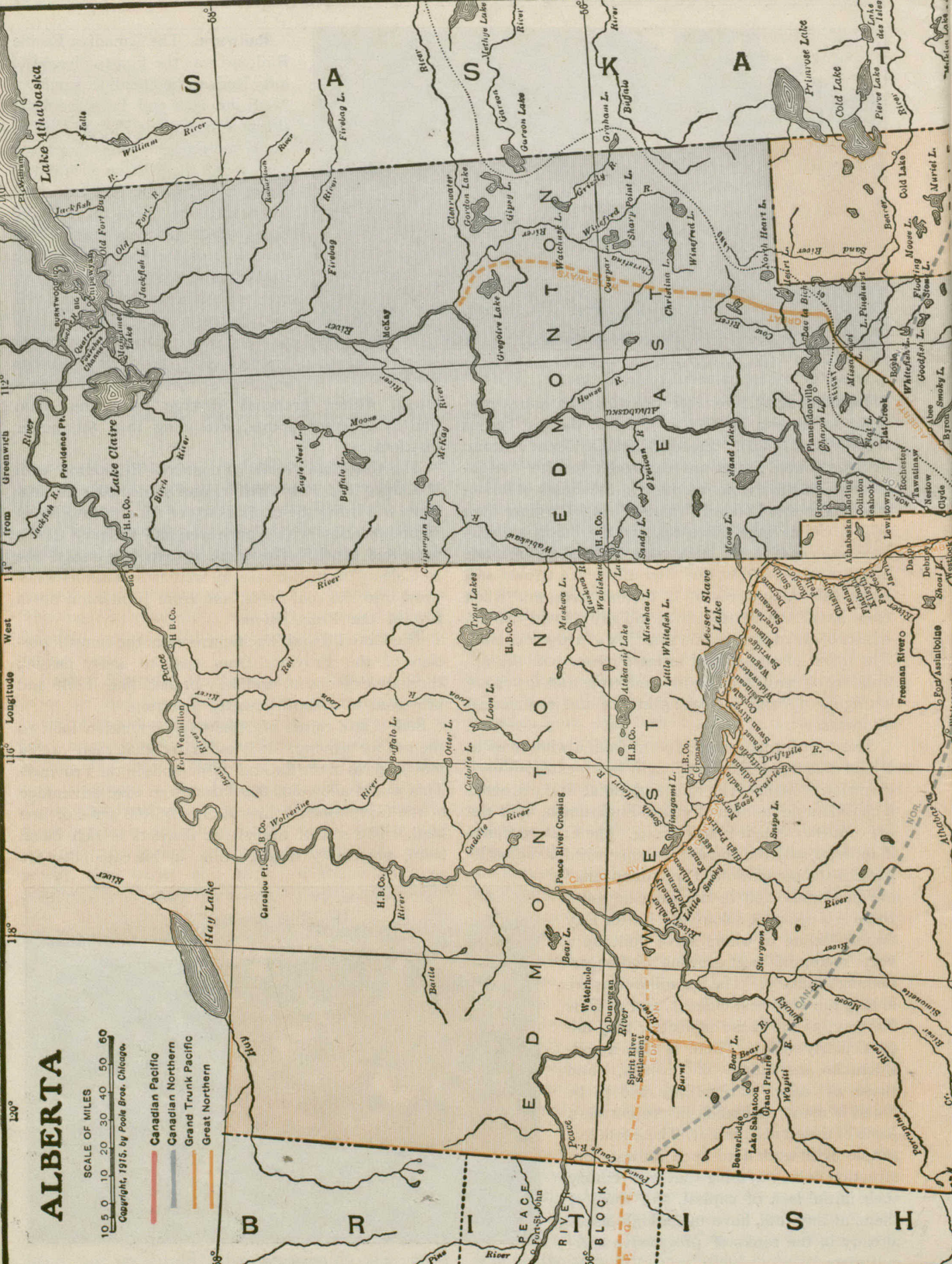
The Canadian Northern connects Edmonton with Winnipeg and Port Arthur, and projected continuations will bring the capital city of Alberta into direct communication with Vancouver and Calgary to the west and south. The same system has also a line to Calgary from the east, as well as extensions westward into the coal fields, and from Edmonton north toward the Peace River.

