



A BUFFALO CEMETERY.

Supposed to be the remains of Chief Pound-maker's last big corral, where an immense herd of buffalo must have been slaughtered by the Indians.

like a rope of sand, but it is safe to say that without it Canadian resources would have gone to build up American cities, American ports, and American railways. Instead of having three trans-continental railways running east and west, the Dominion would have had hundreds of lines running south, feeding the products of Canada's forests and farms and mines into American cities. The American tariff was a good thing for Canada.

Thrown on its own resources, the Dominion set itself to the great task of linking the provinces together, building railways from Atlantic to Pacific and canals from tide-water to the Great Lakes. In actual cash from the Dominion treasury, this cost Canada \$80,000,000; to be exact, \$60,000,000 for the railways and \$22,000,000 for the canals, not counting land grants and private subscription for stock, which would bring up the total expenditure to \$200,000,000. This was a tidy sum for a country with no more population than Greater New York. To put it mildly—it was a staggering burden, as big a burden as Japan and Russia assumed for their war; and their population is respectively 42,000,000 and 120,000,000. Plucky little Canada! I don't wonder that the bond-holders of some of those railways made it hot for the railway men financing them, and that Canadian credit in its early years stood on very shaky legs.

In the case of the Government railway, the Intercolonial from the Maritime Provinces, and the Canadian Pacific from ocean to ocean, the railways preceded population—in fact, preceded the possibility of earning running expenses. Indeed, if Canadian railway magnates would speak, some comical stories could be told—and I hope some day they will be told—of the desperate straits to finance these lines. Two railway magnates, whose success now runs to the hundreds of millions in coin, could tell of times when less than twenty-four hours lay between them and ruin. If the Parliamentary vote had not gone right, or the funds had not been found, construction gangs would have left work, construction magnates would have gone to South America, and construction rails—as one comic paper put it at the time—“would have rusted on the prairie, iron tonic for the cows.”

Those were Canada's pioneer days, when the risks were so big and the task so hard that men forget that there could be such a thing as future prosperity. It was a financial fight for national existence—a time when many were disposed to throw up the sponge and shout annexation. That day is past. That was Canada's seed-time; this is its harvest. And the difficulties of financing its railways were repeated in every walk of life—farming, mining, lumbering, manufacturing. Here was the stuff! Could a market be found or be created for it?

It used to be a stock apology for hard times in Canada that a country with a big neighbour next door was bound to be dwarfed industrially. It never seemed to dawn on the apologists

—and I am sorry to say that half the papers that are now shouting in Canada were “clammy howlers” in the hard days—that the swift progress of the United States meant exhaustion of natural resources, and the moment that point was reached, the tide of development would turn to Canada.

When one surveys Canada, the facts are so big as to be bewildering.

In the first place, the area of the Dominion is within a few thousand miles of the area of all Europe.

Suppose a population in Eastern Canada equal to France—which is absurd, for Quebec alone would support France's population—and a population in Manitoba equal to the British Isles, and in Saskatchewan equal to France, and in Alberta equal to Germany, and in British Columbia equal to Germany! This is ignoring the Yukon, Mackenzie River, Keewatin, and Labrador, taking only the parts of Canada proved habitable, whose lands are surveyed and whose climate has been tested. You have a possible population of 200,000,000. The figures are staggering.

Lord Strathcona, canny and conservative as his Scotch ancestry—whose eighty-six years have witnessed the growth of the United States population to 85,000,000, and whose colossal fortune is directly the result of his faith in Canada's progress—forecasts the Dominion's population within the next century at 80,000,000. He bases his estimate on what has taken place in the States.

Just when the free lands of the United States are exhausted and the Federal Government is putting up bars to keep out the penniless immigrant, Canada is in a position to open her doors wide. Of 171,000,000 acres of free prairie land in the West, surveyed and climatically fit for wheat, only 5,000,000 are now occupied. One-sixth only of Manitoba is occupied, and less than a tenth of the other Western provinces. Of the Great Clay Belt in Northern Ontario and the Great Forest Belt in Northern Quebec, not one per cent is yet taken up. At 80,000,000, Strathcona places the population of Canada within a century!

But, it may be said, these facts are potential. What is being actually done?

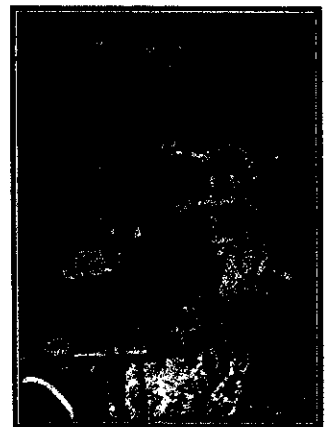
First, as to immigration. More than 200,000 people a year are entering Canada; 189,000 may be classed as immigrants, 20,000 comprises the floating population of well-to-do visitors—in a word, the Pullman car passengers whom the immigration inspectors do not enumerate. Of the immigrants, 57,000 are from the Western States, not including those Americans who are gradually getting possession of the best mines and vast timber regions, bringing their crews with them. But yesterday Ministers of the Interior apologised to Winnipeg audiences for the lack of immigration by saying that they “could not take immigrants by the scruff of the neck and force them into the country.” No such apologies are heard to-day. Under the present Minister

of the Interior, immigration has increased at the rate of 50,000 a year.

Next as to wheat. Only one-sixth of Manitoba's wheat lands are cultivated. That one-sixth yielded 87,000,000 bushels of wheat in one year—one-tenth of the entire wheat production of the United States. When all Manitoba's wheat lands are occupied, it will be producing half as much wheat as the whole United States; and Manitoba is the smallest of the wheat producing provinces—is, in fact, only one-third the size of Saskatchewan and Alberta.

The mind fails to grasp the wealth which this means to farmer, and railway shareholder, and miller. Indirectly, the result is seen in the stocks of the railways and the milling companies and the land companies, which have doubled in the case of the railways, trebled in the case of the milling companies, and gone up 100 per cent in case of the land companies.

If you get the figures on the wheat fields of Canada, or the wheat fields of the United States, you will find that a single year's yield of wheat at the lowest current price in the history of wheat brings more cash in by millions of pounds than the richest yield of the richest goldfields in the world.



A HIGH-GRADE COBALT-SILVER VEIN.

The geologist's hammer shows the width of the vein. In less than two years of development, Cobalt has a record of 20 shipping mines and a total output of nearly £1,000,000 in silver ore.

Canada's mines are on the same bewilderingly big scale as her wheat lands. It is an odd coincidence that the Dominion mines have yielded just about what would repay its first cash outlay in railways and canals, namely,



IN THE WINTER-BOUND WASTES OF BRITISH COLUMBIA.