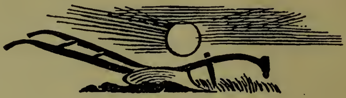
CANADA

The EDITH *and* LORNE PIERCE
COLLECTION *of* CANADIANA



Queen's University at Kingston

Frontispiece.

Western Wheat Fields, showing Elevators.

CANADA

A Descriptive Text-Book

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Upper Canada College.

WITH AN INTRODUCTION
By the Very Reverend G. M. GRANT, LL.D.
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INTRODUCTION.

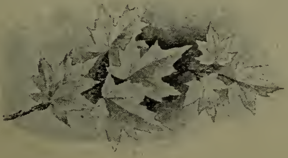
HAVING lived in Great Britain for seven years, I know somewhat of the general ignorance of Canada to be found there, even in educated circles. Canadians who are inclined to resent this should reflect on the meagreness of their own knowledge of Australia or even of Great Britain and Ireland, and on the greater ignorance of Canada to be found everywhere in the Republic which immediately adjoins their borders. The truth is that the concerns of our own neighborhood and land are so pressing and important that an effort is required to learn anything accurately about any other country. But the British Empire is now rising on the horizon as a reality to the average man; and therefore it is fitting that the youth of the parent kingdoms should know something of those daughter nations which have steadily rejected that extraordinary vision of piecemeal dismemberment, which, half a century ago, was cherished by a not unimportant section of economists with a faith child-like and sincere, as if the vision had been vouchsafed to their spirits by God. There is place now for a text-book in British schools on the Dominion of Canada,—a vast region bounded on three sides by three oceans and on the fourth side by the watershed of the continent,—a country with a varied history, with interesting problems, with infinite resources, and with a people just awakening into national selfconsciousness. Mr. Peacock has been selected to write the text-book, and the work has been to him a labour of love, done with literary skill as well as conscientiousness and a sympathetic insight into the needs of schools.

Canada has had heroic epochs of different kinds in the course of her development. Parkman describes those of the old or French regime, from the time of Champlain to the day when Wolfe and Montcalm fell on one battlefield behind the old city founded by Champlain. Stories crowd his glowing pages concerning adventurous explorers, Indian ambuscades and horrors, infantile faith and splendid martyrdoms of Jesuit and Recollet fathers, and wars waged against the British and British colonists on sea, lake, land and river. All that was introductory. The real history of Canada begins with the Peace of Paris, when France withdrew from the long conflict waged for "a few arpents of snow," in 1763, when practically the whole of the North American continent was handed over to Great Britain, to be developed under a freer air than Latin civilization breathed at home or permitted abroad. In the very next decade came the schism of the British race, with the vain struggle of the revolutionists to win or to conquer Canada, a struggle repeated with overwhelming numbers through successive campaigns in 1812-15 and then defeated still more decisively. But that which makes the true life of a nation is to be found not only in the stirring events of war but in the piping times of peace. In our case, it should be looked for in the unrecorded privations endured by the United Empire Loyalists, while they hewed out, from the forest primeval, farms for their children, and in similar work done by hearts of oak from the highlands of Scotland, by Irish peasants and English gentlemen and labourers, by hardy fisher folk on the lower St. Lawrence and the Atlantic coast, by lumbermen in the backwoods and by recent pioneers to the prairies of the great Northwest and the mountain ranges of British Columbia. In the lives of those emigrants amid strange surroundings; in their struggles with isolation, poverty, and a winter sterner than they had ever known before; in the experiences of their children who as sons of the soil readily adapted themselves to its conditions; in the formation by them of infant settlements which have developed into prosperous communities; in the growth of municipal life and the struggles for constitutional freedom, until, in 1867, Canada rose to be a confederation of Provinces which soon after extended from ocean to ocean, and in its subsequent expansion into its present assured position of junior partnership in the Empire,—our true history is to be found.

To the political and historical student, probably the chief interest of Canada lies in the existence, side by side, of two civilizations of different types,—French speaking Quebec with its racial peculiarities, its people devotedly attached to their own language, laws and literature, and their own religious traditions and forms, wedged in between the English speaking maritime provinces on the one side and Ontario and the great west on the other. Will gradual fusion take place between those widely sundered elements and a nation be formed combining the best qualities of both, as Norman, Saxon and Cymri fused in England, Teuton, Norseman and Celt in Scotland, and equally composite elements in Ireland? Oracles gloomily predict political strife, ending some day in open conflict, and possibly with not a few of these, the wish is father to the thought; but careful students of our actual development during the last fifty years—the period in which both races have worked together harmoniously in provincial and federal affairs, since their emancipation from the Colonial office—take a very different view. They entertain no doubts concerning our future. The interaction of the two elements gives distinctive colour to our national life. To despair of a peaceful solution of the problem, on a continent where English speech and constitutional forms are so overwhelmingly predominant, argues astonishing lack of faith in our own ideals and moral forces and in the far reaching results of free institutions.

G. M. GRANT.

Queen's University, Kingston, Canada,
May, 1900.



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CANADA.

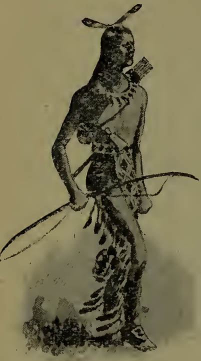
CHAPTER I.

HISTORICAL SKETCH, 1497-1900.

AWAY to the west, thousands of miles across the Atlantic Ocean lies Canada, Britain's greatest colony. It is a country so large that on a fast train going all the time nearly six days and nights are required to cross it. To-day, one may take a fine Canadian steamship at Liverpool, Bristol, London or Glasgow and reach Canada with the greatest comfort in about a week. But long ago things were very different; then one must sail, and perhaps take two months in crossing.

Four hundred years ago John and Sebastian Cabot left Bristol in their little vessels, and after many weary weeks of tossing about on the great deep, they reached the island of Newfoundland, lying at the mouth of the Gulf of St. Lawrence. This island is bigger than Ireland and has many rich mines and timber forests. But it is best known for its cod fisheries. Off its coast lie the finest feeding grounds in the world for cod. The bottom of the ocean rises so that it is near the surface, and over this great bank the fish are caught. Here one may see in the season hundreds of large fishing smacks at anchor. And all around them, dotting the sea in every direction, are the small dories from which the men fish. If one were to go ashore he would find acres of fish split open, salted and drying in the sun. Sailing across a narrow channel to the north, the Cabots came to a part of the mainland, now called Labrador, where they found great numbers of seals. After having explored a considerable part of the eastern coast of North America, they went back to England. Newfoundland and Labrador belong to Britain, but are not part of Canada and have a government of their own. Newfoundland is Britain's oldest colony.

Nearly forty years later from France came Jacques Cartier, who sailed past Newfoundland into the Gulf of St. Lawrence. This gulf is about as large as the whole of England and Scotland. After crossing it he entered a river, miles wide at its mouth and stretching far into the interior. Up and down its flood now sail the ships of all nations, going and coming from the port of Montreal. But in those far away days the country was covered by huge forests, and the only people living in them were Indians;—tall, straight, copper-coloured fellows who never smiled. They were always grave and dignified, except when excited by the thought of fighting and killing people. Then they were like fiends. They painted their bodies with red and yellow ochre, stuck feathers in their hair and danced around their camp fires. As they danced they sang of their brave deeds and became more and more excited. They soon began to shout and wave their tomahawks, while the squaws sang to encourage them, and the little papooses looked on in wonder. Presently, the braves would start off through the dark forests, stealing on and on, toward the camp of the enemy. In the middle of the night, when all were sound asleep, the raiders would rush in with wild yells and kill most of the sleepers before they had time to fully wake up. Then the victors would return with shouts of joy, carrying the scalps of their victims at their belts and dragging along a few whom they had kept alive to torture.



Indian of the Past.

These Indians were the finest hunters in the world. They could glide through the forest like snakes, could imitate the cries and calls of every bird and animal, and could put an arrow clean through a deer at a hundred yards. They were always hunting, and got large quantities of skins. The French wanted these, because furs were very valuable in Europe. So they settled at Quebec on the St. Lawrence and began trading with the Indians. They gave beads, tomahawks, guns and powder, and received in return shiploads of furs. The life of the Indians was so free and simple, and the hunting and canoeing seemed so fine, that many of the young Frenchmen left the settlement, married squaws and lived with the Indians. These men were called *Coureurs des Bois*, and they became almost as great hunters as the Indians themselves. In time the settlement grew larger. Then there were wars with the Indians. Hundreds were killed, and many a poor fellow was tortured in the most cruel way before death came to relieve him of his sufferings, for the Indian shows no mercy to his enemies. Still the settlement grew, and after a while another French village sprang up on the Island of Montreal. People took up land all along the St. Lawrence, and the most daring went to live, even as far inland as the great lake now called Ontario.

Time has brought many changes to the Indians and those who still survive in Canada are the wards or children of the Dominion Government, which looks after them on reservations set apart for their use.

Government schools are established where they are trained, not only to read and write, but also to work at some useful occupation. In addition, the different churches have several mission schools for Indians. Many of them learn to farm or do other work and make an effort to adapt themselves to civilized life, but they are gradually disappearing. The Indian makes a pathetic picture in his modern surroundings; all the old war paint and romance are gone, and he lingers, hesitating like one who has out-lived his welcome and knows that he must go though he fain would stay.

Farm Scene on Indian Reserve.

After about a hundred years the British came and the gallant Wolfe defeated the French at the battle of the Plains of Abraham, just outside Quebec, in the year 1759. The fortress of Quebec with its frowning citadel was taken, and soon all Canada belonged to the British. Ever since then the Union Jack has been Canada's flag and the Canadians are as proud of it as the British, and just as ready to die for it, because it stands now and has always stood for all that is greatest and noblest in the life of Britain.

Before long British people began to arrive in great numbers. They settled all the way up the St. Lawrence from Montreal to Lake Ontario, and along the lake. Many went to the Niagara River, with its wonderful falls, and to Lake Erie. At first they had a hard time for the country was covered with forest, which must be cleared before any crops could be raised. But the land was rich and the settlers had brave hearts and helped one another, so before long all were comfortable. And now, nowhere could one find happier or more prosperous people than the children of these early settlers.

Shortly after Britain had taken Canada from the French, the British colonists to the south rebelled, bringing on the American war of Independence, which established the United States of America as a new country governed in its own way. During the war there were many people who left the United States and came to Canada, settling in Acadia down by the sea, and away up by Lake Ontario and Niagara Falls. These people left their homes because they wished to remain British subjects, and were known as United Empire Loyalists. All the while, the old Province on the St. Lawrence continued to be French, and so it is largely to this day. But though the people speak French, they are loyal subjects, and have given to Canada many of her best statesmen and soldiers.

In time Acadia was divided into three Provinces, Nova Scotia, New Brunswick and Prince Edward Island. All these names show the people's loving memory of the lands they had left. Next, Upper and Lower Canada, the names given respectively to the new settlement by the Great Lakes and to the old French province, were called Ontario and Quebec. In the meantime bold men had been pushing their way far out to the west, and there they found a land that rolled away like the ocean, for a thousand miles without a break. Over it roamed huge herds of buffalo, and fur-bearing animals of all kinds were found in the east and north. At first the trappers and the traders had things all to themselves. The Hudson's Bay Company sent out its agents who established trading posts at many points. They bought all the furs and supplied the Indian and white hunters with whatever they required. But, before long, people began to come as settlers, and the settlement gradually grew until it was big enough to make the new province of Manitoba.

Along the western edge of the prairies, as the plains are called, stretches a lofty range of mountains known as the Rockies. Beyond, is a country nestling behind the mountains, and kissed by the soft Pacific breezes. Here gold was discovered about fifty years ago, and men came from all parts of the world, greedy for wealth. They held possession until they could find no more gold in the loose earth, and then gave way to other settlers who, in time, became numerous enough to form the province of British Columbia—the country from which we set sail when we wish to cross the Pacific Ocean to Australia, New Zealand, Japan or India.

Between Manitoba and British Columbia lies an immense plain larger than the whole of France and Germany combined. It is composed of the finest farming and ranching land, and here, as well as in Manitoba, every settler and each of his boys on reaching the age of eighteen, is given practically free, a large farm, in a country which produces the best wheat in the world. There is no cutting down of trees or clearing away of rocks to be done in this country, but the land lies level and rich, ready for the plough. In some parts huge herds of cattle and bands of horses are raised, to be shipped to England and the continent. This is called ranching and is a most interesting employment. Here are the famous cowboys who live all day in the saddle, can bring down a galloping horse with a rope, or throw up an apple and put two shots into it with a revolver before it falls. Ranching is easy in this country, for the cattle may be left out all winter to forage for themselves, while in the summer they grow fat on the luxuriant grass of the plains.

Wheat.

Farther north still, is a great lone land of lake, and plain and river, the haunt of the hunter and the trapper. Beyond the northern mountains lies a district, until the last few years practically unknown. But men will risk any danger for gold, and some miners sailed up the Yukon river for seventeen hundred miles, in search of the precious metal. They found rich deposits and now there are thousands of miners in the country. Towns have sprung up, government has been established and life and property are protected by British law quite as effectively as in the older parts of the country.

HISTORICAL SUMMARY.

1497. Canada discovered by Cabot; 1535, Jacques Cartier takes possession for France; Port Royal (now Annapolis, Nova Scotia) founded in 1605—the first permanent settlement in Acadia.

1608. Champlain founds Quebec, beginning settlement of what French called Canada; in 1609 Champlain helps Hurons and Algonquins to defeat Iroquois and wins the undying hatred of Iroquois for French.

Company of One Hundred Associates takes over government of Canada, 1628, promising to settle the country in exchange for monopoly of fur trade. In same year Kirke with English fleet captures French fleet on its way to Quebec; 1629, Champlain surrenders Quebec to Kirke. England restores Canada and Acadia to France. 1632, Champlain first Governor of Canada. Death of Champlain, 1635. In 1649 Iroquois attack and destroy Huron missions, putting to death with terrible torture Jesuit missionaries Brebœuf and Lalemant. Hurons almost annihilated.

In 1663, charter of Hundred Associates revoked and royal government begins in Canada under a Governor, Intendant and Bishop. Frontenac appointed Governor, 1672—the only man who always kept the Iroquois under proper control. Terrible massacre of French at Lachine, near Montreal, by Iroquois in 1689. Frontenac, who had been recalled to France returns to Canada to save it from annihilation by the Iroquois. His vigorous measures soon check Indians.

1698. Death of Frontenac. For many years thereafter there were frequent outbreaks of border warfare between the English settlers to the south with their allies the Iroquois and the French settlers with their Indian allies.

In 1713, by Treaty of Utrecht, England finally obtains possession of Acadia (Nova Scotia and New Brunswick).

In 1735 a Frenchman builds Fort Rouge, near spot where Winnipeg now stands, and shortly afterwards discovers the Rocky Mountains.

1745. Louisburg, strong French fortress on Cape Breton Island, captured by English colonials under Pepperell but restored three years later by treaty of Aix-la-Chapelle. City of Halifax founded by English 1749. Much fighting on borders between English and French settlers—many atrocities by Indian allies.

1755. Gen. Braddock, with 1,200 men, defeated and killed by French near Fort du Quesne, where Pittsburg now stands. English carry off the French settlers from Acadia. Montcalm takes command of French in Canada, 1756, and France declares war against England—the Seven Years War.

1757. Loudon fails to take Louisburg from French; Montcalm besieges British in Fort William Henry and garrison surrenders, but his Indians massacre many of English prisoners.

1758. Montcalm defeats Abercrombie at Ticonderoga with great loss; Amherst, Boscawen and Wolfe take the great fortress of Louisburg; Abercrombie superseded by Amherst.

In 1759, Wolfe and his army scale heights above Quebec, defeat French in battle of Plains of Abraham. Both Wolfe and Montcalm killed but Quebec capitulates to English.

1760. French from Montreal besiege British in Quebec all winter but in spring are driven off by the fleet; British troops concentrate around Montreal but French capitulate and hand over all Canada. Military rule till 1763, when Peace of Paris confirms Britain's right to Canada. In same year famous Indian Chief Pontiac forms a conspiracy to take all British border forts, but is foiled. Quebec Act, 1774, establishes government by Governor and Council appointed by Crown.

1775. Revolutionary Americans invade Canada, but fail to take Quebec.

In 1784, 25,000 British Loyalists leave United States and settle in Canada and Acadia. They were afterwards known as United Empire Loyalists.

1791. Constitutional Act grants slight measure of Representative Government and divides Canada into two provinces—Upper Canada and Lower Canada, English criminal law to prevail everywhere; but in Lower Canada French law to prevail in civil cases. This is still the case. First parliaments meet at Newark (Niagara) in Upper Canada, and in Lower Canada at Quebec. Population of Upper Canada 20,000, of Lower Canada 130,000.

1807. Parliament of Upper Canada makes provision for beginning of school system.

1812. United States declares war against England and invades Canada at three points, but driven back; Canadians capture Detroit. Gen. Brock, Canadian Commander-in-Chief, killed at Queenston Heights.

In 1813, Americans capture British fleet on Lake Erie, take York and re-take Detroit, hold western part of Upper Canada. French-Canadians beat back a greatly superior force of Americans at Chateauguay and an American force is also beaten at Chrysler's Farm. Americans abandon Western Canada.

In 1814 Americans invade Upper Canada near Niagara, defeat Canadians at Chippewa but are defeated at bloody battle of Lundy's Lane and driven back. Peace signed between Britain and United States.

1817. Bank of Montreal founded.

Between 1820 and 1832 the Lachine, the Welland and the Rideau canals constructed.

1837. Rebellions in Upper and Lower Canada on behalf of Responsible Government.

1841. Upper and Lower Canada united and granted responsible government; Nova Scotia and New Brunswick given similar privilege in 1847.

1843. First settlement in British Columbia on Vancouver Island. A governor appointed for this new settlement 1850.

1867. Canada, Nova Scotia and New Brunswick unite to form Dominion of Canada with Ottawa as capital. Canada divided into two provinces, Ontario and Quebec. John A. Macdonald, the first Prime Minister of the Dominion. British North America Act, the Dominion Constitution.

1869. Red River rebellion of half-breeds at Fort Garry. Col. Wolsley (now Lord Wolsley) leads 1,300 men through the wilderness to suppress the rebellion but rebels retire quietly before he arrives. Rupert's Land and North-west territory bought from Hudson's Bay Company. Part of it formed into Province of Manitoba which enters confederation in 1870. Fort Garry becomes Winnipeg the capital.

1871. British Columbia enters the Dominion on condition that a railway be built to connect British Columbia with the east.

1873. Prince Edward Island enters confederation.

1881. Contract let for Canadian Pacific Railway which was completed in 1886.

1882. Four districts—Alberta, Assiniboia, Athabasca and Saskatchewan—formed in North-west Territories, and given local government with capital at Regina.

1885. A rebellion of half-breeds and Indians in North-west Territories put down after considerable loss of life.

1887. The Canadian Pacific Railway opens its line of steamships between Vancouver and Hong Kong.

1891. Death of Sir John A. Macdonald, first Premier of the Dominion of Canada.

1894. Great conference held at Ottawa of delegates from all parts of British Empire to discuss means of furthering trade between British Colonies.

CHAPTER II.

THE DOMINION OF CANADA—PHYSICAL FEATURES.

THE Dominion of Canada occupies all the northern half of North America, except the bit at the extreme north-west, called Alaska. This formerly belonged to Russia, and was sold to the United States in 1867 for the sum of seven million dollars, or about £1,400,000. Canada is almost as large as the whole of Europe, and larger than the United States, without Alaska. Running along the west side of the country, from north to south, is a range of mountains called the Rockies. They extend in an unbroken chain from fifty to four hundred miles wide at the base, and rising in some of the higher peaks to a height of over three miles. Between the mountains and the Pacific lies British Columbia, broken by many smaller ranges. To the east of the Rockies stretch the prairies and the older Provinces, with Hudson Bay and the Atlantic ocean beyond.

To the north of Canada lies the Arctic ocean; to the west the Pacific. The United States and the Great Lakes form the southern boundary, while eastward the country stretches to the Atlantic. On the west coast are several fine harbours, the best of which are Esquimalt, the station of the North Pacific squadron of the British Navy; Vancouver, the terminus of the Canadian Pacific Railway and the starting point of steamers for Australia and Japan; and Victoria, the capital of British Columbia, situated on Vancouver Island. There are many harbours on the east coast. The best known are Halifax and St. John, the latter on the Bay of Fundy. The Gulf and River St. Lawrence for seven or eight months in the year open a splendid waterway for the ocean steamers to the ports of Quebec and Montreal.

On the north-eastern coast is Hudson Bay, a land-locked sea, as large in area as France, Germany and England together. This great inland water is entered from the Atlantic by a strait 400 miles long. Into it every year comes the supply ship of the Hudson's Bay Company which brings supplies of all kinds and goes back loaded with valuable furs, thus keeping up an interesting link with the old French days. Many people expect that before long a railway will be built from Winnipeg to the Bay, and a line of large steamers established to give a more direct route to England for the wheat and cattle of Western Canada.

In Canada the rivers, plains and mountains are on a very large scale. Along the southern edge of Ontario from the head of the St. Lawrence River stretches, the most wonderful chain of fresh water lakes in the world. They extend for over a thousand miles westward, and one can sail all the way in a large vessel. Lake Ontario is as large as Wales, and Lake Erie a little larger. Lake Huron is as big as Belgium and Holland together, while if Scotland were put into Lake Superior, the largest of all, one would see nothing but a few mountain peaks. In the North-West are lakes like Winnipeg, Great Slave and Great Bear, each of which is larger than Lake Ontario. By a system of canals to overcome the rapids, a continuous waterway is open for steamers drawing fourteen feet, from the Atlantic ocean to the head of Lake Superior—a distance of over two thousand miles. It is intended, as soon as possible, to make the canals deep enough for ocean ships. Then a steamer from Liverpool will be able to sail into the heart of the country, unload its cargo for Western Canada at Fort William and reload with grain, cattle, horses or dairy products for the British markets.

Camp of Deer Hunters.

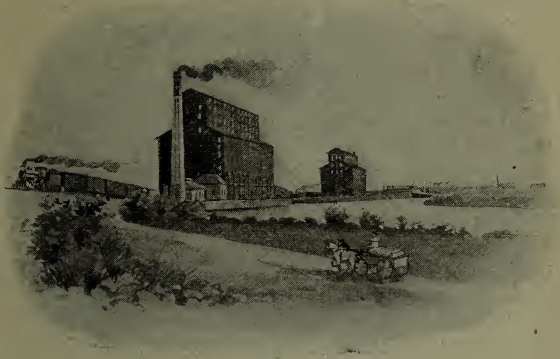
Into the basin of the great lakes run hundreds of rivers, draining all the country round, and supplying water power which will yet be used by many a factory and mill. The lakes and rivers are richly stocked with fish. The lake fisheries are very important, and give to Ontario one of its chief industries. The rivers offer sport to thousands, for the fish are many, and anyone may catch them. There are no preserved waters or private rivers, except at a few points in the east. The country north of Lake Superior is a sportsman's paradise, for hunting as well as fishing is of the best. Deer of various kinds and all the different wild fowl are there in great numbers, and may be hunted during the open season.

Into the Pacific ocean, through British Columbia, flow the Fraser, the Skeena, the Columbia and the Stikine. The Columbia and the Stikine enter the ocean through United States territory. The rivers of British Columbia are the world's greatest salmon rivers, and in the sand of most of them gold is found. Into the Arctic flow the Mackenzie, the Back and the Coppermine. The Mackenzie is a very large river and receives several important tributaries. The Yukon enters Behring Strait through Alaska, but farther up it flows through Canadian territory which has become famous owing to its gold fields, and is known as the Yukon district. To the east, we find the Athabasca, Peace, Nelson, Churchill, Severn, Albany, Saskatchewan and many other rivers, all navigable for hundreds of miles. And then we come to the noblest of them all, the St. Lawrence, which drains the great lakes and offers to the traveller from Europe the most picturesque and interesting entrance to the North American continent. The Atlantic steamships sail up the river past the ancient city of Quebec, with its quaint architecture and massive fortifications, to Montreal, the commercial metropolis of Canada.

