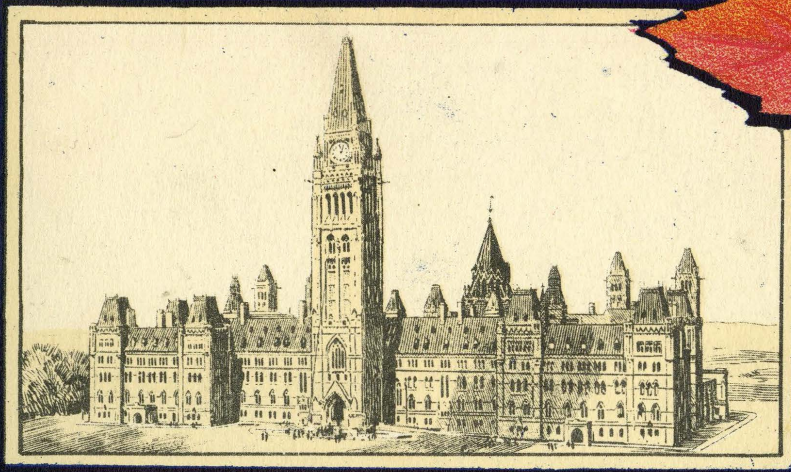


# CANADA

## Descriptive Atlas



• HOUSES OF PARLIAMENT •  
OTTAWA • CANADA.

Issued by direction of the  
**HON. ROBERT FORKE**  
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# THE DOMINION OF CANADA

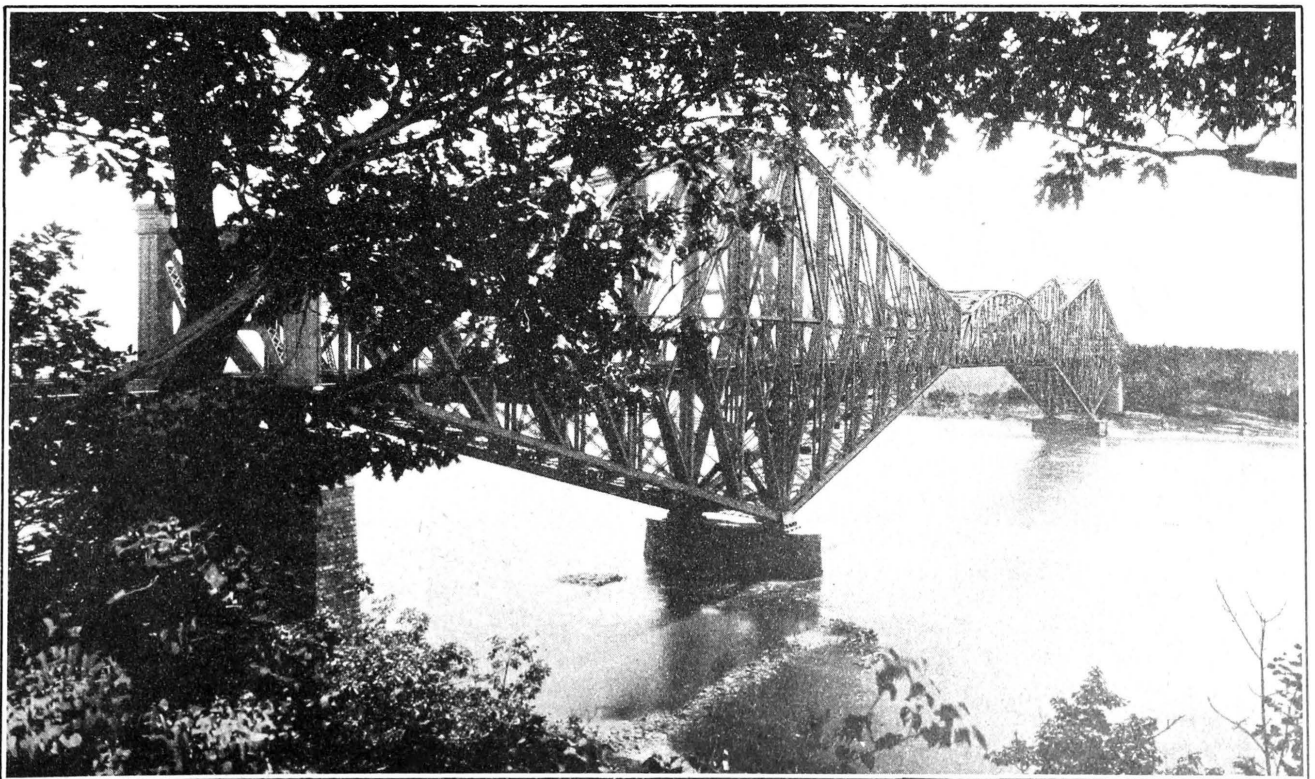
**T**HE DOMINION OF CANADA comprises the northern portion of the North American continent, with the exception of Alaska and Greenland, and the separate British Dominion of Newfoundland. On west, north, and east, three great oceans—the Pacific, the Arctic, and the Atlantic—form its boundaries, while its southern jagged outline borders the United States. Its population in round figures is 10,000,000, averaging less than three persons to each of its 3,674,746 square miles of area. This does not preclude dense massing of its people in certain sections of the country, but vast stretches of uninhabited territory in the north equalize the proportion. Canada is somewhat larger than the United States of America; and but little smaller in total area than all the countries that are included in the Continent of Europe.

Canada is a land of irregular outline and enormous distances, with a mainland varying from the latitude of Spain and Italy to that of Northern Norway. From Victoria, on the Pacific, to Dawson, on the Yukon River, is 1,550 miles by water and rail, while from the city of Quebec to the Straits of Belle Isle, on the Atlantic, is 850 miles. From Halifax, on the east, to Vancouver, on the west, is 3,772 miles by rail, and though on both Atlantic and Pacific shores the coast line is largely cut off by restrictions of Nature's

own making, there is no lack of admirable harbours on either side of the continent. From the United States boundary, the 49th parallel of latitude, to the Arctic Ocean is 1,600 miles, and the region approaching the North Pole is a perfect network of islands, peninsulas, inlets, channels, straits, sounds, and gulfs. Canada is computed to have some 14,000 miles of navigable lakes and rivers.

**Historical.** The story of the Dominion goes back over four hundred years. In 1498 John and Sebastian Cabot explored portions of the eastern coast. In 1534 Jacques Cartier, sailing from St. Malo, France, landed at Gaspé and took possession of the country in the name of the King of France. The next year he again crossed the Atlantic, and entering the Gulf of St. Lawrence, sailed up the river of the same name as far as the sites of the present cities of Quebec and Montreal. Six years later a colony sent from France, failed disastrously, and for over half a century nothing more was heard in Europe of the country beyond the seas—Canada.

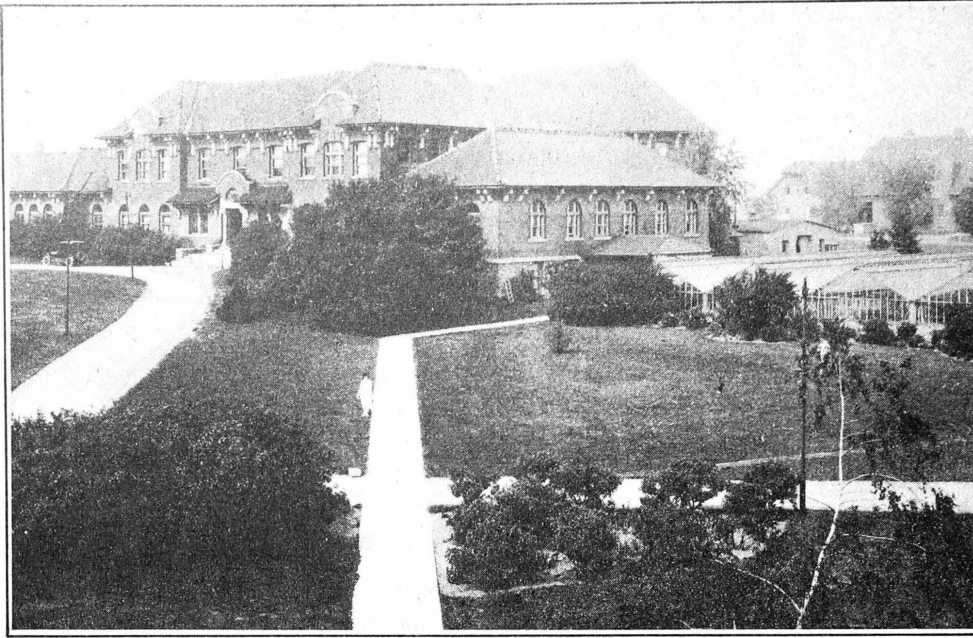
In 1604 another attempt was made to colonize the new land by a French nobleman named DeMonts, who in that year led an expedition to Acadia, where for a time the colonists led a merry existence at Port Royal, now Annapolis. The colony was not a



**QUEBEC BRIDGE**

*The connecting link between the lines of the Canadian National Railways north and south of the St. Lawrence. In the annals of engineering the construction of the Quebec Bridge, for immensity, uniqueness of design, excellence of detail, boldness of organization, has rarely been equalled and never excelled. The largest ships can pass under this wonderful cantilever bridge at Quebec. Besides having the longest span of any bridge in the world, it is already being compared with the one over the Firth of Forth, which is known the world over*





*Macdonald Agricultural College, Ste. Anne de Belleue, Quebec, maintained for Educating Young Men and Women in Practical Farming and Household Science. It is affiliated with McGill University, Montreal*

success, but DeMonts was undiscouraged and in 1608 sent out another expedition under Samuel Champlain, who had been one of his trusted lieutenants in Acadia. Sailing up the St. Lawrence, Champlain laid the foundations of the present city of Quebec. This was the real beginning of the Dominion of Canada.

For a century and a half Canada remained in the possession of France. Colonists were sent from the mother country, and an attempt was made to build up a great French colony north of the English settlements in the New World. The history of the country during this period is filled with exploits of the fur trade, daring attempts at explorations, wars with the Indians, and above all with struggles for the mastery with Great Britain and the British colonies to the south. At last the end came, and in 1759, on the Plains of Abraham, beyond the walls of Quebec, was fought the battle that ended French domination in America. In 1763 the Treaty of Paris handed over to Great Britain the whole of the then Canada. Nova Scotia, or Acadia, had been ceded fifty years before.

The French people who remained in Canada were treated with great kindness by the victors. They were allowed to retain possession of all their lands and were guaranteed full religious freedom. The new Province was governed for a time by a Governor and a Council, but a change was near at hand. The end of the American Revolution had forced out of the Thirteen Colonies a large number of their inhabitants, who chose to forfeit their lands and goods rather than prove disloyal to their mother country. These United Empire Loyalists, as they were called, came

to Canada in thousands. Some settled in Nova Scotia, others in the present Province of New Brunswick, others again in what is now the "Eastern Townships of Quebec," while still others pushed westward and settled along the banks of the St. Lawrence and the Great Lakes. The arrival of this new element in the population disturbed the relations which had existed between the Governor and those governed. The new settlers demanded representative institutions, and discontent arose. To allay this, in 1791, the Imperial Parliament passed the

Constitutional Act, which divided the country into two Provinces known as Upper and Lower Canada. This division continued until 1841, fifty years later, when the two Provinces were again united by the Act of Union.

In the meantime three British Colonies had been established along the Atlantic coast—Nova Scotia, New Brunswick, and Prince Edward Island.

In the next ten or fifteen years the conviction gradually grew in all the colonies that a union of the British possessions in the northern part of North America was desirable and advantageous, both for the colonies themselves and for Great Britain. Conferences between representatives from the interested colonies were held at Charlottetown, at Quebec, and at London, and at last, on the first day of July, 1867, by virtue of the British North America Act, a statute of the Imperial Parliament, the Dominion of Canada came into existence. The four original Provinces were Ontario, Quebec, New Brunswick, and Nova Scotia, but provision was made for the inclusion of other colonies should they wish to join the federation. Manitoba entered in 1870, and was soon followed by British Columbia and Prince Edward Island. The Provinces of Saskatchewan and Alberta were created in 1905.

In 1610 Henry Hudson, an English explorer, discovered the Bay that bears his name. Sixty years later was chartered by Charles II, King of England, the famous Hudson's Bay Company, to which was granted practically the whole northern continent west of Hudson Bay. For two hundred years this immense territory was under the rule of the Company, which made practically no attempt at settlement, preferring that it should remain in the possession



of the Indians and the fur traders. When, however, the Dominion of Canada was formed, the far-seeing statesmen of the time saw that this section logically should belong to the Dominion, and took steps to bring this about. After prolonged negotiations the purchase was finally accomplished, and in 1870 the whole Hudson Bay Territory was formally handed over to Canada. From this new land in the far West has been carved the three great Provinces of Manitoba, Saskatchewan and Alberta. The remaining portion is now under the direct government of the Dominion as the Yukon Territory and the Northwest Territories. The Dominion of Canada now extends from the Atlantic to the Pacific across the whole northern half of North America.

**Provinces and Territories.** The nine Provinces of Canada are generally divided into groups, the grouping being dependent on their geographical position. Nova Scotia, New Brunswick, and Prince Edward Island, lying along the Atlantic Ocean, are called the Maritime Provinces. Ontario and Quebec along the St. Lawrence River, the Great Lakes, and Hudson Bay, are known as the Central Provinces. Manitoba, Saskatchewan, and Alberta, lying in the great central plain between the Laurentian Highlands and the Rocky Mountains, have received the name of the Prairie Provinces, while British Columbia, from its situation on the Pacific Ocean, is usually called the Pacific Province. Yukon Territory received its name from the great river which flows through and drains it, and the Northwest Territories are suitably named from their situation in the far north and west of Canada.

**Physical Features.** Physically Canada may be divided into five clearly marked divisions, each having its own special characteristics—the Acadian Region, the Lowlands of the St. Lawrence, the Laurentian Highlands, the Great Central Plain, and the Great Mountain Region.

The Acadian Region includes the Maritime Provinces, together with the southeastern part of the Province of Quebec. The surface is exceedingly broken, but the elevations seldom exceed 1,000 feet in height, except in the Gaspé Peninsula. It is a rolling country of hills and ridges, but between the hills, along the rivers, and along the low coast regions are most valuable agricultural lands. The rivers of New Brunswick are large and rapid, but those in Nova Scotia, from the nature of the land, are for the most part comparatively short and sluggish, some

being tidal. The soil is fertile, especially in the valleys and river beds. The climate is moderate and not subject to extremes. The spring is somewhat late, and the snowfall in winter is heavy, but the summer and autumn are delightful.

The Lowlands of the St. Lawrence Valley include that portion of Quebec lying between the Laurentian Highlands on the north and the Appalachian Mountains on the southeast, and the part of Ontario between Lake Ontario and the Laurentian Highlands, including the broad peninsula to the west. From about Quebec City to the lower end of Lake Ontario the country is almost continuously level, but at the western end of the lake there is an abrupt rising known as the Niagara escarpment. The country north and east of the escarpment as far as Georgian Bay and the Laurentian Highlands is mainly level, but diversified by rolling hill land. The portion of Ontario between the Niagara escarpment and Lakes Erie and Huron is a broad, level table-land sloping gradually to the Lakes. The Lowland district is well watered, but with the exception of the Ottawa River, which flows through this region from the Highlands, and the larger tributaries of the St. Lawrence in the Province of Quebec, the rivers are not of any considerable size. The soil is mostly sand loam and clay loam and is very fertile. Some of the finest agricultural land in the world is included in this region. The rainfall is abundant. There is considerable variation between the hot summers and the cold winters, but the climate is dry and invigorating. The snowfall is heavy, especially in the northern part and in Quebec Province.

The Laurentian Highlands take up nearly one-half of the area of Canada. They include all the land lying north of the Lowlands of the St. Lawrence up to and surrounding Hudson Bay and reach over on



*A Catch of Tuna Fish. Fishing is one of the Principal Industries in Nova Scotia*



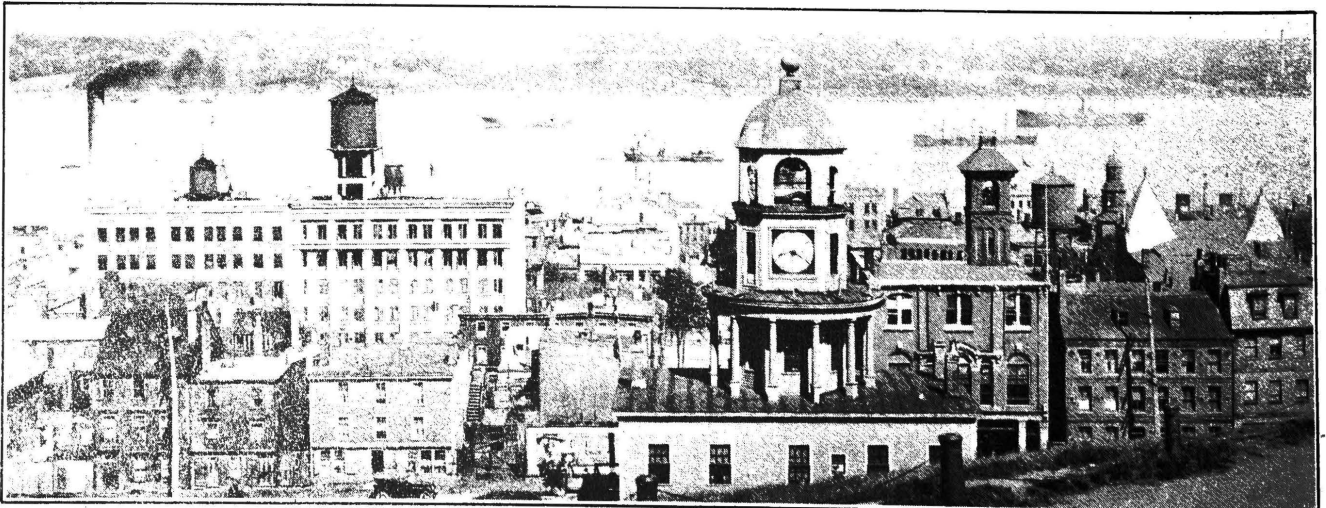
the west almost to the Mackenzie River. In Ontario they extend as far south as Lake Superior and Georgian Bay, while a spur stretches south into the United States, forming the Thousand Islands. The surface is rolling, with innumerable small hills and knolls. Its distinguishing feature, however, is the multitude of lakes, large and small, with which it is covered. The streams are for the most part short and winding, flowing in all directions. The soil is not deep, but some of the valleys are quite fertile. Lying between the Muskoka section and Hudson Bay is the Great Clay Belt of Ontario, as yet almost covered with forest growth, but containing millions of acres of great fertility. This land is almost level, and is well watered. In winter the temperature is low, but the summers are very pleasant. The Muskoka Lakes, in the southern section of the Highlands, are one of the best known summer resorts in Canada.

The Great Central Plain extends from the International Boundary on the south to the Arctic Ocean on the north, and from the Laurentian Highlands on the east to the Rocky Mountains on the west. At the extreme south the plain is about 800 miles in width, but it gradually narrows as it extends northward until it is but 400 miles in width. The plain from east to west divides itself into three prairie steppes or levels. The first steppe, which lies wholly within the Province of Manitoba, is about 800 feet above sea-level and contains the exceptionally fertile Red River Valley. The second steppe begins in the western part of Manitoba and gradually increases in height until it reaches an elevation of about 1,600 feet at its western limit, a rise which crosses the southern part about one-third of the way between Regina and Medicine Hat and extends northwesterly across the North Saskatchewan River. In contrast to the first steppe, which is almost uniformly level, the second steppe is rolling and more diversified in surface. The third steppe extends westward from the second steppe until it reaches the Rocky Moun-

tains, where it has an elevation of 3,000 feet. Its surface is still more diversified than that of the second steppe. At the base of the Rockies are the foot-hills, lower elevations running parallel with the main range, but much broken.

In the southern and southeastern part the surface is drained by means of the Red River and its tributary the Assiniboine, flowing into Lake Winnipeg. The Saskatchewan, with its branches and their tributaries, drains the southern part of the second and third steppes into Lake Winnipeg, the waters of which flow through the Nelson River into Hudson Bay, while the northern part is drained by the Churchill into Hudson Bay, and, by the Peace, Athabaska, and Mackenzie Rivers into the Arctic Ocean. The soil of the prairie region is in general exceedingly rich, consisting of black or chocolate loam from one foot to ten feet in depth. In fact, this prairie region is one of the great agricultural sections of the world. The climate is stimulating and healthful, favourable to hardy bodies and vigorous minds. There is less rain and snow than in most other portions of the Dominion, but it is important to note that more than half of the annual rainfall occurs during the summer months when it is most needed by the farmers. The winters are severe, but in the western and southwestern sections are modified by the warm winds which blow across the mountains and exert a marked influence on the temperature of the plains.

The Great Mountain area extends from the United States Boundary on the south to the Arctic Ocean on the north, and from the foothills of the Rocky Mountains on the east to the Pacific Ocean. The Rocky Mountains have an average width of 60 miles, with many rugged peaks ranging in height up to 19,850 feet. From the Rockies westward the height of the various ranges diminishes, the Selkirks having summits which reach 10,000 feet, while the Coast Range, with a width of 100 miles, sinks to 9,000



*Halifax is one of the great Atlantic ports of the American Continent. It possesses a splendid natural harbour, to which every artificial advantage is being rapidly added*



feet and less. Between the forest-clad mountain ranges lie many valleys, drained by broad and rapid rivers. One of the largest of these, lying along the western base of the Rockies for 700 miles, is drained by the Columbia and Fraser Rivers and their tributaries. The Skeena drains the northern section, while the northeastern waters flow through the Peace, Liard, and other rivers into the Mackenzie. The Yukon drains the northern part into Bering Sea. The rivers are very much obstructed, and only in certain places are they navigable. The soil in the dried-up beds of streams, and at the mouths of the rivers, is extremely fertile, and there are many valleys in which it yields abundantly. The climate is extremely varied, that of the coast region being moist and balmy, very much like that of southern England, but in the interior the winter is colder, with rather extreme heat in summer. The northern section is, of course, very cold.

The rivers and lakes of the five physical sections into which the Dominion is divided demand notice. One-thirtieth of the surface of Canada is water, and one-half of the principal rivers of North America are found within its boundaries. The chief river is the St. Lawrence, which drains the Great Lakes and is the principal highway of Canadian commerce in the East.

The principal rivers of the West are the Yukon, the Mackenzie—one of America's longest streams—the Saskatchewan, Peace, Red, Fraser, and Columbia, all of which are useful as avenues of transportation. Besides the four Great Lakes which form part of the line dividing Canada from the United States, are three others ranging in area from 9,000 to 12,000 square miles—Lake Winnipeg, Great Slave Lake, and Great Bear Lake, which equal or exceed in size Lakes Erie and Ontario. There are innumerable smaller inland bodies of water, among them the far-famed Lake Nipigon, the fisherman's paradise, and the lakes of Northern Quebec.

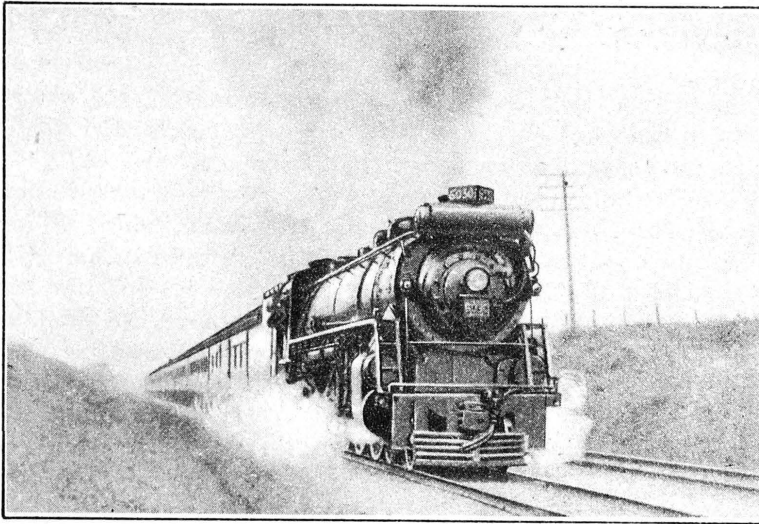
Hudson Bay is an enormous inland sea 595 miles in width and 800 miles long, connected with the Atlantic Ocean by the wide strait bearing the same name, and with the Arctic Ocean by Fox Channel and Fury and Hecla Strait. Its southern portion is termed James Bay. Reports show that Hudson Bay

and Strait are sufficiently free from ice for about four months in the year to permit of navigation. When the Hudson Bay Railway is completed, there are many who believe that it will provide a much shorter outlet to the markets of Britain and the Continent of Europe. The distance to Liverpool from all the important points in these great wheat fields by way of Hudson Bay is almost 1,000 miles less than by the Montreal route.

**Climate.** The climate of each of the physical divisions of Canada has already been touched upon, but it may be pointed out that the range of climatic conditions is as wide as the extent of the country is vast. As compared with that of Europe, except in the territory on or near the Pacific Coast influenced by the warm waters of the ocean, it is marked by longer and colder winters, with shorter, warmer, and drier summers. The temperature of the Pacific

Coast is identical with that of the British Isles in the same latitude. The principal point to keep in mind is that the Canadian climate is healthful and invigorating.

**Agriculture.** Agriculture is the chief industry of Canada. In a single year the value of the total agricultural production of the country has been in excess of \$1,709,000,000.



*Canada has more miles of railway in proportion to population than any other country. Fast, luxurious trains make travel over the vast distances comfortable and speedy*

These are substantial figures, but when a comparison of the number of acres under tillage is made with the number of acres that may be brought under cultivation, some idea may be gained of the agricultural opportunities which Canada now presents, and of the wealth that must accrue from their use. To the farmer Canada is a land of immense possibilities. Grain and vegetable growing, stock-raising, fruit farming, and dairying are common to all parts of the country, and are dealt with at length in this booklet under each Province.