The Grand Trunk Pacific traverses the central portion of the Province from east to west, passing through Edmonton, and has branch lines built and projected in a southwesterly direction.

Soil. Two-thirds of Alberta's population look to the soil for a living. It is estimated that there are 80 million acres of the finest of farm lands in the Province. This would allow 500,000 farmers to take advantage of the Government's liberal offer of 160 acres of free land. The soil of the wheat districts is rich black loam, practically inexhaustible in its capability for



Branding cattle.





Horse breeding is a profitable business on the prairies, where an average team is valued at \$500.

producing magnificent crops. Oats, barley, flax, rye, and other food stuffs are produced in large quantities, the total yield of grain for 1915 amounting to 152 million bushels.

Timber. Building material and fuel in unlimited amount are procurable in the forests of Northern Alberta, for the timber lands extend hundreds of miles on the north side of the Saskatchewan River. The poplar, birch, pine, white and black spruce, Douglas fir and larch are among the trees contained in these great forest belts, and in the smaller woodland areas of Central Alberta.

Game and Fisheries. Excellent sport is afforded by the quantities of game, especially in the north of the Province. Ducks, partridge, snipe, plover, geese, and prairie chickens are plentiful. Moose, deer, and caribou abound in the northern forests, and the fur-trader reaps a rich harvest from otter, mink, ermine, wolverine, marten, badger, squirrel, bear, fox, wolf, and lynx.

Fishing for whitefish and pike is extremely remunerative in Alberta, though trout and pickerel are taken in considerable quantities. The annual value of the fisheries of the Province is a little more than \$85,000, and the cost of equipment for the 947 fishermen totals \$20,000.

A Notable Addition. The Dominion Government in response to popular demand has taken steps to prevent the total extinction of the buffalo, and has established parks, where there are in the neighbourhood of 1,200 of these former monarchs of the plains, living the life of their ancestors, secure from slaughter.

Mines. Great veins of both bituminous and anthracite coal hundreds of miles in extent have been discovered in Alberta, and from the number and vast size of these beds it is believed that fully 12,800 square miles are underlaid with this mineral. There can be no shortage of fuel in Alberta for ages to come. Nearly four million tons of coal are mined annually, the product reaching a value of \$8,471,125. Natural

gas, under heavy pressure, has been found at Medicine Hat, Dunmore Station, and Bow Island on the South Saskatchewan, and at Pelican Rapids on the Athabaska. In the Athabaska River region and near the British Columbia boundary there are decided indications of petroleum, though no oil fields have as yet been developed. The sands of the North Saskatchewan River have for years yielded some gold, and the deposits of clay and stone in the Province are valued at over \$1,000,000 yearly. The annual mineral production of the Province is in the neighbourhood of \$13,000,000; the clay products being almost \$1,000,000.

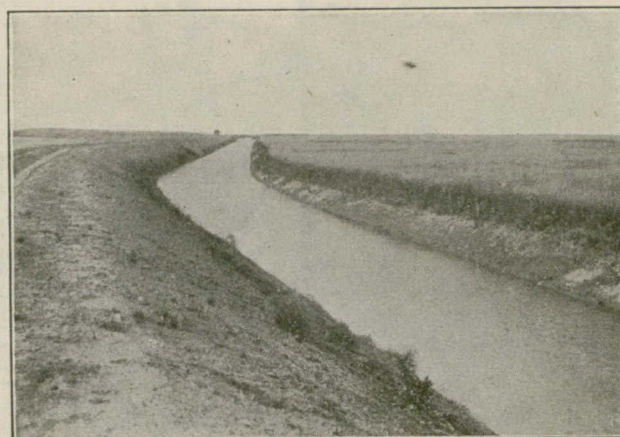
Government. The Provincial Government is in the hands of a Lieutenant-Governor and a Legislative Assembly of forty-one members, with an Executive Council composed of eight members chosen from the Legislature. After incorporation, cities and towns are given control of their local affairs, and local improvement districts, for the purpose of maintaining roads and accomplishing other work for the welfare of the people, are established throughout the rural sections.