Let us take an imaginary journey from Montreal to the head of navigation, noting some of the interesting features as we pass along. We go by steamer up the river to the City of Kingston, where we enter Lake Ontario. On the way we pass through several canals to avoid the rapids, but if we were coming down, the steamer would run the rapids—a most exciting experience. We also cross the Lake of the Thousand Islands, one of the most beautiful spots in the world, and the summer resort of thousands of tourists. After a trip of one hundred and fifty miles across Lake Ontario, we go through the Welland Canal to Lake Erie. This is to avoid the Falls of Niagara, which prevent ships passing up the river. While the vessel is going through the canal we can run over by rail and have a look at the great falls—one of the wonders of the world. The Niagara river, the outlet of Lake Erie, suddenly flings itself over a perpendicular cliff a hundred and fifty-eight feet in height. Within recent years the enormous water-power of Niagara has been turned to practical uses and drives large mills and electric railways. In the form of electricity it is transmitted to neighbouring cities, and thus we have machinery driven by the falls which are many miles distant. A long sail over Lake Erie brings us to the Detroit river. More ships pass up and down this river than at any other point in the world. These are employed in the inland navigation of the continent, and many of them are as large as ocean ships. They carry grain from Fort William, Duluth and Chicago to Buffalo, Kingston or Prescott; iron ore from the mines round Lake Superior to Cleveland, canned meats from the great packing houses of Chicago for distribution all over the world. Others are loaded with lumber from the forests of Georgian Bay and Michigan, salt from the wells along Lake Huron, copper from Parry Sound, and countless other commodities. If we stop here for a short time we shall get some idea of the immense traffic of the lakes. Up and down before us pass the vessels in such quick succession that a steamer goes by every minute. Let us board one of the passenger steamers and continue our journey. We pass through Lake St. Clair and the St. Clair river into Lake Huron. If we were going to Chicago we should turn slightly to the left and presently enter Lake Michigan. Instead of sailing straight across the lake, we shall turn to our right when part of the way up and enter Georgian Bay in order to enjoy a sail through some thirty thousand islands. The scenery here is beautiful, while the fishing and boating are excellent. Passing Manitoulin Island, where there is still unclaimed land for settlers and where many fishermen live, we enter the St. Mary river and soon reach the village of Sault Ste. Marie. Here in old days the Indians tortured the Jesuit missionaries; but the Indians are gone and we find a thriving town rapidly becoming an important manufacturing centre, where pulp mills have been erected, which are said to be the largest in the world. At this point we must pass through a canal in order to avoid the rapids, and may go either by the American or the Canadian side. Everything works by electricity and we are soon through along with many other vessels. The navigation season lasts only about eight months each year, yet during that time a greater tonnage passes through these canals than goes through the Suez canal in the whole year. On

Niagara Falls.

reaching Lake Superior we have a sail of four hundred miles ahead of us over a lake which is the largest in the world, and yet whose water is as clear and cold as that of a mountain spring. At the head of the lake we find Port Arthur, and Fort William with its huge elevators from which most of the grain of Western Canada is shipped.



Elevators at Fort William.

The Dominion of Canada occupies half a continent and naturally the climate varies greatly in different sections of its immense area. It has been pictured as a great wilderness of snow and ice with a narrow fringe of habitable land running along the edges, but that idea has been long exploded. Away to the extreme north, along the Arctic Ocean, such conditions prevail, but in no other part of the country. The sub-arctic climate extends southward over the barren plains, for a considerable distance, particularly on the east side of the continent. But it soon begins to moderate, especially in the centre and west and when the united districts are reached, we find in the north and east, the clear, dry cold of winter and heat of summer. This climate is extreme but exhilarating and much more endurable than a milder but moister climate. In the west the *chinook* winds from the Pacific sweep over the plains and prevent the extremes that are experienced further east. Beyond the mountains, in British Columbia, the climate is generally mild. On the coast it is very mild. In Eastern Canada the climate is subject to extremes but in the southern part of Ontario it is much modified by the presence of the Great Lakes, as is also the case in Nova Scotia and Prince Edward Island owing to the sea breezes. Fogs are frequent along parts of the east coast in the spring and autumn. The snow-fall in the east is much heavier than that in the west. There is usually good sleighing for three or four months in New Brunswick, Quebec and Northern Ontario. The southern part of the latter province gets very little snow and the same is true of most parts of British Columbia. There is a fair snow fall in the territories, which in the western part, however, is soon swept away by the chinook.

Parliament Buildings, Victoria, British Columbia.

CHAPTER III.

THE GOVERNMENT--THE PEOPLE—LIFE OF THE PEOPLE.

CANADA is a self-governing Colony of Great Britain. A Governor-General from Britain represents the Queen and takes about the same part in the government as does the Queen in that of the Empire. He represents British authority, but acts according to the advice of the Canadian Parliament. The Dominion of Canada is a Federation composed of seven Provinces and several Territories. The provinces are Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba, British Columbia, Prince Edward Island, and the territories, Alberta, Assiniboia, Sackatchewan, Athabaska, Keewatin, Mackenzie, Ungava, Franklin and Yukon. Ottawa is the capital of the Dominion. The Parliament is made up of a House of Commons and a Senate. The

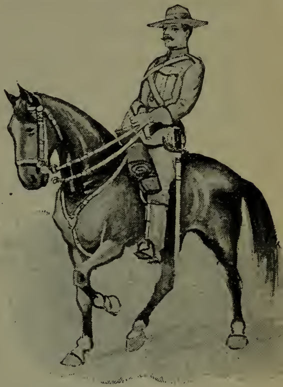
Parliament Buildings, Ottawa.

Provinces and Territories send members to the House of Commons and the number each has a right to send depends upon its population. The members are elected by the people, and almost every man over twenty-one years of age, has a vote. The Senate is composed of men chosen for life by the Governor-General-in-Council, which means, that when there are vacancies in the Senate, the Prime Minister, after consulting his Cabinet, recommends certain men to the Governor-General, and he usually appoints them to fill the vacancies. Both the House of Commons and the Senate must pass every Bill and the Governor-General must sign it before it becomes law.

After a general election the political party which has a majority in the Commons is called the party in power. When Parliament assembles the Governor-General sends for the leader of this party, and asks him to form a ministry. He selects from the Commons and Senate a certain number of the ablest men in his party, to form a Cabinet and these Cabinet Ministers, with the leader, who is called the Prime Minister, form the Government. That is, they manage the affairs of the country according to the directions of Parliament. One Minister has charge of the Postal service, another of Trade and Commerce, another of Militia and Defence and so on. A general election is held every five years, but if he thinks necessary, the Prime Minister may appeal to the country before the five year period has been completed. We see then that the central Government of Canada is very much like that of Britain.

It would be quite the same, if England, Scotland, Ireland and Wales, had each, in addition to the Parliament at Westminister, one of its own to attend to matters of local interest. The Dominion Parliament deals only with matters of interest to the Dominion, or to more than one of its Provinces. In addition, each Province has a Parliament of its own, much like that of the Dominion and these Parliaments settle all questions that affect only their own Province. The Governor-General is represented in each Province by a Lieutenant-Governor. The Territories will be formed into Provinces as soon as their population is large enough. At present, the Dominion Government exercises a general control over their affairs and one of the Cabinet Ministers, the Minister of the Interior, has this as his special department. The districts of Alberta, Assiniboia, Saskatchewan and Athabasca, which are the most thickly settled, have been united under one government with Regina as the capital. Keewatin is administered by the Lieutenant-Governor of Manitoba, while the Department of the Interior takes direct control of the rest of the territory.

It might look as if the ties which bind Canada to Britain were very slight and could be easily broken at any time, but such is not the case. The bonds of union are the strongest possible,—affection and self-interest; and Canadians are as proud of their Empire as are the people of Great Britain and Ireland. They take the keenest interest in all questions affecting the welfare of the Empire and show an increasing desire to help in its work. A striking proof of this was given on the outbreak of the war in South Africa. Canada was at liberty to remain a mere onlooker; she was not forced to take any part in either the fighting or the cost of the war: yet, from the whole country came a demand that the Dominion should share in the work. The Government called for volunteers therefore to form a regiment, and the Royal Canadian Regiment, one thousand strong, was sent to the war, followed almost immediately by another thousand men, half artillery, and half mounted infantry. Then a great Canadian, Lord Strathcona and Mount Royal, at his own expense raised a body of Canada's famous Western Rough Riders numbering nearly five hundred. He equipped them in the most complete manner with horses and outfits, and landed them in South Africa. This is the noblest gift that any private citizen gave to the Empire during the war. The Canadian troops were not sent to Africa for mere show either. They fought bravely with the home troops, many of them were killed and wherever engaged they won the praise of the Generals for their good work.


Strathcona Horse.

Lord Strathcona and Mount Royal, better known perhaps as Sir Donald Smith, is a striking example of what a determined, able man may do in Canada. He came as a boy from Scotland to work for the Hudson's Bay Company, and lived for many years at its lonely trading posts. He rose step by step until he became Chief Commissioner of the Company. Then he began to invest for himself and was soon recognized as an able financier. He was one of the leading promoters of the Canadian Pacific Railway, and took part in many other important enterprises. Now he is Canada's chief representative in Britain, and has been made a peer of the realm. Lord Strathcona has given very large sums to educational institutions in Montreal, and with Lord Mount Stephen, another famous Canadian, founded the Royal Victoria hospital in that city at a cost of two million dollars. It is no wonder that all Canadians are proud of him.

When we consider the size and wealth of the country, Canada's population is very small, for London alone has almost as many inhabitants as the whole of the Dominion. The population is fast increasing but there is ample room for all who come. In the older provinces the country is fairly well settled, although there is still a good deal of unclaimed land. There are many towns and several cities, but most of the people live in the country. In Canada nearly every farmer owns his land of which he has usually from a hundred to two or three hundred acres. In the early French days, it was the custom to have the farms run back from the river in long strips. This enabled the settlers to build their houses near one another along the river and thereby avoid the loneliness of a new country with few inhabitants. The custom remained after the necessity for it had passed away and in most parts of eastern Canada the farms extend for a mile or more from the highway to the bush that is usually left at the rear end of the lot. If the settlement is new, the houses are of logs or square timber, the barns small, and a large part of the farm still uncleared. But in the older sections one finds good brick or stone houses, and immense barns. The farmers

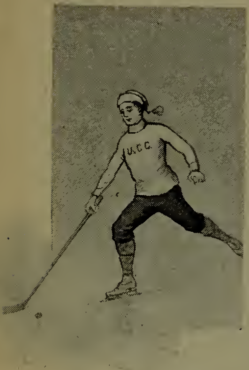
Farm Buildings.

have learned to combine everything under one roof, and the stables, mows, granary, tool and machinery room are usually all in one building. In the West, the country is as yet sparsely populated, and many sections have not been taken up. But the settlers have comfortable homes and better opportunities for rapid advancement than those in the older sections of the country

Frenchmen were the first settlers in Canada, and the Province of Quebec is still nearly all French. The farmers are called *habitants* and live in a very quiet, simple way. They are cheerful, full of innocent fun, and make good citizens. The *habitants* have very large families; indeed a family of twenty-four is not uncommon. Some years ago the Quebec Government offered a hundred acres of land in the unsettled part of the Province to every farmer who had twelve living children, and the number of *habitants* who came forward to claim the reward quite astonished those who had passed the law. In Nova Scotia also, the early settlers were French, and were called Acadians. There are still some French people in the maritime provinces but most of the inhabitants are descended from British ancestors and this is true also of the people of Ontario. British Columbia is peopled mainly by settlers from Eastern Canada and from Britain. But the population of Manitoba and the North-West Territories is the most interesting of all, for here one sees more varied and interesting types than in any other part of Canada. People from the eastern provinces and the thousands of settlers from Great Britain and Ireland form the largest class. But there are also settlements of Germans and Swedes, Galicians, Doukhobors, Mennonites and Quakers—all happy in the freedom and comfort of their new homes, and learning to take a proper pride in the fact that they are British subjects. During the last few years many people from the United States have crossed the border and taken up land in the North-West.

Lacrosse Player.

Town life in Canada differs from that of England in many respects; one or two points are worthy of notice. There are not many very poor people in Canadian cities for nearly everyone can make a comfortable living if he is willing to work The houses of the labouring people are much better, and they are not nearly so closely crowded as in England. There is far more fresh air and sunlight. Many of the houses have gardens attached and all have at least a little bit of yard. The Canadian town labourer is more restless than the Briton and not always so thorough. But he has greater self-confidence and is much more ready to try new ventures. The people are just as fond of sports as in England, and get a better chance to take part in them so that almost every young fellow plays some manly game.

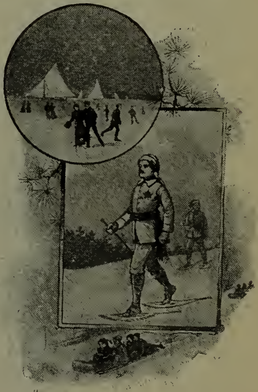


Hockey Player.

Canadians take much of their pleasure out of doors. The young people row, or paddle in canoes, or sail. They play lacrosse, tennis, football, cricket, golf and baseball. In winter too the fun goes on. Hockey is perhaps the finest game in the world. It is certainly one of the most exciting to watch. The players dash about on their skates with wonderful speed and skilfully manage the *puck* with their curved sticks. The way in which they shoot this rubber disc along the ice from one to another is astonishing. Skating is indulged in by old and young alike. Besides the ice on the rivers and lakes, nearly every town has a rink where the skating is not stopped by the snow which is so likely to spoil the outdoor skating at any time. In the evenings there are often hockey matches and thousands of people turn out to see them.

Ice-boating, where possible, is capital sport. The boats go very fast, and in a good breeze have been known to reach a speed of sixty miles an hour. Snow-shoeing, tobogganing, coasting and skieing have many followers. It is a beautiful sight to see a long line of men and maidens starting off for a snowshoe tramp. They are dressed in picturesque white blanket suits with knitted red or blue sashes and toques. Each man carries a torch and they wind in a long line over the fields of glistening snow with shouts and peals of laughter. The older men do a great deal of curling, and get keen enjoyment out of their cup matches and bonspiels.

Life in the country is, of course, somewhat different from city life. Most of the games already mentioned are played to some extent, for the young fellows gather from the different farms and have their games at some central place in the evenings. Occasionally the farmers take a day off and have a big picnic to which the people come for miles around, bringing their baskets of good things to contribute to the common store. Sometimes it is a church picnic, sometimes a political gathering, but all are much alike. After dinner there are various athletic sports, a large dancing platform provides fun for many, while there are speeches for the elders and usually some patriotic songs. During harvest time, however, every one is too busy for games, and work from daylight till dark is the order of the day. The country people have much more spare time in winter than in summer, and in the long evenings are quite free from work. Sleighing parties are then very popular, for every farmer has several horses and one or two large sleighs. Nothing is more exhilarating than to dash along in a country sleigh, behind a lively pair of horses, with jingling bells and merry laughter. After an hour or two of driving, all gather at one of the farm houses to dance or play games. The country folk know one another intimately and almost all are treated as equals, so there is a great deal of pleasant intercourse. But people are thrown more upon their own resources than in town. They necessarily live a quieter but often a much happier life. In the newer settlements of the west, people are too far apart to enjoy many of the pleasures we have just mentioned, and in winter must keep themselves occupied with books and indoor occupations. As the settlement grows however, the farm house finds others going up on all sides, and new friends come to take their part in the social life of the community. And there are features about the life which are hard to find elsewhere—its freedom and independence make up for much. The feeling of equality with all one's neighbors, and particularly the knowledge that the land is one's own is worth a great deal. The West has its special pleasures too, of which riding is not the least. Every boy has a pony and rides a great deal. There is good shooting also, for prairie chickens (grouse), ducks, geese and other wild fowl exist in large numbers. Even the young boys become capital shots and get many a bag of prairie chickens. In the fall there is deer hunting in many parts, and an occasional coyote hunt breaks the monotony of the winter.


Winter Sports.

One thing worthy of special notice in country life is the way in which farmers help one another. There is a system of mutual help, quite necessary in a new country, but which, besides enabling the farmers to get their work done better, leads to much kindliness and good fellowship. If a man has a particularly hard bit of work to do, he holds a *bee*, and all come to help. The fall threshing and barn raisings as carried on in Eastern Ontario are good examples of how this works. All the neighbors go to the farm at which the work is to be done and help the owner. He does the same for the others, and so on it goes. These *bees* are often very jolly affairs, although much hard work is done. The dinner in the middle of the day is quite an event. While the men work at the barn the women are busy within doors preparing a huge meal. Pies and cakes and a big baking of bread have been prepared beforehand. Pots of potatoes and vegetables are put on to boil and great joints of beef put to roast in the oven. Long tables are set on trestles and laden with substantial good things. When all is ready one of the women blows a tin horn, and work ceases at once. Then the fun begins and the place rings with talk and laughter. But the desire to help one another is best seen when trouble comes. The farmers stand by one another in the most loyal way, and many a helping hand is extended to any one of their number who is visited by misfortune.

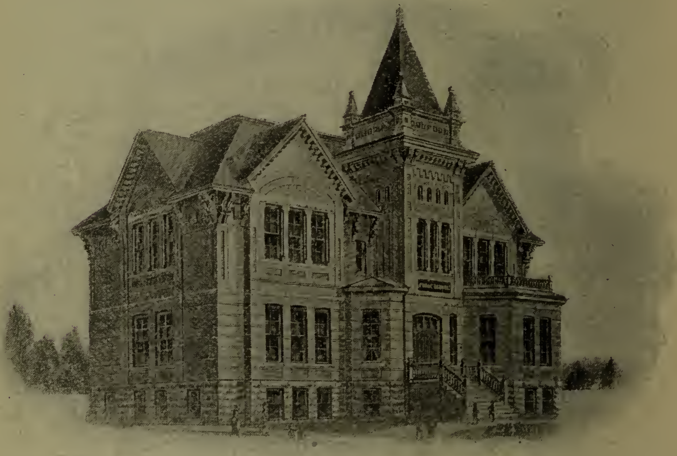
Hunting.

CHAPTER IV.

EDUCATION IN CANADA—COMMON SCHOOLS AND KINDERGARTEN, HIGH SCHOOLS, UNIVERSITIES. OTHER MEANS OF EDUCATION.

BRITONS the world over have always been believers in the value of education and those in the colonies have led in the effort for its advancement. One of the first acts of the old Puritans after settling in Massachusetts was to enact that "every township after the Lord hath increased them to the number of fifty householders, shall appoint one to teach all children to write and read: and when any town shall increase to the number of a hundred families, they shall set up a grammar school." The early British settlers in Canada had the same desire for their children, so the country has always had a good system of local schools. In the early days when the settlers were poor and scattered the school-master received a very small sum of money and "lived round." That is, each settler took it in turn to keep the master at his house and so the dominie moved from house to house with his little bundle of clothing and often a very scanty knowledge of the subjects he was supposed to teach. A small log building was put up in the most central spot and the children often came on foot, for miles through the woods, to attend. Many a boy who afterwards became famous in Canadian history received his early education from some old soldier, in one of those little log schools. The value of good mental training was ever in the eyes of the builders of the country, and the humble beginnings have developed until now Canada occupies a leading place in the educational world. At the great Centennial Exposition held in Philadelphia in 1876 the experts appointed to compare the various systems of the world, put in first place that of the Canadian province of Ontario. At present the law compels all children to attend school long enough to learn at least to read, write and keep simple accounts. But the children, as a rule, do not stop here; nearly all complete the common school course, and a large number go on to the High Schools, while many take a University course and fit themselves for one of the professions. The great majority of the students at the Universities are the sons and daughters of farmers. And it is becoming more and more common for the sons of well-to-do farmers to take a university course and then go back to farm life.

The basis of all education in Canada is the public or common school. Whenever the people in any section reach a certain number, the law enacts that they must have a school. The government of the province supplies part of the funds from the general taxes, and the people of the section contribute the rest. In the new parts of the country the government grant is larger, as the settlers are neither numerous nor wealthy. A school-house is built and a teacher engaged, to give the pupils a good general knowledge of reading, arithmetic, writing, geography, British and Canadian history, with literature and grammar. The school-house is much used also as a hall for evening gatherings. In many sections a singing school is formed in the winter by some local musician, and meets one night a week. The young people of both sexes attend, perhaps more for the fun and the jolly drives home together, than for the music. At the end of the course, a concert is given, and the hall is packed with the farmers and their families. The programme of songs, readings, and dialogues is not very elaborate, but it gives more pleasure than many a first night performance at a great London theatre. In the towns and cities there are similar schools for all children, but on a much more extensive scale. Here the buildings are large and instead of a single teacher for the



Public or Common School Building.

whole school, there is one for each grade. In many of the towns kindergartens have been introduced for the very young children and are proving wonderfully successful. The public schools are absolutely free to all children and are attended by rich and poor alike.

Next come the secondary schools, known in different provinces by various names—high schools, collegiate institutes, academies, grammar schools, seminaries. One of these is situated in almost every town, and here the public school course is carried on a step further, with the addition of classics, modern languages, science and book-keeping. These schools also are supported partly by Government aid, partly by the locality in which they are placed. In most of them the pupils pay a small fee, but so small that it excludes very few. Pupils who take a full course may go on to the normal training schools and fit themselves for teaching, or they may attend one of the universities. Many, of course, go into business, or a trade, or to work on the farm. Hundreds of young men and women in Canada teach in the public schools as a stepping-stone to something else. Many of the best known public men began life as teachers. A notable example is the Prime Minister of Ontario, who taught for years in a country school. But it is a great pity that teachers' salaries are not high enough to tempt men to take up teaching as their life-work. No doubt this will come in time, but at present most of the teachers are young.

In addition to the government schools, there are a number which copy such English Public Schools as Eton and Rugby. These are of course somewhat expensive and are attended by the sons of the wealthier people. They are maintained by endowments, by the gifts of the wealthy, and by the fees collected from pupils. The governments do not contribute anything towards their support. The best known of such schools is Upper Canada College, founded in 1829 by the famous old Waterloo hero, Lord Seaton, in the city of Toronto. There are also many private schools for girls, and numerous institutions of a special nature, each devoted to the teaching of some such subject as art, music, or business theories. The government provides schools for the deaf and dumb and the blind.

Upper Canada College.

There are in the Dominion a number of well equipped universities. At most of these there is a good Arts faculty, a medical school, and a school of practical science. All the leading religious denominations have theological colleges in connection with one or other of the universities. A noticeable feature about Canadian college life is that nearly all the men work hard. Most of them are farmers' sons who will have to earn their own living, and must, therefore, work to get ready for the struggle. The cost of a college course is not very great, and many men pay their own way by teaching for a few years before going up, and working during the long summer vacations. These men go into the church, teach in high schools, or go to one of the special colleges and fit themselves for law, medicine or applied science. The schools of practical science are at present very popular, as their graduates are much in demand as Surveyors and Electrical and Mining Engineers. Increasing numbers of young women attend the universities where they have the same privileges as the men. The majority of the teachers in the public schools are women, as well as many in the High Schools.

The provincial government of Ontario has established a large agricultural college at Guelph, with an experimental farm and dairy in connection. It is largely attended by the sons of Canadian farmers, and also by young men from various parts of the world who intend taking up farming or ranching in Canada. Here men receive a thorough training, not only in the theories of cattle breeding, butter and cheese making and the value for food and best methods of growing different roots and grains, but they learn also, in a practical way, how best to apply these theories. The University of Toronto grants degrees to the graduates of the college. There are also several schools of dairying which give a short, practical course on this most important subject. The course is given during the winter so that farmers may easily attend, and great numbers do so. Schools of Mining give practical instruction to men who wish to engage in this industry and also, with the help of the Universities, provide the higher scientific training for those who desire it.