**Lumbering.** The forests of Canada are among the largest in extent in the world, and are a correspondingly great source of wealth. When the early French explorers first sailed up the St. Lawrence River and endeavoured to penetrate the interior, they found the surface of the country virtually a huge forest, and rivers were the only routes into its vast recesses. Much of the forest, especially in the southern section, has been cleared away to make homes for the settlers.





*Niagara Falls from the Canadian side. This will always be one of the great wonders of the world. The Falls have been harnessed for commercial use and supply power to thousands of square miles of territory, but their scenic beauty has not been changed*

and still greater areas have been destroyed by fire, but sufficient still remains to make Canada one of the greatest potential lumber producing countries. Not only are these forests great for the lumber and pulpwood they contain, but they are also of immense importance in supplying fuel, in tempering the climate, and in conserving the water supply. For these reasons they are carefully guarded against fire and wanton destruction, and reforestation is being conducted in a scientific manner. Large areas in almost all the Provinces have been set apart as forest reserves, those in the hands of the Dominion Government alone, including parks, amounting to 43,710 square miles. With proper care, there is no danger of the forest wealth of Canada being depleted for centuries to come.

The manufacture of wood-pulp for paper making has resulted in a marvellous development of this branch of the lumber industry. Huge pulp mills are scattered over northern Quebec and Ontario, and also in the West, where thousands of hands are employed, with an annual pay-roll of over \$35,000,000. A great deal of the lumber manufactured is required for home consumption, and this market is constantly increasing. There is also a large export trade carried on with Great Britain and the United States. On the Pacific Coast, big shipments of the lumber are shipped to Australia, New Zealand, and the Orient. The total annual value of the forest products of Canada is over \$425,000,000.

**Fishing.** Canada being a maritime country, with 10,000 miles of coast line on the Atlantic and 8,000 miles on the Pacific, naturally has one of her greatest sources of wealth in her annual catch of fish. The most valuable commercial fish are found in cold shallow waters, where food is abundant. There are three great centres where these conditions are found

and two of them are adjacent to the coasts of Canada, one in the North Atlantic and the other in the North Pacific. On the east coast, cod, mackerel, haddock, herring, sardines, smelts, and halibut, as well as lobsters and oysters, are abundant, while the west coast swarms with food fish, particularly salmon and halibut. Further, practically all the great lakes and rivers of Canada are filled with valuable fish, such as lake trout, speckled trout, sturgeon, whitefish, pickerel, and bass. Most of the fish caught in the inland waters are used for home consumption, but considerable quantities are shipped to the United States. Moreover, what will likely prove to be a valuable

source of wealth—the waters of Hudson Bay, which teem with commercial fish of many kinds—has not yet been touched.

An important manufacturing industry has sprung up in Canada, which is developing with leaps and bounds, in the canning of fish, particularly salmon and lobsters, for domestic and export purposes. This industry has reached enormous proportions in British Columbia, where thousands of men and women are employed in the salmon canneries during the season.

The annual value of the fisheries is estimated at \$48,000,000. The greater part of the catch is exported, the United States being the principal market. A great number of men and boats are employed in the industry. To insure a continuous supply of fish, the Dominion Government has in operation over 60 fish hatcheries, five salmon ponds, and one lobster pond. Fish are strictly protected in all the Provinces under heavy penalties.

**Mining.** Underneath the soil of Canada there are vast stores of metals and minerals of colossal value which await only the money of the capitalist and the persistent tap of the prospector's hammer and pick. The total annual value of the mineral production is valued at \$241,246,000. Canada has within its borders practically all the leading mineral metals with the exception of tin.

The most important is coal, mined principally in Nova Scotia, Alberta, and British Columbia. The annual value of the coal produced in Canada is about \$60,000,000.

The annual production of gold in Canada is valued at over \$36,000,000, followed by silver with a production valued at more than \$14,000,000. Copper is found in considerable quantities in British Columbia and Northern Ontario, and nickle, of which Canada has

about nine-tenths of the visible supply in the world, is found in the Sudbury District of Ontario. Canada leads all other countries in the output of asbestos and corundum mined principally in Quebec. Lead is mined in British Columbia, and mica and molybdenum in Quebec. Limestone and clay deposits are common in all the Provinces, and the manufacture of Portland cement assumes large proportions. Natural gas and oil are found in New Brunswick, Ontario and Alberta.

It is interesting to note that since their discovery the gold fields of the Yukon have yielded over \$130,000,000 worth of the precious metal. The gold of the Porcupine district of Ontario and the silver mines at Cobalt are famous the world over. Yet both these fields only a few years ago were entirely unknown. It is not too much to expect that in the vast unexplored regions of northern Canada similar valuable finds will be made, which will place the Dominion in the first rank of the mining countries of the world.

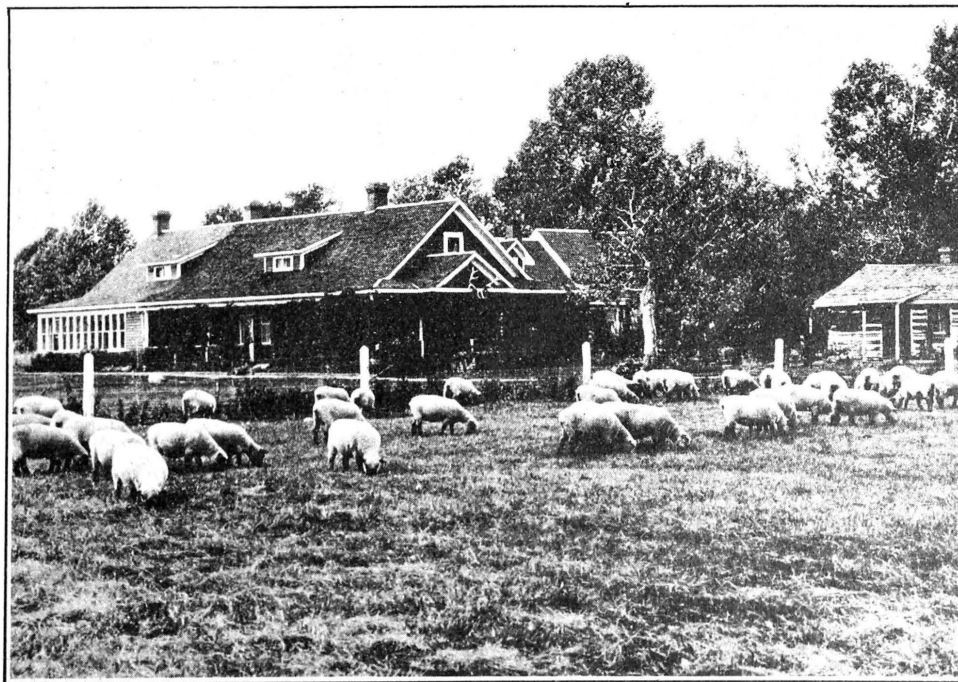
**Manufacturing.** Magnificent water power is available in almost every Province in Canada. Converted into electric energy, this has had much to do with the progress of Canadian manufactures. The value of the manufactured products is more than \$2,695,000,000 in a year. Ontario occupies the premier position as a manufacturing province, with Quebec in second place, followed by British Columbia, Manitoba, and New Brunswick in the order named. Montreal leads the list of manufacturing cities, with Toronto a close second, and followed by Hamilton, Vancouver, and Winnipeg. The list of manufactured products is large and includes articles so various as

agricultural implements, pianos, cottons, sugar, boots, soap, and automobiles. In fact, practically every article manufactured in countries in the Temperate Zone is represented among Canadian products. There are at present about 22,178 establishments producing manufactured articles, with about 509,000 employees.

**Exports and Imports.** The trade and commerce of Canada has shown in recent years a steady and substantial increase. The principal exports are agricultural products, particularly wheat, oats, vegetables, fruit, cattle, hides, bacon, butter, cheese, and eggs; products of the fisheries, such as fresh fish, canned salmon, lobsters, and sardines; products of the mines, principally gold, silver, nickel, copper, asbestos, and mica; products of the forest, such as dressed lumber, shingles, laths, pulpwood, paper, and woodpulp; and the products of the chase in the shape of furs, both raw and dressed, and other varieties of manufactured articles. The principal imports are silk, cottons, woollens, anthracite coal, tropical fruits, spices, tobacco, rice, sugar, corn, and articles manufactured from iron and steel. The exports of Canada have reached as high as \$1,540,000,000, and the imports \$1,064,528,000 in a single year.

**Transportation.** There are two great railway systems in Canada, the Canadian National Railways and the Canadian Pacific Railway. The Canadian Pacific is Canada's pioneer transcontinental railway, reaching all the principal industrial, commercial and agricultural districts of the Dominion.

The main line, 2,885 miles in length, runs from Montreal to Vancouver, through the provinces of Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, and passes through Ottawa, Sudbury, Fort William, Winnipeg, Brandon, Regina, Moose Jaw, Medicine Hat, Calgary and the Rocky Mountains. In addition to this the Canadian Pacific has nearly 12,000 miles of branch lines in Canada alone, radiating in all directions. Of these, some of the most important are those from the Atlantic port of St. John, N.B., to Montreal; Montreal to Toronto and Detroit; Toronto to Sudbury; and the Crow's Nest Pass Kettle Valley Line through Southern British Columbia.



*Home of H.R.H. the Prince of Wales at his Ranch near High River, Alberta*



The Canadian Pacific also controls over 5,000 miles of railways in the United States, whereby direct entry is obtained from that country into Canada at many points. Of these the most important is the "Soo" Line, which provides service from Chicago and St. Paul to both Winnipeg and Moose Jaw, Sask. The Spokane International and Canadian Pacific route links the North Pacific States with Western Canada. Direct connections are also made in Eastern Canada from both Montreal and Toronto to Chicago, New York, Boston and Portland.

The Canadian Pacific also operates ocean steamships to Europe, Japan, and China; on the Great Lakes, and on the Pacific Coast and inland lakes of British Columbia. It operates thirteen hotels in the Dominion, and its own telegraph and express service.

The Canadian National Railways constitute the largest publicly owned railway system in the world and serve every province of Canada. They include the Intercolonial Railway, the Prince Edward Island Railway, the lines formerly owned by the Canadian Northern, the Transcontinental from Moncton to Winnipeg, the Grand Trunk Pacific from Winnipeg to Prince Rupert and various branch lines, as well as the lines of the Grand Trunk system, the total mileage within the Dominion being close to 21,000, and operation being carried on in all nine Provinces. The Intercolonial now forming part of the Canadian National system runs directly from Halifax to Montreal, serving the local traffic of Nova Scotia, New Brunswick, and part of Quebec. From Montreal the Canadian Northern division of the National system runs direct to Vancouver, passing through Port Arthur, Winnipeg, Edmonton, and the Rocky Mountains. The Transcontinental, another National line, from Moncton to Winnipeg, cutting through the undeveloped regions of Northern Quebec and Ontario, joins the Grand Trunk Pacific division of the National Railways at Winnipeg, thus giving direct connection with Prince Rupert on the Pacific Coast. There are branches in all the Provinces, especially in Manitoba, Saskatchewan, and Alberta, where the lines serve to tap the great grain districts.

The Grand Trunk division of the Canadian National

Railways extends over 3,600 miles of track in Canada. The main line of the railway is from Portland, Maine, to Chicago, Illinois, passing through the busiest and most fertile part of Quebec and Ontario. In these two Provinces the branch lines form a web, reaching all the principal local centres. Formerly very closely connected with the Grand Trunk was the Grand Trunk Pacific, now incorporated into the National Railway system. The Canadian National Railways main line in Western Canada runs from Winnipeg to Prince Rupert, passing through Saskatoon, Edmonton, and the Rocky Mountains as it proceeds towards the Pacific coast. Branches run to nearly all the principal cities of the three Prairie Provinces—Manitoba, Saskatchewan and Alberta.

From the Atlantic to the Pacific there are frequent

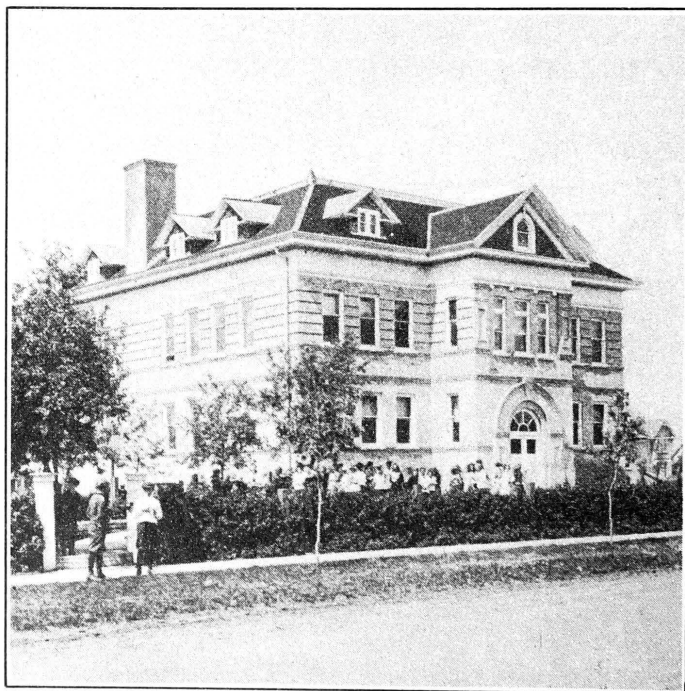
points of connection on the National lines with the railways of the United States. In addition to the two great Canadian systems there are a number of local railways in the Provinces. Among these may be mentioned the Timiskaming and Northern Ontario Railway, which connects with the Canadian Government Transcontinental at Cochrane and assists in opening up the Great Clay Belt to settlement.

The total railway mileage in Canada is 40,352.

The electric railways in Canada are serving a very practical purpose

in bringing the rural districts into closer connection with the urban centres. There are 2,564 miles of such railways, principally in Ontario, in operation.

The waterways of Canada are superior to those of most other countries in the world, the Great Lakes and the St. Lawrence River forming an unequalled system of inland water transportation. From the seaboard to Port Arthur at the head of Lake Superior, a distance of 2,000 miles, vessels drawing 14 feet of water can proceed without let or hindrance. As far as Montreal vessels drawing 35 feet of water can steam up the St. Lawrence in perfect safety. To overcome obstructions to navigation the Dominion Government has, at a cost of more than \$175,800,000, constructed canals wherever needed. The most important of these are the Sault Ste. Marie Canal in the St. Marys River between Lakes



*Good schools are to be found in every district in Canada*



Superior and Huron, the Welland Canal between Lakes Erie and Ontario, and the canals at Cornwall, Soulages, and Lachine. Altogether there are eight canals with 48 locks between Montreal and Lake Superior. In addition there are various other canals connecting inland points, such as the Rideau Canal between Ottawa and Kingston, and the Trent Valley Canal connecting Georgian Bay with Lake Ontario. The St. Lawrence River, under Government direction, is carefully buoyed and provided with lighthouses, so as to render navigation safe and easy.

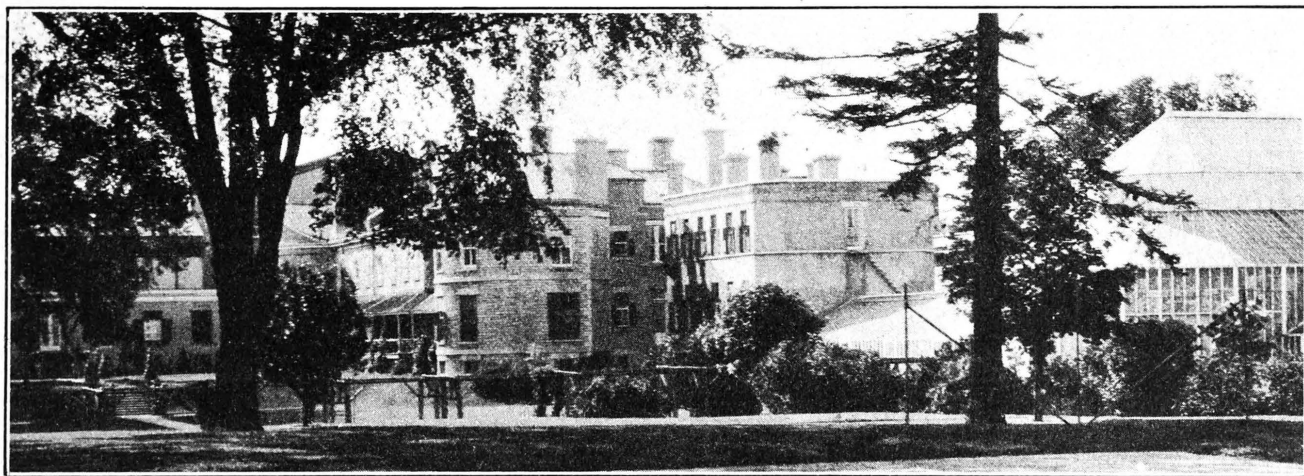
Passenger and freight steamers ply on the Great Lakes between all the important points. Almost every navigable river and lake in Canada has its own steamers and fishing craft. Even the Mackenzie River in the far North is traversed by steamers during the season of navigation. The Canadian Pacific Railway alone has a fleet of forty-nine steamers on the inland and coast waters of Canada.

Halifax and St. John on the Atlantic, Quebec and

British Columbia. The beaver is not so plentiful as it was some years ago. The musk-ox and woodland caribou still roam the Barren Lands of the North. Rocky Mountain sheep and goats provide rare sport in British Columbia.

The fur-bearing animals, however, are trapped and hunted, not so much for sport as for the value of their skins. In northern Ontario and Quebec, to a certain extent in the Prairie Provinces and British Columbia, and in the Northwest Territories, many trappers and hunters make their living from the fur trade.

There is no country like Canada for water fowl. The wild ducks and geese have their breeding ground in the North, and on their way south in the autumn and again on their way north in the spring, they crowd the innumerable lakes, large and small, of the more settled regions of the country. Over thirty varieties of wild geese and ducks are to be found in the Dominion. Partridge and prairie chickens, the latter almost entirely confined to the Prairie Provinces,



*Government House, Ottawa, the residence of the Governor-General in Canada*

Montreal on the River St. Lawrence, and Victoria, Vancouver and Prince Rupert on the Pacific are unsurpassed as havens for ships, with harbour facilities unequalled.

**Sport.** Canada stands pre-eminent as the paradise of sportsmen. The forests of the Dominion are extensive and widespread, and abound in game of all kinds. The moose is common in almost all parts of Canada. The caribou may be found all the way from New Brunswick to British Columbia. The cougar may still be met with in British Columbia, and because of its destructiveness a bounty is on its head. The wild cat and Canada lynx are found in the northern parts of all the Provinces, as are also the marten, ermine, mink, otter, and skunk. The raccoon may be hunted principally in the Eastern Provinces. The wolverine is common in the forests of the North and in British Columbia. Foxes abound, and bears of various kinds may be encountered in the unsettled portions of the country, the grizzly being confined to

are abundant, while snipe, plover, and other small game birds are numerous.

In fishing also Canada occupies a premier position. Salmon, trout, and bass are perhaps the fish that attract most of the attention of the sportsman, but other game fish are abundant. There is scarcely a stream or lake in the wide Dominion that does not yield magnificent sport to the devotee of the rod. Game of all kinds, however, is carefully guarded, and may be shot or caught only under strict regulations imposed by the Province concerned.

**Population.** When Canada, or rather that part of the Dominion lying in the valley of the St. Lawrence, was wrested from the French King by Great Britain, the population was almost wholly French. The major portion of the people remained in Canada, and since that time their descendants have so increased that they now number nearly one-quarter of the total population. Very much the larger number of the French-speaking people live in the Province of Quebec,

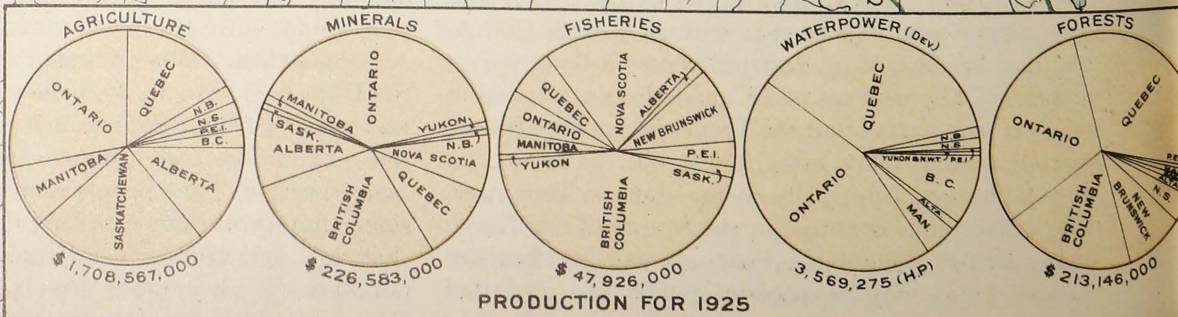




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60  
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50  
45  
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Vancouver to Valparaiso 3938  
 " " Co Panama 4045  
 Sydney 6840 m.  
 Auckland 6205 m.  
 San Francisco 8307 m.  
 Liverpool via Panama 8647 m.

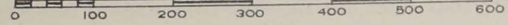


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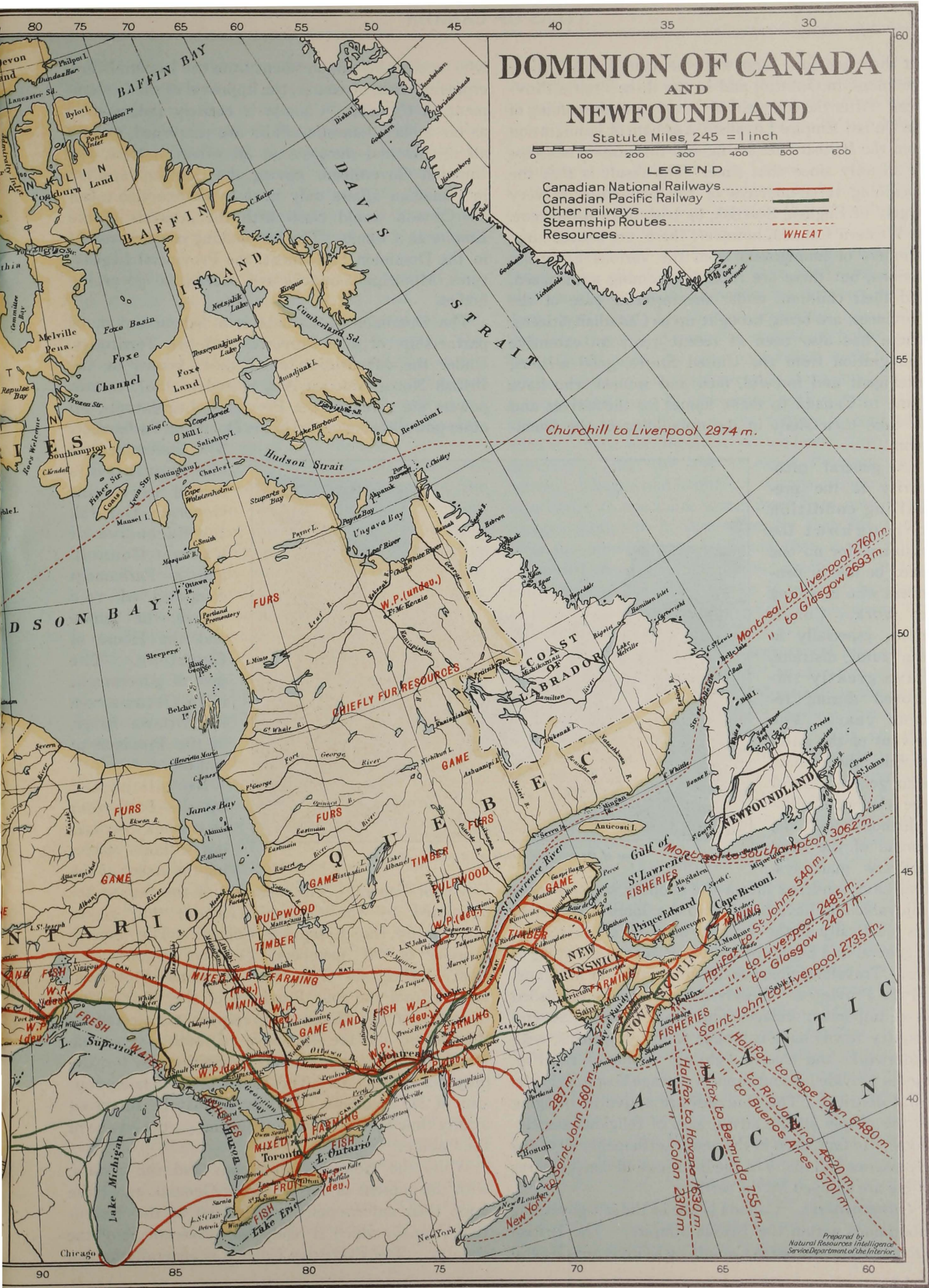
# DOMINION OF CANADA AND NEWFOUNDLAND

Statute Miles 245 = 1 inch



## LEGEND

- Canadian National Railways —
- Canadian Pacific Railway —
- Other railways —
- Steamship Routes —
- Resources — **WHEAT**



Prepared by  
Natural Resources Intelligence  
Service Department of the Interior



but there are quite large settlements in the Maritime Provinces, in Ontario, and in the three Prairie Provinces. After the conquest of Canada and the coming of the United Empire Loyalists, a stream of immigration from the British Isles set in, and this stream has kept up steadily since that time. The result is that the remaining three-quarters of the population is very largely of English, Scottish, or Irish birth or descent. In Western Canada, however, there are settled large numbers of immigrants from the various European nations, but these are rapidly becoming naturalized, and their children, under the fostering care of the Provinces, are being brought up as Canadian citizens. There has also been of recent years an extensive immigration from the United States, good settlers, intelligent and forceful, men and women who have come to Canada to make homes for themselves and to take their share in the upbuilding of the Dominion.