Education. Liberal assistance in providing primary education is afforded by the Government, and high schools have been opened at several points. The Province owns 258 acres of land at South Edmonton, just across the Saskatchewan River from Edmonton, where a worthy university has been established and higher education is assured the youth of the Province. Alberta College, a Methodist theological training school, the Presbyterian Theological College, and other denominational institutions will be affiliated with the new university. Calgary has a large normal school.

Demonstration farms are established at different points in the Province for the purpose of educating the farmer in the best methods to adopt in carrying on his farming operations to the best advantage.

Cities and Towns. Edmonton, with a population of about 60,000, is the centre of northern traffic, and

two transcontinental railroads make this city an important distributing point. The territory to the south will also contribute to its prosperity by connection with the lines carrying the trade of the Pacific to Hudson Bay and the Eastern Provinces, and *vice versa*. Edmonton is finely located on a tableland 200 feet above the North Saskatchewan River, and has a bird's eye view of this beautiful valley. It is the depot of the fur-traders of the northern forests, and of great importance to the Hudson's Bay Company. The clearing house total for its banks reaches over \$220,000,000, and it operates all its own public utilities. The parliament buildings are models for such buildings, and Alberta University is also imposing in architecture.



The system of irrigation makes the growing of sugar beets profitable.

Calgary, the chief city of the southern district and the oldest city of the Province, is well located in the valley of the Bow River, a tributary of the South Saskatchewan. It is a centre for wholesale traders, and its commercial importance is increasing with great rapidity. Calgary now has about 75,000 inhabitants, while ten years ago it had one-eighteenth this number. The city is but thirty years old. Until about 1883 it was a mounted police outpost and ranchers' rendezvous. The building of the Canadian Pacific Railway raised it to a place of prominence. The Grand Trunk Pacific and Canadian Northern now enter the city, and Calgary is one of the points of greatest activity on their lines. Its buildings are constructed largely of the brown sandstone found in the vicinity. It has street car and telephone service, electric light, and water systems. It is the door to the magnificent scenery of the Rockies, and the large number of summer tourists has necessitated the building of large, modern hotels.

Medicine Hat, the centre of what was formerly the finest kind of ranching country, and in which all kinds

of farming are now being successfully carried on, is a thriving city with a population nearing 10,000. It stands first among the milling centres of the British Empire, and is known as the "natural gas" city.

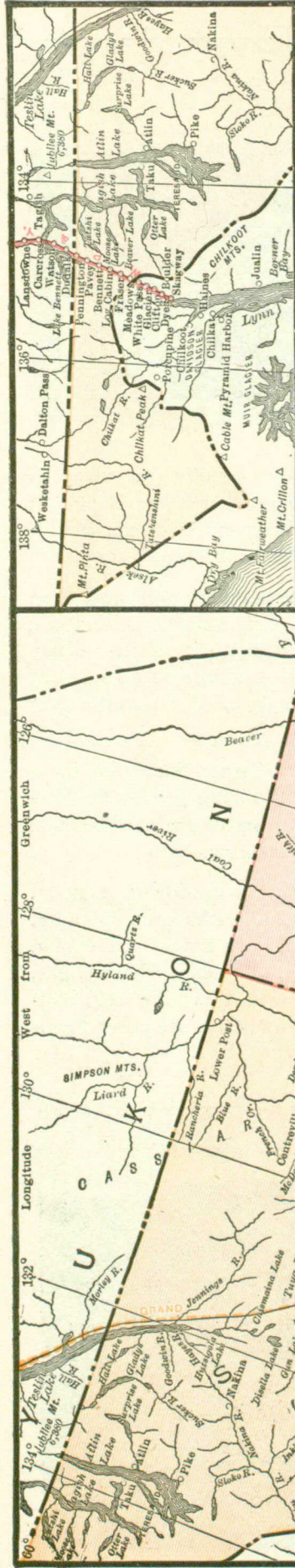
Lethbridge has gained its population of more than 11,000, not only by reason of its central position in a great coal-mining area, but because of its railway advantages and its splendid agricultural area. One of the longest steel bridges in America crosses the river here.

Cardston, on the southern border line, is having a remarkable growth due to the large success of those who are carrying on the raising of grain and mixed farming in the surrounding country.