But there are other means of education than schools, and from these everyone must learn. We are always at school and on the care or carelessness with which we learn the lessons our everyday life places before us, depends success or failure. Every Canadian takes a keen and often an active interest in politics, for the opportunities are many. In addition to Dominion and provincial politics, there are the county and township councils with their important powers of local self-government. The men elected to these are chiefly farmers, and the interest aroused in a farming community over questions of local improvement. or expenditure is very strong. Men cannot take part in discussions and political campaigns of this kind without learning a great deal that is useful. It trains the powers of judgment and resource, it quickens the interest in and desire for information, and above all, it gives a knowledge of men. Newspapers, too, are great educators, though unfortunately their influence is not always in the direction of higher things, and every little town has at least a weekly paper, if not a daily. All members of the family read the papers, the children as well as the older folk, and through the paper many of their opinions are formed. Churches have their influence in education, and every denomination is well represented in all parts of Canada. There is absolute religious freedom and the church plays a prominent part in the social as well as the religious life of the community. This is especially true of the country.

Speaking generally, we may say, that every one in Canada receives some education, and compared with other countries the standard is high. But just because an education is so easily obtained, many fail to appreciate its value and are inclined to forget their own responsibility in the matter.

CHAPTER V.

CANADIANS A WORKING PEOPLE—MANUFACTURES—FISHERIES—MINING.

IN spite of all that we have said about sport, the Canadians are essentially a working people. The leisure class, as in most new countries, is small and nearly everyone has some occupation at which he works regularly. Even the members of Parliament are paid because there is not in Canada the rich class of people who can devote themselves to public life without thought of the cost. One result is that there is much less difference between the various classes of society than in an old country. The working man, while respectful to his employer, is more independent than his brother in England because he feels surer of a livelihood. It is our wish in this and the following chapters to tell something of the occupations of the people in Canada.

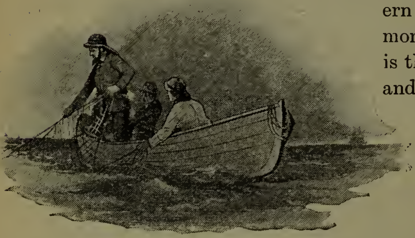
Pulpwood on River Bank.

An English boy would naturally put manufactures first, but in Canada these do not occupy so important a place as in England. Yet they are quite worth considering, for there are many great manufacturing firms in the Dominion, and the number is rapidly increasing. There are a dozen large factories making agricultural machinery of all sorts—binders, mowers, rakes, threshing machines and ploughs. The value of the annual exports of agricultural implements to Australia alone amounts to over half a million dollars, or one hundred thousand pounds sterling. There are important bicycle factories which do a large export business, but depend chiefly on the home market. An industry has sprung up within the last few years that promises to reach very large proportions. This is the manufacture of pulp and paper. There are in Canada immense forests of spruce and poplar, the best woods for pulp, and from pulp most paper is now made, besides a great many other things. One large firm manufactures all kinds of tubs and pails from this material. But it is most important for paper making, and the pulp and paper mills are rapidly increasing in number. The paper on which the London *Daily Chronicle* is printed, is made from Canadian pulp, and many British paper makers now look to Canada for their supplies of pulp.

There are a number of large cotton, woollen and flour mills. Pianos and organs are extensively manufactured, and Canadian furniture has a wide sale in British markets. Of course innumerable other articles are manufactured, but as a rule, more for home consumption than for export.

But the country has other industries, as important, as interesting, and more distinctively Canadian. Fishing is very good sport, and the delight of all boys, but it is also the business by means of which many thousands of people live, and in Canada this industry occupies a most important place. There are four great fishing grounds—the Gulf of St. Lawrence and Bay of Chaleur, the Bay of Fundy, the Great Lakes and the salmon rivers of British Columbia.

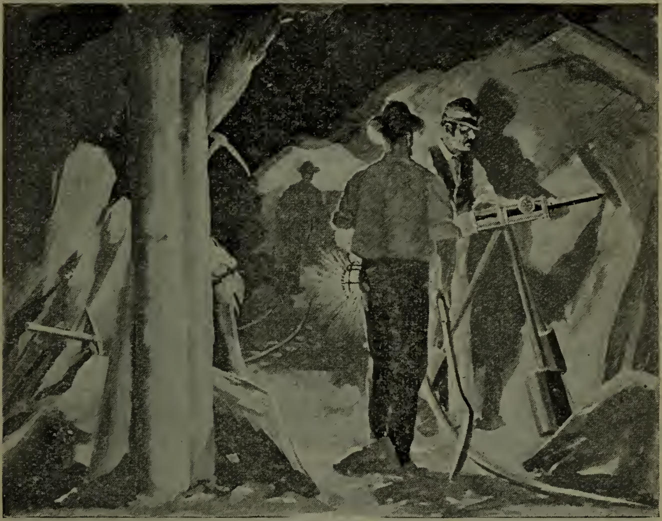
The fisheries of the St. Lawrence and Bay of Fundy are the oldest and most important. They rank among the great fisheries of the world. Cod, mackeral, halibut, herring, hake, salmon and other fish are taken in immense numbers and shipped to various parts of the continent. Great quantities of lobsters and oysters are found along the north shore of Prince Edward Island. The oysters are shipped in ice, even as far as England, while the lobsters are canned and may be sent anywhere without fear of spoiling. Much of the fish is salted and goes to the West Indies, with which the Dominion has a large trade. In the days of slavery in the Southern States the Magdalen herring were much in demand. These fish are a rather coarse kind of herring and were found in immense shoals round the Magdalen Islands. The practice was for several schooners to go to the islands in company at the proper season. The crews joined their seines together and worked gradually towards shore, driving the shoal before them. When they got close to shore they literally shovelled fish into the boats until they were full. The fish were then pitched into the hold loose, with plenty of salt, and within a week all the schooners were full to the hatches of herring, which were taken home, smoked and shipped to the Southern States for the slaves. A common fish in the waters of the Gulf is the haddock which, when cured and smoked in the Scotch way is called Finnan Haddie, and furnishes a favorite breakfast dish.


Fishermen.

Fresh water fish of many kinds are found in the Great Lakes. These are packed in ice as soon as caught and distributed fresh over all the central part of the continent. Lake trout, whitefish, lake salmon, herring, black bass and pickerel are some of the chief varieties. Sturgeon are also caught weighing from fifty to five hundred pounds, but their flesh is rather coarse. Pike are numerous in the rivers and smaller lakes, and one variety, the maskinonge, grows to a great size. Specimens have been caught over five feet in length and weighing almost a hundred pounds.

The British Columbia salmon fisheries are the most interesting of all, because there is nothing quite like them anywhere else. We all use canned salmon which is generally put up in little round tins with brightly coloured labels. If you look at the label, you will see in addition to the picture "Skeena River Salmon" or "Fraser River Salmon," and that means that the fish came from British Columbia. It is easier to get salmon in that province than anywhere else in the world. In the season when the fish are running up stream, the flow of water is actually impeded at shallow places by their numbers. Standing on the banks one sees the whole river red with the gleam of their sides, from which the scales have been rubbed in the struggle. Fishing with a hook and line is useless in such waters. Any number of fish can be scooped out at will with a landing net or even the bare hands may be used with success. In the lonelier parts of the country a bear has often been seen to go down into the shallow rapids, seize a large fish in his claws, drag it ashore and eat it on the bank. The canning factories are built by the streams and the beautiful fish that are flung in at one side by the thousand, very soon come out in cans at the other.

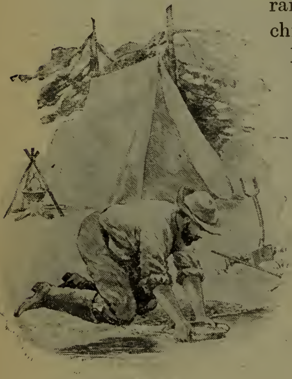
We turn naturally to mining next, for British Columbia is the chief mining province. Best known are the gold, silver and coal mines of the Kootenay district. It is but a few years since the first large mines were opened, but development has been exceedingly rapid and mining towns have sprung up in all directions, while Rossland, the centre of the gold country, is almost large enough to be called a city. In this country the metal must be separated from the quartz in which it is imbedded and the process is so expensive that only wealthy companies can work the mines. In another part of British Columbia is the famous Cariboo district where so much gold was found about fifty years ago, in the earth and the sands of the river beds. These mines were for a long time partially abandoned, but men are finding that with proper working gold can be got in the Cariboo district still. The country about Lake Atlin also promises to be very rich in the precious metals. In the East Kootenay country are the coal fields of the Crow's Nest Pass, which are believed to be the largest undeveloped coal areas in the world. They are just being opened up, and it is found that they contain immense deposits of the finest steaming coal. Already this coal is largely used by the steamships on the Pacific, and by the people



Mining Scene.

of the plains to the east. It is also specially well adapted for use in smelting. A railway has been built from the east through the Crow's Nest Pass into this district and gives an easy entrance to the mining region of Southern British Columbia. Prospectors say that there is plenty of iron in the Crow's Nest, and if this proves to be true, we shall see great smelting works there before long, with all the increase in population and business which that involves.

Everyone has heard of the Yukon district called the Klondike, away to the north. All the papers were telling a few years ago of its wonderful wealth and men hurried from every part of the world to make their fortunes, for the gold could be dug out of the earth without expensive machinery. They had a terrible time in getting from the coast to the Klondike and many perished in the snow. Others died of want or cold after they reached the land of gold, for the winters are very long and exceedingly cold. The country is almost within the Arctic circle and during the summer there is hardly any night, while in winter most of the day is just a sort of twilight. Everything had to be carried over the mountains on sleighs drawn by dogs, or by the men themselves, so it was impossible to get in enough food. The second winter things were much better, and now there is a telegraph line, and a railway has almost reached Dawson City, the chief place.



Washing Gold.

It was always possible to reach the Klondike without much discomfort by taking the steamer up the Yukon. But that involved a long voyage round by Behring Strait to St. Michael, at the river's mouth, and a river trip of seventeen hundred miles. As the river was closed by ice for nine months in the year, not many trips could be made.

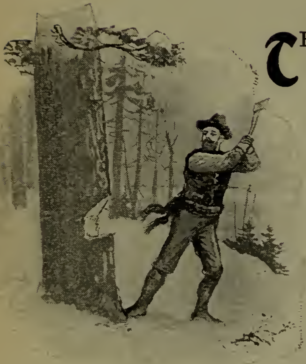
Gold mining now goes on systematically all around Dawson, and some of the miners strike very rich claims, but many are disappointed. The gold is found in nuggets in the earth, sometimes of considerable size but usually quite small. The earth is dug out during the winter and piled in a heap, and when the warm weather comes it is washed out and the gold collected. People may now live in fair comfort though everything is still very costly. There is a good hospital, and several doctors practise in the town. There are churches, hotels, theatres and banks, while substantial shops and houses are rapidly replacing the huts of earlier days. It is likely hydraulic mining on an extensive scale will soon replace the present primitive methods and greatly increase the output of gold which even now is large.

In Ontario, there are important gold mines in the Rainy River district. At Sudbury, great quantities of nickel are mined and shipped to the United States. This metal looks like silver and will not rust. It is much used for plating other metals, in alloy for coins, and in making armour plate for the United States men-of-war. The Parry Sound district is rich in copper, while silver is found north of Lake Superior. There is a great deal of iron in Ontario, but as yet it is of comparatively little value, for no coal has been discovered near enough to make smelting profitable.

Up to the present time British Columbia and Nova Scotia have been the chief mining provinces. Gold has been mined in the latter for many years in sufficient quantities to yield the mine owners a fair profit. But the mineral for which Nova Scotia has long been noted is coal. There are several large mines, but those at Sydney, in Cape Breton Island, are particularly valuable. Here one may see a large ship loading at the dock with coal, which has been taken from under the sea right where the ship is riding. For the mines extend a considerable distance under the sea, though the entrance shaft is on land. Quite recently a very strong company of capitalists has secured valuable iron land on Newfoundland, just opposite Sydney, and is now building at Sydney what will be perhaps the largest iron and steel works in America.

CHAPTER VI.

LUMBERING.



Cutting down Trees.

THE eastern half of Canada was once covered with forests, and great tracts are still uncleared. When the early settlers came, they had to go to work with axes and clear a small patch of land. Then with the logs, roughly squared, they built a house, filling in the chinks with mortar or clay. At one end was a stone chimney with a fire-place that would hold half a dozen big logs. Here roaring wood fires were built, and no one could wish a more cheerful place than the living room of one of these log shanties on a cold winter night. The settler went to work every winter to clear more of his land and before long had several good fields. At first, when he had to get rid of the logs and stumps he burnt them and made potash from the ashes. But later, saw mills were put up here and there, for the settlers began to want finer houses and that meant sawn lumber. There was a growing demand also in England for timber and the United States furnished a market for the coarser lumber which England did not want. In this way one of Canada's greatest industries developed.

Large sections of the country are still covered with pine forests, and this makes the most valuable lumber. There are also thousands of square miles of spruce and large areas covered by such hardwoods as maple, beech, birch, ash and oak. But when we speak of Canadian lumbering we usually mean the operations by which the pine is brought to market.

Early in the fall bands of young men start for the shanties from almost every part of Eastern Canada. They are chiefly farmers' sons and farm labourers. In addition, there are the regular shantymen, who spend most of their lives at the business, but they go into the woods earlier to begin operations. During the spring and summer, part of these regular lumbermen work in the saw-mills, while the rest are the famous rivermen who bring down the logs from the shanties to the mills.

On their way to the shanties the men go by rail as far as possible, and are then driven on big lumber sleighs for miles into the woods. Many of the young farmers bring horses with them and act as teamsters during the winter. In the preceding summer the forest-rangers and the inspector choose a section of the woods for the season's operations, and here the shanty is built. It is a long, low log building with a roof sloping from front to rear, a great door at one corner, and bunks for fifty men. The bunks are built along one side and end, in a double row, one above the other, like the berths of a steamship. About the middle of the side opposite the bunks is the "caboose," or cooking fire. Here sand is laid over a large patch of ground, to the depth of a foot, and this is the shanty oven. The smoke escapes through a hole in the roof. The cook first builds a large fire and keeps it going until the sand is red-hot right through. He then rakes off the coals and buries in the burning sand the flat iron kettles in which he bakes his bread and pork and beans. He covers them up and draws back the coals. Everything is cooked beautifully in this way; the shanty bread is as white and light as that of the best housewife in England. All meals are much alike and consist of fresh bread, baked pork and beans, molasses, rice, and tea with plenty of sugar.

Lumberman's Log House.

When the men reach the shanty they are divided by the foreman into four gangs, each with a boss and a special class of work to do. The best men fell the trees and cut them into logs. Another lot drag the logs to a central point for the teamsters who draw them to the lake or river, while the green hands make roads and clear away brush before the men who are dragging in the logs. Everything moves with the utmost regularity, and an astonishingly large amount of work is done. The logs are all drawn to the nearest lake or stream, where they are piled on the ice or on the bank if the current be too swift for good ice. The supplies are hauled from the supply depot by men called coasters, each of whom has a team of heavy horses and a large sleigh. They often come sixty or seventy miles through the woods with their loads. Each shanty has a storehouse and a stable for the horses. The men retire very early and are up long before daybreak. The teamsters rise before three o'clock and feed their horses; half an hour later all have breakfast, and by four they are off to work. About noon they have a cold meal, and at dusk return to the shanty with such appetites as only shantymen have. Nothing so sharpens the appetite as the long day among the odorous pines, with the smell of the freshly cut wood and the hard work in the cold air. There are no more healthy or hardy men to be found anywhere than the lumbermen of Canada. After supper the men lounge about for an hour or two, telling stories, reading, playing cards or carving with their jack-knives. The advent of a newspaper is a great event, and the occasional visits of the missionary are looked on as a pleasant break in the monotony.

Were it not for the hard frost and snow, it would be impossible to carry on lumbering operations. The ground and swamps in the forest freeze hard, and then, when they are covered with snow, the lumbermen can go anywhere and haul their logs with ease. But it is not very cold in the forest, for the trees keep off all winds, and the men never suffer from cold while working.

As soon as the ice on the smaller streams begins to break up in April, the rivermen get to work floating the logs down the flooded streams. It is hard work, and men often spend hours wading in the icy water. But the greatest haste is needful, for the water soon subsides, and any logs not down must be left till next season. About the time the smaller streams are clear, the ice on the lake begins to go. The logs are held by a boom till all are in the main river, or usually a lake expansion. When all are down, the men let them drift. A boom is a long chain of logs fastened together end to end by means of short bits of rope or chain, and is used for holding and dragging logs. The men follow the drive, sweeping the river as they go—that is, leaving no logs lying on the shore or in the mouths of creeks, but keeping all moving before them as they work their way slowly down stream. The drives, as they are called, often number a hundred and fifty thousand logs, and quite cover the river for a mile or two. The cook's caboose follows the drive on a large raft, and cooking is done as it drifts along. In the evening the raft is moored at a convenient spot and the men sit on the grass and eat their meals. They sleep in tents unless the mosquitoes become too troublesome, when they often push out into mid-stream and sleep on the raft.

Rafting Logs.

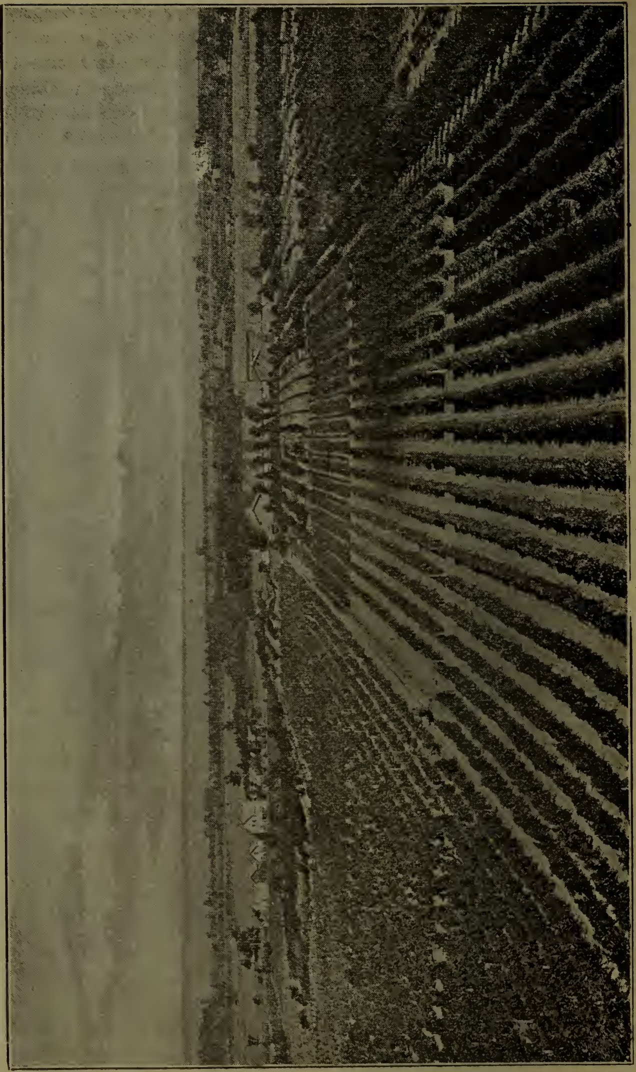
But it is at the numerous rapids that the river driver finds the excitement and danger of his occupation. Here, as the logs go through, they gradually stick and pile up along the sides until the whole river, except a narrow channel, is blocked. The water is dammed back and rushes through the channel. The men guide the logs with their long pike-poles and try to keep them running but a log is sure to stick before long and those coming swiftly behind pile up and make a *jam* that closes the channel. The men rush down and try to let off the *jam* before it gets too big. They work hard, hopping about from log to log with the utmost dexterity and every moment running risks from which only their skill saves them. Presently the key log is found and worked loose by means of cant-hooks and pike-poles. Then there is a rush of foaming water and tossing logs, over which the men must run or be crushed to death. To the onlooker the task seems impossible, but they dash across whirling logs, balancing themselves like acrobats, leaping hither and thither and never missing their step on the heaving, tossing mass. Every man wears boots whose soles are studded with sharp nails to prevent slipping, but despite this their skill and coolness are wonderful. To see a man poise himself daintily on a rushing log, moving his feet rapidly to keep on the upper side, then with a mighty leap, land on an equally unstable footing and keep his balance while the foam tosses and the water roars about him, is a sight to stir the coldest heart.

Saw Mill Interior.

As the logs come into a lake they are caught in booms and towed across by a steam tug and so they move slowly down stream taking the whole summer for their journey and reaching the mill usually about the end of August or first of September. The saw-mills are built on the bank of the river, at some point where there is good railway or steamship connection. Ottawa, the Dominion capital, is the chief of these lumber centres. During the summer a saw-mill presents a scene of the liveliest activity. At night electric lights are called into service and so night and day the busy hum of the saws is heard. The logs are hauled up from the river by endless chain carriers, placed on moving carriages and cut into lumber by the lightning band-saw and the gang-saws which cut up half a dozen logs at once. Thence machinery carries the boards to the edgers to be trimmed, the outside slabs to the wood-pile to dry for fire-wood and the saw-dust and small bits to the great furnace which burns all refuse. As the boards move out on their carriers a man stands by who swiftly measures and marks them. Outside they are sorted and stacked in piles ready for shipment.

The Ottawa is the most important lumber river in Canada, with the St. John second. Into the former flow half a dozen large rivers, each bringing down its two or three drives every year. In addition to the rough logs for the mills, a great deal of square timber for England comes down the Ottawa. The timber is fastened together in cribs, and a great number of these cribs are joined to form a raft which often covers an extent of an acre or more. The men have a little hut on the raft and live there. When falls or rapids are reached the timber must go through a slide just wide enough to receive a crib, so the raft is broken up, sent through one crib at a time and put together again below. The water rushes through the slide very swiftly and a trip down on a crib is a most exciting experience. At the bottom it shoots into the river with a plunge which buries half its length in the water for a moment. The rafts go slowly down the Ottawa until they join the St. Lawrence above Montreal, then down the St. Lawrence to Quebec, where the timber is loaded on ships for England.

In British Columbia also, lumbering is an important occupation, for the Douglas firs which grow to an immense size and the cedars, make capital lumber. The Douglas firs are hardly equalled anywhere else in size. They often reach a height of three hundred feet with a girth of fifty or sixty. The forests of British Columbia lie along the coast and are very extensive. The Douglas fir and the cedar are the most important trees for lumber but there are several other varieties as well.



Fruit Farm in Ontario.

CHAPTER VII.

FARMING.

Fruit Growing, Dairy Farming, Poultry, Wheat, Ranching.

BUT after all has been said, the farmer remains the great man in Canada, and farming in its different branches, the leading industry. From Nova Scotia to British Columbia, in almost every part of the country the farmers form the chief class of citizens, and a most intelligent class they are, well read and deeply interested in all public questions. Most of them are always anxious to improve their business by new and better methods and in this effort the Dominion and Provincial Governments give great assistance. The Dominion Government has established in the different parts of the country, experimental farms where scientific men are continually at work making practical tests as to the value of different kinds of seeds and roots, the effects of various fertilizers, the best breeds of stock for different purposes and how best to feed them. Reports of all experiments are furnished free to the farmers and from time to time special reports are published regarding any new weed that may be dangerous or any pest that threatens crops or stock. Travelling schools go about also to give practical instructions in butter making and the handling of milk. At these schools lectures are given on the fattening of poultry and their preparation for market, the proper handling of fruit and similar subjects. The farmers themselves have local institutes or societies where they meet and discuss matters of interest to their work. In Ontario there is a large Agricultural College where young men going into farming may receive a scientific training in its various branches, and there are smaller schools of agriculture in Quebec and Nova Scotia.