A general prosperity is the prevailing condition throughout the country, for no one need be idle or penniless who is willing to work. Conditions, especially in the rural districts, have greatly improved during recent years. The advent of the automobile, the coming into general use of the telephone, radio-telephony and the spread of the rural delivery mail system have rendered life in the country sections more enjoyable and have brought to the doors of the farmers practically all the comforts of city life. Education is general and highly prized by citizens in all walks of life. Travelling libraries are in circulation in almost all the Provinces. Weekly newspapers are published in all important villages and small towns. Several country towns have complete sanitary systems, with waterworks and electric lighting. Some of the Provinces provide for and support cottage hospitals in the rural districts. The churches are active in bringing to the people all the advantages of religious associations. In fact, even in the newer settlements all of the necessaries and many of the luxuries and conveniences of life are enjoyed by the settlers.

**Government.** Canada is one of the self-governing Dominions within the British Empire. The British Crown is represented in Canada by a Governor-General

who receives his appointment from the Imperial Government, with, of course, the approval of the Government of Canada. Canada is entirely independent as far as her domestic affairs are concerned, and to all intents and purposes in all other matters, the Imperial Government having the right to interfere in Canadian affairs only in cases where action taken by Canada would clash with the interests of the Empire as a whole. The law-making power is vested in the Dominion Parliament, the Provincial Legislatures, Municipal Councils and other local governing bodies.

The Dominion of Canada is a federal union, or partnership, of nine Provinces and two Territories. Under the constitution of Canada, known as the British North America Act, passed in 1867, certain powers are given to the Provincial Legislatures, all other powers being vested in the Dominion Parliament.

The Government of the Dominion is carried on by the Governor-General, the Executive or Cabinet Council, and a Parliament composed of two houses, the Senate and the House of Commons. The seat of government is in Ottawa, on the Ottawa River, in the Province of Ontario.

No bill passed by the Parliament of Canada becomes law without receiving the assent of the

Governor-General. The members of the Senate are appointed by the Governor-General, that is, in practice by the Executive Council. The Senate consists of 96 members, 24 from Ontario, 24 from Quebec, 24 from the Maritime Provinces, and 24 from the four Provinces of the West. The members of the House of Commons are elected by the people on the franchise of both sexes, the Dominion being divided into constituencies for the purposes of election. The House of Commons consists of 245 members. Parliament may be dissolved at any time by the Governor-General on the advice of the Cabinet.

While the House of Commons and the Senate, with the consent of the Governor-General, enact the laws, their enforcement is entrusted to the Executive Council, which is really the Government of the country. The Executive Council is generally known



*One of the principal streets in Winnipeg, Manitoba*



as the Cabinet and its members are chosen from the House of Commons and the Senate. The leader of the Cabinet is known as the Prime Minister, or Premier. The Executive Council must possess the confidence of the House of Commons, that is, of the direct representatives of the people. Should the House of Commons vote to condemn any act of the Executive Council, the Premier must at once resign, his resignation carrying with it those of his associates in Parliament.

The Dominion Parliament controls criminal law, the militia, post office, railways, tariff, inland revenue, trade relations with other countries, and, in general, all matters of national interest. The Dominion also has charge of matters relating to immigration, and is now active in promoting immigration to the many millions of acres of agricultural lands as yet unoccupied and awaiting only development to secure rich returns from the soil.

The government of the Provinces is administered by a Lieutenant-Governor, who is appointed by the Governor-General on the advice of the Dominion Cabinet, an Executive Council chosen from the members of the Legislative Assembly, and a Legislative Assembly elected by the people of the Province. The Executive Council must possess the confidence of the Legislative Assembly, or else resign. In two of the Provinces, Quebec and Nova Scotia, there is in addition a Legislative Council appointed by the Lieutenant-Governor on the advice of the Provincial Executive Council. In the greater number of the Provinces, every British subject—man or woman—over twenty-one years of age and a resident of the Province has the right to vote and to become a candidate for a seat in the Legislature. The Provincial Governments have full control over the local affairs of their Province, subject only to considerations which affect the welfare of Canada as a whole. The members of the House of Commons and of most of the Provincial Legislatures are elected for a term of five years, but an election may be held at any time, should the Government either resign of its own accord or be forced to resign on account of an adverse vote.

In all the Provinces of Canada, except Prince Edward Island, there is a more or less complete system of local self-government, known as the Municipal System. Under the Provincial Legislature, cities, towns, villages, and rural districts are given the right to manage their own local affairs and to tax themselves for that purpose.

Canada is remarkable for maintenance of order, respect for law, and for the effective safeguarding of life and property. All judges are appointed by the Dominion Government, and administer the law—Dominion, Provincial and Municipal. The reputation of the Canadian judiciary for the impartial administration of justice is deservedly high. In

addition to the local courts in each Province there is the Supreme Court of Canada, to which appeals may be taken in certain cases, and beyond this there is an appeal to the Judicial Committee of the British Privy Council, which sits in London, England.

**Education.** Education in Canada is absolutely under the control of the Provinces, each Legislature having supreme authority relating thereto within its own Province. Recognizing to the full their responsibilities not only to the present but also to future generations, the Legislatures have vied with each other in making ample provision for primary, secondary, and even for higher education. In each Province there is a complete system of public and high schools, aided by the Government with liberal grants, while in all the Provinces there are one or more universities. In connection with many of the universities, in addition to the courses in arts and science, there are faculties of medicine, law, and dentistry. There are also in every Province agricultural colleges and technical schools, where those who desire to specialize along these lines may have an opportunity to fit themselves for their life-work. It is the proud boast of Canada that every child is assured of a sound education, practically at the entire expense of the Province in which he lives. In most of the Provinces education is compulsory up to a certain age.

**Cities and Towns.** The geographical position of most of the cities and towns in Canada accounts for their growth and importance. Montreal, at the head of ocean navigation on the St. Lawrence River and with direct railway communication with all the leading cities in Canada and the United States, is the largest city and the commercial metropolis. Toronto, situated on a commodious harbour on the north side of Lake Ontario and with excellent railway connections, is the second city in commercial importance. Winnipeg, third in size, is the gateway city to the immense prairie region, and has a large distributing trade. Vancouver, the terminus of the Canadian Pacific Railway, and one of the termini of the Canadian National Railways, on the Pacific Coast, has a good harbour, and direct communication with the coast cities of the United States, with South America, Australia, and the Orient. Hamilton, at the western end of Lake Ontario; London, in the Erie peninsula; Ottawa, on the Ottawa River, and Quebec, on the St. Lawrence, are manufacturing cities. Halifax and St. John have fine harbours, with direct connection with the United States, Great Britain, the West Indies, and South America. Brandon, Regina, Saskatoon, Moose Jaw, Medicine Hat, Lethbridge, Edmonton and Calgary are distributing centres, situated in the midst of a rich agricultural country. Victoria has an ideal situation at the southern end of Vancouver Island.

# PRINCE EDWARD ISLAND

The smallest province in the Dominion is Prince Edward Island, 2,184 square miles in extent. Snuggled close to the two other Maritime Provinces in the semi-circular arm of the Gulf of St. Lawrence, it presents to the sea a crescent-shaped bulk, but the landward curves have been so deeply nibbled by inlets, that the Island is divided by them into three almost equal sections. In a length of 110 miles, and in a breadth varying from 2 to 34 miles, every part of the Island is near the sea, but the sand dunes, which encircle the coast, prevent the waves from washing away the land. The coast is uniformly low. The surface is a beautiful lowland, everywhere rolling, the one chain of hills never exceeding in height 500 feet. The rivers are necessarily short, and, as the land is low, the tide reaches to their head-waters, thus making them in reality arms of the sea. The soil is a rich, sandy loam, of a deep red colour.

**Climate.** The proximity of the sea to almost every section not only enriches the air, but also moderates both the heat of summer and the cold of winter. The air is bracing and healthful. Fogs are quite uncommon. The delightful climate attracts many visitors during the summer months. At this season the Island well deserves its name of the "Garden Province." Farm and meadow mingle with the quiet, rural scenery in a way to charm even the most careless observer. Further attractions to tourists are the bathing-beaches on the northern coast. These beaches—sandy and gently sloping—are sheltered by sand banks, which protect them from the sea.

**Agriculture.** The soil of Prince Edward Island is very fertile, and 85 per cent of the entire area is

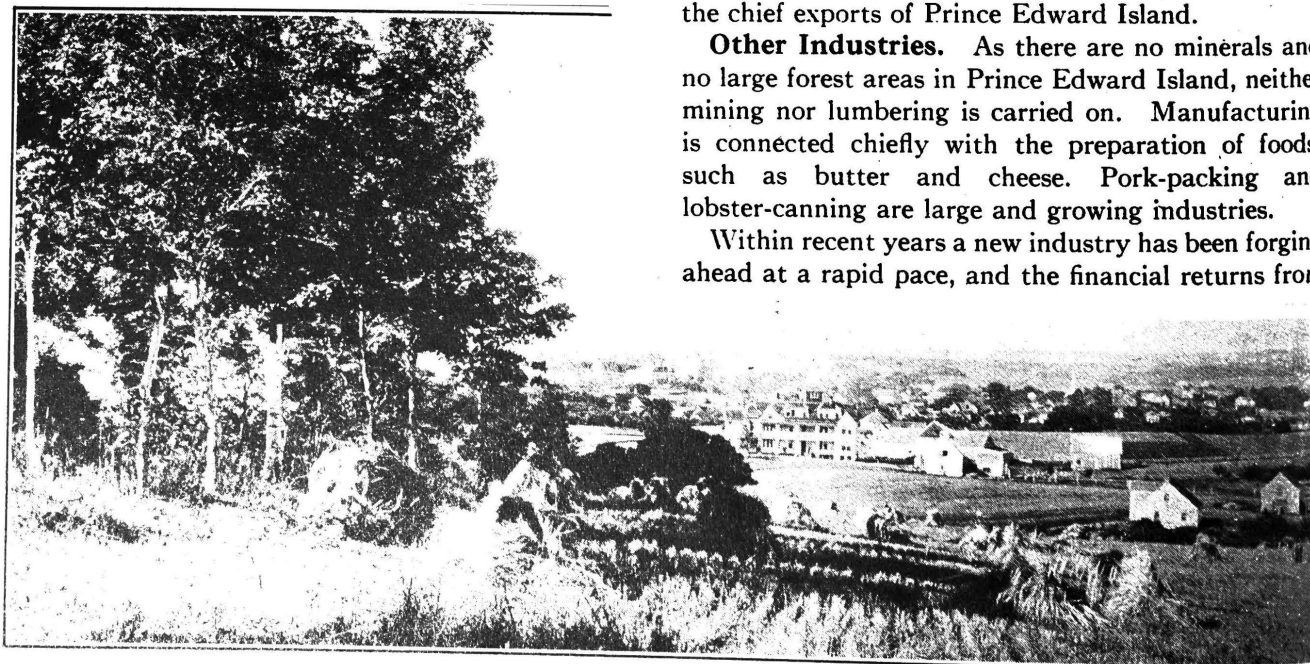
cultivable. The already fertile soil is easily further enriched by the use of seaweed and with oyster, clam, and mussel shells that are to be found in most of the rivers and bays. Agriculture is, therefore, the chief industry. The farming season is comparatively short but very profitable. The increasing value of land and crops is a certain indication of the improved methods of farming now in vogue in every part of the Province, labour-saving devices lessening toil and doubling the income.

The soil is specially suited to the production of oats and potatoes, and these are the chief crops. Barley, maize, and the various vegetables are grown. Poultry raising and dairying are extensively and profitably carried on, as well as sheep and hog raising. Beef and bacon, as well as fruit, poultry, butter, cheese and eggs, are exported in large quantities to the neighbouring Maritime Provinces, Quebec, Ontario, Newfoundland, and the New England States. Co-operative dairying was begun many years ago, and the growth of the industry has since been rapid. The first dairy school in the province was established in Charlottetown over thirty years ago. The butter and cheese factories now number thirty-three, with increasing quantity and value of output.

**Fisheries.** Fish of many varieties abound in the waters that surround the Island Province—cod, herring, mackerel, oysters, and lobsters. The industry gives employment to a considerable number of men, and the value of the fisheries amounts to over \$1,600,000. Lobster fishing is an extensive industry in itself, while the oysters of Malpeque Bay are famous the world over. Agricultural and fish products are the chief exports of Prince Edward Island.

**Other Industries.** As there are no minerals and no large forest areas in Prince Edward Island, neither mining nor lumbering is carried on. Manufacturing is connected chiefly with the preparation of foods, such as butter and cheese. Pork-packing and lobster-canning are large and growing industries.

Within recent years a new industry has been forging ahead at a rapid pace, and the financial returns from



*Prince Edward Island is known as a Million Acre Farm or "The Garden of the Gulf"*



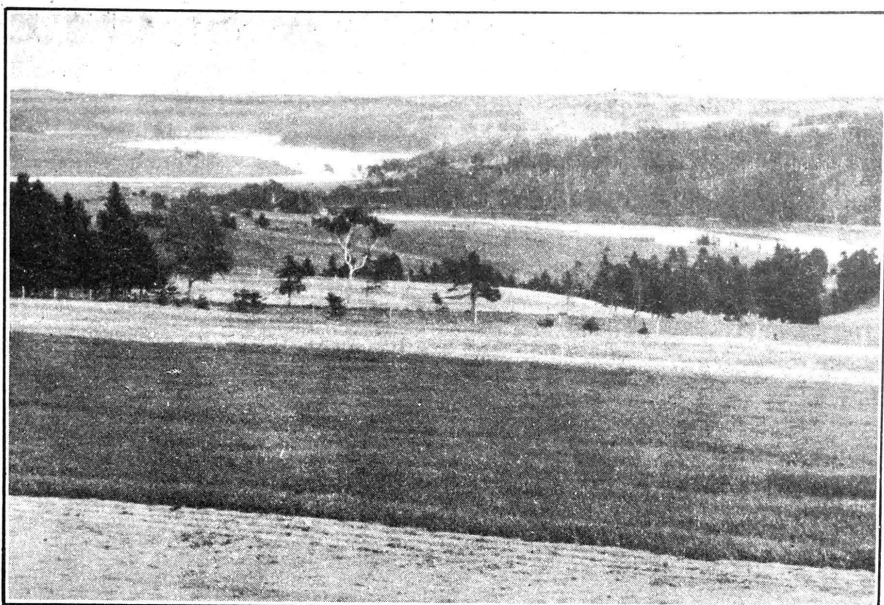
capital invested clearly show that account must be taken of this latest venture. It consists in the founding of ranches for propagating the black fox, the fine quality of whose fur is justly famous. The soil and climate of the Island have been found to be admirably adapted for the production of high-class fur. About \$4,000,000 has already been invested in this growing industry, which is only in its infancy. In one year the sale of fox pelts has realized over \$1,537,000.

**Transportation.** The Strait of Northumberland separates Prince Edward Island from the mainland. The distance across the Strait varies from nine miles to thirty-one miles. The Prince Edward Island Railway, owned and operated by the Dominion Government as a part of the Canadian National Railways, extends from one end of the Island to the other, with spurs branching to the leading places. At the narrowest point, between Cape Tormentine, New Brunswick, and Borden, a railway car ferry connects the Canadian National Railways system of the mainland with that on Prince Edward Island. This ferry, operated by the Dominion Government, affords continuous connection summer and winter across the strait, and is the principal highway of transportation to and from the Island Province. During the summer months there is frequent communication with Nova Scotia and New Brunswick ports.

**Population.** Prince Edward Island is the most densely populated section of the Dominion, its 2,184 square miles being occupied by 87,000 people—about 41 to the square mile. Almost all are of Canadian birth, with English, Scottish, Irish, and French ancestry. There are also a few Micmac Indians.

**Government.** The government of Prince Edward Island is vested in a Lieutenant-Governor appointed by the Governor-General in Council, an Executive Council of 9 members, chosen from the members of the Legislative Assembly, and a Legislative Assembly of 30 members, one-half of whom are elected by the property holders of the Province and the other half on practically manhood franchise. The Province is represented in the Parliament of Canada by four members of the House of Commons and four Senators. Although the Island is divided into three counties—Kings, Queens, and Prince—there are no rural municipal institutions such as there are in the other Provinces.

**Education.** Three miles or less is the distance between school houses for primary education in the



*Farm and Meadow mingle in a Charming Way on Prince Edward Island*

Province. Education is free and compulsory. At Charlottetown, the Government maintains Prince of Wales College and an affiliated normal school whose graduates are accepted at McGill University, Montreal. St. Dunstan's University, also at Charlottetown, is a Roman Catholic institution, which gives its students both classical and commercial education and confers degrees.

There are many churches in Prince Edward Island all conveniently situated. Around these churches a great deal of the social life of the Province centres, but the people have many other outlets for their social and neighbourly desires and find plenty of opportunity for enjoying a variety of wholesome entertainment and recreation.

**Cities and Towns.** Charlottetown, the capital of the Province, is situated on a long inlet known as Hillsboro Bay, one of the finest harbours on the North American continent. Its population numbers about 12,300, and it absorbs the greater part of the trade of the Island. It has several manufacturing establishments, including one of the largest pork-packing plants in the Dominion. The Provincial Legislative Buildings, Prince of Wales College and Normal School, and the workshops of the Island Railway are located there. The city is regarded as the birthplace of the Canadian Confederation, as there was held, in 1864, the first of the conferences that resulted in the formation of the Dominion of Canada.

Summerside, with a population of about 3,200, is second in size on the Island. It has excellent steamboat service to New Brunswick and an appreciable trade in agricultural products. It is the centre of the oyster industry.

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

# NOVA SCOTIA

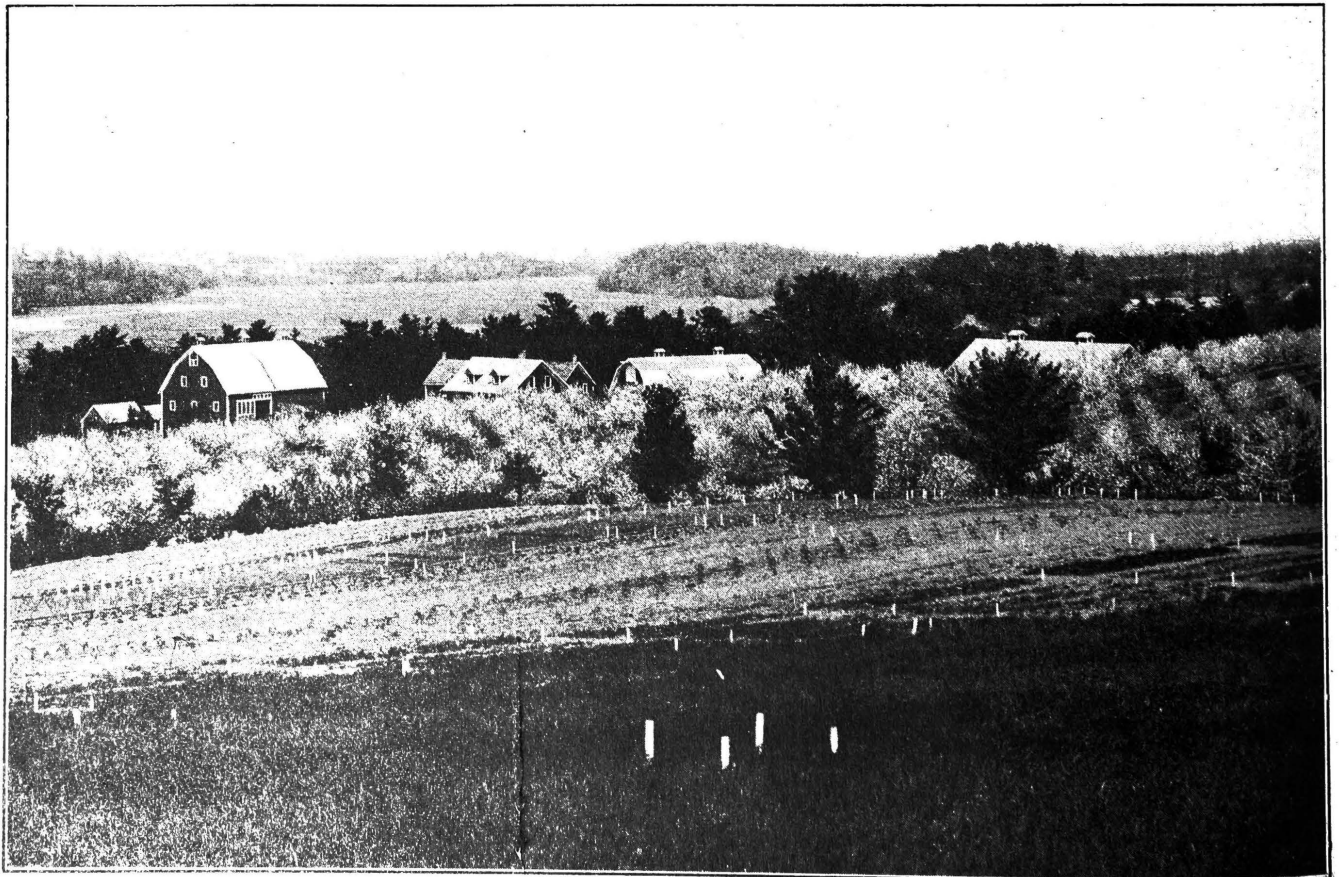
Nova Scotia is a peninsula thrust conspicuously out into the Atlantic Ocean from the southeastern extremity of New Brunswick. Save for the isthmus, thirteen miles wide, connecting it with that Province, it is surrounded on all sides by salt water, consisting of the Bay of Fundy, the Atlantic Ocean, and the Gulf of St. Lawrence. The peninsula is 350 miles in length, with a breadth varying from 50 to 100 miles, the entire area being 21,427 square miles. Its resemblance to a lobster is very marked. The claw-shaped eastern portion is really an island—Cape Breton Island—separated from the mainland by the Strait of Canso. On the north the Strait of Northumberland lies between the mainland and Prince Edward Island. Except for the coast of Labrador, the Province of Nova Scotia marks the eastern extremity of the North American mainland.

The peninsula is divided into two nearly equal parts by a range of hills running through its entire length. The section facing the Atlantic Ocean may be described in a general way as rocky, with numerous lakes and streams, while that facing the Bay of Fundy and the Gulf of St. Lawrence is exceedingly fertile. Hills, forest clad, run all through this latter section, generally in the direction of the coast line. They range in height from 500 to 700 feet,

but in the Cobequid Mountains, along the north shore of Minas Basin, they reach 1,200 feet. The famous Annapolis Valley lies between two of these ranges. Cape Breton Island in the northern part is mountainous, but low and level in the south.

The Atlantic coast of Nova Scotia is low and rocky, but is indented by many fine harbours, any one of a dozen of which is capable of sheltering the largest ocean craft. The coast of the Bay of Fundy is bolder, and almost unbroken, save for arms of the sea running far inland such as Annapolis Basin and Minas Basin. The northern coast on the Strait of Northumberland is low, but possesses several excellent harbours. The Strait of Canso, 14½ miles long and three-quarters of a mile wide at its narrowest part, and navigable throughout, separates the mainland of the Province from Cape Breton Island.

The rivers of the Province are, in the nature of things, not large, but their mouths provide many fine harbours. Many of them are tidal rivers, and are notable for having the highest tidal flow of any rivers in the world. The most important rivers are the Shubenacadie, flowing into Minas Basin, the Mersey, flowing into Liverpool Bay, and the Annapolis, emptying into Annapolis Basin. Of the numerous lakes, Rossignol, with a length of 20 miles,



*The beauties of Nova Scotia were sung by Longfellow in his "Evangeline." Above is a picture of the Experimental Farm at Kentville, which is greatly aiding agriculture*



and Ship Harbour Lake, 15 miles long, are the largest.

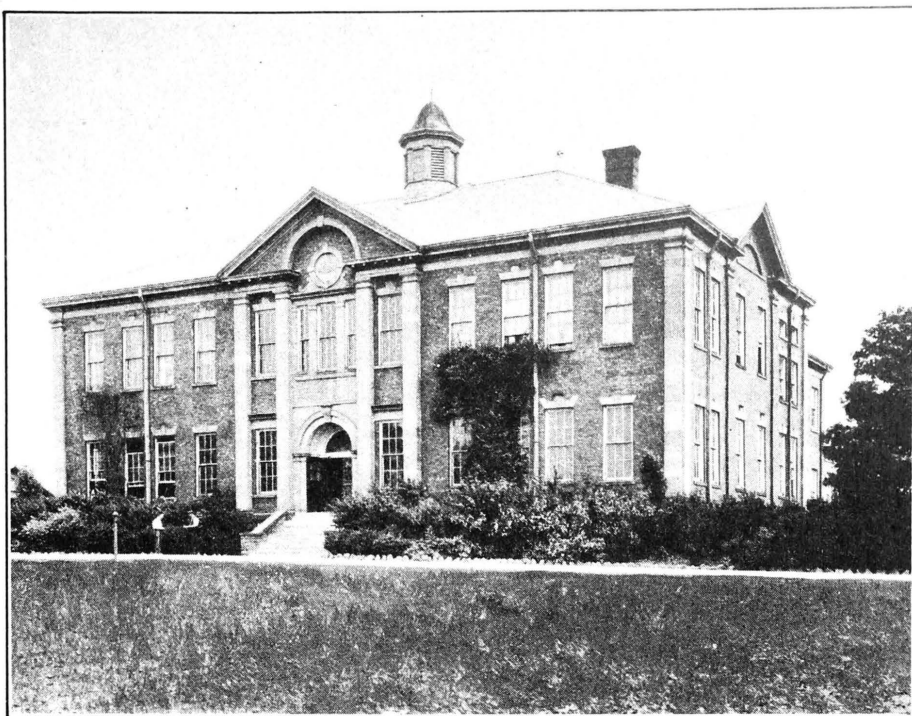
The soil of Nova Scotia, especially along the bays and rivers of the northern slope, is exceedingly fertile. Wherever the tides of the Bay of Fundy reach, have been formed meadow lands of great richness. These dyked lands, chiefly in Cumberland, Colchester, and Hants counties, do not require any fertilizing, and produce extraordinary crops of hay and grain.