Macleod, Lacombe, Leduc, Wetaskiwin, Ponoka, Red Deer, Vegreville, Innisfail, Athabaska Landing, Camrose, Tofield, Raymond, High River, Claresholm, Didsbury, Redcliff, Taber, Bassano, Wainwright, Strathmore, Fort Saskatchewan, Pincher Creek, Stettler, Vermilion, Sedgewick, and Olds are other towns showing marked prosperity.

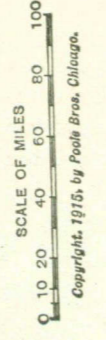


How would you like to own 160 acres like this?



NORTH WEST TERR.

BRITISH COLUMBIA



- Canadian Pacific
- Canadian Northern
- Grand Trunk Pacific
- Great Northern



BRITISH COLUMBIA

British Columbia has long been termed the Mineral Province because of the inexhaustible stores of wealth in its mountains, but its fisheries, forests, and orchards must be taken into almost equal account, for their productiveness is quite as phenomenal. This Pacific Province of Canada is bordered by Alberta on the east and the United States on the south, while the Yukon and Northwest Territories form its northern boundary. Vancouver and the Queen Charlotte Islands are part of its territory, as are also the multitude of smaller islands which dot its coastline. The mainland is divided by a cross chain of mountains into two distinct divisions—an interior plateau rimmed on east and west by lofty mountain ranges, and a largely unexplored region in the north. The area of the Province is 355,855 square miles. Between 16 and 20 million arable acres are unoccupied, and the Peace River district offers every inducement to grain-growers. In addition to this, millions of acres are suited to ranching and fruit-culture.

Scenery. Scenery unrivalled in grandeur is found in the parallel ranges of the Rockies, the Selkirk and the Coast Mountains, many of their peaks soaring more than 11,000 feet above sea level. Mount Robson rises 13,700 feet, while Mount Fairweather on the international boundary overlooks them all from a height of 15,287 feet. The whole interior plateau is about 3,500 feet above sea level, and is deeply eroded by its lake and river systems. Many of the lakes in the southern portion of the Province remain open throughout the winter. To the southwest of the Rocky Moun-

tains is a remarkable valley 800 miles in length and from one to six miles in width. The mountains tower aloft in vast cathedral domes and jagged spires and castellated keeps. They rise from deep-green wooded slopes, up and up, sheer into the sky,—to end in soaring summits of white and gray, except when snow and ice and rock alike blush rosy in the setting sun. From the ledge where the railway runs the traveller looks up to dizzy heights,—then down to distant depths, where torrents, green and white, tear downwards to a distant sea. Now he speeds out across a deep cut gorge, and now he rolls along beside a lake fantastically set among mirrored peaks. The huge walls close in, and then fall back, leaving room for a broad and beautiful meadow. Plunging into another range, the train runs a wild race with a foaming river, through solemn canyons where grotesque patches of purple and orange earth and rock are dotted with solitary pines.

Very little is known of the central and northern parts of the Province, but those portions which have been surveyed for the construction of the transcontinental line of the Grand Trunk Pacific and the contemplated extension to Dawson in the Yukon, show immense areas of cultivable land and tracts of timber, vast coal fields and liberal deposits of various minerals.

On account of the difficulties of transportation, which are being steadily overcome by the making of new roads and trails, agricultural progress has been slow. It will therefore be readily understood that only a very small fraction of the country has been brought under cultivation, and that it may be said that farming



The wealth of British Columbia is not all under ground.

is in the experimental stage, few, if any, of the settlers having more than a few acres under crop, as up to the present time there has been no incentive to farming on a large scale, the local demand for farm products being necessarily very limited. As railway construction proceeds, however, farmers will find a ready market for all they can produce, as several thousand men are employed in the work.

In addition to the land pre-empted, a great deal of land has been acquired by investors who are holding it for higher prices; a considerable acreage is owned by actual settlers who are residing on and improving their properties, while others are waiting the advent of the railway before taking actual possession.

Rivers. The Fraser, 750 miles long, is one of the most important rivers of the Province. Rising in the Rockies, it crosses the valleys and Coast Range and empties into the Strait of Georgia near Vancouver. The Columbia, so famous for its salmon, has its source in British Columbia, and flows 600 miles before discharging its waters into the Pacific across the border in the State of Oregon. The Skeena River is 300 miles in length, and the Liard, Peace, Thompson, and Kootenay all drain large areas of this Province, which contains also the headwaters of the Yukon. A million and a half acres are given up to lakes.