Farming is a wide word, and there are several allied branches of industry included under that heading which differ in most of their features. Fruit growing is one of the pleasantest forms of farming and one which is rapidly growing in importance. Nova Scotia has been famous for its apples from the early Acadian days, while from Western Ontario hundreds of tons of beautiful apples, peaches, grapes and strawberries are annually shipped to the neighbouring cities and to Britain. British Columbia has a good climate for fruit, and fruit culture is growing. Within the last two years the introduction of cold storage has enabled dealers to begin the shipment of various fruits to Britain on an extensive scale and much is expected of this trade hereafter. The fruit growers have of course many enemies to contend with and must be continually on the watch. Fruit is so perishable that any delay in picking or shipping is fatal, yet the fruit often ripens so fast that delay in both is inevitable. Various insect pests have to be carefully guarded against, also the danger of frost in the spring time. It is only the active, resourceful men therefore who succeed at fruit farming, for in this business the cost of stupidity, ignorance or carelessness is ruin.

The farmers of Eastern Canada devote a great deal of attention to dairy-farming ; in fact many of them have given up almost entirely the growing of grain except for fodder. In the west also more attention is paid to dairying each succeeding year with good results. Cheese and butter factories are built throughout the country, in the East at very short intervals, and to these almost every farmer sends milk. A favourite plan is to have two sets of machinery and to make cheese during the summer and butter during the winter. The cheese industry is one of the most important and is growing with great rapidity. Nearly all the cheese is shipped to Britain in whose markets it is a favourite on account of its good quality. The export of butter on a large scale began later and the volume of trade is not nearly so large as that of cheese but it is overtaking its rival. Large areas of the country are particularly well adapted for dairying and Canada seems destined to

Dairy Cattle.

take a first place in this particular business. The closest attention is being paid by government and people alike to perfecting the best methods for carrying it on and so far no industry has given better returns for the care bestowed upon it.

On every farm there are flocks of poultry. The cities of the United States have always furnished a considerable market for dressed poultry and eggs. Now the introduction of cold storage has made it possible to ship them to Britain so that the trade seems capable of indefinite extension. The eggs are gathered up regularly by buyers who drive through the country and call at each house once or twice a fortnight during the summer. A short time before Christmas the turkeys, geese and other fowl that have been fattening are killed, dressed and taken to what is called the "turkey fair." Here they are bought by dealers who ship them to the various markets for the Christmas trade. So important is this trade considered that in some particularly suitable localities, such as Prince Edward Island, the government has established poultry fattening stations as examples to the farmers in methods of feeding.

Prize Cattle.

Harvesting in Manitoba.

Except in the ranching country, the Western farmers devote their energies mainly to wheat growing. Wheat is what the English call corn. When the threshing and marketing of the crop are over in the fall, ploughing begins and goes on steadily until stopped by the frost in November or December. In April the land is seeded with wheat, after which the ploughing is completed and the oats and other crops put in. Then the farmer waits for the harvest, busying himself meantime with his dairy cattle, and the cultivating of the potatoes and other roots, or in breaking up fresh prairie land. In July the hay is cut, dried in the sun and stored in the barns or in stacks. If many cattle are kept, the green Indian corn is cut and stored in a silo, to be pressed and used as winter food for the milch cows. As the wheat begins to head out, the western farmer casts many an anxious glance at the weather probabilities, for occasionally a late night frost comes at this season and damages his crop. In August the wheat is ripe and the harvest begins. The grain is rapidly cut and bound in sheaves by machines called binders. In the East it is stored in barns to be threshed later, but the crop is too large for this in the West, so it is hauled to a stack and piled ready for the threshers. Just before cutting, the western wheat fields present a lovely picture. As far as the eye can reach, the grain waves and ripples to the warm summer breeze like a sea of gold.

As soon as the grain has been cut and stacked, comes the threshing—a most important part of the work. In the west people live far apart, and each man's threshing is too big a job to be done by a *bee*, so a threshing gang goes with the mill. They sleep in a large conveyance somewhat like a car, which is drawn from place to place by the traction engine which draws the threshing machine about and supplies the driving power when the mill is at work. As the hum of the threshing mill begins, the scene is a lively one and worth watching. Every man has his appointed place, and the stack of grain grows rapidly smaller as the pile of straw heaps up, and the bags are filled with bright, clean grain. As soon as threshing is over, the farmer hauls his grain to the nearest railway station where it is sold and stored in the elevator for shipment to the East over the Canadian Pacific Railway. Sometimes he prefers to hold his grain for a "rise" in price, but this is a risky bit of speculation in which only those can indulge who are well established.

In Southern Alberta, and to a smaller extent in several other parts of the territories, the chief business is ranching. Each rancher has from one to ten sections of land, or from 640 to 6,400 acres, usually well watered and covered with grass which makes good fodder both summer and winter. This grass is peculiar inasmuch as it does not form a turf like that of other countries, but grows more in tufts. The close cropping of sheep is therefore very injurious, and sheep ranching is forbidden in Southern Alberta; though in some other parts of the territories large flocks of sheep are kept. Most of the ranches are owned by Englishmen who had some capital with which to begin, but companies usually operate the larger ones.

The cattle and horses are branded with the stamp of their owner and then allowed to roam at large on the plains. They remain out all winter, and can live easily on the grass; but a certain amount of wild hay is stacked every summer for use when a thaw is quickly followed by frost, as it is then very difficult for the cattle to get at the grass. Twice each year—in the spring and fall—there is what is called a "round up" of all the cattle in each district. A certain number of cowboys are sent out from each ranch, and they gradually gather in to a central place all the wandering cattle or horses. Then the cowboys go through the herd, cutting out the cattle of their own ranches, with their young. The brand is the means of identification, so that cattle brands are of the utmost importance in the Northwest, and the man who fails to respect them must expect severe treatment if found out. The cowboys and their ponies show remarkable skill in selecting and cutting out their own cattle. In this way the herd is gradually

Cutting Wheat in Manitoba.

separated into various groups, and these are driven to their own ranches, while the cattle that have strayed in from other districts are all sent to one ranch, and the various brands advertised in the newspapers, so that the owners may come and claim their cattle. Thus each rancher gets all his cattle together twice a year. The herd is gone over and the young ones branded. As many as possible are sold and shipped to England, the United States or the mining districts of British Columbia.

The branding is most interesting to the onlooker, and shows the cowboy at his best. The animal is caught round head or horns by a rope dexterously thrown by the cowboy Another gets his noose over the hind leg; then the victim is thrown and branded with a hot iron. When all have been branded and counted those not sold are turned loose to wander at will till the next *round-up.*

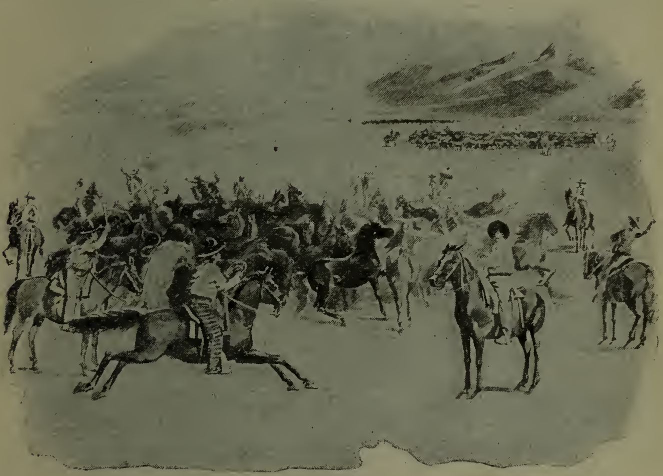
Threshing in the Field.

Horses are treated as the cattle, but all that are sold must be broken to riding. The western pony or broncho is a hardy, stubborn fellow, who, when broken in, will patiently endure almost any amount of hard work. When tamed he is a thoroughly obedient and faithful companion, intelligent and easily managed; but he does not give up his freedom without a struggle. The breaking in of the pony is known as "broncho-busting," and calls for all the cowboy's skill. It takes from three to six weeks to tame a broncho, and as there are many to be broken every spring, the cowboys are kept very busy. The horses are quite wild at the beginning, but have become thoroughly obedient before a good rider lets them go, The first few lessons give hard work to both rider and broncho. The pony is caught with the ropes, thrown and blindfolded, and after much bucking and struggling finds himself encumbered with halter and saddle—not the little English saddle, but the big, comfortable western one, with its high pommel in front for the rope, and the wide wooden stirrups. As he springs up he finds a cowboy on his back, while another on a trained pony circles about him and keeps him from running too wildly with a quirt or a bit of rope used as a whip. Then the fight begins in earnest, with skill and cool determination pitted against wild, blind fury. The pony springs forward and sidewise, shakes himself like a dog, jumps high into the air and comes down suddenly with his feet close together and his back arched. He rushes forward and stops suddenly, lies down and rolls over, and tries a dozen other tricks, but all to no purpose. An ordinary rider could not stick on for half a minute, but the cowboy sits as coolly as if nothing were happening, only dismounting when the pony lies down and remounting the moment he rises. Then the pony tries his last trick. He rears high on his hind legs and lets himself fall backward, hoping to crush his rider. But just at the right moment the nimble cowboy slips off, and the horse gets a bad shaking.

Railroad and Elevators.

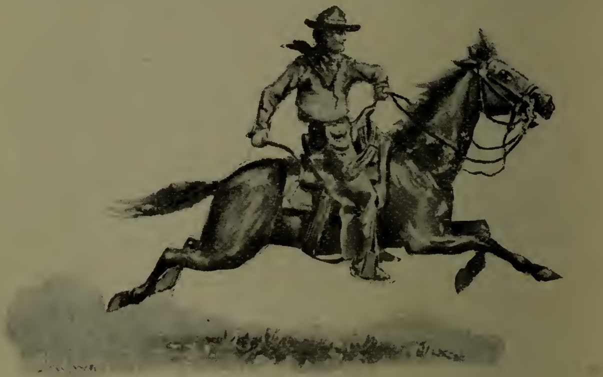
As he recovers from the shock and picks himself up, he finds the persistent rider still in his place. It is no wonder that after several such attempts the poor broncho gives up in despair and submits quietly to learning the fine points of riding.

The cowboys guide their horses, not by the bit, but by the pressure of the rein on the horse's neck. They teach the ponies to respond instantly to this pressure, and also to stand perfectly still when left with the bridle rein trailing over the head. Their own mounts are wonderfully clever little fellows, and at the *round-up*, the way in which they will follow a steer in and out through the surging, bellowing herd, until they have driven it out, is quite remarkable. When the rope is thrown by their riders they stop at once and throw their weight on the haunches, so as to pull up the captured animal with a sudden jerk. They enter thoroughly into the spirit of their master's work, and aid greatly in carrying it out. The cowboys are a jolly, noisy, restless lot of men, picturesque in dress and manners, brave and strong, but full of mischief and rough fun. They are, perhaps, the finest riders and revolver shots in the world, while their handling of the long rope, or lasso, seems to the tenderfoot, as they call any newcomer, simply marvellous.



Round-up

There is one incident in ranch life which the cowboy always fears, and yet it never fails to call forth all his noblest qualities. At the *round-up*, and when the separated herds are being driven to the ranches afterwards, the cowboys are constantly on the watch to guard against a stampede, for, with the exception of a prairie fire, there is nothing so dangerous or so hard to stop as the stampede of a large herd of cattle. The slightest accident may start one, but few things will stop it except the exhaustion of the cattle themselves. At such a time the instinct of the cattle to keep together comes out strongly. A sudden revolver shot, or a shout, or the taint of some animal in the air, may start a few of them running, and unless they are instantly stopped the whole herd will be off, thundering across the plains at a pace which tries the mettle of the swift little ponies. It is at night that the stampede is most likely to occur, and then, of course, it is much more dangerous than in the daytime. If the night be stormy, or they notice any restlessness among the cattle, the cowboys keep moving about on their ponies and singing to soothe the frightened beasts. But once off, the fear of the cattle becomes a mad frenzy, and there is nothing left for the rider but to fly through the darkness at the side of the rushing herd, and hope that no lurking gopher hole may catch the foot of his pony. Woe to the man who is foolhardy enough to venture in front of the tossing horns and thundering hoofs! Unless he can split the herd by shooting two or three of the leaders, he and his pony will be trampled to death in the wild rush. The usual method of the riders is to get upon one flank by the leaders and keep pressing in on them, in order to turn them gradually till they are moving in a circle. If they succeed, the mad pace gradually slackens, the cowboys begin to sing and soothe the animals, until at last they stop, and the wearied ranchmen breathe freely again.



Cowboy and Broncho.

CHAPTER VIII

CANADA BY THE SEA.

THE early history of Acadia is a romance which furnishes delightful subject matter for the story-teller as well as for the historian. It is a story of brave deeds and noble endurance, of undaunted determination against great odds. Here for generations Frenchmen and a few Scots struggled to overcome the hardships of a severe climate, the treachery of the savages, and the discouragement of frequent failure. Now and then they varied the monotony by attempts to destroy one another, thereby adding to their sum of woes.

Harbour. Halifax, Nova Scotia.

In the year 1604 a French noble named de Monts set sail for Acadia with two ships and a very mixed company. There were gentlemen like the Baron de Poutrin-court and the great Champlain, who devoted his life to exploring and colonizing Canada, but there were also criminals and wanderers of all sorts. They settled on the island of St. Croix, and while de Monts returned to France for supplies and more settlers, Champlain and his men passed a most distressing winter, suffering from cold and lack of supplies. On the return of de Monts, they all crossed over to Annapolis basin, as it is now called, and founded Port Royal, the first permanent French settlement. This was the beginning of that great struggle to found a colony which went on for so many years, in spite of discouragement and failure. The Colony grew very slowly, and meanwhile settlements had been made at Quebec and other points on the St. Lawrence. The French always made a distinction between the two colonies, calling the one beside the Bay of Fundy, Acadia, and that on the St. Lawrence, Canada.

Before many years a Scotchman, Sir William Alexander, determined to take possession of Acadia for his king. Having obtained a charter, he brought out a number of Scotch settlers and called the country Nova Scotia, the name still borne by one of the Provinces. But though the Scotch remained and held a little settlement they were soon forced to acknowledge the lordship of the French. For a hundred years the French continued to rule Acadia, though with frequent interruptions from the sturdy Puritans of New England, who on several occasions seized the French forts. In course of time as the colonies in Acadia and on the St. Lawrence became important, a very strong fortress was built at Louisburg, on the island of Cape Breton, which is now a part of Nova Scotia. This point became a subject of fierce contention between French and English, for here lay in security the French privateers which were wont to sally forth and carry destruction to the shipping of New England. Once the New Englanders captured the fortress, but it was returned to France by the careless monarch of England and not till the final struggle of the Seven Years War did it pass into the possession of the English.

Many an interesting story might be told, did space permit, of the early days in Acadia, but one must suffice. Charles de la Tour, after years of noble work for his King in establishing French power and resisting the English, was named the King's Lieutenant-General in Acadia. But the Seigneur d'Aulnay Charnisay had large powers also and was jealous of his successful rival. De la Tour, having received a grant of four hundred and fifty square miles along the St. John river, built a fort at the river's mouth and thither he came to live with his beautiful wife, his children and his followers. He ruled all the country round, and well upheld the dignity of the King. Charnisay, whose fort was at Port Royal, across the Bay of Fundy, trumped up charges against de la Tour, and after years of intriguing, obtained from the King a decree depriving de la Tour of his power and authorizing Charnisay to arrest him. But so stout was the resistance at the fort on the St. John that Charnisay withdrew discomfited. When he came again, de la Tour secured aid from Boston, and falling unexpectedly upon the besieger, drove him in utter rout to his own stronghold, but unfortunately did not kill him. Some time later de la Tour was forced to go to Boston and at once the enemy appeared with a force, to take the fort. But Madame de la Tour inspired her garrison with courage, and so well did they fight that Charnisay was forced to retire in disorder. He then invested the place closely, and sought to starve the garrison into surrendering, meanwhile keeping away de la Tour's ship which hung despairingly in the offing. When hunger had greatly weakened its defenders he again attacked the fort and once again was beaten back. He waited for some time and attacked in force. Inspired by their noble leader the garrison fought with the energy of despair. Time after time were the enemy beaten back from the palisades, but at last a traitor, tempted by Charnisay's gold, threw open the gates. Even then the fight was desperate, and Charnisay fearing that this woman would foil him yet, called for a truce. He professed great admiration for the bravery of Madame de la Tour and her followers and promised them the honours of war if they would surrender. To save her followers, Madame de la Tour signed the articles of surrender, but so soon as he had them all captive, the brute led this noble lady with a halter round her neck, into the court yard and forced her to look on while every one of her faithful followers was hanged. Then Charnisay carried her off to Port Royal where within a few days she died, heart broken at the loss of her children and subjects.

During the seventeenth century Acadia changed hands several times in the contests between France and England, till, by the treaty of Utrecht, in 1713, all except the islands of Cape Breton and St. John passed finally into the possession of Britain. St. John was the name given to the island which now forms the Province of Prince Edward Island, and on Cape Breton stood the fortress of Louisburg, with its fine harbour and commanding position.

Most of the Acadians refused to take the oath of allegience to Britain at the time of the transfer, and when war again broke out they secretly aided the French. So troublesome did the matter become that the British forced most of the Acadians to leave their homes, and carried them away to distant parts of America. It was a sad blow to them, and for many years the rich lands of the Nova Scotian valleys lay desolate. Many of the Acadians fled and settled on the island of St. John and in other parts of the French possessions. Most of those who were carried away settled in the Mississippi valley, and a French colony is still there in which one finds the quaint customs and distinctive dress of the old Acadian days. In the course of years many of the exiles wandered back to the land from which they had been driven.

The year 1756 marked the beginning of that great struggle known as the Seven Years' War, in which Britain won so much glory and territory. The war was waged vigorously in New France, and by 1760 the whole country was in the hands of the British. Louisburg was captured, after a hard struggle, in 1758, and French influence in Acadia was over. For a number of years, the whole territory, including the island of St. John, was administered as one colony. Then it was split up into four provinces,—Nova Scotia, New Brunswick, Prince Edward Island and Cape Breton Island. The latter soon joined Nova Scotia, and there have been three provinces since then. After the American War of Independence about ten thousand of the loyalists who came to Canada, rather than give up their British citizenship, settled in Nova Scotia and New Brunswick. The British Government gave them all possible aid, and they formed a splendid addition to the population of the new colonies. But they had given up their comfortable homes in order to enjoy the rights of British subjects, and when they found that the government was in the hands of a governor and a few councillors appointed by the King, they protested vigorously. In time these protests bore fruit, and responsible government was granted to the Maritime Provinces, as they were called. In 1867 came Confederation, when Nova Scotia and New Brunswick entered the Dominion of Canada. Prince Edward Island joined a few years later.

The Bay of Fundy, which separates Nova Scotia from New Brunswick and is so important to both provinces, deserves a moment's consideration. It is over a hundred miles long and fifty wide. It is famous for its high tides, which in the long narrow bays at the head reach a height of from fifty to seventy feet. As the tide forces itself into some of the narrow channels a *bore* or tidal wave is formed which comes rushing along, in a great foam crested wave, as high as a man. Wherever the shores are low and for many miles up the rivers there are immense marshes which have been dyked off and form very rich meadow lands. The fisheries of the bay are exceedingly valuable.

There are still several thousands of Indians in the Maritime Provinces, but they have changed wonderfully since the days of the haughty savages. They are a humble, peaceable people, who live on reservations set apart by Government and support themselves by doing a little farming, by fishing, hunting, trapping and berry picking. The squaws weave beautiful baskets and do bead work and the men often act as guides and canoe-men for the hundreds of tourists and hunters who seek sport in the wilder parts of the country. For these provinces, particularly New Brunswick, furnish some of the best fishing and shooting to be found on the continent. During the season there is good moose and deer shooting. Wild fowl of various kinds are numerous, and the fishing is excellent. Trout and salmon are the two chief game fish. The salmon rivers of New Brunswick have long been famous and are annually visited by ardent fishermen from all parts of the continent and even from Europe. The Restigouche and the Miramichi are perhaps the best known salmon rivers, but there are many others.

This country by the sea is becoming ever more popular with people who wish a pleasant place where they can rest and enjoy themselves during the hot months of summer. The sea breezes and good bathing, the beautiful scenery and the quiet, are all attractive features to such people. So the number of summer cottages and hotels grows apace. The favorite resorts are the north shore of New Brunswick and most of the Prince Edward Island coast.

In many respects the people of the Maritime Provinces may not appear to have been so progressive as those in other parts of the Dominion. They form the oldest community in Canada and they live in the part that is best adapted for dairy farming, yet Ontario is far ahead of them in that branch of industry. In fact they have been a little slow in developing their best interests so far as money is concerned. But in one point they have outstripped all other parts of the Dominion and taken a place quite out of proportion to their importance in other respects. The Maritime Provinces have given to Canada more famous men than perhaps all the other provinces put together. There have been great statesmen, writers, college professors, poets and soldiers. This fact is no doubt due partly to the greater age of the community, but it is due much more to the devoted way in which from the first the people of almost every class have striven for good education.

NOVA SCOTIA.

Nova Scotia is the most easterly province of Canada, and forms a long peninsula lying east and west. It is about three hundred miles long and from eighty to one hundred in width. So that in area it is nearly half as large as England. To the south is the Atlantic Ocean, and to the north, separating it from New Brunswick, the Bay of Fundy. The narrow Isthmus of Chignecto forms the only connection with the rest of the continent. The Island of Cape Breton lies to the north-east and is an important part of the province, from which it is separated by the Strait of Canso. This island is settled by people from the Highlands of Scotland, who still preserve the Gaelic language and many of the Highland customs. The people of the mainland are chiefly of British or of United Empire Loyalist descent. In the Annapolis valley and several other parts are many of the French Acadians, while about Lunenburg is a prosperous German district whose origin dates back to the middle of the last century. As in the rest of Eastern Canada, most of the population is native born.

In no other Canadian Province is the climate so much like that of England as it is in Nova Scotia. It is rather moist and not subject to very great extremes. On the southern shore there are frequent fogs from the Atlantic. The southern coast has many fine harbours, and round the whole peninsula there are numerous smaller bays, important to the fishermen and in the coasting trade, though not large enough for ocean ships. Much of the land along the coast is too rocky and wild for cultivation, but the interior presents a fine picture of cultivated farms and wide-spreading orchards. Farming is not so carefully carried on as it might be, and the farmers have been a little slow in adopting new methods in their work. In fact the Nova Scotians, like the English, are conservative about changes, and as a result sometimes miss the first-fruits of success in business.

Though the pine forests are now pretty well gone, there is a good deal of spruce, and lumbering is carried on extensively. As compared with other industries manufacturing is not of very great importance yet, but thousands of men are employed in shipbuilding. Twenty years ago Nova Scotia owned more ships for her size than any other country in the world, and they were all built at home. They were engaged chiefly in the carrying trade, and were to be seen in almost every harbour of the world. The great increase in the number of iron and steel vessels has greatly injured Nova Scotia's shipbuilding, but it is still very important and the Province may again before many years occupy a first place. It is expected that when the works in course of erection at Sydney begin to turn out their immense quantities of iron and steel, shipyards will be opened near by for the construction of large ocean vessels.

All kinds of minerals are found in this Province, but the chief are coal, iron and gold. The coal mines have long been extensively worked and the coal shipped to the cities of the Eastern part of the continent. The coal is like that of the north of England. There are also extensive deposits of gypsum, from which comes the plaster of Paris used so much in modelling.