**Climate.** The climate of the Province is remarkably healthy and invigorating. The sea modifies the temperature both of summer and winter. Lack of extremes of heat and cold tend to the rapid growth of vegetation. The rainfall is abundant, averaging about 44 inches a year.

**Agriculture.** Agriculture is the leading industry of Nova Scotia, the annual value of the production being over \$39,000,000. Along the northern side of the Province, a valley, 100 miles in length, yields one of the best apple crops in the world, while peaches, pears, plums, and cherries are also grown. The dyked lands are exceedingly rich and produce enormous crops of hay and cereals. Oats is the leader, followed closely by wheat and barley. All root crops in the Province are heavy, the potato far outranking the others both in quality and quantity.

Along the southeastern shore of the Bay of Fundy is a range of hills. Sheltered between these hills and the central heights of the Province lies the famous Annapolis Valley, which, with its continuations, is about 100 miles long, and is sometimes as much as 10 miles wide. Here the early French immigrants planted their apple trees, and laid the foundation of Nova Scotia's world-famous apple industry. This great industry supplies about half a million barrels of apples every year to the British Isles, besides a very large quantity to the apple-consumers nearer home. The apple is the king of fruits in Nova Scotia, where indeed it grows to a perfection scarcely rivalled in the world, but plums and pears grow exceedingly well also; and at Digby, in the southwest corner of the Province, the cherry orchards in blooming time are a delight to the eye, and in picking time an enrichment to the pocket.

Dairying is becoming an important industry. Travelling dairy schools supported by the Provincial



*Provincial Agricultural College, Truro, Nova Scotia. Similar Colleges are established in every province of the Dominion*

Government visit all parts of the Province to give instruction to the farmers. The hilly country ensures good pasturage, and produces from the dairy factories products with an annual value of over \$2,880,000. This does not include the large quantity of domestic butter produced on the farms. Stock farming is also receiving a great deal of attention, and by the importation of better breeds of cattle and horses promises to take a leading place in the agricultural interests of the Province.

Agricultural education is receiving stimulus from various agricultural societies, which provide addresses by experts at the meetings of farmers, and devote much attention to improving the standards of stock. The Provincial Government has established thirty-five model orchards throughout the Province. At the Provincial Agricultural College, Truro, practical training in all departments of farm work may be obtained.

**Mining.** In Nova Scotia mining ranks next in importance to agriculture. The coal fields are principally in Cumberland and Pictou counties and on the Island of Cape Breton. The yearly return from coal mining in the Province now amounts to nearly \$28,170,000. Cape Breton mines show 75% of the total output, and to this industry is due the steady increase in importance of the port of Sydney. The coal deposits are owned by the Provincial Government and are leased on a royalty system to mining companies. These mining royalties provide to-day over one-third of the revenue of the Province.

Gold mined in the Province is of a very high quality, but the value of its annual production is





**NEW BRUNSWICK**  
**PRINCE EDWARD ISLAND**  
**NOVA SCOTIA**

**Major Cities and Towns:** Moncton, Saint John, Fredericton, Miramichi, Yarmouth, Halifax, Charlottetown, Summerside, and many others.

**Geographical Features:** Bay of Fundy, Gulf of St. Lawrence, Saint John Bay, and various rivers like the Saint John, Miramichi, and Annapolis.

**Industry Labels:** TIMBER, LOBSTER, FARMING, MINING, SHEEP, and others.

**Shipping Routes and Distances:**  
 - To Boston 300 m.  
 - To Saint John 100 m.  
 - To Liverpool 2735 m.  
 - To Glasgow 2919 m.  
 - To Yarmouth to Saint John 100 m.  
 - To Portland 183 m.  
 - To Boston 235 m.  
 - To Halifax 162 m.  
 - To New York 599 m.  
 - To Jamaica 1834 m.  
 - To Havana 1630 m.  
 - To Benmuda 760 m.  
 - To London 4620 m.  
 - To Buenos Aires 5701 m.  
 - To Cape Town 6480 m.



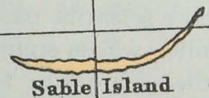


# NOVA SCOTIA PRINCE EDWARD ISLAND AND PART OF NEW BRUNSWICK

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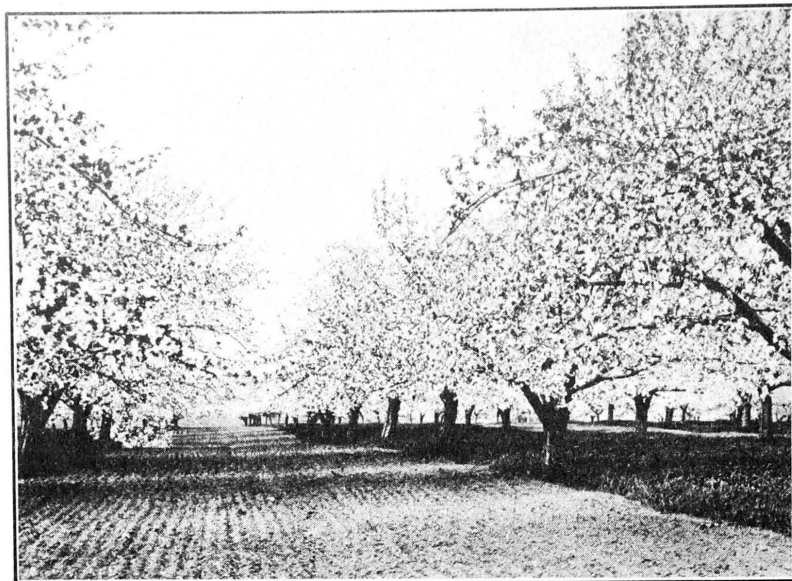
### LEGEND

- Canadian National Railways
- Canadian Pacific Railway
- Other railways
- Steamship Routes
- Resources
- County Boundaries



Prepared by  
 Natural Resources Intelligence  
 Service/Department of the Interior





*The Nova Scotia Apple is known the world over*

now rather limited. Iron ore, found in the same districts as the coal, has been mined in considerable quantities. Antimony and manganese are found. Gypsum, used as a fertilizer and in manufacturing plaster of Paris, is mined in Cape Breton Island and near Minas Basin. Sandstone and granite are extensively quarried. Large deposits of rock salt have recently been discovered.

**Fishing.** The fisheries of Nova Scotia are of great importance. This may be accounted for by its great length of coast-line, the abundance of fish in its waters, and the numerous excellent harbours along the shore. The total annual value of the fisheries is upwards of \$10,214,000, of which cod, lobsters, and haddock contribute two-thirds. Mackerel and herring are also of importance. The greater bulk of the codfish is dried; lobsters are mostly preserved in cans and exported to Europe, while the haddock reach Canadian inland cities both fresh and prepared by smoking. Trout and salmon in abundance are found in the inland streams. The total number of men employed on the fishing vessels, or engaged in the work of the canneries and in the freezing plants, is about 21,000. By the offer of a bounty the Dominion Government is making an effort to introduce more scientific methods among this great band of fishermen, whose equipment of vessels, boats, nets, and other materials, amounts to over \$8,000,000.

Nova Scotia has a great number of sailing vessels and steamers. Ship building has always been one of her important industries, and her marine interests are practically world-wide.

**Manufacturing.** The manufactures of the Province are many, and some of them are of considerable importance. They include sugar refineries, textile and boot and shoe factories, pulp and paper mills,

tanneries, iron works, machine and agricultural implement shops. Nova Scotia has great manufacturing advantages, possessing such large supplies of coal close to fine natural harbours whence the finished product may be cheaply shipped, and to which the ore can be brought at little cost. The principal manufacturing centres are Halifax, Sydney, New Glasgow, and Amherst.

**Lumbering.** Pine has practically disappeared from Nova Scotia, but there still remains much larch, spruce, and fir, as well as beech, ash, birch, and maple. It is estimated that the Province now has about 12,000 square miles of good timber land, well looked after by a thorough system of fire protection. A large export trade is carried on with Great Britain, the United States, the West Indies, and South America.

**Transportation.** Nova Scotia is traversed in all directions by railways. The eastern portion of the mainland and Cape Breton is covered by the Canadian National Railways which enters from New Brunswick. A line of the Canadian National Railways extends along its south shore from Halifax to Yarmouth, while the Dominion Atlantic, running through the Annapolis Valley, connects Yarmouth with Halifax. In addition there are various local roads. The Province is also in communication with Europe by several lines of steamers from Halifax, and from that port as well steamships connect with New York, Boston, and St. John's, Newfoundland. There is a regular service between Yarmouth and Boston. A ferry connects Pictou with Prince Edward Island, and Digby with St. John, New Brunswick. There are a number of lines of coasting steamers.

**Population.** The great majority of the inhabitants of Nova Scotia are of Canadian birth, with English and Highland Scottish ancestry. There are in the Province also many descendants of the original French settlers. There are about 2,000 Micmac Indians, though but few of these are of pure blood. The total population, according to the last estimate was 540,000. With very few exceptions, those who occupy the rural lands own their own houses and buildings, and their families are comfortably housed and provided for.

**Government.** The government of Nova Scotia is vested in a Lieutenant-Governor appointed by the Governor-General in Council, a Legislative Council of 20 members appointed by the Executive Council of the Province, a Legislative Assembly of 43 members elected by the people, and an Executive Council of 9 members, chosen from the Legislative Assembly and the Legislative Council. The Province is represented in the Dominion Parliament by 14 members of



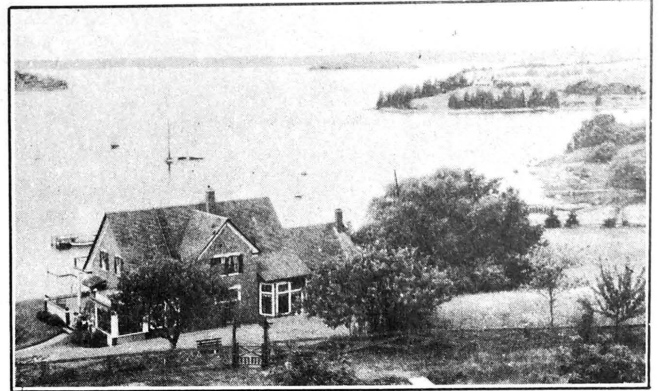
the House of Commons and 10 Senators. There is a very complete system of municipal government.

**Education.** From primary to academic years the public school system of Nova Scotia is entirely free and open to the children of all the people irrespective of creed. Each county has its high school or academy, and there are several universities. The Province supports a normal school, also agricultural and horticultural schools at Truro. Dalhousie College and University at Halifax is undenominational. This city also has a School for the Blind and an Institution for the Deaf, and is the seat of a Presbyterian Theological College. The University of Kings College at Windsor, the University of Acadia College at Wolfville, and the University of St. Francis Xavier at Antigonish, are under the jurisdiction of the Anglicans, the Baptists, and the Roman Catholics, respectively. A technical college maintained by the Provincial Government is in operation at Halifax, and technical night schools are conducted in every industrial town in the Province.

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

Thousands of tourists visit Nova Scotia each year, not only to enjoy the beauty of the scenery, but also to take advantage of the hunting and fishing for which the Province is famous. In the southern part especially, moose and caribou are plentiful, as well as foxes, otters, and minks. The lakes and rivers are filled with trout. Snipe and partridge are abundant, and also geese and ducks in their season.

**Cities and Towns.** Halifax, the capital and chief city of the Province, is situated on a fortified hill,

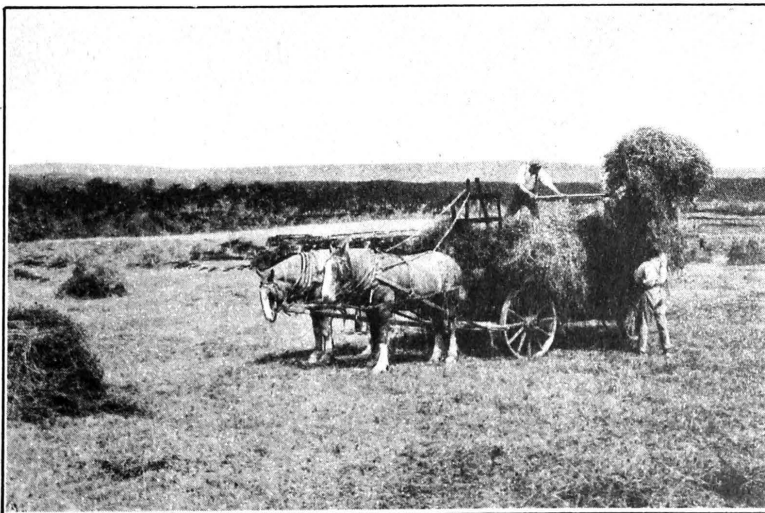


*A typical scene on the coast of Nova Scotia*

which projects into a magnificent natural harbour six miles long and a mile wide. Lying across the mouth of this harbour is Macnab Island, forming two entrances and protecting the shipping from the sea. It was garrisoned by the British troops until 1906, and is now fortified by the Canadian Government. It is the rival of St. John, New Brunswick, as the chief winter port of the Atlantic Coast of Canada, and is a terminus of the Canadian National Railways and several provincial lines. Halifax contains the Provincial Legislative Buildings, and is the seat of Dalhousie University. It is an important naval centre, being visited frequently by squadrons of cruisers. It is the export point for nearly one-third of the fish and the fish products of the Dominion, and vast quantities of apples and other agricultural products also cross the sea from this port. Halifax has many industries, including chocolate and woolen factories and machine shops. The population of this picturesquely situated city is about 60,000.

Sydney, with its population of about 23,000, ranks next in importance to the capital city. It is the great coal-shipping port of the Dominion, and contains the huge works of the Dominion Iron and Steel Company. It has a magnificent harbour. In summer the city is quite a resort, as it is the starting point for the Bras d'Or Lakes, whose scenery is surpassingly beautiful.

Glace Bay is a close rival of Sydney in population and in the coaling industry. Yarmouth derives importance from its number of ship owners and its fishing interests, and Truro is an educational, agricultural, and dairying centre. Amherst is noted for its car and machine shops, and furniture and boot and shoe factories. Other important towns, commercially and industrially, are Inverness, New Glasgow, Lunenburg, Kentville, Yarmouth, Antigonish, Canso, Pictou, Stellarton, Windsor, Springhill, Digby, Liverpool, Shelburne, Dartmouth, and Annapolis Royal.



*There are generous yields of hay in the Eastern Provinces of Canada*

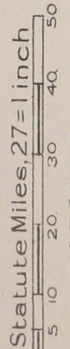








# NEW BRUNSWICK AND PART OF QUEBEC



- LEGEND**
- Canadian National Railway
  - Canadian Pacific Railway
  - Other Railways
  - Steamship Routes
  - Resources
  - County Boundaries

Natural Resources (Intelligence  
Service Department of the Interior)



# NEW BRUNSWICK

The Province of New Brunswick comprises an area of some 27,985 square miles, which is rather less than the area of Ireland. It is bounded on three sides by the sea, and has a coast line of about 600 miles, deeply indented with bays and the finest of harbours. The Province was originally one vast forest, and the greater part of it still so remains, but is interspersed with lakes and a network of rivers, some of considerable size. It is a rolling country of no great elevation, rarely over 200 feet above sea level. The scenery is both picturesque and varied. The Province is crossed from northwest to southeast by the noble river St. John, known to tourists as "The Rhine of America," which, in its course of more than 400 miles, runs through a fertile and delightful country, famed alike for its productiveness and its scenic beauty. It was on the shore of this river, opposite to what is now the site of the City of Fredericton, that the earliest settlers in the Province made their homes; and since that time several towns and numerous villages have come into ex-

istence along its course. The river joins the Bay of Fundy at the city of St. John, where it forms one of the largest and finest harbours on the continent.

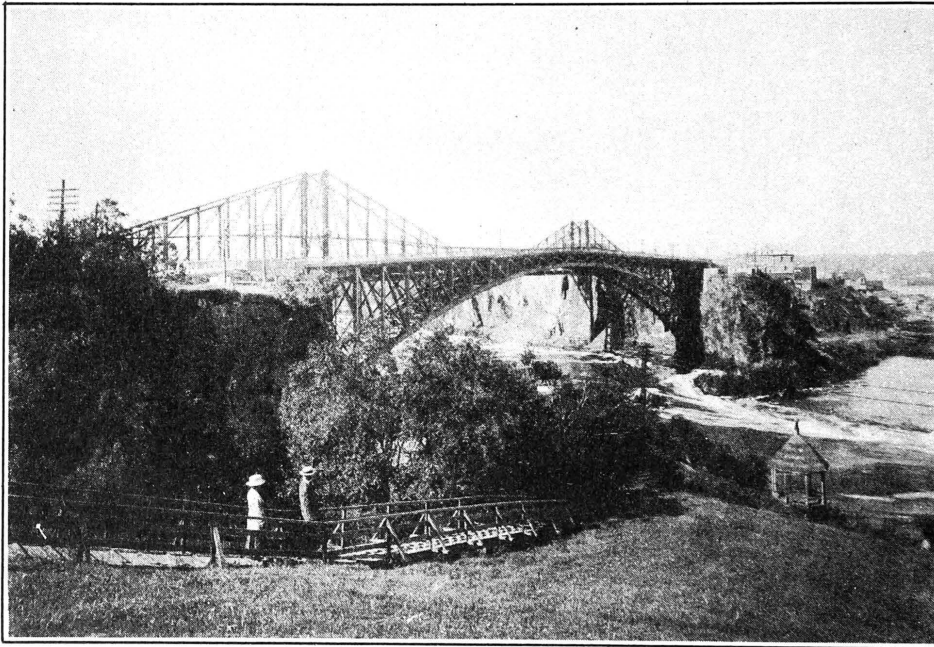
Next in importance to the St. John River is the Miramichi, which, rising on the western side of the Province, follows a devious course northeasterly for more than 220 miles, for a great part through the forests, until it empties itself into the Northumberland Straits, forming at its mouth a splendid harbour, accessible to ocean-going vessels at all stages of the tide. Near the mouth of this river are the thriving towns of Newcastle and Chatham. The Restigouche River also runs through a heavily wooded country for about one hundred miles, emptying itself into Bay Chaleur.

Each of these large rivers possesses very many tributaries, and there are numerous other rivers

of lesser note, all of which teem with fish of all kinds, from the lordly salmon to the tiny minnow. The St. Croix River, which forms a part of the western boundary of the Province, is navigable almost to its source. In the days of the early settlers these rivers naturally formed the main highways of communication, but the construction of roads and the advent of the railways has left the rivers, as a means of travel, almost entirely unused.

The coast line of New Brunswick along the Bay of Fundy is not high, but is bold and rocky. In Chaleur Bay there is neither rock nor shoal as a hindrance to navigation. The soil, especially in the river basins, is very fertile.

**Climate.** Although the Province is small and is surrounded on three sides by the sea, the climate lacks the humidity that might naturally be expected. There are no very great extremes of temperature, and the variations of heat and cold are in no sense trying. While the thermometer drops considerably lower than in the British



*Reversible Falls, St. John River, New Brunswick, considered one of the natural wonders of the world*

Isles, the dryness of the atmosphere takes much of the coldness away, leaving only a healthy, bracing feeling in the air. Similarly, with the thermometer at 100° in the shade, the heat is not nearly so oppressive as it is in England at only 80°. The snowfall varies in different parts of the Province from two to six or more feet in depth, which, when frozen, makes not only excellent roads for sleighing, but is of inestimable value to those engaged in getting timber out of the woods.

**Agriculture.** This is the basic industry of the Province, and, as such, is especially fostered and encouraged by the Government. The soil and climate are admirably adapted for every kind of farming, whether it be the growing of crops, the breeding of live stock, the production of butter and cheese, fruit growing, or anything else which pertains to the farmer's calling. The winter's frosts which



enter the ground to a depth of three or four feet serve to aerate the soil and render it friable and easy of cultivation. Although farming operations cannot be undertaken much before the middle of April, when once vegetation starts, growth is very rapid.

The principal crops grown are wheat, oats, potatoes, turnips, and buckwheat. Wheat has not been very extensively grown of late years, farmers having found it cheaper to import their flour from the wheatfields of Western Canada; but recently there has been evidence pointing to a revival of interest in that crop, and it is expected that in the near future the Province will be self-supporting in the matter of bread stuffs. To encourage the growing of wheat, the Government pays a portion of the cost of the erection of mills at which it may be ground into flour. Oats and hay are perhaps the two staple crops, but potatoes, to which the soil is especially suited, are very extensively grown, and find ready market in the West Indies, the New England States, and the central provinces of Canada.

Stock raising is receiving much attention, and the importation of pure bred horses, cattle, sheep and swine by the Government for resale to the farmers is having most satisfactory results in encouraging the raising of high grade stock. The various agricultural societies of the Province—of which there are upwards of 150 in active operation—are encouraged to purchase pure-bred sires, the Government paying a bonus amounting to half the cost of the animals.

The possibilities of a large export trade in dairy products are causing the Government to increase its efforts to stimulate this branch of farming, and the same may be said of poultry raising. The Government maintains a dairy school under efficient instructors, and agricultural courses are given at various centres at certain seasons of the year, where those farmers who are unable to be away from home for more than a day or two at a time, can keep themselves informed on modern methods of farming.

The possibilities of the Province as a fruit-growing district are being more and more realized, and horticulture may be said to be only in its infancy. It has been demonstrated that the soil and climate in the St. John Valley will produce apples second to none grown in any part of the world; and this statement applies also to the smaller fruits, such as strawberries, raspberries, etc. Several kinds of plums do well. Many of the small fruits grow wild in the woods, and prove a source of considerable income to those who gather them.

**Fishing.** With such a large extent of coast line, it is but natural that the value of the fisheries should be considerable. New Brunswick ranks third among the Provinces of Canada in this respect. The chief kinds of fish caught are herring, cod, haddock, hake,

sardines, salmon, smelts, mackerel, pollock, alewives, shad, trout, pickerel, lobsters, and oysters. The amount of capital invested in the industry is about \$5,000,000, with about 14,000 persons engaged in it. The market value of the fisheries of the Province for a single year exceeds \$5,383,000. In New Brunswick also is to be found the only sardine canneries in Canada.

**Mining.** New Brunswick is rich in minerals, but only three branches of the mining industry are as yet on a commercial basis—coal mining, gypsum quarrying, and the production of natural gas. Coal is found mainly in Sunbury and Queen's counties, and at no great depth below the surface. The gas and oil fields are in Westmoreland and Albert counties, and are believed to be of large possibilities and great value. Iron occurs in the northern parts of the Province, but the industry is not being actively pursued. Gypsum is found in considerable quantities in Victoria and Albert counties, and limestone in many parts. Copper, tungsten, antimony, manganese, bituminous oil shales, brick and fire clay, and gold and silver, are also to be met with, but as yet the mineral wealth of the Province has been but lightly tapped.

**Manufacturing.** While there is perhaps no manufacturing industry of outstanding prominence in the Province—outside, of course, of the lumber industry—there are many industrial plants of various kinds which furnish employment for a large number of hands. Among the most important of



*A Young Canadian Gardener*

these may be mentioned the sugar refineries at St. John; cotton mills at St. John and Marysville; boot and shoe factories at Fredericton; tanneries at Woodstock; stove foundries at Sackville; fish and lobster canneries at Chatham; large stone quarries on the Miramichi, stone from which has been used in the erection of some of the public buildings at Ottawa and elsewhere; iron foundries, wood-working factories, canoe factories, furniture factories, and so on. Wooden shipbuilding is also carried on in various shipyards along the coast, and a revival of this industry, which was formerly very extensive, is looked

bonuses, and ground rents is approximately one million dollars.

**Transportation.** Considering its physical features, New Brunswick is well provided with means of internal communication. The advent of the automobile and its fast increasing use have awakened a keen interest in road making, and it is hoped that in a few years the Province will be able to boast of roads second to none on the continent. The existence of so many rivers necessitates the construction of a large number of bridges, many of which are handsome steel structures upon granite foundations, several being upwards of half a mile in length, with swing draws of the cantilever type which open and shut to permit of shipping passing along the rivers.

Two transcontinental railways traverse the Province in addition to local lines, and afford first-class railway facilities. With the exception of one or two outlying districts, there is no community of any size that is not within easy driving distance of a railway.

**Population.** The population of New Brunswick in 1926 was estimated at 407,200, or an average of 13.81 to the square mile. The majority of these are English speaking, though there are about 121,000 of French descent and a few hundred Indians in the northern districts. Most of the inhabitants are Canadian born, but many have come from the British Isles.

**Government.** The affairs of the Province are administered by a Lieutenant-Governor appointed by the Governor-General in Council, an Executive Council of six members chosen from the Legislative Assembly, and a Legislative Assembly of 48 members, chosen by the people, the Province being divided into constituencies for the purpose. New Brunswick is represented in the Dominion Parliament by 11 members of the House of Commons and 10 Senators. There is, in addition, a complete system of municipal government.