Climate. Free from extremes of heat and cold, the climate of British Columbia is almost ideal. The mountain air is invigorating, while the shores, washed by the Japan current, are moist and mild, yet with no trace of malaria. The climatic conditions in the Province are very interesting in their diversity. The moisture-laden winds of the Coast are broken in their passage by the Coast Mountains or Cascade Range, producing on the east a dry belt. But the higher currents of air continue as far as the loftier peaks of the Selkirks, occasioning the heavy snows for which that range is notable, with a resultant dry belt between these mountains and the Rockies. Early summer is the driest season of the year, while the wettest months are in the fall and early winter. In the Kootenay district in the southeast of the Province, there is wide variation of temperature, though at no time does it run to extremes. The high altitude of the district ensures pure, rare, bracing air. To the north of the Kootenay, in the Cariboo and Chilcotin country, the weather is more severe, though in the same latitude east of the Rocky Mountains, the British Columbian portion of the Peace Valley shares the mildness of the climate farther south, and the winter is shorter than in Manitoba. Autumn in Winnipeg is much cooler than in this region 1,200 miles northwest of that city.

Along the Pacific coast the heavy rainfall and the warmth from the Japan current causes a tropical growth of vegetation. The forests are almost im-



IN THE OKANAGAN VALLEY.
A four-hundred acre orchard near Kelowna, the centre of one of the world's finest fruit-growing districts.

penetrable. In the sheltered valleys of the Coast Range the warm winds and sun cause the quick and perfect ripening of fruit, and the yield of orchards and vineyards is almost unprecedented. Except in this coast region the climate throughout British Columbia is invigorating and delightful, and invalids are more and more seeking its benefits.

Population. In June, 1911, the population of British Columbia was 392,480, and the mines, the extension of Pacific commerce by the new transcontinental lines of railway, and the opening of the Panama Canal, will all greatly increase the number of inhabitants in the near future. The Chinese population is more than 19,000, many of whom are engaged in the fishing industries and in market gardening in the vicinity of the cities. These people are outnumbered by the Indians, of whom there are more than 20,000. Many Japanese are engaged in fishing and in the lumber trade, and several nationalities are represented in the white race.

Mines. British Columbia is second only to Ontario in the value of the products of her mines, which realize more than \$24,000,000 annually, almost exactly half the amount brought by the mines of the older Province. This section is rich in gold, silver, copper, lead, coal, and iron deposits, and mining constitutes the chief industry. In one year the gold produced was valued at more than \$5,000,000, and in 1914 more than $2\frac{1}{4}$ million tons of coal and coke were taken from the immense veins in different parts of the Province. Fully half of the coal mined is sent to the United States, but so great is the supply of both bituminous and anthracite that the vast beds have scarcely been touched. The wages of miners are very high.

Social Conditions. The population of British Columbia, widely scattered and composed of many nationalities, is singularly peaceful and law-abiding. Life and property are better protected and individual rights more respected, even in the isolated mining communities, than in some of the great centres of civilization in other lands. This Province, though new as compared with older countries, enjoys all the

necessaries and many of the luxuries and conveniences of modern life. There are few towns which are not provided with water-works, electric lights and telephones. The hotels are usually clean and comfortable and the stores well stocked with every possible requirement. There is little individual poverty. A general prosperity is the prevailing condition throughout the country, for no one need be idle or penniless who is able and willing to work. The larger towns are well supplied with libraries and reading rooms, and the Provincial Government has a system of travelling libraries, by which the rural districts are furnished free with literature of the best description.

The spiritual welfare of the people is promoted by representatives of all the Christian denominations, and there are few communities, however small, which have not one or more churches with resident clergymen.

All the cities and larger towns have well equipped hospitals, supported by Government grants and private subscriptions, and few of the smaller towns are without cottage hospitals. Daily newspapers are published in the larger places, and every mining camp has its weekly or semi-weekly paper.