Nova Scotia stands first among the provinces for her fisheries. There are important fisheries on all three coasts—the Atlantic, the Bay of Fundy and the Gulf of St. Lawrence. In addition to the large quantities used in the Province there are important shipments to the West Indies, to South America and elsewhere.

A country with so much shipping and fishing must have a great many sailors among its population. There are many who regularly follow the sea, and thousands more along the coast who take part in the fishing and also do a little farming. The interior is given up chiefly to farming but the farmers are only beginning to realize their opportunities. On account of the moist climate much of the country is admirably suited for pasturage and dairy farming will soon be the leading industry, for cheese and butter factories are being established and proper methods taught. The apples of Nova Scotia have been celebrated for many years, and almost every farmer in the western part of the province has a large orchard. The apples are exported in increasing quantities to Britain. The government has established a school where the proper care of fruit and fruit trees is taught and the industry has received more careful attention of late. Along the north runs a line of hills which keep off the fogs and cold winds of the bay. Behind them lies the Annapolis valley, the mild climate of which so pleased the first settlers after their hard experience on the island of St. Croix. This is the oldest part of the province, and the best for fruit growing.

Except for the heather, Cape Breton scenery is remarkably like that of the Scotch highlands—the rugged hills, the unexpected mountain lakes, the shaggy woods are all there. And the Gaelic tongue is there too, for nearly all the inhabitants are Highlanders or of Highland descent. Many summer visitors are beginning to visit the island and enjoy a few weeks of its invigorating salt breezes.

Sydney, the former capital of Cape Breton, is the chief port for the shipment of coal. The new iron and steel works promise to add greatly to the importance of the place. The once great fortress of Louisburg has fallen to ruins, but the prospects of the historic old town are brightening, for it is likely to become the winter port of Sydney, whose harbour is closed by ice during that season. On the mainland there are many small towns along the coast, the importance of which depends on the shipping, the fisheries and lumber. Some of these are Yarmouth, Truro, Windsor, Pictou and New Glasgow. The last two are in the heart of the coal regions and are rapidly developing their manufactures. Halifax, the capital of Nova Scotia, is a fine city with a population of about fifty thousand. It is well built and is beautifully situated on a magnificent harbour, large enough to protect the whole British navy. Halifax is one of Canada's winter ports and has a large ocean trade. During the winter when the St. Lawrence is closed by ice the steamships unload and take on cargoes at Halifax or St. John. The harbour and city are well defended, for it is the summer station of the North Atlantic squadron of the British navy, and there are important Imperial dock yards and arsenals. This is the only spot in Canada at which a British regiment is regularly stationed, but just now the city is garrisoned by a Canadian militia regiment in order to free the British troops for the war. Dalhousie University is situated at Halifax and there are smaller colleges in several towns, notably King's College, at Windsor, the oldest in Canada. The people of the Maritime Provinces have always been great believers in the value of a thorough education, and many of the young men take a further course at one of the British universities after graduating from Dalhousie.

The Province in addition to its facilities for communication by water is intersected by several railway lines, and is connected with the rest of the Dominion by the Intercolonial Railway, which runs from Halifax, through New Brunswick and Quebec, to Montreal. This railway is owned and operated by the Dominion Government, and other railways are given running privileges over it in order to reach Halifax and St. John, to which another branch extends.

NEW BRUNSWICK.

New Brunswick is the largest of the Maritime Provinces, but the most thinly populated. It stretches northward from the Bay of Fundy for two hundred miles to the Province of Quebec. On the east is the Gulf of St. Lawrence and on the west the State of Maine. The southern and eastern parts of the Province are well populated, but in the north there are still large tracts of forest land. The government has a system of granting farms to settlers in this northern country on easy terms. The price is very small and the farm may be paid for either in money or by doing a certain amount of labor on the roads in the vicinity. The climate of New Brunswick in the southern part is much like that of Nova Scotia, but it is not so moist and is subject to greater extremes. The winter is usually very steady, with plenty of snow and an even, cold temperature. The people are chiefly of British descent, with a good sprinkling of United Empire Loyalist stock, and most of them are native born.

New Brunswick has twice suffered terribly from fires, and many people have not yet quite recovered from the losses caused by the last one.

In 1825, after an unusually dry summer, a fire started in the woods on the upper waters of the Miramichi river. It swept on before a driving wind and burned up everything over an area larger than Wales. Many people perished in the flames, and those who lived in that district lost everything they possessed. The Government helped the sufferers in every possible way, but it was long before the effects of this disaster had passed away. In fact, the track of the fire is still visible, and the land has never been useful since. In 1877 more than half of St. John was burned down, and property valued at twenty-five million dollars destroyed. Thousands of people were ruined and had to move to other places in search of work. It was a sad blow to the ambitious little city and one not easily overcome. But the recognition of its importance as a winter port has of late years given St. John new life, and its progress has been very rapid.

St. John Harbour, St. John, N. B.

The chief industry of New Brunswick is still lumbering, with agriculture following closely. Every winter immense quantities of logs are cut on the head waters of such rivers as the St. John, St. Croix and Miramichi and sawn during the summer at the large mills further down.

The pine forests are becoming exhausted, so the lumbermen have turned their attention to spruce, and, as this reforests rapidly, the supply seems likely to continue for many years. Mixed farming is carried on in all parts of the country, with increasing attention to dairying, for which the country is so well suited. In some of the counties there are large stock farms, where cattle are raised for the British and American markets. There are various mineral deposits in the province, but mining is in its infancy as yet. Fishing, however, has long been carried on extensively, and New Brunswick stands next to Nova Scotia in this industry. There are fisheries on the Bay of Fundy, the Gulf of St. Lawrence and the Bay of Chaleur. The salmon rivers are, of course, fished for pleasure chiefly.

Manufactures are not very extensive as yet. There are several woollen and cotton mills, and hardware, leather and machinery are also manufactured. On nearly all the rivers there are numerous saw-mills. Those of the St. John, the Miramichi and the St. Croix are very large, and cut an immense amount of lumber each year.

Towns are scattered throughout the farming country and along the coast, but the population of most of them is not above three or four thousand. Fredericton, the capital, is a prettily situated town of about eight thousand inhabitants. It is on the St. John river, eighty-four miles from the mouth. The town is noted for its fine trees, and has a beautiful Anglican cathedral. It is the military centre of the province, and in it are situated the Parliament buildings and the provincial university. Moncton, the headquarters of the Intercolonial railway, is an important railway centre and has extensive manufactures. It is at this point that the Intercolonial divides, one branch going to St. John and the other running through the Chignecto peninsula and Nova Scotia to Halifax.

At the mouth of the St. John river stands St. John, the chief commercial city. It has a splendid harbour, always clear of ice, and, as a result, its shipping trade is growing very fast. It is one of Canada's winter ports and the chief shipping port of the Canadian Pacific railway during that season. Despite the fact that it has a population of only forty-two thousand, St. John ranks fourth among the cities of the British Empire for the number, tonnage and size of vessels owned. The only places that surpass it are Liverpool, London and Glasgow.

PRINCE EDWARD ISLAND.

PARVA SUB INGENTI

The smallest province of Canada is the most thickly settled and the most thoroughly tilled. Prince Edward Island lies in the Gulf of St. Lawrence, east of New Brunswick and Nova Scotia, from which it is separated by Northumberland Strait. The land is nearly all fertile and very little of it is not under cultivation. It is kept rich by a natural fertilizer called mussel-mud. This consists of the decomposed remains of millions of oysters, crabs, clams and other shell-fish. Great deposits of it lie along the coast, the layers often reaching a thickness of twenty-five feet. During the winter a machine is placed upon the ice, which raises the mud in large quantities, and it is spread upon the land before the frost leaves.

In the old days the land in Prince Edward Island was held by absentee landlords, called proprietors, but the Government finally bought out these men, and most of the farmers now own their land.

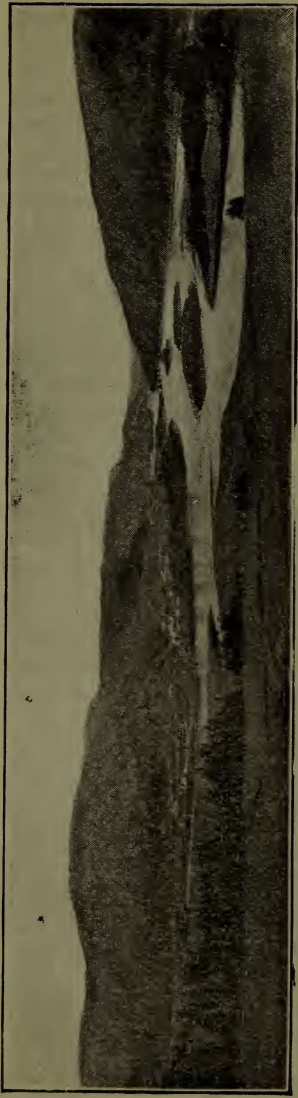
The population is chiefly of Scotch descent, with a good many Acadians, whose ancestors wandered to the island during the troublous times in Acadia. There are a few Indians, who live on a reservation and are fairly successful farmers.

The island is a popular resort for summer tourists, as there is splendid surf bathing all along the north shore, and the sea air is very bracing. The climate is like that of Nova Scotia, somewhat moist, and not subject to the extremes of the inland. The spring season is sometimes made rather unpleasant by fogs and damp winds.

Farming is the leading industry and nearly all the island is under careful tillage. The farmers are progressive and usually very prosperous. A good deal of stock is raised, but dairy farming receives most attention. Large quantities of hay and potatoes are grown for shipment to the United States, and poultry raising on a large scale is a recent development. There is now a line of ships running direct to Britain, and the island is splendidly situated for the shipment of all farm and dairy products to that country.

The fisheries are of great value to the country and might be considerably extended ; the island is situated in the centre of the gulf fisheries. In addition to the various fish of the gulf there are extensive lobster and oyster fisheries.

Communication with the mainland is kept up the year round. During the summer many lines of steamers call, but in winter it is some-



Scenery along the Intercolonial Railway

times difficult to get across Northumberland Strait. The journey is made daily by a steamer constructed especially for the service. It is a very strong, heavy boat, so built as to run up on the ice and crush it. A much more interesting way to cross is to go on the ice boat from Cape Traverse to Cape Tormentine in New Brunswick, a distance of nine miles. These boats are box like things with a double keel. They are rowed through the open water and when a floe is reached the double keel serves for runners. The hardy crew springing out, seize the leather straps and run with the boat over the ice.

Prince Edward Island has several excellent harbours, the best being that of Charlottetown, the capital. This city has a population of about sixteen thousand. The situation is good and the city presents a very neat, trim appearance. It has many handsome buildings, including those of the legislature and a small college. There are also several private schools and convents. The other towns are small and situated along the sea coast. A railway runs the whole length of the island and touches at all the important places.

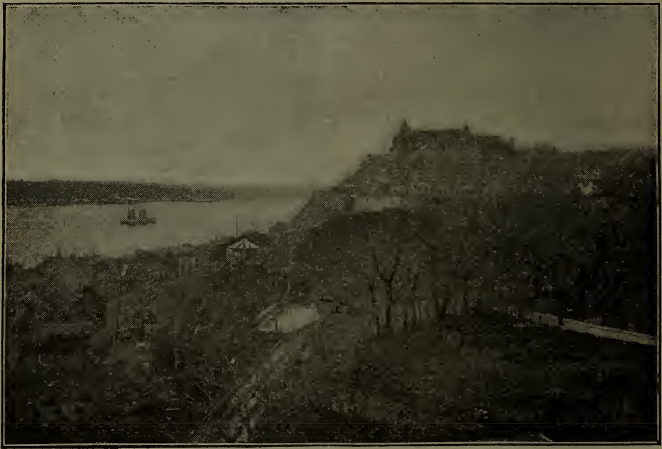
CHAPTER IX.

QUEBEC.

THE early history of French Canada, like that of Acadia, is full of interest and romance. The story of Champlain's untiring struggles to found a colony, of the patient heroism of the Jesuit fathers among the Indians, of the explorations of LaSalle and the Jesuits in the western wilderness are but a few of the subjects which lend interest to the history of the French in Canada. Champlain founded Quebec in 1608 on the site of an Indian village. The position was well suited for defence and was soon strengthened by a palisade fort, later replaced by a stone one. The colony was long managed by a company which paid very little attention to its development, but thought only of the valuable fur trade. Just one hundred years before the English captured the country, however, the King withdrew the company's charter and the colony passed under Royal rule. Those who were sent out to take charge found that most of the young men, allured by the charms of hunting and trapping, were slipping away from the settlement to live with the Indians. As a colony could not very well grow under these conditions. Talon, who held the office of Intendant, determined to stop the practice. He sent to France and got several shiploads of French country girls to come over as wives for the young men of Canada. The King took a great interest in this experiment and gave a handsome dowry to each girl on her marriage. Talon was a man of energy and when the ships arrived he ordered all unmarried men to choose wives without delay. The men went to the ships, chose their partners on the principle of "first come, first served," and were married before they left the water's edge. Anyone who did not do as ordered was to be dealt with severely, and the King ordained that any young man who refused to marry should not be allowed to hunt, fish, or trade.

After the change to Royal government, things went on somewhat better and the little settlements and lonely seigniories between Montreal and Quebec gradually increased in number. But the hostile Iroquois were always a source of danger; sometimes they lurked in the woods on the lookout for anyone so unhappy as to stray away from the clearing; at other times they would make a sudden descent in force and fall upon some sleeping settlement. The most dreadful of these raids was the massacre of Lachine, when many people were slain only a short distance above Montreal. The French colonists showed the utmost bravery in their difficult position, and deeds of heroism were constantly occurring.

For instance, the Seigneur de la Vercheres dwelt at a lonely spot on the St. Lawrence, a short distance below Montreal, so exposed to attacks from the Iroquois that it was called the Castle Dangerous of Canada. And it was here that Madeleine, the fourteen year old daughter of the Seigneur, proved herself a heroine whose name should live so long as history is written to serve as an inspiration to girls and boys. One morning when her father was away at Quebec, and most of the people at work in the fields, she was at home with only two soldiers, an old man of eighty and her two little brothers. Suddenly the Iroquois attacked the fort. The soldiers at once gave up in despair when they thought of their weakness and the strength of the enemy. But the brave little girl took command and set such an example of calm courage that the soldiers were ashamed and took heart again. She held the Indians at bay, until some of the women from the fields managed to steal into the fort. So well did the young leader dispose her forces,



Quebec.

and take measures against every stratagem of the Indians that for a whole week she kept them off and foiled their best efforts. Her brothers, one twelve and the other ten years of age, proved able assistants and used their guns right bravely. When the siege had lasted for a week help arrived from Montreal. The relief party expected to find the fort in ashes and the inmates slain. They found instead, the garrison uninjured and a girl of fourteen in command.

The story of Daulac and his companions is one which cannot be told too often, for it records the heroic devotion of men who voluntarily gave up their lives to save their fellows. Roberts, in his history of Canada, tells the story as follows: "Among the names of the heroes of Canada abides imperishable that of Daulac des Ormeaux, familiarly known as Dollard. This young nobleman's name had suffered a stain in France. He came to Montreal in search of an opportunity for some deed that would wipe out the reproach. At length word reached the settlement that a great war party was on its way down the Ottawa to exterminate Ville-Marie. Dollard, with sixteen comrades, vowed to shatter the wave e'er it broke on the city, and to restore respect for French valour. They took the sacrament together and went forth to the fate of Thermopylae. Nor was this new Thermopylae less glorious than that immortal one of old. With a handful of Huron and Algonquin allies they ascended the Ottawa and entrenched themselves in the ruins of an old stockade at the pass of the Long Sault rapids. Seven hundred yelling Iroquois swooped upon them, and were beaten back. Appalled at the terrific odds, most of Dollard's Indians forsook him. But one Algonquin chief, and a half score of the more warlike Hurons, stood faithful. Men were these savages, of the old, heroic pattern. For three days,—burning with thirst, for there was no spring in the fort,—fainting with hunger, for there was no time to eat,—gasping with exhaustion, for the foe allowed them no respite, these heroes held the pass; and the bodies of the Iroquois were piled so deep before them that the palisades ceased to be a shelter. Not till all were slain but five, and these five helpless with wounds, did the enemy win their way in. Of the five, four died at once; and the last, having life enough left to make it worth while, was tortured. But the Iroquois had been taught a lesson. They slunk back to their lodges; and Montreal drew breath awhile in peace."

After the massacre of Lachine, Frontenac, Canada's greatest governor, who had gone back to France, was recalled. He soon compelled the Iroquois to look on him with fear, and the colony was given a respite from its dangers. From that time the country increased more rapidly in importance and strength. Warfare with the English colonists to the south, broke out occasionally and took the form of border raids in which both sides, to their shame, made use of Indian allies, who, in the name of Britain and of France, committed the most dreadful atrocities. As the eighteenth century wore on the outbreaks of warfare became more frequent till the last great struggle came, and Canada passed under British rule. In the course of time, as the country filled up, the old French part came to be known as Lower Canada, a name which was changed, at the time of Confederation, to Quebec.

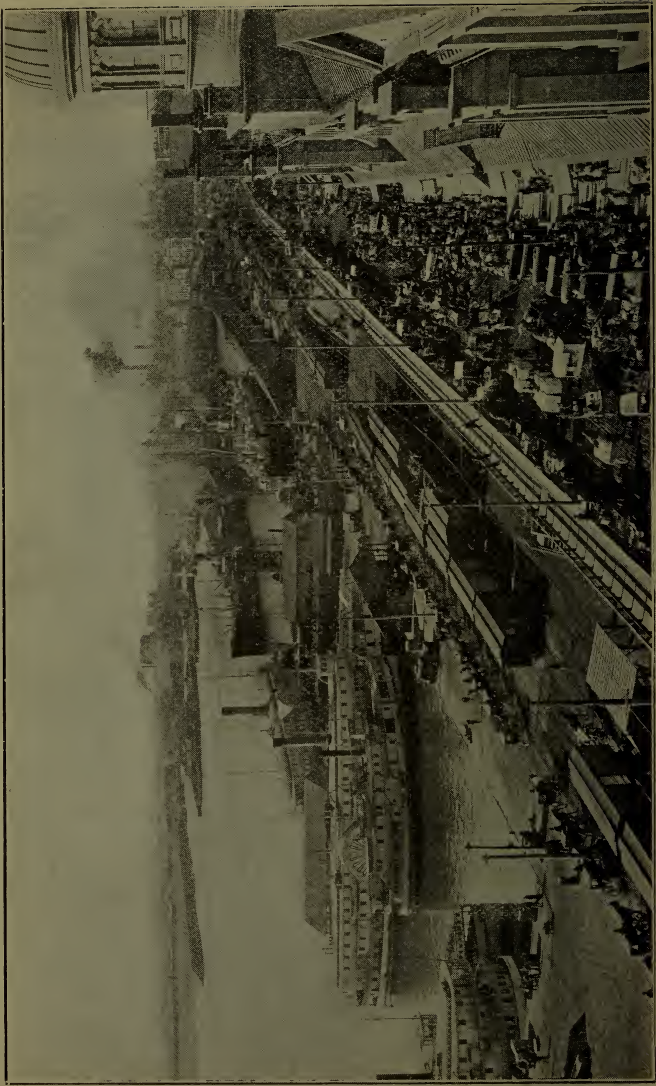
The Province of Quebec extends eastward from Ontario to the Gulf of St. Lawrence and along the north side of the gulf almost to the Atlantic ocean from which it is separated by a narrow strip of Labrador. To the south are the United States and New Brunswick, but the largest section is north of the St. Lawrence, and runs up as far as James bay. The area of the province is 347,350 square miles, or a little larger than the combined areas of France, Italy and Switzerland. It is the second largest province in the Dominion and stands second in population. Quebec is cut in two by the St. Lawrence river, which grows ever broader as it descends until it reaches a width of twenty-five miles just before entering the Gulf. Running along the south-east is a range of mountains called the Notre Dame, which end in the high plateau of Gaspe, where Cartier first landed to take possession of Canada for the King of France. In Gaspe, parallel to the Notre Dame, run the Shickshock mountains with several peaks nearly as high as Ben Nevis in Scotland. In the North are the rugged Laurentian mountains. Between the highlands and the river lies a broad belt of flat agricultural country.

A number of large rivers flow into the St. Lawrence, usually forming a succession of rapids and falls, though several of them are navigable for many miles. The Ottawa river, which forms the boundary between Quebec and Ontario, runs in a great irregular curve. From its source to the city of Ottawa it has many a rapid and fall, with broad deep reaches between. From Ottawa to the point where it enters the St. Lawrence, a little above Montreal, the river is navigable except at one place, and there the rapids are overcome by a canal. The St. Maurice, which is over four hundred miles in length, brings down immense quantities of lumber to be sawn at the city of Three Rivers, situated at its mouth. The Saguenay is navigable for nearly a hundred miles, and is famous for its magnificent scenery. For the last seventy-five miles of its course it flows between cliffs often 1,200 feet in height. The beautiful scenery and fine fishing make the river the favourite resort of thousands of tourists. Into the St. Lawrence from the south flow the Richelieu, the Yamaska and the St. Francis. The Richelieu drains lake Champlain, and by a system of locks, vessel communication has been established between the St. Lawrence and the Hudson, on which New York is situated. The St. Francis drains a group of beautiful little lakes in the Eastern Townships known as Magog, Memphremagog, Massawippi St. Francis and Aylmer. The Laurentian area in the north is dotted with small mountain lakes. The largest are St. John, the source of the river Saguenay, and Mistassini, about which very little is as yet known.

The people of Quebec number a million and a half, most of whom live along the St. Lawrence between the western boundary and a point not far east of Quebec city. Nearly all the inhabitants are of French descent and still speak French ; but their language is somewhat different from that spoken in France. The English-speaking population lives chiefly in the cities and in the counties south of the St. Lawrence, opposite Montreal. This section is known as the Eastern Townships, and is the most prosperous farming community in Quebec. The farmers pay particular attention to dairying and the raising of fat stock.

The French Canadians are nearly all Roman Catholics and very much devoted to their church and *curés*, as their priests are called. They are very handy workmen under direction, and flock to the towns to work in the factories. Strikes are almost unknown among them. The farmers, or *habitants*, live on small farms as a rule, and when the sons grow up and marry, instead of taking up land in the unsettled parts of the country, they prefer to build on the homestead and divide the farm. These people love company and like to have their houses together. They build therefore near the road, and as the farms are long and very narrow the highway in a populous country section often looks like a long village street. The *habitants* are a very simple, contented people, easily satisfied and adhering to a greater or less extent to the old methods of farming. Many of the curés have taken up the question of improvement, however, and are using their great influence to arouse the people of their congregations. Some of them have even taken charge of co-operative cheese and butter factories, in order to have a start made in the right direction.

The *habitant* is a quite picturesque fellow as he rides along the road in his French cart on a hot summer day, and he is even more so in winter when he wears a dress that is distinctively his own. He is clad in thick trousers of grey home-spun and a coat of the same material, with a capuchin or hood, which can be drawn over the head when driving in cold or stormy weather. About his middle is wound a long scarlet sash, tied so that the tasseled ends hang loose at the side. On his head is a knitted capote of some brilliant colour with a tassel, and on his feet "beef-skin" moccasins with long leather tops that come nearly to the knee. Both the summer and winter vehicles used are peculiar. The



Montreal Harbour.

cart is a high two-wheeled gig, usually without springs, and with a seat that will accommodate two persons. The sleigh used in winter is called a "burleau" and is very low with a high back, and a dash-board to stop the snow that flies from the horse's feet as he trots. The horses are sturdy little animals, short and thick-set. They are a breed that has been developed in Quebec, will stand much hard work without exhaustion, and are known as French Canadian ponies.