**Education.** The educational system of New Brunswick is not excelled by that of any other country in the world. Being directed and controlled by the Government, it is a matter of State concern; and is therefore undenominational in character, besides being free to all. The common school course provides instruction in the first eight grades, and pupils passing through this course proceed to the high schools, and thence, if they plan to continue their education, to a university such as the University of New Brunswick, an institution which is also largely maintained by the Province at Fredericton. The Roman Catholics maintain their own university at

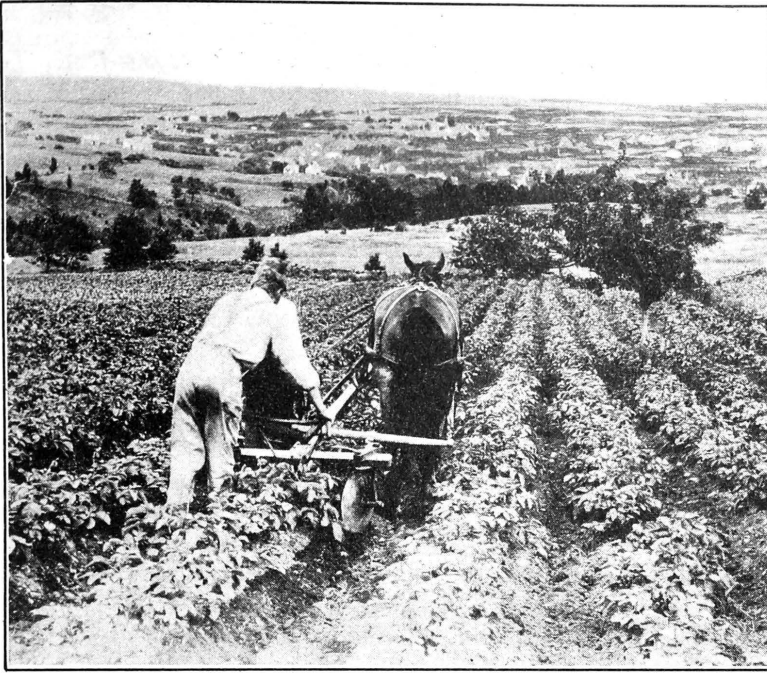


*Attractive residences are not to be found only in the urban centres as this farmer's residence indicates*

forward to as a result of the recent heavy demand for tonnage. The Province is the fortunate possessor of many valuable water-powers, but as yet scarcely any have been developed. The Grand Falls, on the St. John River, are the largest falls in the Province, forming almost a second Niagara, and there is hardly a river that has not water-powers in its course that could be used for commercial purposes. It is estimated that at least 120,800 horse-power is available from these various water-powers, while so far some 44,540 horse-power only has been developed.

**Lumbering.** Of the forest lands of New Brunswick approximately 7,500,000 acres are owned by the Crown, and 4,500,000 acres by private owners. The timber from these lands is of many kinds, the chief of which are spruce, fir, birch, cedar, maple, pine, beech, and hemlock, with many other less common varieties. The manufacture of these woods into sawn timber, laths, shingles, pulpwood, poles, railway sleepers, and so forth, finds employment for a very large number of mills, and their total annual output is valued at about \$22,000,000. The annual revenue of the Province derived from stumpage,





*A Farming Scene in the Province of New Brunswick*

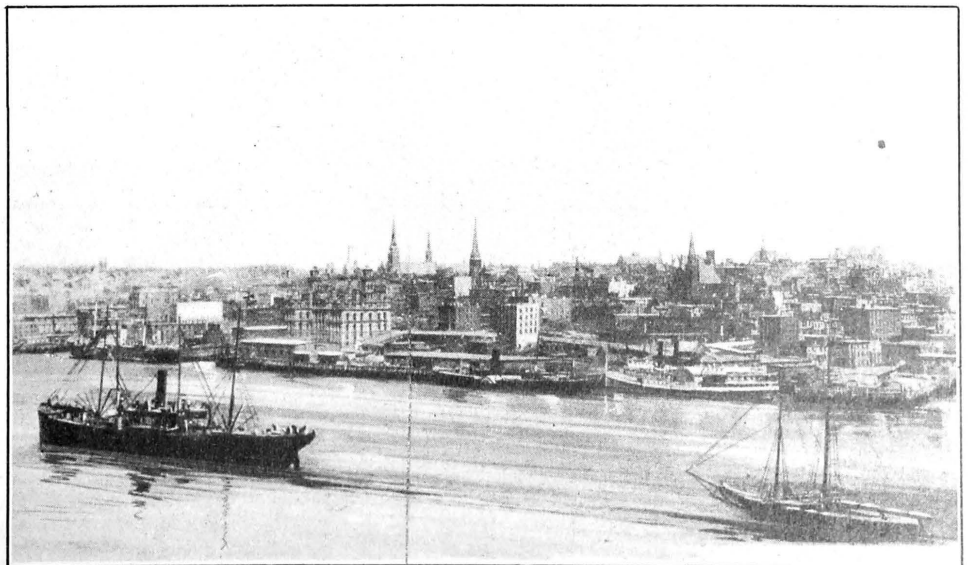
Memramcook. There is also a University maintained by the Methodist Church at Sackville. At Fredericton is the Provincial Normal School for the training of teachers. Technical training and vocational instruction are also available for those who desire to take advantage of these courses.

**Sport.** New Brunswick is a veritable hunters' paradise. Moose, deer, and bears abound, besides many other species of game animals and birds. All the game is rigidly protected, and the open season for sportsmen extends over only a very few weeks each autumn. A game refuge, embracing 400 square miles, has recently been established in the interior of the Province, under legislative action, where every species of game is allowed to roam unmolested. The Province possesses some of the finest salmon streams in the world, and trout are also found in abundance. The network of streams in the interior make access to the hunting and fishing grounds very easy. New Brunswick, especially the northern rivers and the Bay of Fundy coast, is visited each year by thousands of tourists, many of whom have erected permanent hunting lodges and homes for occupation during the hunting, fishing, and tourist season.

**Cities and Towns.** Fredericton, the capital of the Province, is the seat of government and the commercial centre of the interior, and an important lumber port. Here are the Legislative Buildings, the Provincial University, and the Provincial normal school. The Anglican Cathedral in the city is considered to be one of the finest examples of Gothic architecture on the continent. Fredericton is also a large railway centre, railways branching out from it to every part of the Province.

St. John is the centre of the commercial life of the Province and disputes with Halifax the honour of being the chief winter port of Canada. Its harbour is deep, sheltered, and never obstructed by ice, so that it is available for shipping at all times of the year. Here are the "Reversible Falls," which flow one way when the tide is out, and the other way when it is in. The occurrence is unique, and is considered one of the natural wonders of the world. St. John has many large mills, factories, and machine shops, and its wharf and elevator facilities are most extensive. It is the terminus of the Canadian Pacific Railway system on the Atlantic Coast, and has rail connection with all parts of the American continent, and steamship communication with almost every part of the world.

Moncton is the eastern headquarters of the Canadian National Railways system and has also a vigorous industrial life, many manufacturing plants flourishing there. Other towns which may be mentioned as busy hives of industry are Campbellton, Bathurst, Newcastle, Chatham, Dorchester, Sackville, Sussex, St. Andrew's, St. Stephen, Woodstock, and Edmundston.



*The harbour at St. John, New Brunswick, is open all the year round*

# QUEBEC

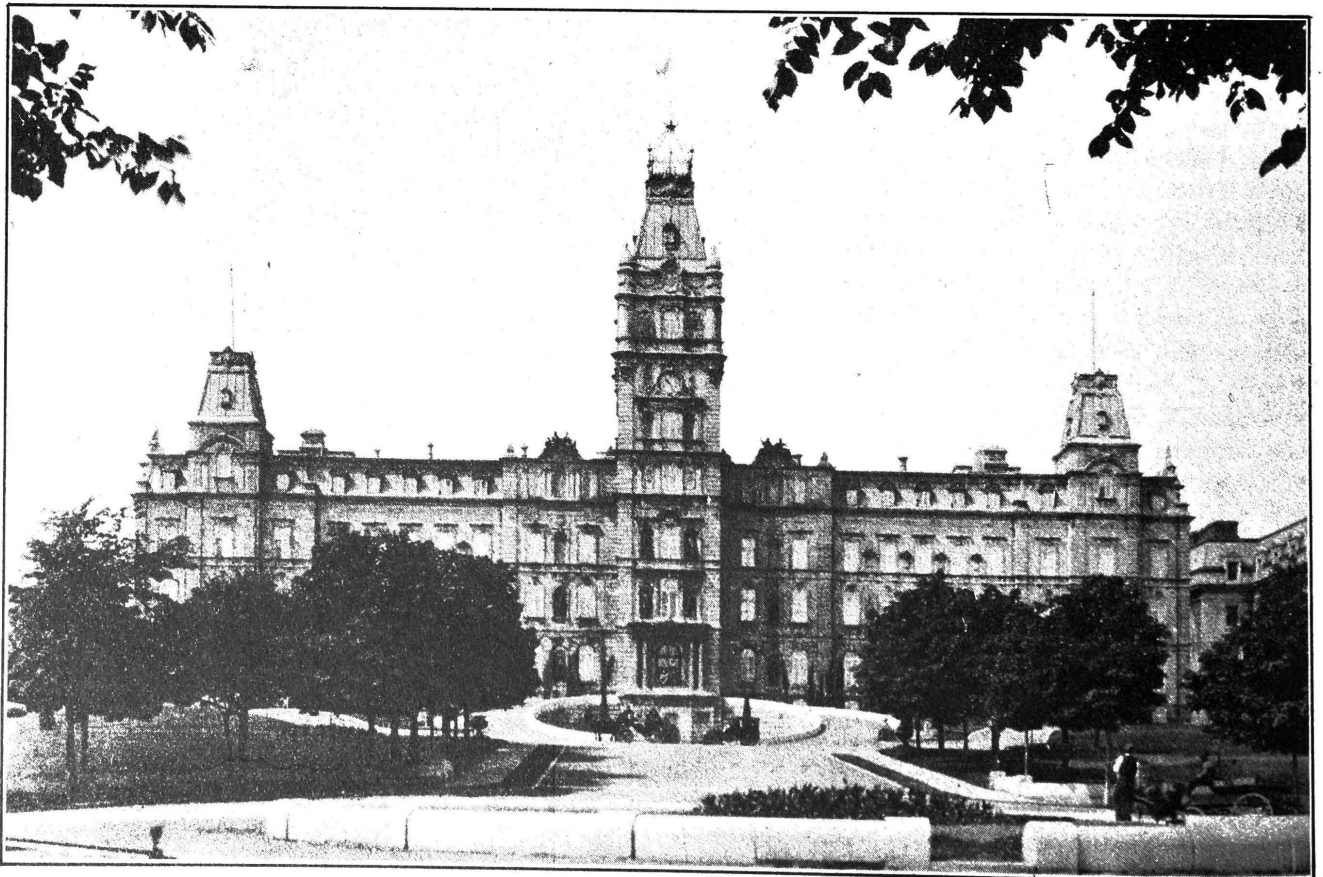
The St. Lawrence River is the great water highway of the Dominion of Canada, and on both its banks for almost its entire length lies the Province of Quebec, formerly known as Lower Canada. The southern boundaries of the Province are the United States and the Provinces of New Brunswick and Ontario, and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

The entire region north of the Saguenay River, between Labrador and Hudson Bay, is largely unexplored. The Valley of the St. Lawrence includes the lowlands extending along the river from the city of Quebec to the western extremity of the Province. It is a very fertile plain, in which are situated the chief cities and towns of the Province, and is thickly settled with prosperous farmers. The mountainous region, south of the St. Lawrence, includes the Notre Dame Mountains country and the Eastern Townships. The highest peak of the Notre Dame range

is Sutton Mountain, which rises over 3,000 feet. To the northeast is the high, forest-clad region of the Gaspé Peninsula, in which are the Shickshock Mountains. In the Eastern Townships, to the southeast of the Notre Dame Mountains, is some of the best farming and grazing land in Canada, and the lakes there are noteworthy for their size and for the beauty of their surrounding scenery.

Notwithstanding the beauty of Lake St. John, Lake Memphremagog, Brome Lake, Lakes St. Louis and St. Peter, and the myriad picturesque inland bodies of water in the Laurentian Mountains, Quebec's rivers far exceed them in fame, and as highways of commerce are of incalculable value. The St. Lawrence stands foremost, and in recent years has diverted much British and Continental trade to Canadian ports, for it is navigable to Montreal, a city 300 miles nearer Liverpool than is New York. The mouth of the St. Lawrence is 26 miles wide, and its length from Lake Ontario to the Island of Anticosti is 680 miles.

The Ottawa River drains an area of 80,000 square miles, and after flowing 600 miles, throughout a great part of its course forming the boundary between the Provinces of Quebec and Ontario, empties into the St. Lawrence River by four mouths, forming the Island of Montreal, and other islands. By means of two small canals the Ottawa is navigable from Montreal



*Provincial Parliament Buildings, Quebec City, the most historic city in Canada*



to the city of Ottawa, and at this city, where it narrows into the Chaudiere Falls, it is intersected by the Rideau Canal, which connects with Lake Ontario. It may in time form part of a great inland waterway by which ocean liners may reach the western extremity of the Great Lakes, and merchant shipping be brought in touch with the vast wheat fields of Western Canada.

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

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

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

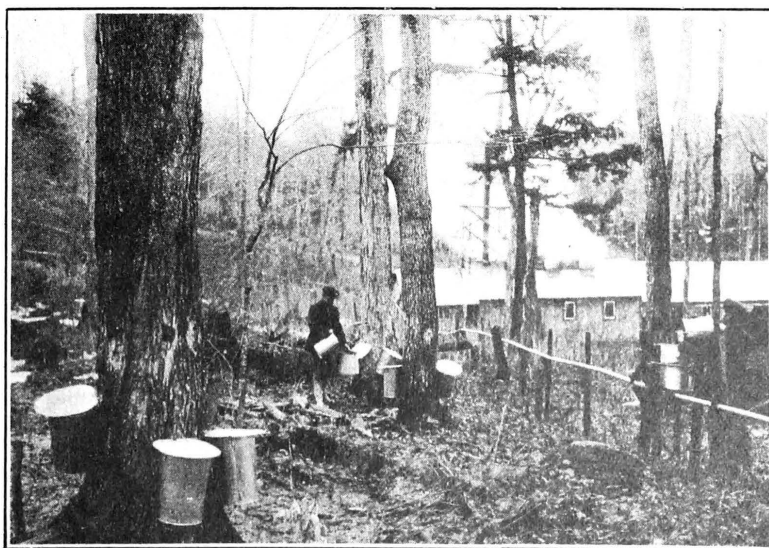
Of the large number of islands which form a part of the Province of Quebec, the most important is the Island of Montreal, 32 miles long by 11 miles wide, with nearly 1,000,000 inhabitants, including the city of Montreal, the commercial metropolis. The Isle Jesus, close to that of Montreal, is 22 miles long by 6 in width. Anticosti Island is located in the Gulf of St. Lawrence, at the mouth of the St. Lawrence River, and is 135 miles long and from 30 to 40 miles in width. The Isle of Orleans is a fertile spot, 21 miles long, just below Quebec City, and the Magdalen Islands, in the Gulf of St. Lawrence, south of Anticosti Island, possess, besides important mackerel, cod, and halibut fisheries, large deposits of gypsum. Seven Islands on the north shore is becoming an important timber and whale fishery centre.

**Climate.** The climate of Quebec, covering as the Province does such a large expanse of territory, is extremely varied. In the more settled portions in the valley of the St. Lawrence the summers are hot, the temperature lowering as the sea is approached. All over the Province the winters are cold, with an abundant snowfall. The St. Lawrence is unfitted for navigation during about five months of the year by reason of ice. There is a com-

pensating advantage, however, in the freezing of the rivers and lakes, as in winter they are used by the "habitants" as highways for the transport of their produce to market. Further, a load 40% greater in winter than in summer can be hauled over the snow and river roads, and thus the winter season is of great advantage to the lumberman and the miner.

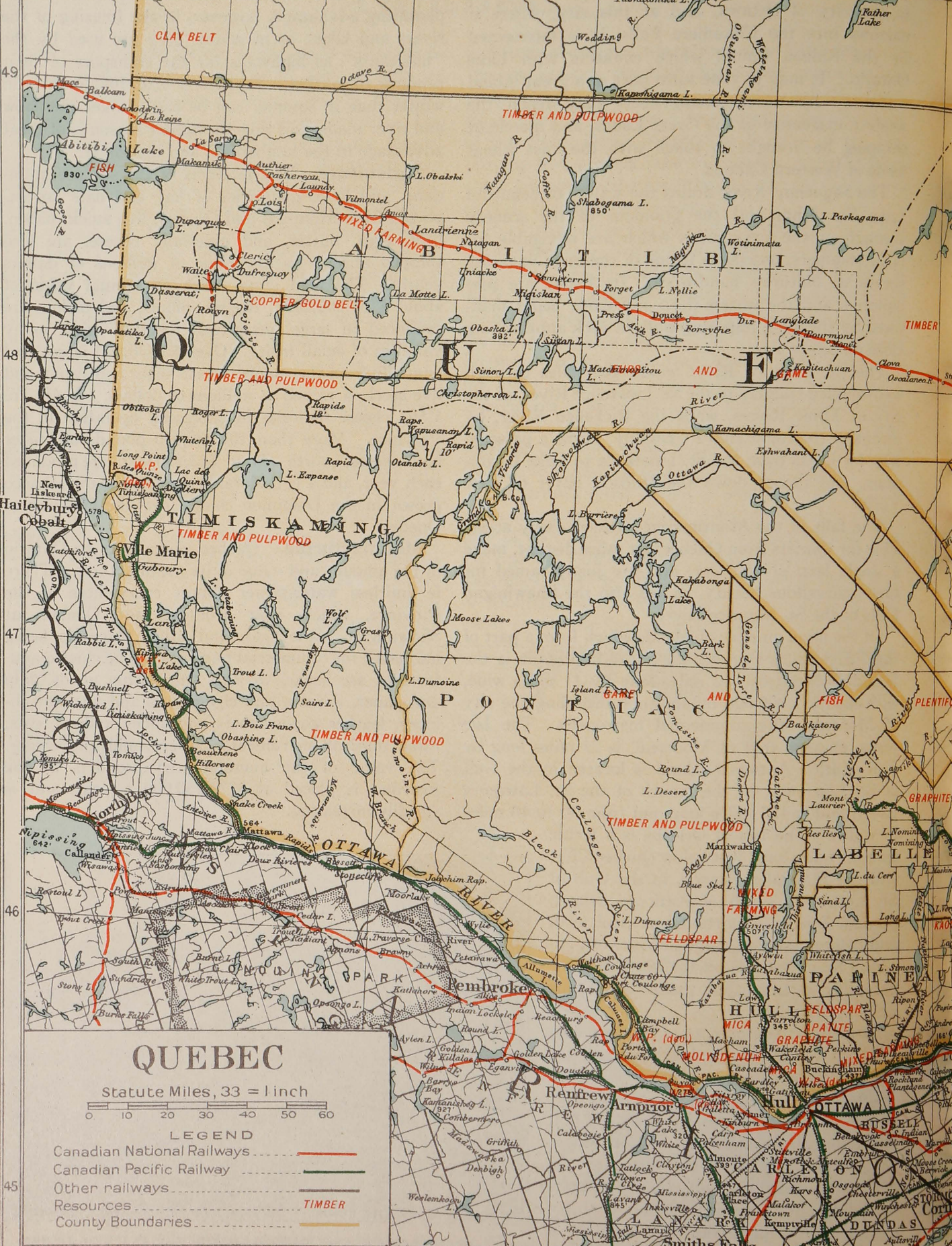
**Agriculture.** The products of the soil are abundant, and large quantities of hay and oats are exported from Montreal and Quebec; live stock, bacon, beef, eggs, butter, and especially cheese, are also shipped abroad to the value of millions of dollars yearly. The field crops reach an annual value of about \$150,000,000. Apples, plums, and melons are produced in large quantities, together with many varieties of small fruits. Over \$3,330,000 is realized annually from the maple trees in sugar and syrup, and live stock is valued at millions of dollars. There are 1,563 cheese factories in successful operation in the Province. More than 102,000,000 pounds of butter and cheese, worth about \$63,250,000, are produced each year, and a considerable quantity of the tobacco grown in the Dominion comes from the Province of Quebec.

**Manufacturing.** Quebec ranks next to Ontario in the amount and value of its manufactures. There is limitless water-power almost everywhere in the Province, which, near Montreal and Quebec, at Shawinigan, Valleyfield, and other places is being harnessed for commercial purposes. The chief manufactures are sugar, woollen and cotton goods, pulp and paper, tobacco and cigars, furs and hats, machinery, leather goods, boots and shoes, railway cars, rifles, musical instruments, cutlery, and gunpowder. The value of the manufactured products of the Province is placed at \$776,230,000 a year, and is steadily increasing.



The maple syrup and maple sugar industry is a profitable one in the Province of Quebec. The trees are tapped about the end of March.





CLAY BELT

TIMBER AND PULPWOOD

MIXED FARMING

COPPER-GOLD BELT

TIMBER AND PULPWOOD

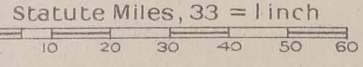
AND FISH

TIMBER AND PULPWOOD

TIMBER AND PULPWOOD

TIMBER AND PULPWOOD

# QUEBEC



## LEGEND

- Canadian National Railways
- Canadian Pacific Railway
- Other railways
- Resources
- County Boundaries

45







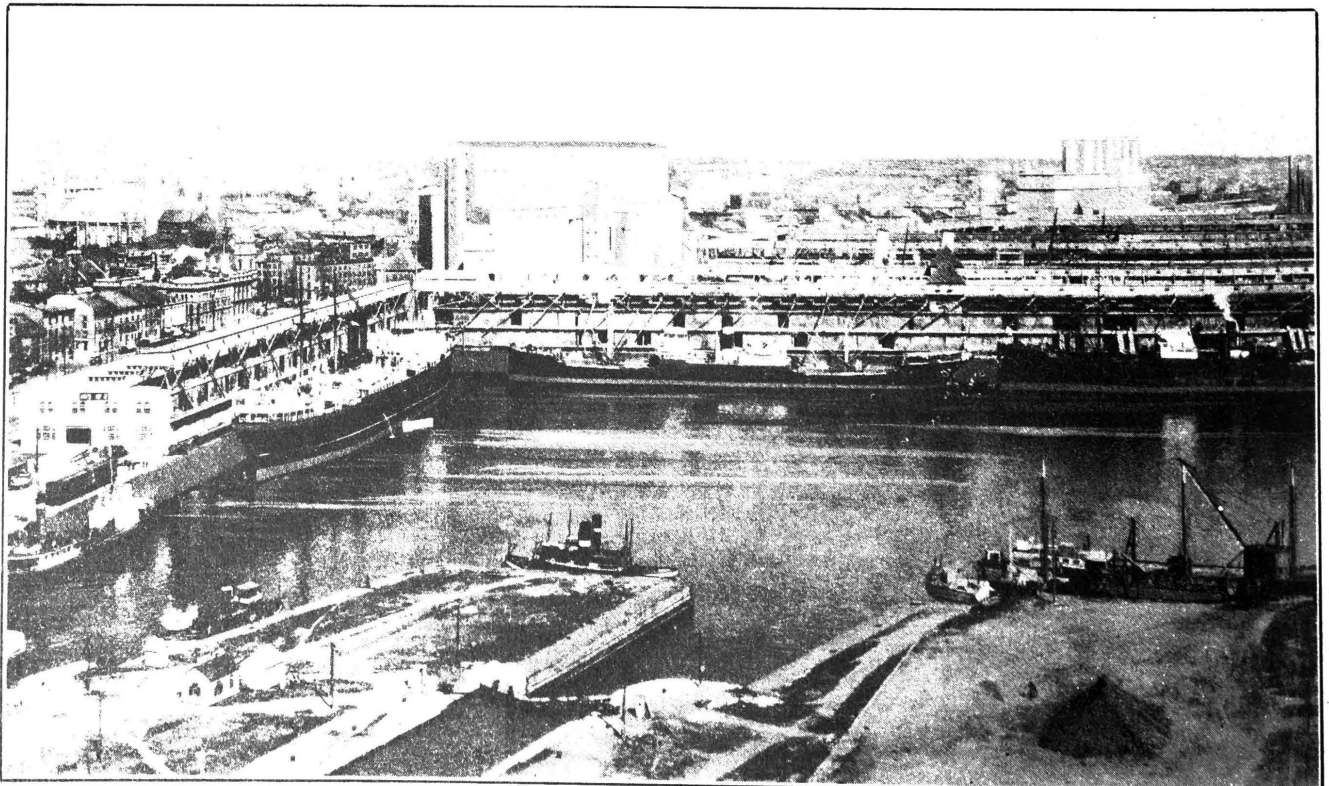
**Lumbering.** Next in importance to agriculture and manufacturing in Quebec is the timber trade. Only a very small portion of the enormous forest area of the Province has been worked over, so with the immense tracts of timber yet uncut, the industries depending upon the forest give promise of thriving for generations to come. In the north the predominant trees are pine, spruce, fir, and other evergreen varieties, while further south appear maple, poplar, basswood, oak, and elm trees, with many other hardwoods. A large part of the timber is cut for the purpose of being manufactured into pulp, and subsequently into paper. Large pulp and paper mills have been erected at many suitable points in the Province. The value of the lumber cut including pulpwood in Quebec amounts annually to over \$64,770,000.