The opening of the Grand Trunk Pacific is transforming the forest and mountain districts through which the road passes, and untold mineral wealth is constantly being disclosed. Great mining development is certain all along this line, and already there is a steady demand for workmen where metal ore and coal have been discovered. South of the Skeena River immense beds of coal have been found, though the largest veins now being worked are near Crow's Nest Pass in the Rockies, and on Vancouver Island.

Forests. The timber ranks next in value to the mines of British Columbia, and there are enormous areas of trees suitable for building purposes. The principal commercial tree is the Douglas fir, which often rises to a height of 300 feet, with an 8 to 10 foot diameter. Other important trees are the giant cedar, black and yellow pine, oak, larch, maple, and several varieties of spruce. There is a constant demand for timber in the prairie lands, and great quantities are exported to the Orient, South America, Africa, and Australia.

Agriculture. It is rapidly becoming recognized that ranching underworks the soil and grain-raising overworks it. Mixed farming is the great equalizer, and large results have everywhere followed the experiment of raising crops and live stock simultaneously. In British Columbia this combination proves extremely profitable because of the extensive market for farm-produce and for fruit of every description. Only within recent years have the immense possibilities of this Province along agricultural lines been discovered,

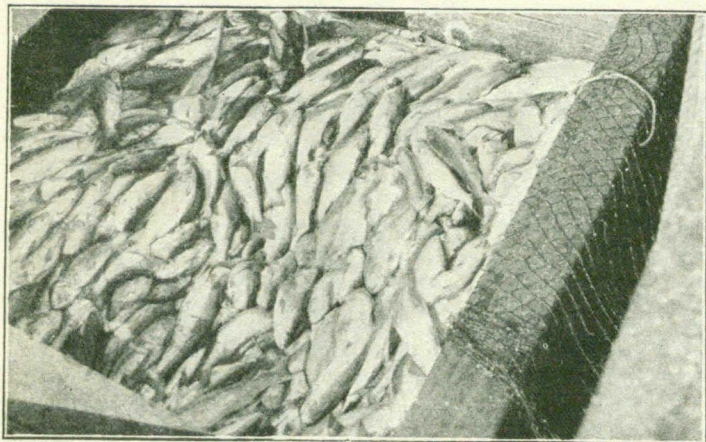


The prairies "raise" the grain, but the hops "raise" the bread.

but the extent of fertile territory has been estimated at a million acres, with prospects of large increase of this figure as the unexplored country is surveyed. Seemingly sterile tracts have been demonstrated to be unusually well adapted to the cultivation both of fruits and cereals, though a large acreage is suitable merely for grazing.

The best farming land lies on Vancouver Island, in the valleys between the high mountain ranges, and along the shores of the rivers which flow to the Pacific. Wheat, potatoes, hay, and oats are raised in great quantities, as well as many varieties of fruit, which find ready sale in the Central Provinces. The fruit growers have won distinction by the size and flavour of their products, and the fame of Southern British Columbia as a fruit country is now world-wide. Apples, grapes, apricots, peaches, and plums are grown to perfection: also strawberries, cherries, and many other small fruits. Oregon and Washington, the famous fruit districts of the U.S.A., have had to content themselves with second place in the Pacific Coast contests for supremacy of product. Experts in every land have acknowledged that fruit-packing in British Columbia has reached the highest degree of excellence, and have imitated her methods. Okanagan Valley justly claims distinction in this field.

The fruit industry of British Columbia is still in its infancy, but the results so far secured are convincing as to its future importance. The actual extent of fruit-growing land has not yet been ascertained, but by a conservative estimate at least one million acres south of the 52nd degree will produce all the fruits of the temperate zone. The recognized fruit districts include the southern part of Vancouver Island and the Gulf Islands, Lower Fraser River Valley, Thompson River Valley, Shuswap Lake, Okanagan, Nicola, Spillimacheen, Osoyoos, Similkameen, Upper Columbia Valley, Kootenay Lake, Arrow Lake, Lower Columbia River and Grand Forks, which are all suited to the best grades of fruit, and which contain extensive areas of fruit lands. Other good fruit districts are: West Coast of Vancouver Island, West



Not the least important of British Columbia's industries is that of fishing. It affords employment to a large number of men and boats.