The *habitants* retain many of the picturesque customs and ceremonies of the early French settlers. They are fond of meeting together for enjoyment, and will go long distances to attend the dances which are frequently held. The fun goes on from early evening till four or five o'clock in the morning, growing ever more lively as the night wears away. These dances are still conducted as they were a hundred years ago—the "fiddler" sits on a high seat and "calls off" the various movements as he plays, while the dancers go through the figures and step dances of their great-grandfathers. After the midnight mass on Christmas Eve, which every one attends, several families usually gather at some farm house for a big supper, at which one may hear many an old French chanson and see some of the quaint customs of long ago. These people cling to their language also, and their love for the past is shown in the fact that they do not speak modern French but the language of last century, with only such changes as life in an English speaking country has caused. According to the law of Canada, French and English are both recognized and both are used in Parliament. The English of the French Canadian is a peculiar *patois* helped out by violent gesticulations. A stanza from the poet Drummond, who has pictured so well the life and thoughts of the *habitant*, will give some idea of this *patois* and also describe in his own words the dress of a French Canadian farmer :

"Wall ! w'en de ole man an' Bateese come off de magasin
Bateese is los' hees Yankee clothes—he's dress lak Canayen
Wit' bottes sauvages—ceinture fléché—an' coat wit' capuchon
An' spik Francais au naturel, de sam' as habitant."

The *habitant* is singularly independent of many things which to most people are absolutely necessary. He grows his own tobacco and makes much of his sugar from the sap of the maple. From his sheep he gets wool, which his wife spins and weaves into the strong "home-spun" cloth of which his clothes are made. Very often he makes his own whiskey also, and a great deal of the *habitant's* whiskey *blanc* is used throughout Quebec.

The upper class among the French Canadians are more like the people of Paris, but they have a courtly manner which suggests old France rather than the modern Republic. This class has given to Canada many of her greatest public men, and one of the boasts of such men has been that they were British subjects. The leader of the struggle for responsible government in Canada was a French Canadian, the Hon. L. J. Papineau. Another who took part in that struggle, George Cartier, helped later on to bring about the confederation of the provinces, and was Knighted for his services to the country. The present distinguished Premier of Canada, Sir Wilfrid Laurier is a French Canadian.

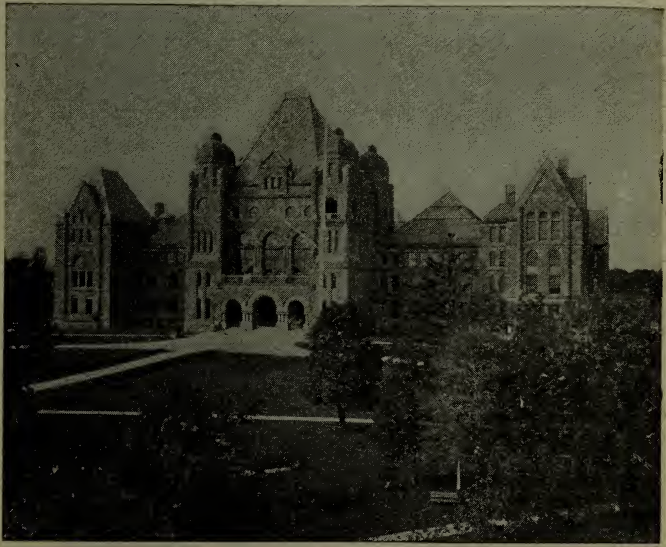
The northern part of Quebec is covered by forests and most of the south-east also, although there forest fires have done great damage. Lumbering is naturally the leading industry of the Province. In the Eastern townships there are large groves of maple and during the early days of spring the manufacture of maple sugar and syrup is carried on extensively. Agriculture stands next to lumbering in importance, and then comes fishing. The fisheries of the lower St. Lawrence and of the Gulf are extensive, and furnish employment for most of the inhabitants of that district. From the Gulf to Quebec the scenery is magnificent, and at many points there are beautiful summer resorts where the visitor finds good bathing, boating and fishing, as well as a delightful country for drives or rambles.

Of late years several companies have begun to make use of the immense water power of the rivers north of the St. Lawrence. Large companies have been formed and machinery put in to generate electricity for distribution to the manufacturers. Already there are several pulp and paper mills and numerous other industries have been organized to take advantage of the cheap power. The province has valuable minerals, but like Ontario, is hampered by the absence of coal. There are deposits of the best iron, but the only place at which it is mined to any great extent is above Three Rivers on the St. Maurice. Gold and copper mines are also worked, the latter quite extensively.

Quebec, the capital of the province is the oldest and most historic city in Canada. It is beautifully situated on the St. Lawrence. The town is strongly fortified, the citadel standing on a high cliff which from the river side is almost impregnable. Nearly the whole population is French. Quebec has important shipping and manufacturing interests, and is the centre of the ocean lumber trade. In addition to being the seat of the Provincial Government it is an important military post.

Montreal, the largest and most important city in the Dominion, has a population of two hundred and fifty thousand. Most of the wealthy citizens, of whom there are many, are English-speaking, while the operatives are chiefly French. The city is situated at the foot of Mount Royal, which gives to the citizens a splendid park with an outlook for miles over the surrounding country. Montreal is substantially built, most of the buildings being of stone. Notre Dame, the French cathedral, seats ten thousand people, and the cathedral of St. James is an exact copy, on a reduced scale, of St. Peter's at Rome. Along the river front are miles of massive docks, piers and wharves, for Montreal is at the head of ocean navigation and during the season one of the busiest ports in America. The city has railway connection with every part of the continent and is the headquarters of the Grand Trunk and the Canadian Pacific railways. By means of the St. Lawrence, the Ottawa and the Richelieu, with their canals, travel and transport by water are possible in many directions.

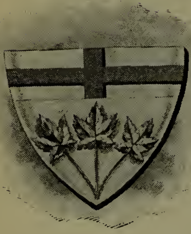
Other cities are Three Rivers, Hull, with pulp, paper and woodenware factories, Sherbrooke, Sorel, St. Hyacinthe and Richmond.



Ontario Parliament Buildings.

CHAPTER X.

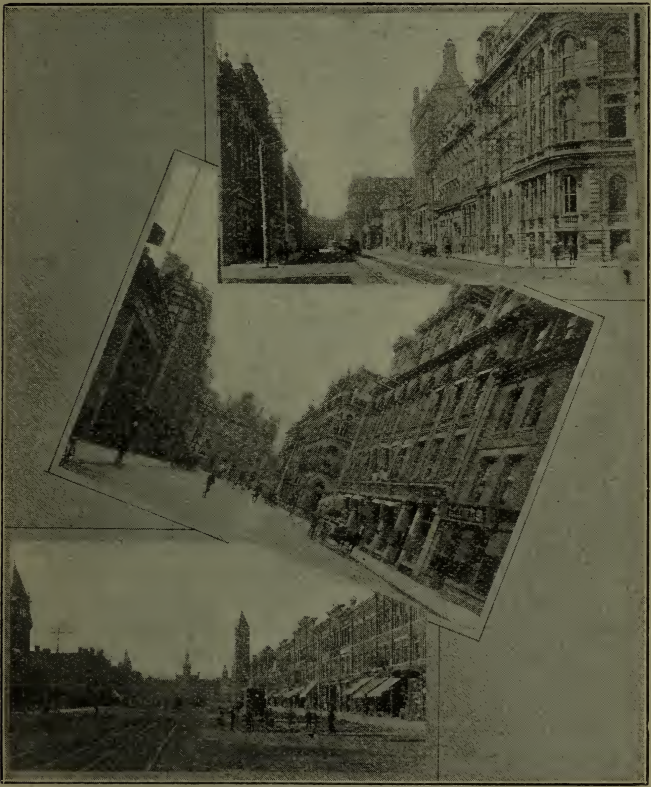
ONTARIO.



DURING the period of French occupation of Canada, there was very little settlement west of the Ottawa river. Early in the history of the country, however, Fort Frontenac, situated at the point where the waters of Lake Ontario enter the St. Lawrence, became an important outpost. The Fort was maintained by the great explorer La Salle, who had secured trading rights on the lakes in exchange for keeping up the fort at this point. It was of the utmost importance in overawing the Indians, and was also a trading post. Later on another fort was established at Niagara, and a third at Detroit. But it was not till after the conquest of Canada by Britain that Upper Canada, as the country west of the Ottawa river came to be called, attained a position of much importance. After that event it became the home of many British colonists as well as of a large number of United Empire Loyalists. By 1791 the settlements west of the Ottawa had grown so large that the Constitutional Act divided Canada into Upper and Lower Canada, each with a Government of its own. So matters remained until the rebellions of 1837 in both provinces, which arose over the question of responsible government. In 1840, after the close of the rebellion, Upper and Lower Canada were re-united, so to remain till 1867, when they were again divided into the Provinces of Ontario and Quebec, in order to form part of the new Dominion of Canada.

The country about Georgian Bay early became the scene of the most active labours of the untiring Jesuit Fathers, who toiled long and successfully among the Huron Indians of that region. They endured hardships, disappointments and even persecution with the utmost patience, and were rewarded by receiving almost the whole Huron nation into Christianity. But the Iroquois, the terrible enemies of Hurons and French alike, kept up a constant warfare, gradually weakening their foes, until in one great massacre they killed thousands of the Hurons. The missionaries, true to their followers, remained with them to the last, and were put to death with horrible tortures by the victorious Iroquois. The remant of the scattered people fled helplessly in various directions, and the once mighty Huron nation was thereafter but a name.

The Province of Ontario lies to the west of Quebec, occupying the territory between the Great Lakes and James Bay. It is a little larger than the German Empire, and among the provinces stands next in size to British Columbia and Quebec. But in importance, wealth and population it is first. The inhabitants number over two millions, or about one-third of the population of the Dominion. The southern and eastern parts of the province are well settled, containing many large cities and towns, but the north is still covered by forests, with but an occasional settlement. Part of this northern land is rocky and


Street Views in Toronto, Canada.

unsuitable for cultivation, but it gives promise of being one of the best sections of the country, owing to the rich mineral deposits. Farther east is a section with soil and climate admirably suited for farming. This is the Lake Temiscamingue district, near the head waters of the Ottawa. Settlers are taking up land rapidly, coming chiefly from Quebec and the older parts of Ontario. South-east of this section is the pine district, which has added so much to the wealth of the province. The fishing and shooting in northern Ontario are hard to surpass, while the scenery on the inland lakes and rivers rivals that of even the Thousand Islands and Georgian Bay. Colonization roads are constructed by the Provincial Government from the nearest railway point to the various settled parts of the new country. These roads are quite unlike those of an older land. They are called *corduroy* roads, and are made by laying small logs close together across the path and filling in a little with earth. A long trip over a new *corduroy* road is an experience not soon to be forgotten. The log roads are gradually replaced, however, by better ones as the settlements grow and traffic increases. Canadian highways do not compare at all favourably with those of England, but a strong movement is now on foot throughout Canada for the improvement of the roads.

The climate of Southern Ontario is modified by the Great Lakes, but the north has the clear, dry, inland climate—very hot in summer and cold in winter. On the whole, however, the dry climate of the north is the pleasanter, as the moisture of the lake region makes the cold much more penetrating.

The farmers of Ontario are, perhaps, the most progressive and prosperous in Canada, and farming has been more specialized than in any other part of the Dominion. In the eastern section the most careful attention is paid to dairy farming, and cheese or butter factories are within easy reach of every farmer. Further west is a rich farming community, where much attention is paid to fat cattle, grain and cheese. Between the two is the famous fruit peninsula, pushed like a wedge between lakes Erie and Huron, with a smaller peninsula standing between lakes Ontario and Erie. In addition to fruit-raising, mixed farming is carried on throughout the peninsula, and the district is one of the richest in Canada. Tobacco and hops are extensively grown in the extreme southwest. All over this section apples are grown for shipment to the British and other markets. Near Toronto hundreds of acres are devoted to the culture of strawberries. In the Niagara peninsula, which is one of the best fruit sections in the world, many kinds of fruit are raised, but particular attention is paid to grapes and peaches. A drive through this peninsula in September, is a revelation in the possibilities of fruit culture. There are orchards of trees simply breaking down under their load of luscious peaches, and vineyards where the grapes are measured not by the basket, but by the ton. Owing to the quantities of grapes grown, the making of wine has become an important industry, both about Niagara and further west on Pelee Island.

Throughout all the older parts of the Province one sees comfortable brick and stone houses, large barns, and neat, well-tilled farms with herds of thoroughbred cattle and numbers of good horses. On every hand are signs of thrifty industry and comfort. At short intervals, particularly in the west, stand busy manufacturing towns and quiet country villages. Every mile or two country school houses are met with, and in each village rise the spires of two or three churches.

The surface of the country is irregular but in no part are there high mountains. The Laurentian hills run from near Kingston, towards the north-west to Georgian Bay. They reach a height in some places of over two thousand feet. The Blue mountains to the south of Georgian Bay are of about the same height. The rivers and lakes of Ontario are numerous. In the east is the St. Lawrence into which flows the Ottawa with its many affluents. Both of these are border rivers. The great lakes all receive the waters of numerous rivers, like the Trent, Moira, Grand, Thames, Saugeen, Maitland, French, Spanish and Nipigon. The lakes of the Province are almost innumerable, the largest are Simcoe, Rideau, Nipissing, Nipigon, Tamagami, the Peterborough lakes, the Muskoka lakes, and the Lake of the Woods, on the border.

The people of North America are very fond of out-door life, and many thousands spend the summer months at some resort where the air is fresh and the life free. As a result, nearly all the little inland lakes have their summer visitors. At the Thousand Islands there are hundreds of beautiful cottages and many large hotels. Excursion steamers, pleasure yachts, canoes and small boats are constantly winding their devious way through the maze of islands. Dances, sailing matches, picnics help to keep up the merriment during the whole summer. About one hundred miles north of Toronto are the beautiful Muskoka lakes, and there the scene is repeated in a simpler way. The Georgian Bay district is rapidly becoming equally popular and the seeker after the delights of the wilderness is driven ever farther afield. But he can still satisfy his heart's desire in many places. In none, perhaps, will he find greater pleasure than on the Lake of the Woods. The surface of this splendid sheet of water—over eighty miles across—is broken by thousands of islands, whose pristine loneliness is still unchanged save for an occasional pretty summer cottage. At Rat Portage the traveller can board a comfortable steamer, and enjoy a delightful trip across the lake, and thence for a hundred miles up the mighty Rainy River, along whose banks lies good land for settlers. If he wish he may go on across Rainy Lake, a reproduction of the Lake of the Woods on a smaller scale, but with all the fascination of the wilderness, for as yet the islands and shores are practically uninhabited. Beyond, is the important mining country of the Seine River, which furnishes a good market for the produce of the Rainy River farmers. Many of the young men in Canada prefer to take their holidays in a freer style than is possible at a fashionable summer resort, so they go far away to the lakes and rivers of the unsettled country to *camp*, as it is called. They live in tents, cook their meals over an open fire, and spend their days in canoeing, fishing and hunting.

Pulp Mills, Sault Ste. Marie.

It is not an uncommon thing for young fellows to take their canoes, a tent, and some light provisions and start off for several weeks of exploring on the inland rivers and lakes.

Owing to the number of rivers flowing through the more rugged parts of the province, water power is almost everywhere available for manufacturing purposes. Hence Ontario is rapidly assuming an important position as a manufacturing province. At Sault Ste. Marie, for instance, on the rapids of the St. Mary river, are situated the largest pulp mills in the world. In all the towns of the western peninsula there are factories for the manufacture of a variety of things—agricultural implements, edged tools, mill machinery, pianos, organs, furniture and various other articles. There are also large breweries, and distilleries, the latter exporting extensively to Britain and the United States. On Georgian Bay and in the Ottawa district are great saw mills and factories for cutting and dressing lumber. Throughout Eastern Ontario there are cotton, woolen and knitted goods mills, carriage factories, locomotive and car works and implement factories. Although as yet most of their output is sold in Canada, the export trade in manufactured goods is growing.

The western peninsula is important for its salt and oil industries. Along Lake Huron is an extensive area, producing large quantities of salt. The salt is pumped from wells in the form of strong brine, which is evaporated and the product refined at Windsor, Sarnia, Goderich and other points. A little further south is the oil region, which has for many years supplied most of Canada with its coal oil. Here, at centres like Petrolea and Oil Springs, are thousands of wells producing crude petroleum, which when refined yields illuminating oil and many valuable by-products. The industry has been a most profitable one and employs many hands.

The maple leaf is usually spoken of as the emblem of Canada, just as the shamrock is the emblem of Ireland, or the thistle, of Scotland. The reason is that all over Eastern Canada are groves of this beautiful hard-wood tree. The maple has been of great value to Canadians, for not only does it furnish a very fine hard-wood for polished interior work and for fire wood, but from its sap the maple syrup and maple sugar of Canada are made. Every spring, during parts of March and April, the sugar making goes on, and there are few more delightful experiences for a boy than to spend some days at a sugar camp. The trees are tapped as soon as the heat from the sun is strong enough to make the sap run during the day and under each dripping spile is hung a tin bucket to catch the sap. At the camp is a large stone fire-place, called an arch, on which is set a great flat pan. Once or twice a day the men drive through the woods with a puncheon and gather the sap. It is poured into the pan under which a fire is kept going night and day. The sap looks like water, but its taste is sweet, and as it boils the water evaporates leaving the delicious dark syrup. This is poured into cans and sealed for future use or shipped to the city markets. But the great event at camp, is a "sugaring off." A couple of large black pots are hung over a fire outside, each containing a quantity of maple syrup which is slowly boiled. At a certain stage, a little of it when cooled, makes delicious taffy. Over each pot hangs a small bit of fat pork the drip from which keeps the syrup from boiling over. The pots are carefully watched, for there is quite an art in knowing just when the syrup has been boiled long enough. When this point has been reached, the pots are placed on the ground and their contents thoroughly mixed by means of wooden paddles, then run into moulds and allowed to harden. This is the method of making maple sugar, a most delicious sweet, and in the early days an invaluable addition to the larder of the settlers.

Ontario has a very complete system of communication. Railways run in all directions, while the great lakes and the St. Lawrence afford a waterway along the whole southern boundary. The Ottawa river is connected with Lake Ontario by the Rideau canal, running from Ottawa to Kingston, a distance of about one hundred and thirty miles. The rapids of the St. Lawrence are overcome by canals, while the Welland and Sault Ste. Marie canals complete the navigation system of the lakes.

Municipal Buildings, Toronto, Canada.

The people of the Province are mainly of British descent but most of them are native born. In the west there is a large and very prosperous German community, while many French-Canadians have settled in the north and east. The descendants of the United Empire Loyalists form a considerable part of the population. There are a few hundred Indians who live on land reserved by government for their use. They cultivate their land to some extent, but live chiefly by hunting, fishing, berry picking and acting as guides for hunting and camping parties. Some of the best steamboat pilots on the upper St. Lawrence are Indians. The women make baskets and beaded work, afterwards tramping through the country to sell their wares at the farm houses or at the summer resorts.

The fisheries of Ontario, carried on chiefly in the Great Lakes, are very valuable and furnish employment for a large number of men. Great quantities of fresh fish are consumed in the country, and there are also important exports to the cities of the United States. By the use of ice and refrigerator cars, fish may be shipped to distant parts of the continent and reach its destination in a perfectly fresh condition. The rivers and lakes of Northern Ontario afford capital sport for the fisherman, as they are well stocked with such game fish as trout, bass, pickerel and pike.

Mining is another industry which is rapidly developing. The most important centres at present are the Rainy River district, where gold is extensively mined, the nickel and copper mines about Sudbury and the copper district of Parry Sound. But the area of mining land is very large, and many metals are found in paying quantities. Iron of the best quality exists in several sections, but is at present not valuable, owing to the absence of coal.

Toronto, the capital of the Province, is situated on a fine bay overlooking Lake Ontario. Between the harbour and the lake is a long, sandy island which furnishes a splendid breathing place and recreation ground for the citizens, many of whom live there during the summer months. In the evenings thousands cross by the ferry boats to enjoy a stroll in the parks or to attend the entertainments provided by the ferry company. Several yacht and boat clubs have their club houses situated on the bay. The population is about 220,000 and the city covers a wide area. The streets are wide and shaded by beautiful trees. Hamilton, at the western end of Lake Ontario, is a manufacturing and business centre with a population of about fifty thousand. London, with forty thousand people, is the distributing point for the western peninsula. Ottawa, the Dominion capital, is picturesquely situated on the Ottawa river. The Chaudiere and Rideau falls furnish immense power, which is transmitted in the form of electricity to all parts of the city. The Parliament buildings form perhaps the finest group of buildings in Canada. Ottawa is the chief centre of the lumber business of Ontario and has large saw mills and piling yards. The Roman Catholic University is situated in the city and also one of the Provincial Normal schools. Kingston, on Lake Ontario, at the entrance to the St. Lawrence and Rideau Canal, is a fortified city and has important shipping interests. It is the seat of the Royal Military College and of Queen's University. Other cities are Brantford, Windsor, Peterboro, Guelph, Stratford, St. Thomas, Belleville, St. Catharines and Chatham.

CHAPTER XI.

MANITOBA AND THE NORTH-WEST TERRITORIES.

FAR away to the north-west of the early French settlements in Quebec, lay a great unknown land, the haunt of the Indian, the buffalo and the beaver. The country was little more than a tradition to the French, but it was not long to remain so. The desire for the profits of the fur trade and the love of adventure led the French *Voyageurs* and traders ever westward. Two Frenchmen, Groseilliers and Radisson, pushed their adventurous way to the waters of Lake Superior. Here they heard of a sea to the north, and a fur country which offered rich rewards to the trader who should brave the perils of the long journey. The next year, Groseilliers visited this country accompanied by a small band of picked men and was much more successful in securing furs than even he had expected. He therefore made his way back to Quebec with a scheme for the establishing of a trading post on Hudson Bay. But the Intendant discouraged him, preferring to have the Indians come to the French with their furs. Foiled in this quarter he went to Paris, and failing there crossed over to England where he succeded in arousing the interest of Prince Rupert. Through him others were interested in the venture, and in 1668 Groseilliers set sail for that great bay which had long before been discovered by the English. After a favourable passage, he established the first fort on the shores of the Bay. The venture was successful and on their return to England laden with furs, the merchants obtained, through Prince Rupert's good offices with King Charles II., a charter granting them sovereign rights in what the charter called Prince Rupert's land. This was a territory whose boundaries were quite indefinite, but which reached later on to the Pacific and the Arctic Oceans. Thus originated the Hudson's Bay Company which long governed the north-west country, and is still a most important commercial force.

French jealousy of the new company was soon aroused. Radisson and Groseillers having quarrelled with the English took charge of a French expedition to Hudson Bay. This was the beginning of a long and bitter rivalry. The French did not depend wholly on the success of their expedition by sea, but sought also to hold the Indian trade by pushing ever westward by the inland route. In 1731, Verendrye with his three sons, a Jesuit missionary and a number of *Coureurs des Bois,* made the journey from Lake Superior, across the Lake of the Woods, to the Red River, and at the point where it is joined by the Assiniboine he built Fort Rouge, near the spot on which Winnipeg now stands. In his steps followed the French Canadian traders, collecting furs for the commercial houses of Montreal. This was the beginning of the North-West Association, for years the bitter rival of the Hudson's Bay Company. The servants of both companies intermarried with the Indians and as a result there grew up a race of men, who to the wild blood of their Indian mothers, added the intelligence and power of their white ancestors. These men were destined to play an important part in the history of the North-west.