**Mining.** The mineral resources of Quebec have not yet begun to be realized, but the little-explored regions northeast of Lake St. John have given evidence of very rich deposits of many kinds. The recently added territory to the north is also looked upon as rich in mineral deposits. At present, the most valuable mineral, from a commercial standpoint, found in the Province is asbestos, Thetford Mines being the chief centre. Indeed, Quebec contains the largest and most productive deposits of asbestos in the world. Copper, iron, mica, molybdenite, and graphite are also mined. Phosphate of lime, which is a valuable fertilizer, is produced in large quantities. Cement alone yields yearly about

\$6,000,000. The annual production of minerals in the Province of Quebec is valued at more than \$24,284,000.

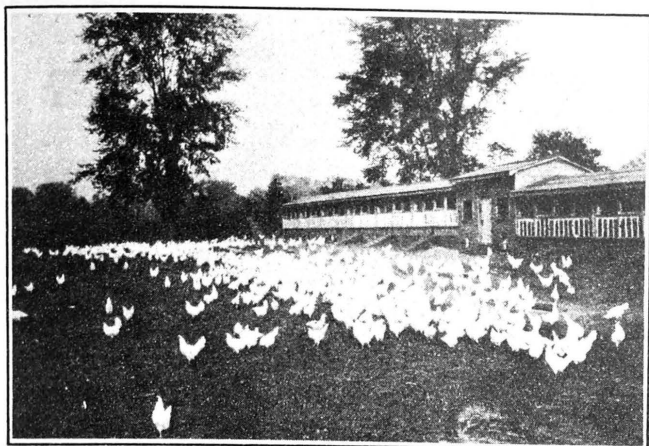
**Fishing.** Quebec's fisheries employ more than 9,000 men and the products of their labours net nearly \$3,040,000 annually. The principal fish are cod, lobsters, herring, salmon, and mackerel. The inland waters abound in trout, pickerel, whitefish, pike, sturgeon, and other kinds of fish. Fish hatcheries have been established by the Dominion Government at several places, for the purpose of stocking the lakes and rivers of the Province.

**Transportation.** The Province of Quebec is well provided with railways. The headquarters of the Canadian National Railways and also the Canadian Pacific Railway are at Montreal, and various lines of these railways connect Montreal with Toronto, Ottawa, Winnipeg, Vancouver, Quebec, St. John and Halifax. The Quebec Bridge—one of the world's greatest bridges—over the River St. Lawrence, a few miles out of Quebec City, couples up the Canadian National System, running from Moncton, New Brunswick, to Winnipeg, Manitoba, where it forms a direct connection extending to Prince Rupert on the Pacific Coast. This line runs through a wide strip of Northern Quebec and is an important factor in the colonization of that section of country. The National Lines connect various local points, and by means of the Grand Trunk division reach important centres in the United States. There are also a number of other railway companies, with lines running in various



*Montreal, the largest city in Canada, with a population of over 750,000, has a splendid harbour, and is the largest inland port in the world*





*The farmer's wife in Quebec takes great delight in poultry, in the raising of which she is highly successful*

directions, especially in the extreme eastern section of the Province.

Both Montreal and Quebec are connected by steamship during the summer months with all parts of the world. The St. Lawrence route, by reason of its shortness, is a favourite both for freight and passengers proceeding to Europe and other parts of the world. The main line of the Canadian Pacific Railway runs from St. John, New Brunswick, through the Eastern Townships of Quebec to Montreal, and then westward via Ottawa, Winnipeg, Regina, Calgary and Banff to Vancouver. The same railway has an elaborate system of branch lines throughout the Province, which connect with through lines to Toronto and all parts of the Dominion and the United States.

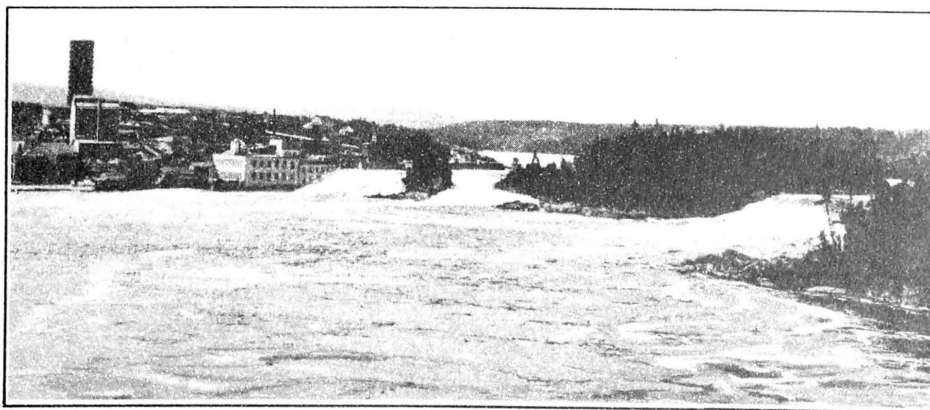
**Population.** About five-sixths of the population of Quebec, which according to the latest estimate was 2,561,800, are descendants of the original French settlers and speak the French language as their native tongue. The remaining one-sixth, chiefly of British descent, are found principally in Montreal and other cities and towns, and in the "Eastern Townships."

**Government.** The government of Quebec is in the hands of a Lieutenant-Governor appointed by the Governor-General in Council, a Legislative Council of 24 members appointed by the Lieutenant-Governor in Council, a Legislative Assembly of 81 members elected by the people, and an Executive Council of 11 members chosen from the Legislative Assembly and the Legislative Council. The Province is represented in the Dominion Parliament by 65 members of the House of Commons and 24 Senators. There is a complete system of municipal government, the municipalities having large powers.

**Education.** The schools of the Province of Quebec, both elementary and superior, are either Roman Catholic or Protestant, and the courses of study and regulations are framed by the Roman Catholic and Protestant Committees of the Council of Public Instruction for their respective schools. The local school boards are elected by the ratepayers; the local religious majority, whether Protestant or Catholic, elects a board of five commissioners, and the local religious minority elects a board of three trustees. This plan of complete freedom as to religion and language works well throughout the Province.

The chief universities are McGill—an undenominational institution at Montreal—Laval University at Quebec and the University of Montreal at Montreal. At Ste. Anne de Bellevue, the late Sir William Macdonald founded and endowed an immense Agricultural College, now affiliated with McGill University. The training of teachers for the Protestant schools of the Province is also carried on at Macdonald College. In connection with Laval University, the Trappist Fathers maintain an agricultural school at Oka, and a third one is developing rapidly at Ste. Anne de la Pocatiere. Bishop's College at Lennoxville is an Anglican University, and has connected with it a school modelled after the public schools of England. There are fourteen normal schools in the Province. The largest technical schools are those built at Montreal and Quebec by the Provincial Government.

**Sport.** No Province in Canada surpasses Quebec in its advantages for sportsmen. Thousands visit the Province annually during the hunting and fishing season for the enjoyment they obtain in following their favourite pursuit. The forests, especially in the northern part, abound in game, both fur-bearing and otherwise, the rivers and streams teem with fish, while wild game fowl are very plentiful. In the Laurentides National Park, a district of 2,640 square miles north of Quebec, caribou, partridge, and trout are found in abundance. Nearly 200,000 square miles of territory in Quebec have been set apart by the

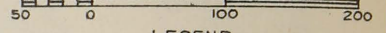


*There is abundant water power in Quebec, which is used to develop cheap electric power*



# QUEBEC

Statute Miles 145 = 1 inch



LEGEND

- Canadian National Railways
- Canadian Pacific Railway
- Other Railways
- Resources



Prepared by Natural Resources Intelligence Service, Department of the Interior.

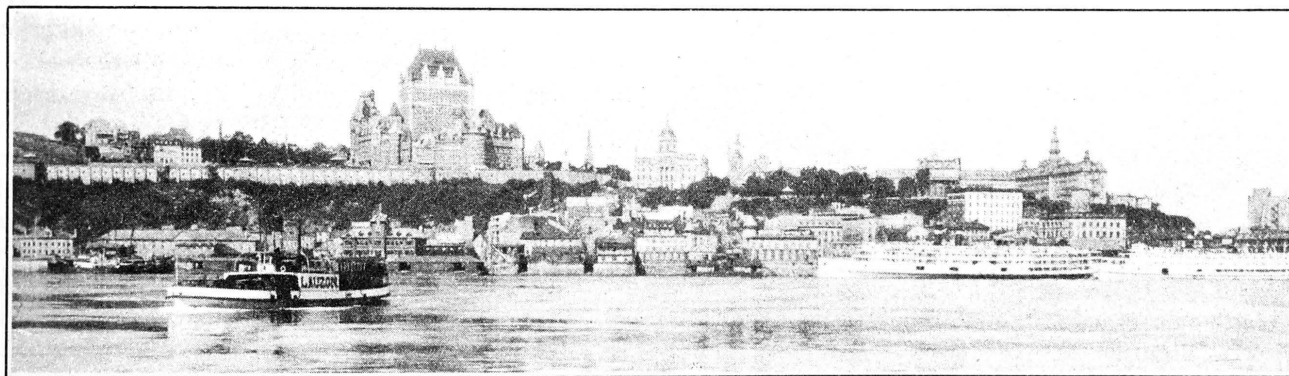


Legislature both for forest reserve and for the preservation of fish and game.

The magnificent scenery to be found along the St. Lawrence and others of the rivers of Quebec, and along the shores of the lakes, both large and small, attracts many visitors during the summer months. Murray Bay and Tadousac, in the lower St. Lawrence, are favourite summer resorts.

**Cities and Towns.** The Dominion's largest city and commercial metropolis is Montreal, which holds a commanding position relative both to ocean and to river navigation. Though 1,000 miles inland, large ocean steamers anchor at the wharves in summer, and the Lachine Canal and connecting artificial waterways open the city to the commerce of the Great Lakes. It is a great railway centre, being the headquarters of the Canadian Pacific Railway and Canadian National Railways, and is connected by several lines with Boston and New York. Nestling at the foot of beautiful Mount Royal, from which it derives its name, the city stretches along the river front, forming a most pleasant spectacle to visitors approaching by the St.

spectacular taking of the city in the historic battle of the Plains of Abraham. The capital city of the Province has a population of over 94,000, largely French. Its fine Legislative Buildings are situated in extensive grounds, and the Court House, City Hall, and other structures for municipal use are all noteworthy. Laval University has there its headquarters in imposing buildings, and the palace of the Roman Catholic Cardinal is likewise a handsome structure. Montmorency Falls, a few miles distant, provides power for electric machinery, and all the large railways connect Quebec with Montreal and the Maritime Provinces. A few miles above the city, the eighth marvel of the world, the Quebec Bridge spans the St. Lawrence. The celebrated shrine of Ste. Anne de Beaupre, close by, attracts thousands of visitors annually. Quebec is a noted lumber export point, and wheat is shipped in increasing quantities. Its manufacturing establishments are many and important. Quebec possesses one of the largest dry docks in the world. Hull is a lumber centre with a population which numbers over 23,860.



*Quebec City from the River St. Lawrence, showing the Heights of Abraham, the Chateau Frontenac and other notable buildings*

Lawrence. Its harbour, in extent and equipment, is one of the finest in the world; it is Canada's chief gateway for export and import trade. Every Canadian industry finds representation in the city's marts of trade; its manufacturing establishments have an enviable reputation. It offers most exceptional educational advantages, from primary to professional and religious instruction, and there are several well-equipped hospitals and a number of philanthropic institutions. Its public buildings, its churches, its hospitals, and the homes of its financial institutions are among the finest in Canada. McGill University has its seat there. The population of the city is upwards of 750,000, and is housed largely in buildings of limestone quarried from the mountain which forms the city's background.

Crowning with its citadel the bold and precipitous front of Cape Diamond, Quebec is the most picturesque city of America. In the winding streets, narrow and steep, of the old lower town, are still found the strong stone houses built before General Wolfe's

Three bridges across the Ottawa River connect it with Ottawa. The magnificent water-power of the Chaudiere Falls furnishes propelling force for the electric railways and power for the lighting system, as well as for the sawmills, pulp mills, paper and match factories located in both Hull and Ottawa.

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

St. Hyacinthe and Valleyfield also have large manufacturing establishments, and Three Rivers and Sorel mark the confluence of important streams, thus furthering shipping interests. Many other centres contribute to the total of Quebec's manufacturing output. Abundant cheap power, available from waterfalls, raw material from forest, mine, and field, and a numerous and industrious population, are all adding to the wealth of the Province and of Canada as a producing and manufacturing country.



# ONTARIO

The Province of Ontario covers an extensive territory, comprising 407,262 square miles. It is over 1,000 miles in its greatest length, by 885 miles in its greatest breadth, and in area is more than four times the size of Great Britain and nearly twice the size of France. Lying between Quebec on the East and Manitoba on the West, its geographical position is interesting, as, although situated inland from the sea, its boundaries are mainly the waters of the Great Lakes and Hudson Bay. The Province is divided into two main geographical divisions—Old Ontario, well settled and with a flourishing agriculture and important industries, lying to the south along the St. Lawrence River and Lakes Ontario and Erie; and Northern Ontario, comprising the immense northern section of the Province, forest-clad and rich in mineral wealth, and with an agriculture of rare promise still in the pioneer stage. Northern Ontario is traversed by the Laurentian plateau which stretches east and west across the country, hence its watershed is either southward to the Great Lakes or northward to Hudson Bay.

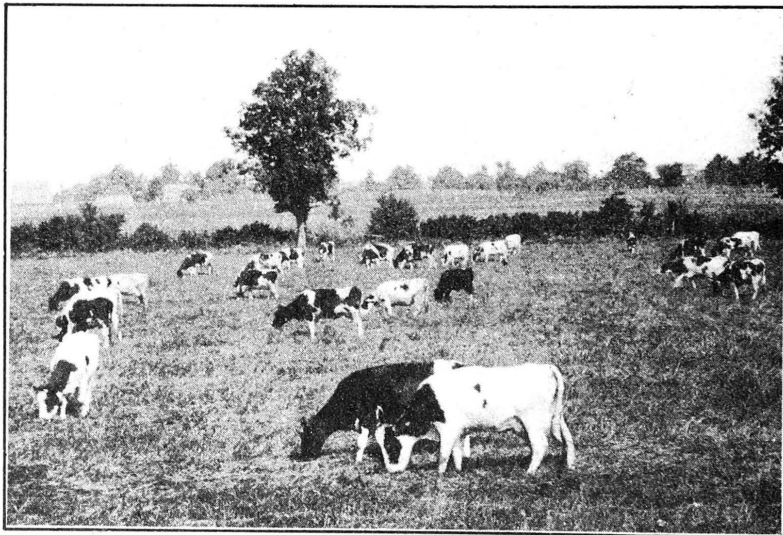
Old Ontario, which again is subdivided locally into Eastern and Western Ontario, is that portion of the Province south of the Ottawa River and Lake Nipissing

which lies like a wedge between Lakes Ontario, Erie, and Huron. Here is one of the most beautiful and prosperous sections within the British Empire. Generally of clay loam or sandy loam, and well wooded, the area of Old Ontario is for the most part undulated in surface, rich and retentive in soil, good in natural drainage, plentifully supplied with spring water, and with abundant rainfall. The soil yields a great diversity of the best products, pasture grasses, all kinds of cereals, a wide range of vegetables, many kinds of the finest marketable apples, small fruits, grapes, and peaches. For varied and high class agriculture the natural conditions are ideal, and prosperous and fertile farms are everywhere the rule. There also are large and thriving industrial and commercial cities, like Toronto, Hamilton, Ottawa, London, Kingston, Peterboro, Brantford, Kitchener, etc.,

veritable hives of industry, served by a network of railways, enjoying all the advantages and amenities of the best modern cities, and sending their products not only throughout the Dominion, but to many parts of the world.

Northern Ontario is mainly a vast region of forests, mineral lands, rivers, and lakes. There are nearly 200,000,000 acres of forests, abounding in game, rich in timber, and possessing incalculable resources of pulpwood. World-famous for its mines, it has already made of Ontario an immense producer of gold and other minerals, although the resources of the country in this direction are still largely unexplored. This section also possesses the Great Clay Belt of Northern Ontario, containing many millions of acres of fine farming land. Already considerable districts are well farmed, and have proved that this great northern country is well adapted for the production of

general farm crops, dairying, and the raising of live stock. The Timiskaming and Northern Ontario Railway, owned and operated by the Provincial Government, passes through the centre of the new country from North Bay to Cochrane for a distance of about 253 miles, and beyond Cochrane for about 70 miles. Every year witnesses steady progress in the development of



*Dairying is an important industry in Ontario. Some of the best herds in North America are to be found on the farms of the Province*

Northern Ontario, which undoubtedly has a wonderful future before it. Extensions of this railway are being made from time to time to keep pace with the rapid development of this rich new country. The extension of the line northward to James Bay is under consideration.

**The St. Lawrence and the Great Lakes.** If measured from its source to its mouth the St. Lawrence is one of the largest rivers in the world. It is 2,220 miles in length, and drains a basin of 530,000 square miles, 450,000 of which are in Canada. In its course it expands into five great lakes, four of which touch on Ontario and form part of the boundaries of the Province—Lakes Superior, Huron, Erie, and Ontario. These four lakes, together with Lake Michigan, which lies wholly within the United States, contain about one-half of the fresh water on the surface of the globe.



The importance commercially to Ontario of the Great Lakes and the River St. Lawrence can scarcely be overestimated.

The first great expansion of the St. Lawrence, which really has its rise in the headwaters of the St. Louis River, is Lake Superior, 420 miles long, with an average breadth of 80 miles. The lake receives its main supply from Lake Nipigon, 1,450 square miles in area, through the Nipigon River, but there are other tributaries, such as the Kaministikwia, at the mouth of which is the city of Fort William. The shores are rocky and irregular, with numerous islands skirting the coast. Its waters are clear and cold and contain an abundance of fish of various kinds.

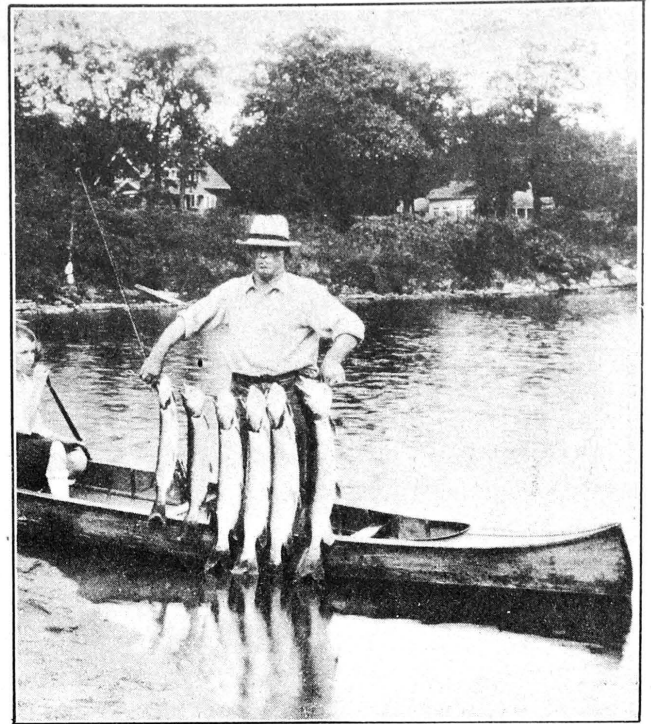
Lake Superior empties its waters into Lake Huron through the St. Mary's River, 30 miles in length. The river is navigable throughout its entire course, except at one point, where there is a fall of 22 feet in a distance of three-quarters of a mile. To overcome this obstacle, canals have been constructed, both on the Canadian and on the United States side. The Canadian canal is 7,067 feet long, with a breadth of 150 feet, its single lock being 900 feet long and 50 feet wide. The cost of the canal was about \$5,000,000.

Lake Huron is 270 miles in length with an average breadth of 70 miles, although at its widest part it is 105 miles. Georgian Bay is separated from the lake proper by the Bruce peninsula and the Manitoulin Islands. Like Lake Superior, the waters of the lake are clear and filled with fish. The shores are in some places low, in others rocky. In Georgian Bay the northern coast is rocky and high, but on the east the shore, although rocky, is low. The scenery of the Bay is lovely, made even more beautiful by the 20,000 islands which cover its surface. Several important rivers flow into Georgian Bay—the Spanish, Maganetawan, Muskoka, Severn, and Nottawasaga, all important for their lumbering operations.

At its southern extremity Lake Huron discharges its waters into Lake St. Clair, through the River St. Clair, 30 miles in length and navigable throughout. The lake, 25 miles long by 25 miles wide, is very shallow, so that, as an aid to navigation, a channel 16 feet deep and 300 feet wide is kept open by dredging. Its waters are muddy and the coast is low and marshy. The Detroit River, 32 miles long, carries the waters of Lake St. Clair into Lake Erie.

Lake Erie, the shallowest of the Great Lakes, is 250 miles long with an average width of 38 miles. The shores are low, and, owing to its shallowness, the lake is much disturbed by storms. During the navigation season it is thronged with shipping. The chief ports are Port Colborne, Port Dover, and Port Stanley.

Lake Erie empties into Lake Ontario through the Niagara River, 33 miles in length, with a descent of 326 feet in its course. About half-way between the two lakes the rapids commence, and here the descent



*When it's summer in Ontario*

is 55 feet in three-quarters of a mile. On the Canadian side of the river there is a drop of 158 feet at the Falls and a further drop of 85 feet in the gorge below. In order that ships may pass freely between Lakes Ontario and Erie the Dominion Government has constructed the Welland Canal, 25 miles in length, with 26 locks, seven of which are lift locks.

Lake Ontario is 190 miles long with an average breadth of 55 miles. The shores are low, the greatest height being near Toronto. It receives numerous tributaries, though none of them are of any great importance. The principal harbours are Hamilton on Burlington Bay, Toronto on Toronto Bay, Belleville on the Bay of Quinte, Cobourg, Port Hope, Whitby, and Kingston at the extreme east.

At the beginning of the St. Lawrence proper is the group of islands scattered up and down the river for forty miles, known as the Thousand Islands, a favourite resort for tourists. Near Prescott, rapids begin to appear, which are overcome by locks; these, however, are used only in the ascent of the river. From this point on to Montreal there are numerous canals, the most important of which are the Long Sault, Cedar, Cascade, and Lachine. By means of the canals, built and maintained by the Dominion Government, vessels of a moderate draught can pass from Fort William on Lake Superior to Montreal, and thence, following the course of the river, to the Atlantic Ocean itself.

**Climate.** There is a wide variation in the climate of Ontario, the Great Lakes and Hudson Bay exerting marked influence in the different sections. Southern





83

82

80

79

46

45

44

43

42

83

82

81

80

79

NORTH CHANNEL

MANITOULIN ISLAND

HURON

SAULT STE. MARIE

WINDSOR

ST. CLAIR

W.P. MEAD

MIXED FISHING

Sault Ste. Marie to Depot Harbour 212 m.

Sault Ste. Marie to Sarnia 234 m.

56 m.

Windsor to Port Colborne 210 m.

76 Cleveland 75 m.

W. P. MEAD

WHITEFISH

TROUT

WHITEFISH

STURGEON

TULLIBEE

PIKE

PICKEREL

SALT

FALL WHEAT

WINDSOR

STURGEON

CORN

PICKEREL

W.P. MEAD

WHITEFISH

TROUT

WHITEFISH

STURGEON

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PIKE

PICKEREL

SALT

FALL WHEAT

WINDSOR

STURGEON

CORN

PICKEREL







Ontario, owing to its latitude and the proximity of the Great Lakes, is milder than many districts much further to the south, neither the heat of summer nor the cold of winter being extreme. Northward, however, the climate becomes more severe, cooler in summer and colder in winter. The snowfall is heavy between Georgian Bay and Ottawa, but the severity of the northwest winds is tempered by their passage over the lakes, making the winters bracing but not extreme. Still further north again, towards Hudson Bay, the temperature moderates, so that in the Clay Belt the winters are milder than in the district to the south around Lake Superior. On the whole, however, the summers of Ontario, with the exception of occasional hot days, are perfect, the nights usually being cool. The autumn is delightful. The winters are dry and exhilarating, even in midwinter there being long intervals of unclouded, sunny skies and no fogs. As in Quebec, the winter, with its frozen lakes and rivers and the snow-covered surface of the ground, is admirably suited to the purposes of the lumberman and the miner in the transportation of his products. The annual rainfall is from 30 to 40 inches.

**Agriculture.** The Province of Ontario, though so immensely rich in minerals, forests, and manufactures, is essentially an agricultural country. Possessed of excellent soil and a climate suited to a wide variety of products, farming has been the chief industry of its people since its first settlers started their primitive operations over one hundred years ago. But even to-day the development of the agricultural resources of the Province offers great opportunities, and nowhere in the Empire will the newcomer with farming experience find a field of richer promise.

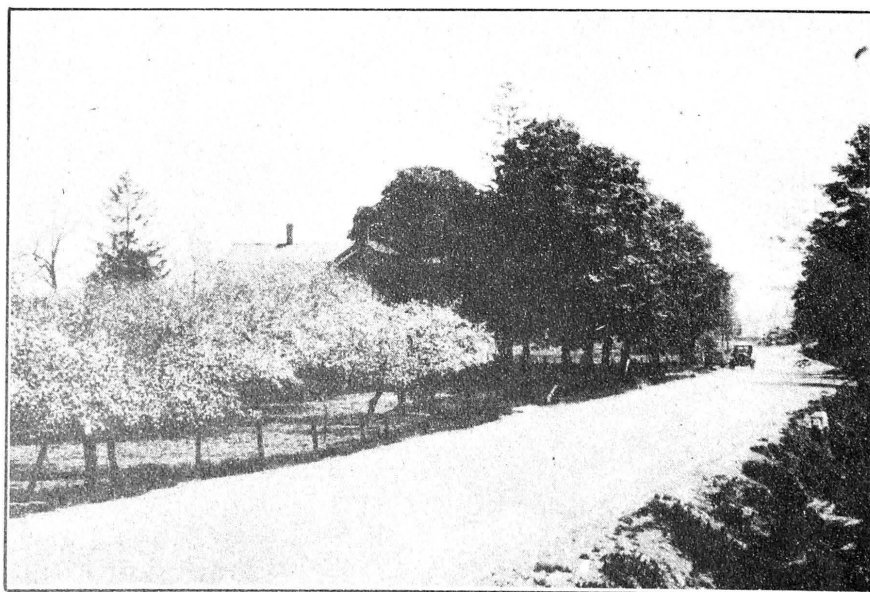
The total area sown to field crops in Ontario is over ten million acres, but when it is considered how small this figure is compared with the 230,000,000

acres of land surface in the Province, and that in Northern Ontario there are 20,000,000 acres of virgin agricultural land as yet untouched—one of the greatest expanses of uncultivated fertile territory to be found in the world—it is seen that Ontario has still room for millions of additional farming population.