Coast of Mainland (where patches of fruit lands are found at the heads of the numerous inlets), Lower Fraser Valley, Nicola, Grande Prairie and many other localities. In some of these sections irrigation is necessary, but water is being supplied where the influx of population warrants the necessary expenditure. Many localities which are now proved to be suitable for fruit culture were but recently "discovered," for a few years ago fruit was only raised in the settlements on the coast and along the rivers, and in quantity that failed to supply even the limited local demand. It is now an established fact that apples of excellent quality will grow as far north as Hazelton, on the Skeena River, between 55 and 56 degrees north.

England makes large demand for British Columbia hops, which are likewise easily disposed of in Eastern Canada and Australia. Sugar-beets, celery, and tobacco are beginning to be raised extensively, while the demand for oats far exceeds the yield. Wheat and barley are grown in many parts of the Province, as are potatoes, carrots, and other root vegetables.

The large extent of pasture land makes dairying a prominent industry, and high prices are secured for dairy products. Particularly in Vancouver and Victoria are butter and cheese in great demand, and milk brings a maximum price.

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

Fauna. The species of birds in British Columbia number 340. Seal-fishing is an important coast industry. Moose, deer, caribou, and Rocky Mountain goats and sheep are found in large numbers, and there are many grizzly and black bears, wolves, lynx, and other fur-bearing animals. Nowhere in the world is

there a wider and finer field for the sportsman, for, besides large game, quail, prairie chicken and grouse abound, to tempt his gun.

Fisheries. British Columbia now holds first place in the value of her fisheries, the product annually realizing over \$11,500,000. The hauls from the extensive halibut fisheries supplant the rich herring catches, though salmon far outranks both halibut and herring in marketed value. Nearly 50,000 cod are caught, and the return from whale products amounts to \$494,120, exclusive of the \$242,000 realized from whale oil. More than 17,000 men are engaged in the fishing industry, and the export of its products is extending rapidly.

Transportation. The main line of the Canadian Pacific Railway enters the Province from Alberta by the Kicking Horse Pass, and crosses to Vancouver in the southwestern corner. East of Vancouver connections are made with the United States, and the Crow's Nest branch of the road runs to all the important mining towns of the Kootenay District. On Vancouver Island, Victoria is connected by the Esquimalt & Nanaimo Railway with the extensive coal regions.

In the last few months the transcontinental line of the Grand Trunk System, ending at Prince Rupert, has been finished. It enters the Province at Yellowhead Pass, and with the opening of the Panama Canal will carry a mighty stream of trade to and from Canada's northern section, as through Vancouver and Victoria farther south.

Many portions of the Province are tapped by branches of the Great Northern Railway, and the Canadian Northern's extension from Edmonton to the Pacific Coast will open another live line of commerce. There is also the Pacific Great Eastern, which will run from Vancouver to Fort George.

Vancouver is the terminus of the shortest route between England and the ports of Japan and other parts of the Orient, and has direct steamer connection



Two of Vancouver's public buildings.

with Mexico and with Australia. Its coastwise trade is enormous, and boats ply continually along all the water routes to the valleys of the interior. Summer traffic and travel to Yukon and Alaska is very large, and connection by water with the important Pacific ports of the United States is constant.

Government and Education. The Lieutenant-Governor of the Province is aided by an Executive Council of seven members, and a Legislative Assembly numbering forty-two. The Government buys the schoolhouses of the Province, pays the teachers, and makes grants for incidental expenses, so that opportunities for a good education are all that could be desired. The three classes of schools—common, graded, and high—are undenominational and free. Victoria and Vancouver Colleges are affiliated with McGill University and have high school and university departments.

Cities and Towns. **Vancouver**, with about 180,000 inhabitants, is the largest city in British Columbia, and in population is the fourth city of the Dominion. The city, situated on a peninsula which juts out into Burrard Inlet, is surrounded on three sides by water. It has one of the finest natural harbours in the world, and is the chief Canadian shipping port for the islands of the Pacific, Japan, China, and other Oriental countries. It is the western terminus of the main line of the Canadian Pacific Railroad, and of an important branch of the Great Northern Railway, and is the centre of the timber trade of British Columbia. In its building operations it ranks high. It has large sawmills, a sugar refinery, and other industries, all of which have grown up since the city was swept away by fire in 1886, when it contained but 600 inhabitants. The early homes and places of business have been

replaced by handsome, substantial structures of stone or brick, and the streets of this centre of the coast trade hum with life and activity.