The only aim of those interested in the West so far, had been to obtain valuable cargoes of furs, but we come now to the beginning of an agricultural settlement. In 1810 the affairs of the Hudson's Bay Company were not in a prosperous condition, and Lord Selkirk proposed to take over part of the Company's possessions in order to found a colony. In spite of opposition he was granted a large section of country in the Valley of the Red River, on condition that he should establish a colony and furnish from among the settlers such labourers as were required by the Company in their trade. In 1811, the first settlers were sent out, most of them from Scotland and Ireland. But the Red River Valley was the hunting-ground of the fierce Bois-Brulés, the French half-breeds, to whom reference has already been made, and it was the country in which the North-West Company secured the buffalo for their supplies of pemmican, or dried meat. The settlement therefore was fiercely opposed and the settlers endured the greatest hardships. Once, most of them were induced by their enemies to remove to Georgian Bay, but others took their places. Then the allies of the North-West Company murdered the governor of the settlement and several of his people. In reprisal the Earl of Selkirk seized Fort William on Lake Superior, the chief post of the North-West Company and arrested the officers. But quieter councils prevailed finally and the two companies joined forces. The little colony grew steadily till, in 1870, there were 12,000 people, 10,000 of whom were half-breeds of either French or Scotch parentage.

In 1870, the Dominion of Canada bought out for a large sum the claim of the Hudson's Bay Company to the whole territory, leaving them their rights of trading. For various reasons the half-breeds objected to the transfer, and, led by one of their number, named Louis Riel, set up a government of their own. A settler who refused to recognize the authority of this new government was put to death. As soon as news of this was received, a military expedition was organized in the east to crush the rising. At its head was the late commander-in-chief of the British forces, then Colonel Garnet Wolsley. After a long and toilsome march, the little army reached Fort Garry only to find that the rebels had dispersed, the leaders having fled over the border into the United States. Many of the volunteer force settled in the country, which was immediately constituted as the Province of Manitoba by the Dominion Government.

RYANS
WHIT
CLOTHING
CIGA

Winnipeg, Manitoba.

The new province prospered, and the growth of the capital, the name of which had been changed from Fort Garry to Winnipeg, was remarkable. In 1885 Riel came back from the United States and again incited the half-breeds and Indians to rebel. The militia of Canada, under General Middleton, suppressed the rising after several lives had been lost, and later on Riel and the other ring-leaders were hanged. Since then the history of the province and of the territories farther west has been one of peace and steady progress. The most important event was the opening of the Canadian Pacific Railway in 1886.

The term, Western Canada, is a wide one including, as it does, the provinces of British Columbia and Manitoba, as well as the various territories. The present chapter deals mainly with Manitoba and the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, for, with the exception of British Columbia, the rest of the vast territory is at present practically unsettled.

It is not very long since people looked on the North-West of Canada as a great, frozen wilderness, which offered inducements to none but the hunter and the fur-trader. All that has been changed, and the wilderness turns out to be one of the most fertile and valuable parts of the Dominion. Manitoba, Assiniboia, Alberta and Saskatchewan cover an area equal to that of France and Sweden combined. Manitoba is situated to the west of Ontario and north of the boundary line between Canada and the United States. West of Manitoba is Assiniboia, extending along the International boundry line and still farther west between Assiniboia and the mountains is Alberta. Saskatchewan lies north of Manitoba and Assiniboia and east of Alberta, and Athabasca lies to the north of Saskatchewan and Alberta. The territory is so large that there are considerable variations in climate. In the eastern part the climate is subject to extremes. In winter the cold is intense with a moderate snowfall. The severity of the cold is largely counteracted, however by the dryness of the air, and is not so much felt at Winnipeg as in Eastern Canada, though the thermometer is usually several degrees lower. The climate of the western part is much milder. The warm *chinook* winds from the Pacific during the winter temper the climate and keep the snow from accumulating, with the result that horses and cattle are usually able to forage for themselves. Occasionally during the winter on these great level plains, a high wind arises and blows the powdery snow in clouds so that it is very hard to judge directions and one is apt to become bewildered. The wind is very cold and the fine particles of snow sting as they are driven against the face. These storms are very different, however, from the tornadoes of the south-western part of the continent, which usually occur during the summer and destroy everything that lies in their path. The North-west of Canada is fortunately well out of the track of such storms.

In the north and east the country is chiefly rolling prairie land, diversified north of Manitoba by large lakes, several lines of hills and a certain amount of wooded country. The chief lakes are Winnipeg, Manitoba and Winnipegosis. The Red River flows from the south, through a fertile prairie country. A short distance below lake Winnipeg into which it flows, the Red river is joined by the Assiniboine which runs eastward through Assiniboia and Manitoba. The city of Winnipeg is situated at the junction of the two rivers. Farther north the Saskatchewan flows for thirteen hundred miles into lake Winnipeg. There are many other smaller rivers and lakes.

Speaking roughly, Western Canada is divided into three divisions—the great prairie wheat belt, extending through Manitoba, Eastern Assiniboia and Saskatchewan; the ranching country of Southern Alberta and part of Assiniboia; and the more diversified sections in northern Alberta and other localities which are particularly well suited for mixed farming. The Canadian wheat belt is said to produce the finest wheat in the world and the reason for this is rather interesting. Unless the wheat is ripe, the frost which comes occasionally in the late summer will damage the grain. Hence it is important that the wheat should be seeded and harvested early. Ploughing goes on all the autumn until stopped by the frost in November or December, and as soon as an inch or two of ground is thawed in April, the wheat is sown. "After that the lack of spring showers, very common in the west, makes no difference, for the frost as it thaws, furnishes moisture to the roots, while the hot inland sun forces on growth with great rapidity." Thus the frost curiously helps the farmer to avoid the frost. It is under these conditions that the Manitoba hard wheat is grown which millers pronounce much better than that grown in warmer climates. Wheat is the mainstay of the West; but as the country develops, much more attention is paid to mixed farming—growing grain, raising cattle and dairying. The farmer who can combine these is much surer of a steady income than he who stakes everything on even so staple a commodity as wheat. But the majority as yet prefer to take the risks with the gains and grow wheat. In southern Alberta and part of Assiniboia, ranching is the important industry, as both the character of the country and the climate, are particularly well suited for stock raising. Into Alberta and Assiniboia extends an alkali area, a continuation of the great desert of the western states. Irrigation renders this land suitable for cultivation and is now being put to extensive use in the Alberta sections.

Coal exists under large areas in Alberta. In many cases the veins are not thick enough, nor the quality good enough, to make mining, except for local consumption, worth while. But there are extensive collieries at several points which ship large quantities of coal. Farther north, in Athabasca, there are said to be vast petroleum fields, but as yet they have not been developed.

It is difficult to give an idea of the extent of the western plains, but in Manitoba and the three territories it is estimated that there are over 100,000,000 acres of wheat land, requiring only to be ploughed and seeded to yield a harvest; and should this vast territory become thickly populated there is still Athabasca with large areas of good land, and beyond that the Mackenzie territory which many claim is a country of great promise, though it is probably too far north for very successful wheat growing. The other territories are valuable mainly for the fur trade, but there are indications in some of them of rich mineral deposits which will prove of value later on. In the Yukon district they have already done so.

All this does not mean however that every part of the country more particularly under discussion is suitable for farming or ranching; far from it. As in every other land there are good and bad sections, and the settler previous to taking up land should make the most careful inquiries in order to insure getting a good farm. Discontented settlers are bad for a new country, and with such an abundance of good land available it would be a pity that the settler should find himself in a district that placed serious impediments in the way of success.

Farms in the North-West are usually obtained from the Dominion government, or the Canadian Pacific Railway. The government will give to any settler who applies for it and pays a small office fee, one hundred and sixty acres of farm land, on condition that he lives on it and does a certain amount of work. If at the end of three years, the conditions have been complied with, he receives a clear title to the land. In addition, where possible, a wood lot is assigned to each settler, in the nearest wooded section, in order that he may be able to provide himself with fuel. The Canadian Pacific Railway sells its land for a small amount and on easy terms of payment.

When a settler came to Canada in the early days, the mere possession of a farm was but a small step towards independence, for he had to face long and hard labour in clearing the land of trees before it was of practical value for the raising of crops. But on the western prairies there are neither trees nor stones to interfere with cultivation. Without the need for any preliminary dressing the new land is ploughed and seeded, and yields a crop the first year. It is a good land for determined, energetic men and to such yields rich rewards. But it is no place for the shiftless or the dependent; they should go to the tropical countries where at least a living is assured, almost without labour. In the keen, clear, northern air men must work hard and intelligently if they are to prosper. When the country was first opened up companies were formed to carry on farming on an extensive scale, but on the whole, the small farmer has proved the more successful. It is otherwise in Alberta, however, provided there is careful, practical management, for ranching without capital is difficult work.

While wheat and cattle are the chief products of the North-West, others are every year becoming more valuable. In addition to wheat, oats, potatoes and various root crops are extensively grown. In Manitoba, particularly, the farmers are branching out in various directions, and wheat has long ceased to be the only resource. Fat stock, hogs and poultry are all receiving increasing attention, while dairy farming is developing rapidly. Formerly, if an early frost damaged a man's wheat, he sold it at about half price and lost heavily; now he feeds it to his hogs and loses very little, as in the end the return is almost as great as it would have been from the uninjured wheat. In this and many other ways the people are learning, through experience, to make the most of their opportunities as well as to avert failure and loss.

At almost every station in the wheat country there is at least one large elevator for storing and shipping grain. These are large, frame structures, with immense grain bins, and are built beside the railway tracks for convenience in loading cars. The farmer drives up to the elevator, and in a few minutes his grain has been unloaded, elevated, cleaned and, if necessary, loaded on the cars. These buildings are so named because the grain is lifted by machinery and stored high enough above the ground to run easily from the bins, through chutes or spouts, into the cars. The same process goes on at points like Fort William, where the grain is transferred from cars to vessels for its long trip on the lakes. The grain elevators in Western Canada at the present time can store more than twenty million bushels of grain.

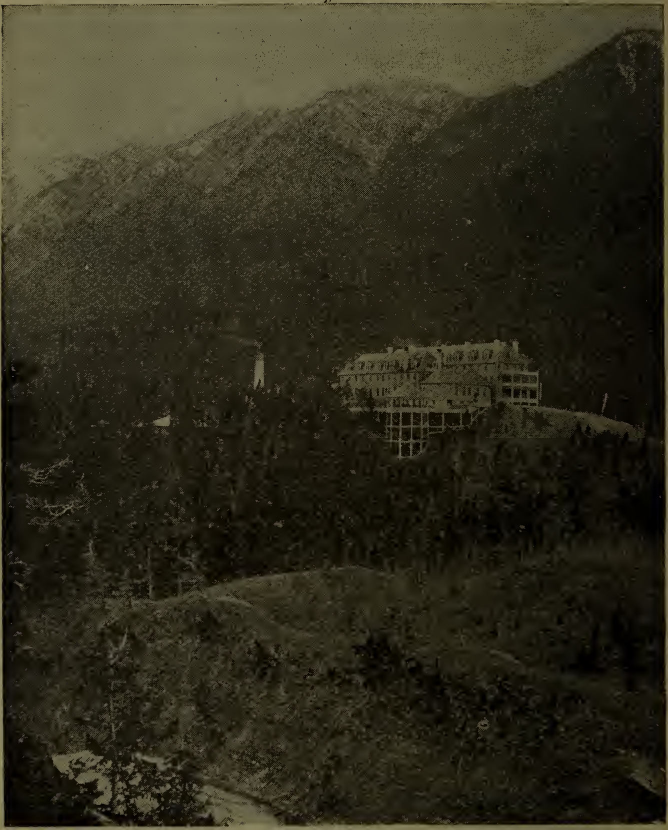
The fisheries of the rivers and lakes are extensive and valuable. In the northern and eastern parts of Manitoba, lumbering is carried on for the local markets. Manufactures are as yet unimportant with the exception of milling, but there are several very large flour mills which ship not only to all parts of the Dominion, but also to Great Britain, China, Japan and Australia. One mill at Keewatin has a capacity of 3,000 barrels per day, and another at Winnipeg of 2,500 barrels.

The prairies have witnessed many a change during the last generation. Thirty years ago immense herds of buffalo roamed unhindered save for the Indians and the white hunters who killed them for their skins and for food. Thousands of them were needlessly slaughtered, and now the buffalo in his wild state has entirely disappeared. Only a few specimens remain in captivity. The Indian, too, in his old, free state, is gone; there remain only those who are dependent on government aid for food, and they are gradually disappearing. In the early days a journey across the plains was a matter of several weeks of toilsome and dangerous travel; now one crosses in a day or two on a train which provides every convenience and luxury the traveller could desire. Then one saw an occasional squatter's hut or a rickety Red River cart drawn by oxen. Now, as the train speeds along, there are frequent glimpses of cultivated farms and comfortable houses. Along the lines of railway are numerous growing villages and towns; while by contrast and as a reminder of what has been, great heaps of bones are passed occasionally, piled up ready for shipment to the refineries—the last melancholy record of the buffalo, once lord of the prairies. The prairies themselves are a constant source of interest to the newcomer. The feeling of illimitable space grows upon him, and as he stands in spring-time in the midst of a billowy sea of flowers, whose limit is the horizon, he is filled with a sense of his own insignificance, and becomes humble with the vision.

The majority of the people in Western Canada are from the older provinces or from the British Isles. But there are communities of other nationalities also. Amongst the earliest of them were perhaps the Icelanders, of whom many thousands have settled in the country. They are most successful farmers and make excellent citizens. There are also settlements from most of the northern countries of Europe, notably Sweden and Russia. In Manitoba there is a strong French element, and of late many settlers from the United States have taken up land farther to the north and west. The most successful settlers are of course those who have had practical experience in farming.

Very often in a new country there is almost no law and neither life nor property is respected. One of the great advantages of the Canadian North-West is that law and order are as strictly enforced as in older countries. Life and property here are as safe as they are in Great Britain. This is largely owing to the character of the people who have settled the country. But much of the credit belongs to the Canadian North-West Mounted Police. This splendid body of men preserves order throughout the whole vast territory north and west of Manitoba, prevents smuggling, supplies information regarding every part of the country, and keeps all lawless characters on the move. The men never shrink from the most trying work, and they show the greatest coolness and skill in dealing with the manifold difficulties which they are called upon to rectify. They have an admirable patrol and scouting system and cover the whole International boundary between the mountains and Manitoba at short intervals. The mounted police are neither soldiers nor constables but combine the best qualities of both. When sent to make an arrest, no matter how dangerous the task may be, the policeman never returns without his man, and as a result he is respected and feared by all law-breakers.

The customs of older sections soon follow the settler, and one now finds in the towns and villages, churches and church societies, fraternal and benevolent bodies, and clubs with various ends in view. The farmers have organized institutes in many places, for the discussion of questions affecting their work, and in most of the more thickly settled localities there are societies for the advancement of agriculture and stock-breeding. An exhibition of stock and farm products is held every autumn and prizes are awarded in the various classes.



Banff Hotel, Banft, N. W T.

The chief city of the North-West is Winnipeg, the capital of the Province of Manitoba. The growth of this city has been very rapid and there is now a population of over forty thousand, where in 1870 stood the little trading post of Fort Garry. Winnipeg is the natural distributing point for the North-West and seems destined to become a very large and important city. It is already a large railway centre and has also facilities for communication by water with many parts of the country. Winnipeg is the educational and social, as well as the political and commercial centre of the North-West. The University of Manitoba is the leading university west of Toronto. It has an arts faculty and several theological colleges. Other important towns in Manitoba are Brandon, with a large export trade in wheat, and Portage la Prairie which has extensive flour mills. In Assiniboia are Regina, the capital of the United Districts of Assiniboia, Saskatchewan, Alberta and Athabaska; Moose Jaw and Medicine Hat, a divisional point on the Canadian Pacific Railway, and the centre of the cattle and sheep ranching district. The most important town in Southern Alberta is Calgary, a railway junction and the headquarters of the ranching interests. Other places are Lethbridge, with large coal mines, and Macleod. Edmonton, situated on the Saskatchewan river in Northern Alberta, is connected with the Canadian Pacific Railway by a branch line from Calgary. It stands in the midst of an extensive agricultural settlement and is one of the largest markets for raw furs in North America. The chief towns of Saskatchewan are Prince Albert and Battleford. The country lying between Calgary and Edmonton, and on to the north, offers splendid openings for settlers, and is being very rapidly filled up. It is well wooded and watered and is admirably suited for mixed farming. The dairying interests of this district are becoming important, while the shipments of stock and grain are now very heavy. Thousands of people from the United States and Eastern Canada have taken up land in the Edmonton country within the last few years.

Long before Great Britain had conquered Canada, the active fur-traders penetrated into all parts of the vast country which now forms Manitoba and the territories. They had even pushed their adventurous way across the Rockies and on through the mountainous country to the Pacific. By the middle of the eighteenth century the Hudson's Bay Company exercised a rough sovereignty over an empire stretching from the Atlantic to the Pacific, and from Lake Superior to the Arctic Ocean. They built strong forts on Hudson Bay and the Pacific and held them against jealous rivals. They established trading posts in all parts of their vast dominions and collected immense quantities of furs which they bought from the half-breeds and friendly Indians. But the settler gradually encroached upon their boundaries and drove the beaver and the fox, the buffalo and the bear ever northward. Then came the sale of the whole territory to the Dominion Government. The Hudson's Bay Company retained its rights of trading and has still as its field of operations, an unsettled country larger than all the Czar's dominions in Europe. The whole of the northern and north eastern parts of Canada are still given over to the trapper and the Hudson's Bay trader. Franklin territory is practically unknown save to the Esquimaux, and an occasional exploring party. But Mackenzie, parts of Yukon, Keewatin and Ungava, are splendid hunting grounds where fur-bearing animals abound. And throughout these the great company has still its trading posts. Even Athabasca is as yet practically unsettled save by an occasional Hudson's Bay factor in his lonely post, round which the Indians gather during the long winter. Travel in all this great country is by dog team and snow shoes, during the winter which lasts from six to eight months of each year. The furs and provisions are piled on a toboggan or sled, the dogs are fastened to it in a long line, and the driver on his snowshoes keeps up with the team as they travel, and urges them on when they show signs of lagging. In summer the traders and trappers travel in canoes along the great rivers and lakes which are so numerous. All along Hudson Bay and the northeast are tribes of Esquimaux who live in their queer ice-houses during the winter and wander about in the summer. They are hated by the Indians and until recently, did any of them venture too far south, they were almost certain of annihilation. The company's servants had sometimes much ado to keep the Indians from making destructive raids on the little people. Though the Hudson's Bay Company has parted with its sovereign rights its influence in all the north and west is very strong still. Its trade in furs is as large as ever, and it has also become an important factor in the business of the settled west, acting as one of the chief agencies for supplies of all kinds. A recent writer speaks of the great company, at the present day, as follows: "The posts of the company reach from the stern coasts of Labrador to the frontiers of Alaska, and throughout this enormous region it yet controls the traffic with the aborigines. To-day there are one hundred and twenty-six posts at which this active trade is conducted, besides those numerous wintering stations or outposts, which migrate according to circumstances and mercantile conditions. * * * * Search all Europe and Asia and you will find no parallel to the present sway of the company, for it feeds and clothes, amuses and instructs as well as rules nine-tenths of its subjects, from the Esquimaux tribes of Ungava to the Loucheaux at Fort Simpson, thousands of miles away—all look to it as a father."*

**Beckles Willson, "The Great Company."*

CHAPTER XII.

BRITISH COLUMBIA.

IN the year 1577 Sir Francis Drake, while on his adventurous voyage around the world, sailed northward along the Pacific coast of North America, almost to the present boundary line between Canada and the United States. From this point he caught a glimpse of the snowy mountain peaks of the country that is now named British Columbia, and thus we find the first mention in history of the western province of Canada. Between 1577 and 1790 the country was visited several times by explorers : in the latter year, Captain Vancouver explored to some extent the coast of British Columbia, and his name was given to the large island lying off the coast. Other countries cast covetous eyes towards the new territory; both France and Spain had designs upon it, but they failed. The Russians were more successful, and the first attempt at a permanent settlement was made by three Russian traders, who desired to engage in the fur trade with the natives. Shortly afterwards, Mackenzie, the famous explorer whose name is perpetuated in the great river which he discovered, reached the Pacific by land from the east, having crossed the Rocky Mountains after overcoming the greatest difficulties. For a time the Russians had the trade almost to themselves, then ships from Boston and New York began to take part also. Later on, the Hudson's Bay Company established posts and made a vigorous effort to capture the trade. So successful did their effort prove that by 1835 the company occupied the whole country between the Rocky Mountains and the Pacific, and maintained a number of flourishing trading posts. This was the beginning of the colony. Difficulties arose between the company and its rivals, who claimed the territory, but these were for the time overcome. In 1849 the Hudson's Bay Company made Victoria, on Vancouver Island, the capital of the Western part of its territories, and appointed Richard Blanchard as governor. It was proposed to colonize the island, and the governor had power to organize courts and a government as soon as they should become necessary. On the mainland, which seemed to be a sea of mountains, no serious attempt at colonization was made, but in 1856 gold was discovered in the sands of the Fraser and Thompson rivers.

The gold was plentiful and easy to work, and in a wonderfully short time the news of its discovery had reached almost all parts of the world. From every country came adventurous spirits in thousands seeking rapid gains. The excitement in California was pretty well over, and many of the lawless characters came north from the diggings. The district in which the gold was found was called Cariboo, and this name soon become known in every land. For a time law and order were difficult to maintain, but these troubles gradually passed away. The boundary between the United States and the new territory had never been definitely settled, though it had been roughly stated as the Columbia River, from the coast to the 49th parallel, and thence along that line to the great lakes. The citizens of the country to the south began, about 1845, to claim the whole territory as far north as Alaska, which was then owned by Russia. They did not get it, but by the Oregon Treaty of 1846, they secured all the lower valley of the Columbia. Thus did unjust demands, loudly proclaimed, receive a much richer reward than they deserved. For a time, during the mining excitement, Vancouver Island and the mainland were separated, and New Westminster became the capital of the latter. They were reunited in 1866, and in 1871 British Columbia entered Confederation. The Province made one important stipulation before entering the Dominion, namely: that within two years the construction of a railway should begin, to connect British Columbia with the rest of the Dominion, and that it should be completed within ten years. The task proved too great for the time specified, but by 1886 the Canadian Pacific Railway had reached the Pacific coast, and British Columbia felt that it was indeed a part of the Dominion.

The province of British Columbia extends from the summit of the Rocky Mountains to the Pacific Ocean, and from the International boundary line on the south to the 60th degree of north latitude. The territory of Alaska extends a long, narrow arm southward along the Pacific coast for nearly 300 miles. There is still a good deal of uncertainty regarding the actual boundary between Alaska and the British territory. British Columbia is the largest province in the Dominion and contains an area of 383,300 square miles of the most diversified country in Canada. The province extends for about 700 miles north and south, by 400 east and west, and includes the islands of Vancouver and the Queen Charlotte group.

The mountains form the most prominent physical feature of the province. Along the eastern border separating it from the rest of the Dominion, run the Rocky Mountains, a mighty range, whose peaks tower far above the perpetual snow line, while the base occupies a space often several hundred miles in width. Two of the peaks, Brown and Hooker are over 16,000 feet in height, while many others are only a little less. The scenery in the mountains is magnificent, but cannot be described. Travellers pronounce it quite equal to the scenery in the Alps of Switzerland. The Canadian Pacific Railway crosses this range by one of the passes and the traveller has an opportunity of seeing all the varied beauties of the district. Parallel to the Rockies, run such ranges as the Cascade, Coast, Gold, Selkirk and Blue Mountains. Between the mountain ranges are elevated plateaus and valleys, containing millions of acres of rich land. These plateaus and valleys are cut by numerous rivers, the most important of which are the Fraser, Columbia, Thompson, Kootenay, Skeena, Stikine, Liard, and Peace. During the latter part of its course, the Columbia flows through United States territory. The Fraser is a large river with a total length of about 740 miles. For the last eighty miles of its course it flows through a rich plain which has been formed chiefly from its own silt. The Fraser is navigable from its mouth, for one hundred and ten miles, for river steamers, and again for smaller craft further up. Large vessels can come up the river as far as New Westminister which is fifteen miles from the mouth. The rivers of British Columbia are closely connected with the prosperity of the country, for on most of them are situated numerous salmon canneries. The Fraser and the Columbia are the most important and the number of salmon in these rivers is amazing. During the season of the salmon runs, certain parts of the river may be seen packed with wriggling masses of splendid fish making their way to the spawning grounds. The canning of salmon has increased very rapidly and the business is now a most valuable one. The annual salmon pack has increased from 9,847 cases in 1876 to 566,395 in 1895, and yet the number of fish does not seem to be at all diminished. To guard against such a possibility, however, the Government has established fish hatcheries. Though not extensively developed as yet, the cod, sturgeon and halibut fisheries of the coast promise to reach very large proportions.