The market value of the annual field crops is estimated at over \$261,260,000. Oats, wheat, barley, peas, beans, and corn are the principal yields. Grain growing, however, by no means represents the whole effort of the Ontario farmer. Here is the natural home of mixed farming, and dairying in all its branches is the backbone of agriculture. Ontario produces practically half the butter and cheese made in Canada. The annual output of the cheese factories operated in Ontario is about 119,280,000 pounds of cheese valued at about \$17,000,000, while the creameries manufacture 60,000,000 pounds of butter worth over \$22,000,000. With the addition of dairy butter, milk powder, condensed milk, and milk used for city trade, including ice cream, the total annual value of Ontario's dairy output approaches \$94,000,000. There are 1,002 cheese factories and creameries in the farming districts throughout Ontario. The Provincial Government's staff of dairy instructors maintains a uniform high grade output from all these factories and creameries. Immense quantities of butter and cheese have been exported annually in recent years, principally to the British Isles.

The live stock industry of Ontario is very important, and some of the best horses, cattle, and sheep on the continent are raised in the Province. Last official reports show there were in Ontario 630,000 horses, 2,758,000 cattle, 886,480 sheep and lambs, 1,735,350 swine and 17,693,000 poultry.

In the Niagara fruit belt Ontario possesses one of the most beautiful and fertile fruit-growing districts in the British Empire. Here peaches and grapes are grown extensively in the open air, and cherries, apples, plums, pears, and small fruits yield bountiful crops. Electric railways radiate in all directions, linking up the orchards with the cities. Probably nowhere else in the Empire are scientific cultivation, exceptional soil and climate, easy transit, co-operative marketing, and near-by markets, found in such favourable combination as in this section of the Province, where the highly specialized industry of fruit growing and market gardening has reached such a stage of development. Large canning factories handling both fruit and vegetables are to be found in many centres.



*A Country Road in one of the Fruit Districts of Ontario*



Tobacco is extensively grown in the counties of Essex and Kent along Lake Erie. Both the soil and the climate are found to be suitable to the cultivation of the plant, and the product is a very fair quality indeed. Most of the tobacco raised is manufactured within the Province for home consumption. The cultivation of sugar beets is also becoming of importance. The growing of flax, both for seed and for its fibre, has lately attracted a good deal of attention.

Many hundreds of active organizations, managed by the farmers themselves, exist to advance the interests of the agricultural community. These include the Ontario Agricultural and Experimental Union, farmers' institutes, women's institutes, co-operative societies, farmers' clubs, agricultural societies, horticultural societies, associations of dairymen, livestock breeders, poultry keepers, beekeepers, fruit growers, ploughmen and vegetable growers. The Provincial Department of Agriculture also maintains a corps of district representatives, all skilled agriculturists, resident at important farming centres, whose whole time is devoted to assisting the farmers.

**Manufacturing.** One of the greatest government-owned public-utility organizations of its kind in the world is the Ontario Hydro-Electric Commission, owned by the Provincial Government, and supplying light and power from Niagara Falls and elsewhere throughout the Province at about what it costs to produce and deliver. The five units of the power plant recently installed at a cost of over \$60,000,000 have a capacity of 275,000 h.p. The importance of the Commission to the manufacturer can hardly be over-estimated.

Added to cheap power is abundance of raw material and ample facilities for transportation. Under these circumstances it can scarcely be wondered at that Ontario is the chief manufacturing Province in the Dominion. There are over 16,430 factories, and almost every village has its manufacturing plant of more or less importance and value. The yearly output is valued at over \$1,398,000,000. Practically every class of goods on the Canadian market is manufactured within Ontario. The chief are iron and steel products, machinery, electrical apparatus, agricultural implements, carriages, wagons, automobiles, pianos, organs, flour, oatmeal, pulp, paper, furniture, woollen and cotton goods, clothing, sugar, wire fencing, paints, leather goods, boots and shoes,



*The New Dominion Houses of Parliament, Ottawa, which replaced those destroyed by fire in 1916*

carpets, cement, canned goods, glass, biscuits, confectionery, and meat products.

**Lumbering.** Though Quebec has larger untouched timber areas, the lumbering industry of Ontario exceeds that of any other portion of Canada. The forest lands are estimated at 102,000 square miles, a territory equal in size to one-half of France. Nowhere else on the continent are found such great areas of white pine, and of almost equal value, in the making of pulpwood, are the magnificent spruce and poplar trees which occupy large districts of Northern Ontario. The total amount of red and white pine still standing on lands belonging to the Province exceeds 12,000,000,000 feet, while there are more than 350,000,000 cords of pulpwood on lands still in the hands of the Government. "The quantity of pulp available is past calculation." One of the largest pulp mills in the world is in operation at Sault Ste. Marie, and several others almost equally large are scattered over the northern section. The numerous rivers throughout the lumbering district are of great help to the lumberman in floating the logs to the sawmills, located at convenient points. There are many other valuable trees besides those already mentioned; oak, beech, maple, elm, and basswood are plentiful. The most important lumbering districts are on the Upper Ottawa, west of Lake Superior, and north of Georgian Bay. Finished lumber is exported all over the world.

Hasty clearing of the land for farming, and forest fires, have caused great destruction of timber, but the Provincial Government is awake to the necessity of forest protection and reforestation. Fire rangers patrol the forests during the summer and fall, and five



magnificent areas, with a total of 17,860 square miles, have been set apart as reserves for timber conservation and the preservation of the water supply. In addition, Algonquin Park, with an area of 2,000 square miles, contains uncut timber of great value.

**Mining.** The annual value of the mineral production of Ontario reaches over \$88,000,000. Almost all the economic minerals, with the exception of coal, are found within the limits of the Province. The silver mines at Cobalt have proved to be one of the richest camps ever discovered, while the gold mines at Kirkland Lake and Porcupine are the second most productive in the world. The nickel mines at Sudbury constitute the most important source of supply of this metal known to-day. Copper is mined in the same district in large quantities. The largest iron mine in Canada is at Michipicoten. Practically the whole output of the Dominion's petroleum is produced in Lambton County and from the newer oil field at Mosa, Middlesex County. Natural gas, used for both light and fuel, is found in wells on the north and east shores of Lake Erie; the yearly output is valued at over \$4,000,000. There are extensive salt deposits in the western part of old Ontario. Corundum, mica, and feldspar are also found in considerable quantities. The value of the stone and clay products is increasing yearly.

**Fisheries.** The fresh-water fisheries of the Province, including the Great Lakes and Lake of the Woods, and Lake Nipigon, are extensive and valuable. The principal fish caught are herring, whitefish, and trout, but the catch also includes pike, pickerel, dore, sturgeon, eels, perch, tullibee, catfish, carp, and coarse fish. The fisheries of the Province are under careful Dominion and Provincial regulation. For the purpose of re-stocking the waters and increasing the fish supply, the Dominion Government maintains several fish hatcheries. The rich fisheries of

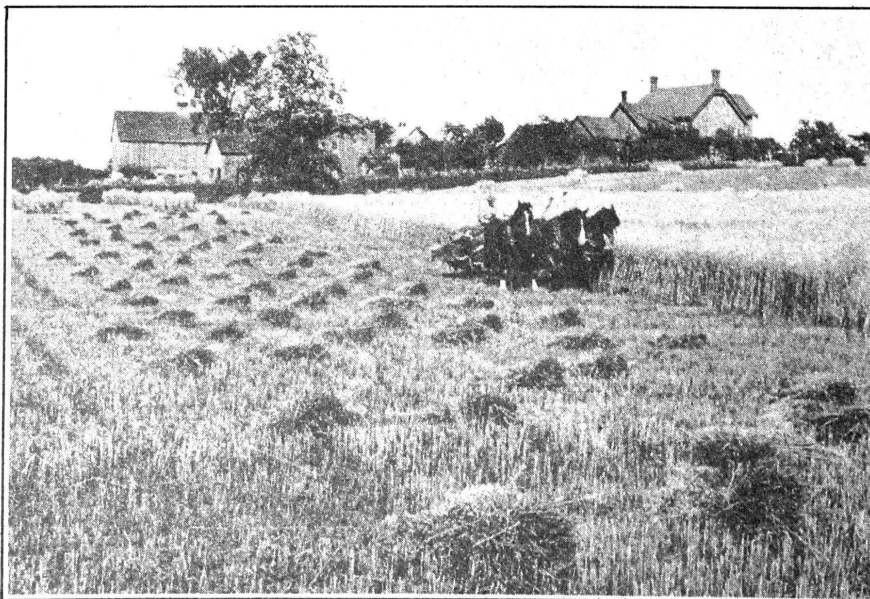
Hudson Bay have not as yet been developed, owing to lack of transportation facilities.

**Transportation.** The southern section of Ontario has an elaborate network of railways, and the settlers even in the outlying portions of the Province are rapidly being brought within easy distance of railway communication. The oldest railway is the Grand Trunk, now consolidated with the Canadian National lines, which has 3,000 miles of lines within the Province and has numerous branches running in all directions. The main line of the Canadian Pacific Railway passes through North Bay and skirts the north shore of Lake Superior on its way from Montreal to Winnipeg. A line of the Canadian Pacific passes through Toronto from Montreal to Windsor, and a direct line also runs from Toronto to Sudbury, where it joins the main line to Winnipeg. Numerous branch lines radiate from these trunk lines. One division of the National Railways runs from Montreal to Winnipeg and through numerous points in Western Canada, connecting near Sudbury with the same system from Toronto. In addition there is direct connection by Canadian National between Ottawa and Toronto, as well as various branch lines. Another National line, the Transcontinental, runs from Moncton, New Brunswick, to Winnipeg, passes through the northern part of the Province, opening up the Clay Belt for settlement and cultivation. A branch connects the main line with Port Arthur. Running north from North Bay, the Timiskaming and Northern Ontario Railway, owned and operated by the Provincial Government, joins the National line at Cochrane. United States roads also tap the Province from the south.

In addition to the steam railways there are hundreds of miles of electric lines running through the rural districts and connecting the principal towns and cities. With the development of electrical power more and more such railways are being built, some under municipal ownership.

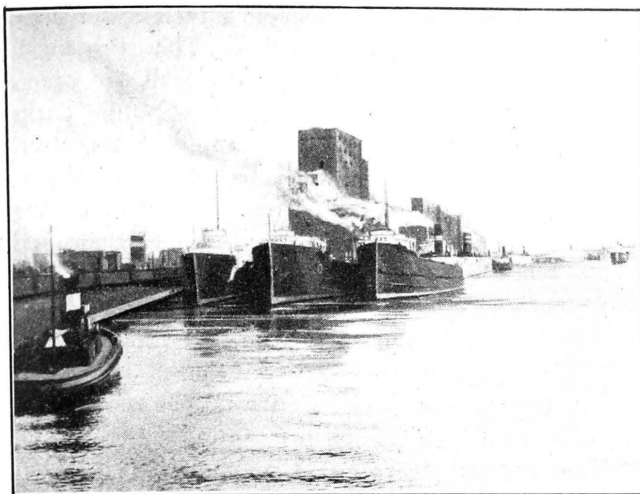
The canal system in the Great Lakes and the River St. Lawrence has already been referred to, but there are other canals of great commercial importance to the Province. Among these are the Rideau Canal between Ottawa and Kingston, the Trent Valley Canals, from Trenton through the Kawartha Lakes to Georgian Bay, and the Murray Canal separating the peninsula of Prince Edward County from the mainland.

During the summer months the Great Lakes and the River St. Lawrence are one of the great highways for transportation, many lines of steamers, both freight and



*Oats is one of the Principal Grain Crops in Ontario*





*Boats loading grain at the storage elevators, Fort William, Ontario*

passenger, being in operation. The grain carrying trade from Fort William and Port Arthur is enormous, the grain that has accumulated during the winter in both the terminal and interior elevators being carried by water in immense freighters to various ports on the Lakes and as far as Montreal. Regular passenger liners run from Sarnia, Owen Sound and Port McNicoll to the twin cities at the head of Lake Superior. Toronto, Hamilton, and Kingston are all important summer ports. Palatial steamers handle the tourist travel between Toronto and Montreal.

**Population.** In 1926 the population of Ontario was estimated at 3,145,600. More than three-quarters of the people are of Canadian birth, and next in number are those from England, as Ontario receives a large share of the immigration from Great Britain. Of the Canadian born the greater number are the descendants of English, Scottish, and Irish settlers, but in certain sections of the Province there are quite a number of French-speaking inhabitants. There is also a sprinkling of other nationalities. The English-speaking population is in the majority.

**Government.** The government of Ontario is carried on by a Lieutenant-Governor appointed by the Governor-General in Council, an Executive Council of 9 members chosen from the Legislative Assembly and a Legislative Assembly of 111 members elected by the people. The Province is represented in the Dominion Parliament by 82 members of the House of Commons and 24 Senators. There is a very complete system of municipal government.

**Education.** Education in Ontario, as in the other Provinces, is controlled by the Provincial Government. There are 7,231 public schools providing free education, and between the ages of 6 and 16 school attendance is compulsory. Roman Catholics have the right to separate elementary schools. Excellent collegiate institutes or high schools are maintained at every important centre throughout the Province. Continuation schools are provided where it is not considered

advisable or possible to establish a high school. Seven normal schools for the training of teachers are in operation, and, in addition, two of the universities have Faculties of Education for the purpose of training teachers for high school work.

There are many technical schools, that at Toronto being noted for its buildings, its equipment, and its attendance. The University of Toronto has over 6,000 undergraduates in all its faculties, the largest attendance of any university in the British Empire. There are four other universities—McMaster University at Toronto, under the control of the Baptist denomination; Ottawa University in Ottawa, under the control of the Roman Catholics; Queen's University at Kingston, and Western University at London. The Provincial Government maintains the Agricultural College at Guelph, one of the finest and most successful institutions of its kind in the world, for the education of farmers' sons and the promotion of agricultural knowledge generally.

**Summer Resorts and Sports.** The delightful climate, the abundance of fishing, the natural beauty of many parts of the Province, and the easy communication attract yearly thousands of tourists, many of whom are permanent residents during the summer months. The Georgian Bay district, the Muskoka district, the Temagami district, the Kawartha Lakes, the Thousand Islands, and the Lake of the Woods are favourite resorts. Niagara Falls, of course, is of perennial interest to tourists. Many of the smaller towns along Lakes Erie and Ontario have an attraction for summer visitors. The Government has recognized the necessity of preserving a part of this great national heritage of beauty for the free use of the public and has set apart the great Algonquin National Park for their use. The park contains about 2,000 square miles and is under careful supervision. "Its numerous enchanting lakes and streams abound in trout, bass, and other members of the finny



*When it's fruit picking time in the Ontario Orchards, girls find pleasant and healthful employment*



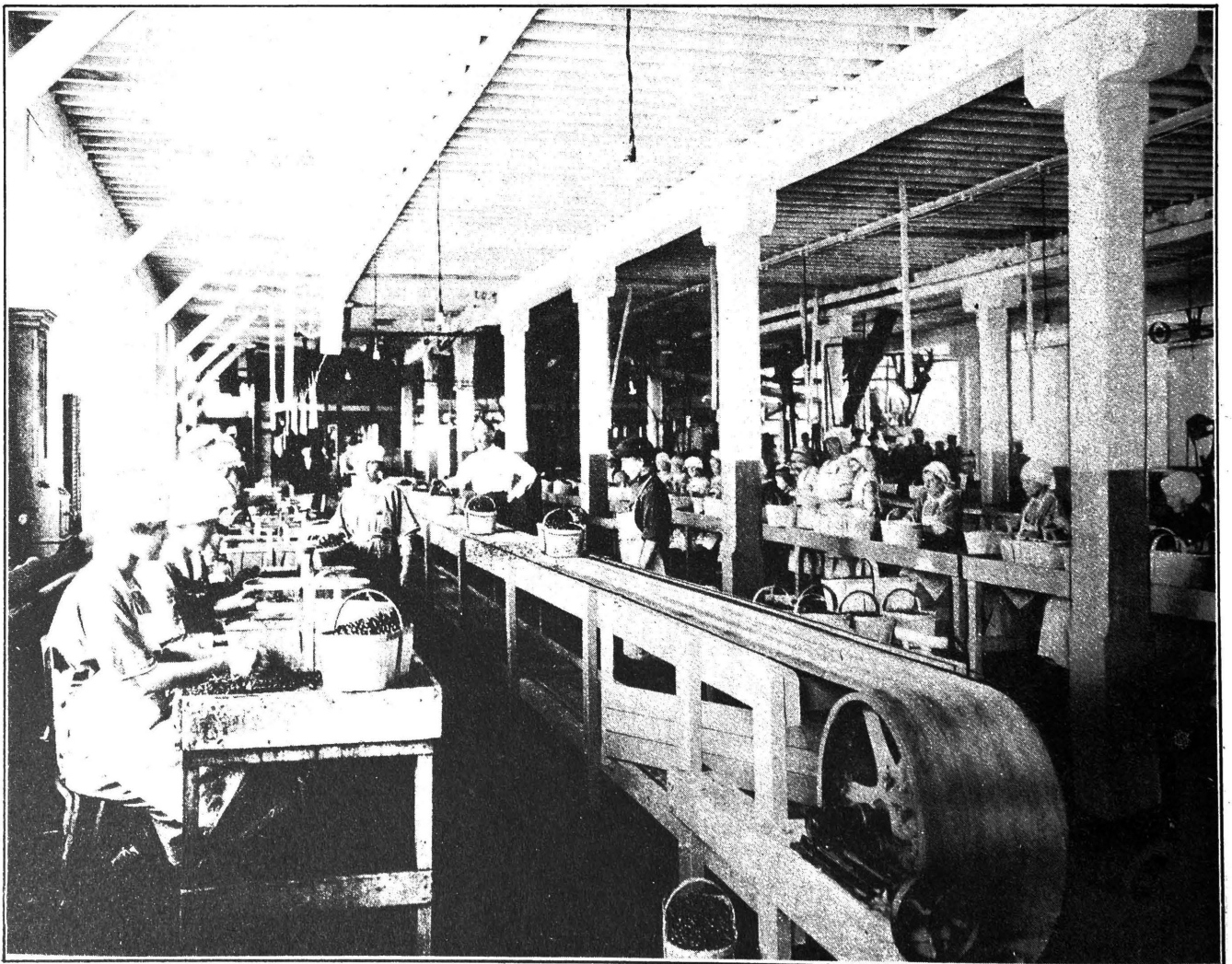
tribe, while the forests are alive with moose, deer, beaver, and other of the larger animals, and hundreds of wild fowl and birds, enjoying an earthly paradise without fear or trembling of being killed by man."

The rivers and streams abound in trout, bass, pickerel, and maskinonge, while certain sections of the Province, such as Lake Nipigon, are celebrated all over the continent for the excellence of their fishing. The fame of the hunting grounds of Northern Ontario is widespread; moose and deer, bears, wolves, otters, beavers, lynxes, foxes, and rabbits are abundant in the little-settled districts.

**Cities and Towns.** Toronto, situated on a spacious harbour on the northern shore of Lake Ontario, is the capital of the Province. It is the largest city in Ontario and the second in size in the Dominion, its population now numbering about 520,000. It is especially noted for its comfortable homes separated one from the other by beautiful lawns with fine old trees. The city is rich in educational institutions, including the University of Toronto with its affiliated colleges, McMaster Univer-

sity, a Provincial normal school, a technical school, and many collegiate institutes. The Provincial Legislative Buildings and the City Hall are architectural ornaments to the city. The public parks are large and numerous and are carefully looked after. The business interests of the city are many and important, the industries including foundries, shipbuilding and meat packing establishments, piano, carriage, and biscuit factories, agricultural implement works and railway shops. Its unsurpassed railway and steamboat connections make it a great distributing centre.

Picturesquely situated on a cluster of hills overlooking the Ottawa River is Ottawa, the second city in size in the Province, and the capital of the Dominion of Canada. It now has a population of about 120,000. The Parliament Buildings and the fine Government offices give an air of dignity to the city, while millions of dollars have been spent in improving its parks, driveways, and general appearance. Altogether the city is one of the most picturesque on the continent. The chief industry is lumber. The Chaudiere Falls on the Ottawa River, between



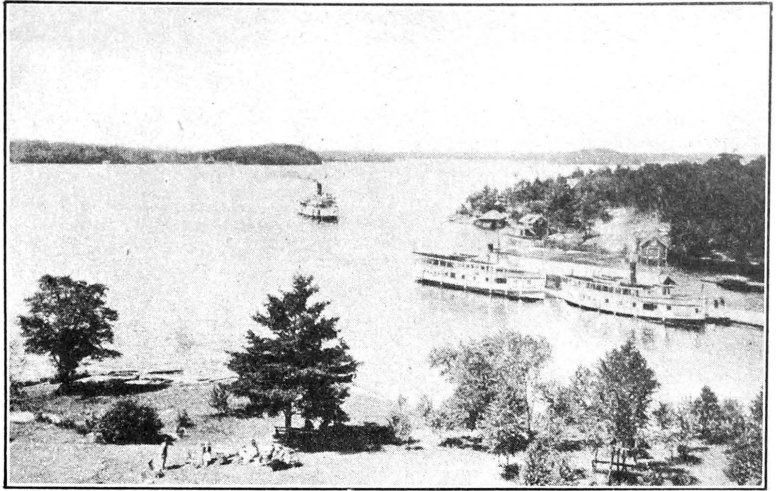
*Ontario is one of the provinces that has become famous for the splendid quality of its fruit. There are some districts where fruit industry receives first attention, such as in the Niagara Peninsula, where there are a number of modern preserving and canning plants such as this*



the city and Hull, furnish splendid water power to drive the factories along the banks of the river. Ottawa is the seat of the University of Ottawa and one of the Provincial normal schools is established there.

In the decennial census taken in Canada in 1921 Hamilton had a population of over 108,000. It, too, has a highly picturesque location at the base of a mountain which marks the end of Lake Ontario. Its rolling and planing mills, iron, implement, and stove works, its furniture, sewing machine, glassware, and boot and shoe factories each year show a gain in volume of business. Surrounding the city is one of the finest fruit districts in North America. At Hamilton is one of the Provincial Normal schools.

London, on the Thames River, has a population of over 60,000 and is an important distributing centre,



*A Scene at Lake Muskoka, a Favourite Holiday Resort in Ontario*

with excellent railway connections. Its agricultural implement and boot and shoe factories, its petroleum refineries, and brick and tile works are important industries. It is the seat of the Western University and of one of the Provincial normal schools.

Kingston is the half-way house for river tourists. Steamers for the Thousand Islands and St. Lawrence points as far east as Montreal, and for the Rideau River as far as Ottawa, make Kingston their port of call and departure. Its chief industries are the manufacture of locomotives, steam engines, cars, and agricultural implements. It is the seat of Queen's University and the Royal Military College, and is also an important military centre.

Brantford, on the Grand River, is the centre of a rich agricultural country. Its manufactures, principally agricultural implements, machinery, stoves, and electrical equipment, add to its commercial importance. The Provincial Institution for the Blind is located in the city.

Peterboro, the seat of one of the Provincial normal schools, St. Catharines, the centre of a rich fruit district, and Belleville, where is located the Provincial Institution for the Deaf, are commercially important. Guelph is well known because of the Ontario Agricultural College and Experimental Farm, while Windsor, Stratford, Galt, Chatham, Niagara Falls, St. Thomas, Kitchener, Collingwood, Sarnia, Woodstock, Brockville, Owen Sound, and other centres, boast of many large industries that materially increase their importance. The twin cities of Fort William and Port Arthur, on Thunder Bay, are at the head of navigation on Lake Superior. They have immense terminal and storage elevators for the handling of the grain from the western provinces. Both cities have excellent water power near at hand and are making rapid advances as manufacturing centres. Sault Ste. Marie contains large steel mills and pulp plants. North Bay is a railroad centre of importance.



*A Glimpse along Yonge Street, Toronto, Capital of Ontario*





Prepared by  
 Natural Resources Intelligence  
 Service Department of the Interior.



# MANITOBA

In the year 1912, Manitoba, until that time in shape almost a perfect square, was extended northward to the 60th parallel, and northeastward to the shores of Hudson Bay, making it a maritime province. As now constituted it comprises 251,832 square miles—more than twice its former size.

The first prairie steppe runs northwesterly through the Province and occupies about one-half its area. On the west and southwest about one-quarter of the Province lies within the second prairie steppe. The boundary between the two steppes is marked by a series of elevations—Pembina Mountains, Riding Mountains, and Duck Mountains, in the Province itself, and the Porcupine Hills on the boundary between Manitoba and Saskatchewan. Standing by themselves in the southwestern part of the Province are the Turtle Mountains. The surface of the first steppe is generally flat prairie, that of the second is more rolling, but on the whole there is little difference. The principal lakes lie within the first steppe, which has an elevation of about 800 feet above sea level. The surface of the northeastern part of the Province is very diversified, rough and broken, with frequent bogs and marsh land.