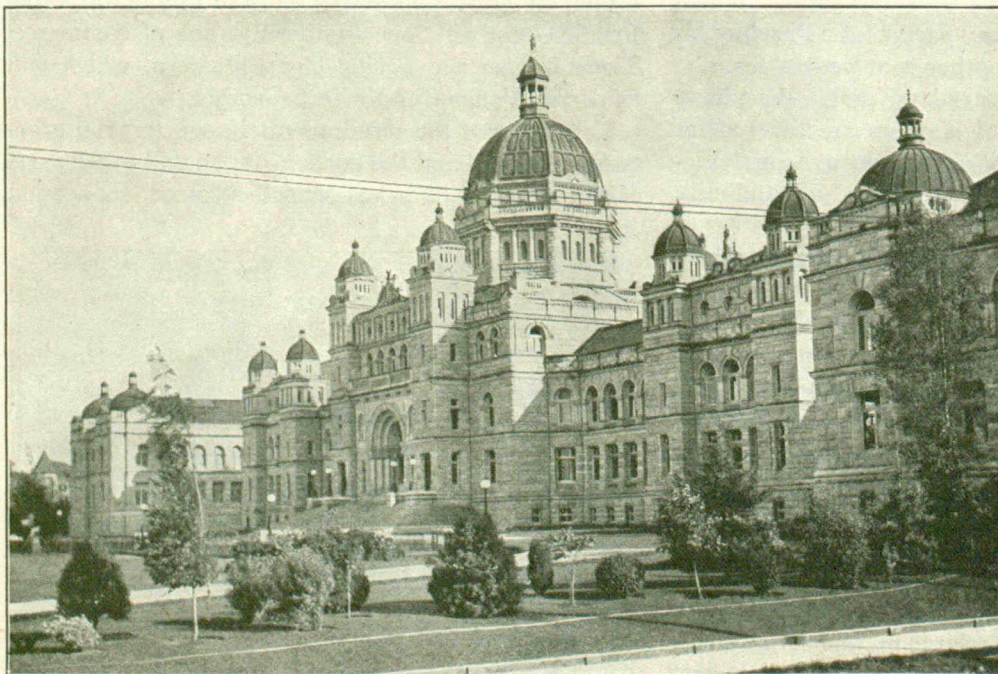
Victoria is the capital of British Columbia and is the chief city on Vancouver Island. The Parliament Building, overlooking James Bay, is one of the finest examples of architecture in America. It contains fine collections of natural history, mineral, agricultural and horticultural specimens, and is a centre of great interest to visitors. It is the second seaport of the Dominion, and was the headquarters of the Canadian fur-sealing fleet. The population numbers about 55,000, and the city strongly resembles places in the Old World, beautiful gardens surrounding most of the homes. Three miles from Victoria is the excellent harbour of Esquimalt, defended by modern fortifications and possessing a fine dry dock.

New Westminster was the early capital of British Columbia, and is the centre of a fine farming country. Located fifteen miles from the mouth of the Fraser River, it has an export trade in lumber. In 1898 fire destroyed the major portion of the business section, much of which has, however, been rebuilt. The city is directly opposite Vancouver, the twelve miles' distance between them being covered by an electric railway. Salmon-canning is one of its main industries. The population is about 16,000.

Nanaimo is a place of about 9,000 inhabitants, located near coal mines from which it derives a large export trade, but latterly it has become important as a centre of the herring industry. In the neighbouring country, fruit-growing is carried on extensively, and diversified farming is increasing at a rapid rate. Other towns of importance are Lady-

smith, Vernon, Armstrong, Enderby, Kelowna, Kamloops, Fernie, Rossland, Port Alberni, Grand Forks, Greenwood, Trail, Cranbrook, Nelson, Kaslo, and Sandon. Field and Revelstoke are noted for their scenery.

Prince Rupert is the western terminus of the Grand Trunk Pacific Railway, and as an important connecting link between the far East and the far West is a great centre of commercial activity.



Victoria. Parliament buildings.