British Columbia is so large, that its climate naturally varies a great deal in different parts. The mild breezes from the Pacific modify the climate along the coast so that it is milder than that of the south of England. The interior is dry in the south, with hot summers, while a little farther to the northwest, there is a greatly increased rainfall and the heat of summer is much less excessive. In nearly all parts of the country, the western slopes of the mountains are moist while the eastern slopes are dry. The air currents flow eastward as a rule from the Pacific; as they ascend the western sides of the mountains they deposit their moisture and then come down the eastern sides as dry winds. In the extreme northern part of the country the climate is severe, particularly during the winter.

Though so mountainous, British Columbia has thousands of square miles of the finest agricultural and ranching land. In a country so varied, all kinds of land may be found, from the rich river bottom such as that in the Fraser delta, through all the stages to the bare rock with a little sand and moss on the mountain heights. In the valleys of the sections where the rainfall is plentiful the land is rich and heavy, in other parts it requires irrigation from the mountain streams to make it productive. On the higher plateaus, cattle and horses flourish on the rich bunch grass, and ranching is a profitable occupation. All the grains and vegetables of a temperate climate are grown, and in addition, fruit growing is becoming important and promises to assume large proportions, for fruit trees flourish remarkably, and the Canadian Pacific Railway furnishes good facilities for rapid transport. The Government Experimental Farm at Aggasiz is a revelation to most people in the practical possibilities of fruit culture, and must prove of the greatest benefit to the fruit growers of the Province. On this farm there are under cultivation and careful observation over twelve hundred varieties of apples

Salmon Fisheries, British Columbia.

and five hundred and fifty of pears, in addition to many kinds of peaches, plums, walnuts, cherries and small fruits. The Provincial Government grants land on easy terms to settlers, who must take possession of their farms and actually live on them. The Dominion Government also owns land in British Columbia, which is available for settlers, on payment of a small price per acre and actual settlement. All the land for twenty miles on each side of the Canadian Pacific railway line belongs to the Dominion Government, and is administered by the Department of the Interior, in much the same way as the public lands of the North-West Territories.

Immense areas of the province are heavily wooded; as a result lumbering is a most important industry though as yet only in its infancy. The finest growth is on the coast, and in the Gold and Selkirk ranges. The two most important trees for lumber are the Douglas fir, and the cedar, but there are also several kinds of pine, in addition to spruce and other trees. The Douglas fir grows to a height of two or three hundred feet and is the most important tree for lumbering purposes, being especially suitable for use in framing, bridge and ship building, and for masts and spars. The cedar grows to a great size, and the amount of cedar cut almost equals that of the Douglas fir. Vancouver is the centre of the lumber trade, but New Westminster and Victoria have also extensive saw mills.

Mining is the most important industry of British Columbia and it seems capable of indefinite extension. Gold, silver, lead, copper and coal are all worked extensively, and yet there are immense areas of mineral land still to be explored. The gold mines have always aroused most interest, and were the means of first opening up the Province to settlers. The early mining was all placer or surface mining. This declined for many years, but is rapidly growing again, and now the introduction of hydraulic mining has added a new feature and made much more extensive operations possible. By means of a powerful stream of water the earth and gravel are loosened, so that they may be easily shovelled into the washing machines, which remove the earth and leave the gold. Quartz mining has made great strides recently, and large towns have sprung up as if by magic where a year or two ago there was nothing but the lonely rocks. The quartz in which the gold is imbedded, after being taken out of the mines, is crushed by means of expensive stamp mills, and then reduced in order to get the gold.

There are mines in many parts of British Columbia, but the Kootenay district is at present the most prominent, for it contains the gold mines of the Trail Creek region, of which Rossland is the centre, the famous Slocan silver and lead mines, and the coal district of the Crow's Nest Pass. Mining towns are springing up in all directions and new mines are continually being opened, some, perhaps, to fail, but many to become permanent producers. The coal mines of the Crow's Nest Pass region have recently been opened up by a railway leading from a point on the Canadian Pacific to the east of the Rockies, through the Crow's Nest Pass into the Kootenay district. The coal is the best of steaming coal, the seams are immensely thick and extensive, and already large shipments are made for the use of Pacific steamships and to the plains towards the east. At Nanaimo, on Vancouver Island, are extensive coal mines with an annual output of over a million tons. The coal is of the best quality and is much used by the steamers of the Pacific. Large quantities are shipped to San Francisco and other cities of the Pacific coast.

Vancouver Island is the largest on the west coast of America. It is about two hundred and forty miles long with an average breadth of fifty miles. It is separated from the mainland of British Columbia by the Gulf of Georgia which is from twenty to sixty miles in width. The coast is much broken by bays and inlets. The interior is rugged, covered with forests and has not been very thoroughly explored. There are many lakes and small streams. On Vancouver Island is situated Victoria, the capital of the Province. The city occupies a commanding position on an arm of the sea, and has a fine view over the Straits of Juan de Fuca to the mountains of the mainland. There are many fine structures, notably the new Government buildings. The city has an extensive trade and manufactures of considerable importance, particularly in iron. Victoria is the most English city in Canada, and is a favorite place for tourists. Nanaimo is connected by a deep channel with a good harbour. Esquimault is the station of the North Pacific Squadron of the British Navy. It has a large graving dock, a naval arsenal, hospital, and stores.

Vancouver is the most important city on the mainland. It is situated on Burrard Inlet with the salt water on three sides and the mountains behind. Vancouver is the western terminus of the Canadian Pacific Railway and the starting point for the Canadian Pacific line of steamers running to Japan and China. A line of steamships runs also from Vancouver to Australia, calling at the Sandwich Islands, on the way. All steamers call also at Victoria. Vancouver has connection by water with all points of importance along the Pacific coast, to the south and with Alaska. The shipping of the city is therefore very large, and valuable. The British mails are carried by the C. P. R. steamships to Japan and Hong Kong. New Westminster, on the Fraser river, has a large trade in salmon and lumber, and is the centre of a rich agricultural country. Nelson, Rossland, Kaslo, Greenwood, Grand Forks and Fernie are the largest of the numerous mining towns, but new ones are constantly springing into prominence.

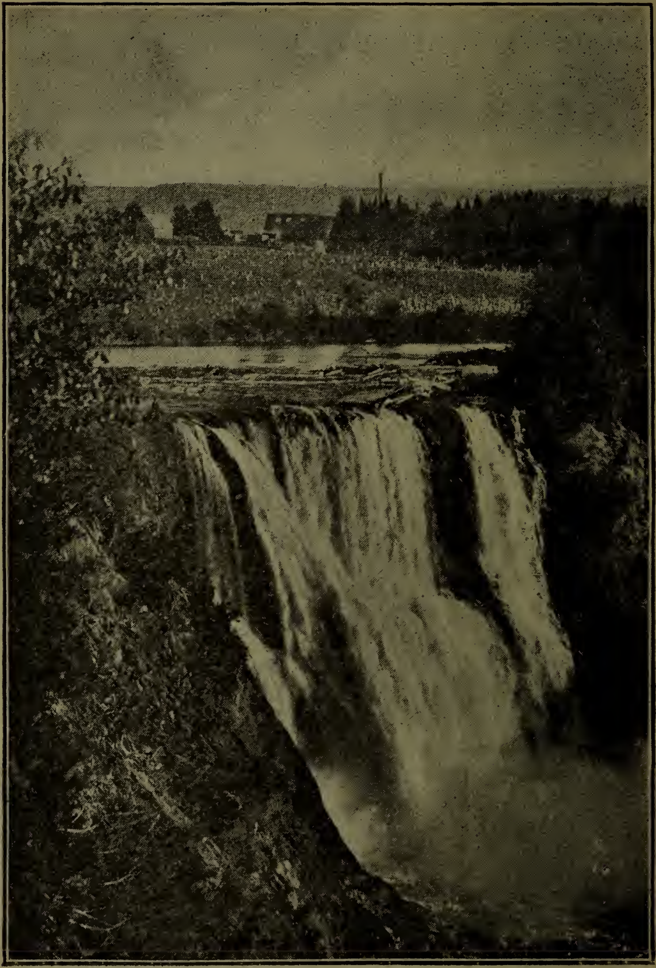
CHAPTER XIII.

THE RAILWAYS OF CANADA.

TO a country as large as Canada, with its wheat fields far from either ocean, a good system of railways is of the utmost importance. And for so new a country, the Dominion has been wonderfully fortunate. All the older parts of Canada are a network of railways, while even in the newer sections the iron horse follows closely in the track of the settler. Two of the roads take rank among the great railways of the world, and several others have a very large mileage. This with one of the most wonderful systems of inland navigation in the world—one capable still of very great extension—assures to the Dominion excellent transportation facilities.

The first Canadian railway was a short line opened in Lower Canada in 1836. The first line in Upper Canada was the Northern Railway, begun in 1851. From that time railway extension has been very rapid, and there were in 1898 over 16,000 miles of railway in operation. The Dominion has 166 railways. Twenty-five of these have been amalgamated and form the Grand Trunk railway system. The consolidation of twenty-three others has produced the Canadian Pacific railway system. The remaining 118 have more or less consolidated.

In 1852 the Grand Trunk railway was begun and within a year was completed between Portland and Montreal. By 1856 it had been extended to Toronto, thereby becoming the first great railway of Canada. In the meantime the Great Western railway had been built through Western Ontario. This, with many other roads, was in course of time amalgamated with the Grand Trunk, which went on acquiring smaller lines and building new ones, not only throughout Eastern Canada, but on through the United States to the great centres of that country. To-day the Grand Trunk has under operation over four thousand miles of road, with a fine equipment of rolling stock, terminal wharves and elevators. It crosses the eastern portion of Canada—the most populous and important part of the Dominion—from Quebec to Sarnia, on the Detroit river. By means of the Intercolonial, it reaches the Atlantic coast of the maritime Provinces and by its own line, Portland, a large sea port in the State of Maine. From Sarnia the Grand Trunk runs through a splendid tunnel, under the Detroit river and across United States territory to Chicago.



Grand Metis Falls, Quebec.

The Intercolonial railway was constructed by the Dominion Government, as part of the scheme of consolidation which led to the Confederation of the Provinces. In 1876 the line was opened between Quebec and Halifax. At present, it runs from Halifax to Montreal, while a branch runs from Moncton to St. John, New Brunswick. The Intercolonial controls 1,355 miles of road, and is owned and operated by the Dominion Government. Both the Grand Trunk and the Canadian Pacific have certain running privileges over its line.

When British Columbia entered confederation, it stipulated that within ten years a railway should be built across the continent from eastern Canada to the Pacific. After an extensive survey, the Dominion Government began the construction of the road, but the work presented unusual difficulties and was finally handed over to a strong company composed chiefly of Canadians. The engineering difficulties, particularly in the section through the mountains, seemed insurmountable but the company undertook to finish the work within ten years, in return for a grant of twenty-five million dollars, twenty-five million acres of land in western Canada, a branch line of sixty-five miles, already in operation from Winnipeg southward to the boundary of the United States, and two sections of road under construction, which were to be completed by the Government—one of four hundred and twenty miles between Lake Superior and Winnipeg, and the other of two hundred miles at the western end of the line. The work was begun in 1881 and in 1886, the railway was completed. The Canadian Pacific, familiarly known as the C. P. R., is the greatest railway system in the world and includes over nine thousand miles of road. The main line, running from ocean to ocean is over three thousand miles in length. The Company owns and operates two important lines of steamships and its own telegraph system. One steamship line runs on the Great Lakes between Fort William and Owen Sound, for the transport of passengers and grain, while the company's Pacific line runs between Vancouver and Japan and Hong Kong. With the railway, it furnishes the shortest and quickest route between the east and Britain. The C. P. R. now carries the British mails to and from China, Japan, Corea and other places in the far east. Running from Vancouver to Australasia and touching at the Sandwich Islands, is a line of steamships which connects with the Canadian Pacific at Vancouver.

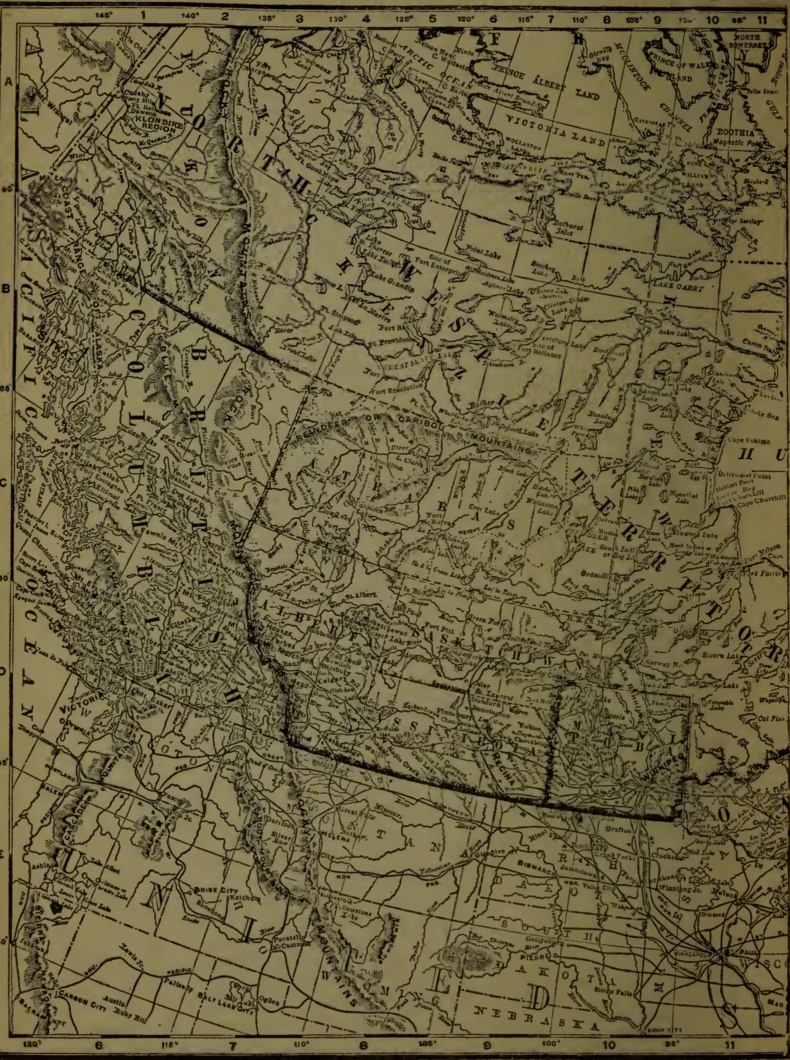
The difficulties overcome in building the Canadian Pacific Railway take rank among the most remarkable engineering feats in the history of railway construction. The main line runs from St. John, N. B. to Montreal, and Ottawa, thence by the Ottawa valley to the north shore of Lake Superior. At this point the difficulties began for the line had to be cut through a wild rocky country. From Port Arthur and Fort William at the head of Lake Superior the railway runs by way of the Lake of the Woods to Winnipeg. Between Winnipeg and the foothills of the Rockies, construction was easy, as the line lay straight across the prairies from east to west. But when the foothills were reached, the real difficulties began in earnest. In the first place the country was unsettled, and it was necessary to bring supplies hundreds of miles for an army of workmen. Then two great mountain ranges, the Rockies and the Selkirks had to be crossed, and for over six hundred miles, the road led through the mountains. Upward it climbed over seemingly impassable places, crawling around the bases of great cliffs, crossing yawning canons on bridges of trestlework that look in the distance like great spiders' webs. The work was pushed on through tunnels cut in the solid rock and along great embankments, twisting and turning, but ever climbing upward, till the summit of the Kicking Horse pass was reached. Then the difficulties began again, for the road crept slowly downward over places just as hard to cross. For many miles the railway was built beside the Fraser river, creeping along the edge of the precipice and in some places on platforms built over the torrent which rages two hundred feet below. All the way the greatest precautions had to be taken in order to insure absolute safety, the trestle work was made doubly strong, and miles of sheds were built of sufficient strength to resist the rush of an avalanche of snow and debris from the mountains. Yet the work was done quietly and quickly, but so well that it has stood the test of years and the road has a splendid record of successful and safe operation.

To British Columbia, and more particularly, to the Northwest Territories and Manitoba such a line meant everything. It made settlement possible, for it afforded settlers easy access to the country, and gave an outlet to the markets for the products of their farms. The building of the road meant the difference between stagnation and prosperous development and the results seem to have justified the large grant of the Dominion Government. As the prosperity of the North West and of the Company are closely related, the latter has done much to encourage development by building branch lines to the various settlements and providing elevator facilities for the shipment of grain.

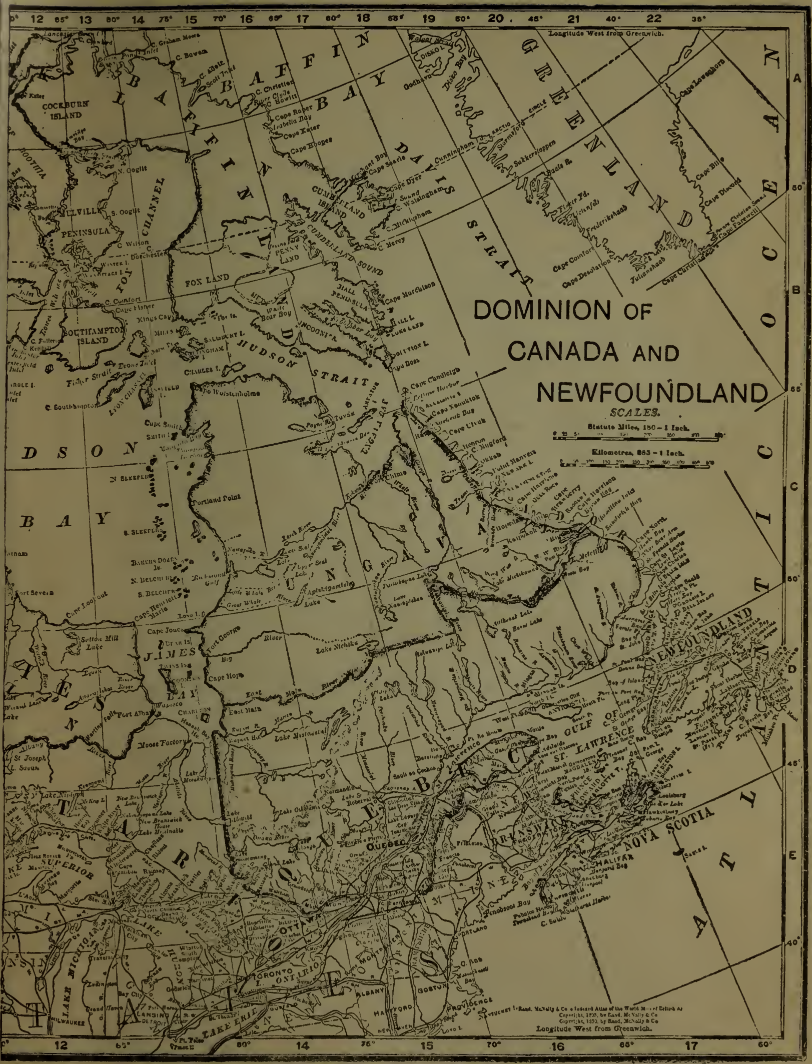
In addition to its value to Canada, the C. P. R. and its continuation, the steamship line to the far east, is an important link in the chain that binds together the various parts of the British Empire. Mails are carried much more quickly than by any other route, between Britian and the East. Troops may be transported from Liverpool to Hong Kong in less than thirty days, and sailors to reinforce the Pacific squadron in twelve. This is a much shorter time than is possible by any other route, and in addition the sea voyage is broken by a comfortable overland journey of five days, through British territory. Along the line at the most interesting points the company has built fine hotels which furnish pleasant resting places for the tourist. The trip through the Rockies reveals some of the finest mountain scenery in the world, so that it is becoming ever more popular with travellers.

A Canadian trans-continental railway train is a most complete affair and makes travel very comfortable. The engines are much larger than those used in Britain, while the coaches, known as cars, are about as large as two English passenger carriages. The coach is not divided into compartments, but down the centre runs a long aisle while on each side are plush covered seats. There is a baggage car in which all heavy luggage is carried. The passenger receives a brass check or tag for his luggage, and does not need to trouble about it further until his destination is reached. There is a dining car where meals are served as in an hotel, and sleeping cars are provided—plain, comfortable ones for those who wish to travel cheaply, and luxurious ones for those who can afford to pay a higher price. At points noted for their scenery, such as the Rocky Mountains, observation cars are attached from which the traveller may view the beauties of nature while sitting comfortably at his ease.

Quite recently the construction of a new Canadian railway has been begun in the west. It is known as the Canadian Northern, and work is proceeding rapidly. At present the line is to run from Port Arthur to Winnipeg, and thence in a northwesterly direction. It is intended later on, to extend the railway westward to the Pacific and eastward to the Atlantic. Another important railway system is the Canada Atlantic which runs from a point on the south eastern boundary, through Ottawa, to Parry Sound on Georgian Bay. By means of a line of steamships it is enabled to secure much of the grain from the west which is brought to the head of Lake Superior, and it also carries a great deal of the lumber from the Georgian Bay and upper Ottawa districts.


ARCTIC OCEAN
PRINCE ALBERT LAND
VICTORIA LAND
BOOTHIA
NORTH SOMERSET
KLONDIKE REGION
Dawson
NORTH WEST TERRITORY
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
ASSINIBOIA
MANITOBA
WINNIPEG
REGINA
VICTORIA
PACIFIC OCEAN
ALASKA
Fort Norman
Great Slave Lake
Lake Athabasca
Fort Resolution
Fort Providence
Fort Churchill
York Factory
Lake Winnipeg
REINDEER OR CARIBOU MOUNTAINS
ROCKY MOUNTAINS
COAST RANGE
Cariboo
UNITED STATES
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
NEBRASKA
Bismarck
Helena
Boise City
St. Paul
Minneapolis
Great Falls
Salt Lake City
Ogden
Pierre
Sioux Falls
Grand Forks
Hudson Bay

DOMINION OF CANADA.


DOMINION OF
CANADA AND
NEWFOUNDLAND
SCALES.
Statute Miles, 150 = 1 Inch.
Kilometres, 385 = 1 Inch.
Longitude West from Greenwich.
BAFFIN LAND
BAFFIN BAY
DAVIS STRAIT
GREENLAND
HUDSON STRAIT
HUDSON BAY
JAMES BAY
ATLANTIC OCEAN
UNGAVA
LABRADOR
QUEBEC
ONTARIO
NEWFOUNDLAND
NOVA SCOTIA
GULF OF ST. LAWRENCE
COCKBURN ISLAND
MELVILLE PENINSULA
SOUTHAMPTON ISLAND
COTTLE ISLAND
FOX LAND
CUMBERLAND SOUND
HALL PENINSULA
LAKE SUPERIOR
LAKE MICHIGAN
LAKE HURON
LAKE ONTARIO
LAKE ERIE
OTTAWA
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AND NEWFOUNDLAND.

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