Manitoba has the largest lakes in the prairie belt. The largest are Lakes Winnipeg, Winnipegosis, Mani-

toba, and Dauphin, all draining to the northeast through the Nelson River into Hudson Bay. Lake Winnipeg, with a length of 260 miles and an average width of 30 miles, is the most important of the four. Receiving, as it does, the Saskatchewan River from the west, the Red River from the south, and the Winnipeg River from the east, it is the centre of the drainage system of Manitoba. All the Manitoba lakes are very shallow, even Lake Winnipeg, in no place exceeding 70 feet in depth. This is accounted for by the fact that they were at one time the centre of an ancient lake—known to scientists as Lake Agassiz—which covered about three-quarters of Manitoba and extended into the United States to the south, into Ontario on the east, and as far west as the eastern boundary of the second prairie steppe. When the waters declined, the south central portion of the Province was left covered with deposits of clay and silt, now covered with from two to four feet of black vegetable mould, which seems inexhaustible in its productiveness.

The Red River, which rises in the United States and after a course of 700 miles flows into Lake Winnipeg from the south, is the most important river in the Province. From the west it receives the Assiniboine River, which rises in Saskatchewan. At the



*The dairy herds of Western Canada have raised many a family from poor circumstances to wealth and independence*





*A Wheat Field in Manitoba, a Province Famous for Wheat of the Highest Grade*

junction of the two rivers is situated the city of Winnipeg. The Saskatchewan River flows into Lake Winnipeg from the west. The Winnipeg River, with its tributaries, the Whitemouth and Bird Rivers, drains the southeastern portion of the Province. There is no dearth of lakes and rivers in Manitoba, which accounts in no small measure for its fertility. Timber tracts of considerable size edge the river banks.

The soil of Manitoba is a deep rich mould, especially rich in the valley of the Red River. In the extreme west and on the higher levels it is somewhat lighter, but still of extraordinary productiveness. It is this soil that yields the harvests of the famous Manitoba wheat.

**Climate.** The climate of Manitoba is very uniform and about all that can be desired. The spring and autumn are long and invigorating, the summers are warm, and the winters bright. The chief rainfall is in June and July. Seeding begins usually early in April. The frost which escapes from the ground provides sufficient moisture to give a good start to vegetation, and the rains and warm sun of June and July promote rapid growth until the crops are brought to maturity. The annual precipitation averages about 20 inches. Good water is found in abundance almost everywhere.

**Agriculture.** Fertile soil, sufficient moisture, and plenty of sunshine combine to give Manitoba its place as an agricultural province. For a long time it has been famous as a wonderful wheat-growing country, the world's finest wheat standard is "Manitoba No. 1 Hard." But it is not only as a wheat-growing province that Manitoba has become well

known; it is rapidly becoming a very important live-stock country. There is an abundant growth of wild forage plants of many kinds. These possess unusual natural fattening qualities, and cattle grazing on them require much less "finishing" than is necessary in almost any other part of the continent. Besides the natural wild grasses that grow in great profusion, the abundant production of cultivated grasses, clovers, and other leguminous plants is an important factor in dairying and stock raising. The abnormally fast growth makes it easy to raise summer forage, either for pasture or for hay. The large crops of oats and barley that can be grown form one of the great natural advantages of the Province for the raising of beef cattle and fed stock of every kind.

The corn belt is gradually moving northward, and many Manitoba farmers are growing corn year by year to their own complete satisfaction. Flax, rye, peas, potatoes, and turnips are among the other important crops.

The profits from dairy farming are becoming more marked. The total annual value of the dairy products of Manitoba exceeds \$9,163,000. Sixty-seven creameries are now in operation, producing over 13,663,000 pounds of butter a year. Manitoba, within a few years, has been changed from a Province which imported large quantities of butter to one which now has an abundant surplus for export.

Hog raising has been very profitable in Manitoba, and for the same reason that all other branches of live stock are profitable. The stockyards are not in the control of the packing houses, so that the Manitoba farmer has an open market. Sheep raising

has been greatly stimulated in the past few years and is found to be paying exceptionally well.

Fruit growing has made progress. Besides the small fruits that grow in great abundance, orchards of apples and plums have been successfully cultivated. The larger fruits, however, are not grown on an extensive scale. Bee-keeping is making great progress, and there is a considerable demand for Manitoba honey due to its purity and flavour. The supply of honey-making flora is very large and is distributed through the whole Province.

**Manufacturing.** Although Manitoba is mainly an agricultural country, the growth of manufacturing has been in recent years surprisingly rapid, the annual product now well exceeding \$102,250,000. In fact, Winnipeg is at present the fourth manufacturing city in the Dominion. Large machine shops are found in several centres. Meat packing is a growing industry. Flour mills are numerous. Lime burning and brick and tile making employ many hands. Wire fencing, leather goods, carriages, and farm machinery in general are also manufactured. Other extensive manufactures are clothing, cigars, pickles, biscuits, and soap.

**Mining.** The annual value of the mineral products of Manitoba is placed at over \$2,276,000. The value of the mineral production in the province has greatly increased in the past few years. There are three important mineral belts—The Pas mineral area, the Rice Lake area, and the Star Lake area. The principal metals are copper and gold. In the Star Lake belt, tungsten and molybdenum properties occur.

In addition, large deposits of gypsum occur at Gypsumville, northeast of Lake Manitoba. The

raw material is shipped to Winnipeg, where it is ground and calcined, and manufactured into wall plaster and other gypsum products. Soft lignites occur in the Turtle Mountain district, but are not being developed. Cement, bricks, and limestone are also produced. Building stone of a very superior quality is quarried at Tyndall, east of Winnipeg.

**Lumbering.** Northern Manitoba is forest-clad as far north as the 60th parallel. The eastern portion shares the forest growth that covers Northwestern Ontario. Birch, spruce, poplar, jack pine, and tamarac flourish in a virgin forest, and supply the saw-mills which have been established at many points. In the west and southwest there are timbered areas on the hills and along the river banks.

**Fishing.** Fishing in Manitoba is an important industry, chiefly as the result of the large catch of whitefish. Lakes Winnipeg and Manitoba are noted fishing grounds, and the whitefish, pike, sturgeon, and pickerel caught in their waters are shipped in large quantities to the United States. Many lakes and streams in the district of The Pas abound in whitefish, pickerel and trout.

**Transportation.** For the extension of her chief industries—the growing and marketing of her grain, cattle, and dairy products—Manitoba is largely dependent on railways, and the broad expanses of prairie land offer every facility for their rapid and economical construction. From Winnipeg railway lines radiate to all parts of the Dominion. From Montreal across the Atlantic, and from Vancouver, Victoria, and Prince Rupert over the Pacific Ocean, her mighty harvests go to feed the nations of the earth. By connection at various points, there is commercial interchange with the United States, and



*Modern farm buildings have not only every convenience but are attractive in appearance and design*









CENTRAL

LAKE

Manitoba

Prepared by  
Natural Resources Intelligence  
Survey Department of the Interior.

50  
95  
100  
50



another outlet is secured by transfer from rail at Fort William and Port Arthur to the Great Lakes. The Province of Manitoba has a railway mileage of over 4,585, which is comprised in the Canadian Pacific, the Canadian National Railways, and the Great Northern. Each is constructing branch lines to keep pace with the development of the agricultural areas, and to handle the manufactures which of late years are of growing importance. A line of railway to Hudson Bay has been partially constructed by the Dominion Government and is in limited operation for 214 miles.

**Population.** According to the Dominion Census returns, the population of Manitoba was, in 1881, 52,260; in 1891, 152,506; in 1901, 255,211; in 1911, 461,630; in 1921, 613,008; in 1926, 638,000. British-born population largely predominates.

**Government.** The government of Manitoba is administered by a Lieutenant-Governor appointed by the Governor-General in Council, an Executive Council of seven members chosen from the Legislative Assembly, and a Legislative Assembly of 55 members elected by the people. The Province is represented in the Dominion Parliament by 17 members of the House of Commons and 6 Senators. There are 177 organized municipalities, including cities and towns. A considerable portion in the north and east is as yet without municipal organization, but school districts may be established wherever there are a sufficient number of children.

**Education.** There is one public school system in Manitoba, free to all religious denominations. Collegiate institutes have been established in Winnipeg, Brandon, Portage la Prairie, Virden, Souris, and Stonewall, and in addition high schools and continuation classes at various smaller places.



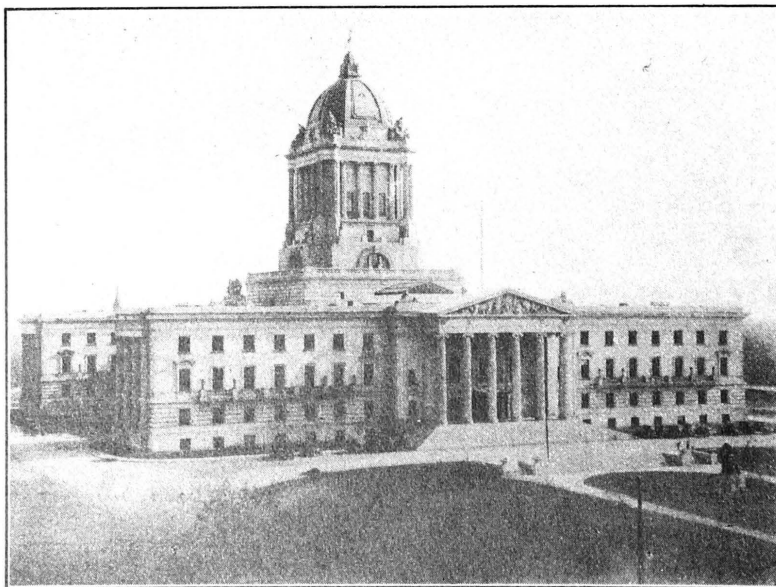
*Seeding with Six of the Best*

Technical education is well provided for. In Winnipeg is the Provincial normal school for the training of teachers. Brandon has a well-equipped normal school, with spacious grounds, where special attention is given to the preparation of teachers for the rural schools. In 1905 consolidated schools were an experiment. To-day, they are a success. The vans used for carrying the children to and from school are well protected and well heated in cold weather. The attendance in the consolidated schools throughout the Province and Western Canada shows an increase of more than fifty per cent over the old district system.

The University of Manitoba, situated in the city of Winnipeg, is the oldest institution of its kind in the Canadian West. With it are affiliated various denominational colleges. The Medical School is recognized as one of the best in Canada. Near Winnipeg is the Manitoba Agricultural College, wholly supported by the Province, with spacious grounds, magnificent buildings, adequate equipment, and a complete teaching staff.

**Sport.** Considerable number of elk, moose, and jumping deer are found in the Province, and in the forests and hills the bear, wolf, lynx, fox, marten, beaver, and other fur-bearing animals have their haunts. Prairie chickens are the principal native game birds, and the sportsman finds no dearth of wild ducks and geese on the lakes, rivers and ponds.

**Cities and Towns.** Winnipeg is the capital of Manitoba, and the gateway city to the Great West. Fifty years ago a mere trading post of the Hudson Bay Company with a population of about 200, to-day it is a great centre of industry and trade with a population of about 200,000. Its situation at the junction of the Red and Assiniboine Rivers and at the entrance to the great prairie



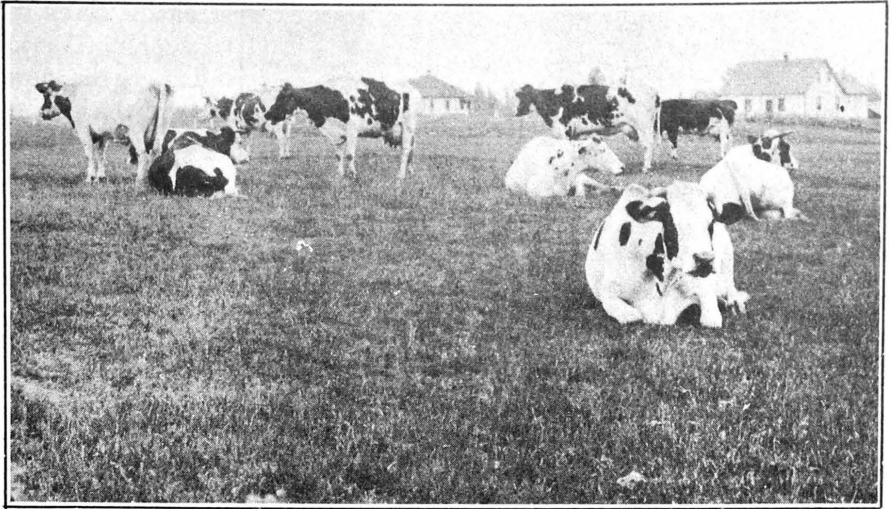
*Manitoba Provincial Parliament Buildings, Winnipeg*



country is peculiarly favourable. It is, in consequence of this situation, the receiving centre for all the necessities and luxuries of life for the Canadian West. Only about one-eighth of the arable land of Western Canada has as yet been brought under the plow, yet it is due to the opening up of this one-eighth that Winnipeg has sprung from the little trading village to the substantial city it now is. The magnificent water power near at hand, which provides electrical power at a very cheap rate, is one of the main reasons for the progress of the city and has made it a prosperous manufacturing

centre. The largest abattoirs in the West are in Winnipeg. Its bank clearings are about \$3,000,000,000 in one year. Its public buildings, especially its technical, high, and public schools, are specially notable. The new Provincial Legislative Buildings are an ornament to the city and a credit to the Province. The buildings of the University of Manitoba are in Winnipeg, while the Agricultural College is near at hand.

Brandon, the second city of Manitoba, is situated in the centre of a rich farming district. With a



*Well-bred cattle are the pride of the farmer on the Canadian prairies*

population of over 16,440, its commercial importance is increasing at a rapid rate. Its wholesale trade shows a large gain, and its grain elevators, flour mills, machine shops, and other manufactories, are highly prosperous. It is the seat of one of the Provincial normal schools and of Brandon College. The Dominion Government Experimental Farm, widely known and of incalculable service to Manitoba farmers, is located here.

Portage la Prairie ranks among the most important of the country's wheat centres, and its railway



*With the settlement of the prairies the corn belt is moving northward. Manitoba is now a considerable producer of fodder corn*





*Turkeys can be raised very profitably in Western Canada*

facilities are unusual for a place of over 6,500 inhabitants. For thirty consecutive years the records show no failure of crops on the plains surrounding the city, and its foundries, flour mills, elevators and manufactories are large and enterprising.

St. Boniface, opposite Winnipeg on the Red River, is the centre of Roman Catholic interest in Western

Canada, and a thriving manufacturing city. Selkirk, Dauphin, Transcona, Neepawa, Souris, and Minnedosa are the most important of several railroad towns from which are shipped the farm products of the sections where they are located.

**A Maritime Province.** The proximity of Port Nelson, at the outlet of the Nelson River, to the great wheat areas, together with the prospect of early railroad connection with them, makes its future possibilities as a seaport loom large. Thus Manitoba may well be termed the "Maritime Prairie Province." By the recent boundary extension northward and eastward to the shores of Hudson Bay, Manitoba has gained not only a wonderful wealth of agricultural land, timber, fisheries, water-powers, and minerals, but also a maritime coast line which includes the two finest harbours on Hudson Bay—Churchill and Nelson. So that to the tremendous advantages of her vast prairies must now be added those of direct ocean routes to the world's markets. The Hudson Bay route for the shipment of grain and produce from the Canadian West and the Northwestern United States to European markets is between 700 and 800 miles shorter than other routes.

The available horse-power of Canada's rivers is over 18,000,000, one-sixth being credited to Manitoba. The cheap power, heat, and light which this holds in store for Manitoba are but some of many rich heritages belonging to the Province's development in the near future.



*Threshing Grain in Western Canada. As soon as the grain is threshed it is taken to Granaries or Elevators*

# SASKATCHEWAN

In shape Saskatchewan is an almost perfect oblong, the United States and the Northwest Territories forming its southern and northern boundaries, while on east and west it adjoins Manitoba and Alberta. Its 251,700 square miles lie in the very centre of Canada's prairie land, covering an area larger than France. The Province is just about half as wide as it is long, its extent along the 49th parallel being 390 miles and its dimension north and south 760 miles.

The western part of the second and the eastern portion of the third prairie steppe form the physical division of land in which Southern Saskatchewan is outlined. North of the rolling prairies are extensive forest tracts, thinning off as the northern boundary of the Province is approached. The North and South Saskatchewan rivers, both of which have their source in the Rocky Mountains, the Qu'Appelle, and the Carrot are the chief streams, intersecting the Province from west to east. The Qu'Appelle runs its whole course through a rich agricultural country, and the scenery along the river is very beautiful.

The southern strip of this Province is very like the adjoining section of Manitoba—a more or less gently rolling prairie, generally bare of trees. In some districts the rainfall is light, but modern methods of farming, and, in a few cases, irrigation, have enabled the settlers to grow wonderful crops year in and year out.

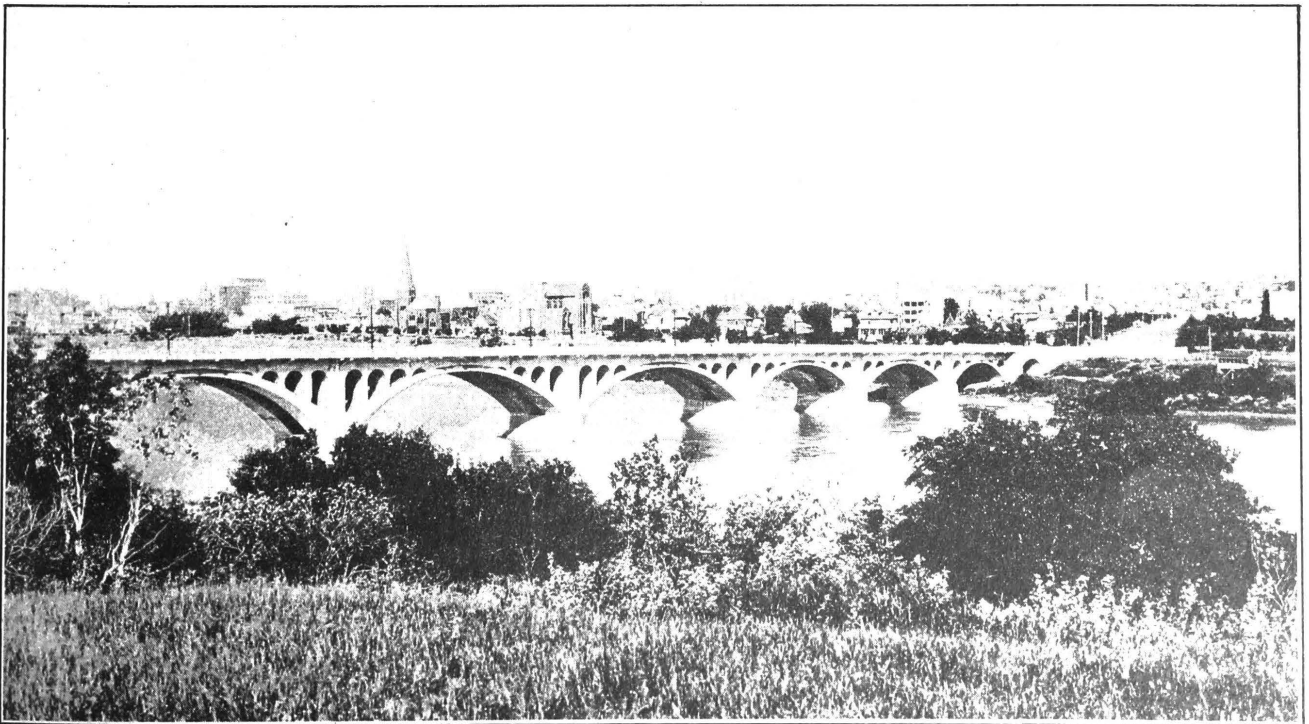
A little further north are the park lands; and well they deserve their name. Even here there is plenty of open prairie, where the new settler can put in his

plow and run a long furrow without having to clear anything away first; but there are also innumerable little "bluffs" or coppices of birch and poplar, which are very useful not only in providing fuel, but also in sheltering the house and live stock, and to some extent the crops, from the wind. Here there is usually heavier rainfall than in the south. The country is dotted with lakes and alive with creeks. It is, in fact, beautiful; and beautiful surroundings are, after all, a great boon to the community.

The fertility of the soil is almost inexhaustible, and the upper ten inches hold in store illimitable wealth for those who till it for the production of wheat and other grains, or who pasture their live stock upon the grasses which grow in such luxuriance upon it. The soil in all of Saskatchewan is a rich loam, running from eight to twenty inches deep, usually over a chocolate clay subsoil. The moisture is retained by this subsoil, so that crops are produced with less rainfall than would otherwise be needed.

The southeastern portion of the Province is almost flat. In other parts, the surface is undulating; near some of the rivers in the more hilly sections the soil becomes lighter, with some stone and gravel and areas of light timber.

**Climate.** The atmosphere of Saskatchewan is clear and bracing. There is abundance of sunshine and usually a sufficiency of moisture. While the days in summer are frequently hot, yet the heat is generally tempered by a refreshing breeze, and the nights are invariably cool and pleasant. In winter it is decidedly



*University Bridge over the Saskatchewan River at Saskatoon, constructed of reinforced concrete at a cost of over half a million dollars*





*The rich level prairies of Saskatchewan make it possible to carry on farming on a very large scale*

cold, but the stillness of the air during the severe weather, together with the dryness of the atmosphere, make the winter season healthful and even enjoyable. It should not be forgotten that the Province has an elevation of from 1,500 to 3,000 feet above the sea level, and that this ensures a clear and dry atmosphere.

**Agriculture.** Up to the present time, only a small part of the vast agricultural lands of the Province has been brought under cultivation. The land area of Saskatchewan reaches a total of 155,764,480 acres, of which about 44,000,000 acres are occupied. It is estimated that there are in the Province over 94,000,000 acres suitable for agriculture, without clearing forest land, etc. Returns from the acreage which has yielded repeated crops equal those of Manitoba, which are regarded as phenomenal. Between the eastern boundary of the Province and Moose Jaw lies a district which challenges comparison with any of the older grain-producing areas, the average yield of wheat to the acre being about twenty bushels, while yields of thirty to forty bushels per acre are numerous. With only a small proportion of its area under cultivation, the grain crops of Saskatchewan have exceeded 502,000,000 bushels in a single year. Wheat is grown to a greater extent than other grains. Oats are second in point of production. Of this cereal exceptionally heavy yields have been grown on well cultivated fields. Saskatchewan oats are a heavy weighing variety, and whenever shown at world exhibitions have won the championship. Flax is a very important crop. Barley is extensively grown, and while much of it is exported, the largest amount is used at home in feeding cattle and hogs. Rye and other small grains bring good returns to the farmer, and are useful in crop rotation. Corn in many places has proven successful. The erection of silos in connection with well appointed farm buildings indicates the growing prosperity of

the farmers. The chief conditions which contribute to the success of grain-growing in Saskatchewan are: 1. The soil is almost inexhaustible in its fertility. 2. The climate brings the wheat plant to fruition very quickly. 3. The northern latitude gives the wheat more sunshine during the period of growing than is furnished by the districts farther south.

Alfalfa is a crop of some importance, particularly in the irrigated districts.

The cattle industry in Saskatchewan has reached an importance that places it upon an equality with that of many of the best cattle-raising countries. There are many large herds scattered throughout the Province, subsisting for a large portion of the year on the native grasses, that possess nutriment scarcely found elsewhere on the continent, and the balance of the year—the winter months—gaining flesh and quality by outdoor feeding. There are few farms now but have their herds—large or small—many being a nucleus of pure bred stock, to which considerable attention is being paid. Buyers from the United States are showing their appreciation by buying all the good Canadian cattle they can get. Beef steers are produced at a very small cost, and so greatly has the cattle industry advanced in the past few years, that it has been found necessary to establish large stock yards at Prince Albert and Moose Jaw.

Dairying is a natural adjunct to cattle raising. Not only has the beef cattle industry made rapid progress, but the raising of dairy cattle has the attention of a great many farmers in the Province. All conditions are favourable, and immense importance is attached to this branch of agriculture.

At important points thoroughly equipped creameries are established. Dairying is rapidly becoming more popular throughout Saskatchewan and the whole of Western Canada and is at a point, according to the opinion of experts, where growth and development of

this important branch of farming will follow rapidly. The annual value of the dairy products of the Province exceeds \$18,873,000.

The profits in this undertaking are more readily recognized when it is known how cheaply it can be carried on. Some districts of the country are more favourably adapted to the industry than others, but there is no section where it is not possible to engage in dairying with success. Besides the creameries, which are under direct government supervision, and manned by the best butter makers obtainable, the production from private dairies makes a considerable sum.

Since 1907, when the supervision of creameries was taken over by the Government, the industry has grown to an almost incredible extent. In that year there were only four creameries in operation with only 213 patrons; now there are seventy-one creameries and cheese factories in the Province with thousands of patrons, and, in addition, four cold storage plants actually in operation. The breeding and raising of the best milk strains is receiving careful attention. There are many instances where prices running well into five figures have been paid for males and females. The raising of poultry is a very profitable undertaking in Saskatchewan.

The raising of sheep, which has become general throughout the Province, is commanding a great deal of attention. In years past some of the largest sheep ranches in the West were in Saskatchewan. Since these large farms were cut up into smaller holdings the farmers have continued the enterprise. The

climate is very favourable, and with abundance of food and pure water—important factors—the country may be said to be ideal for sheep men. A large portion of the output is sold on the co-operative plan, which is proving very satisfactory.

**Mining.** The lignite deposits of Saskatchewan occur mainly in the southern portion of the Province. The area that is best known is the vicinity of Estevan, where mining has been carried on for several years. The Belly River formation on the northwest extends along the Alberta frontier, and comprises an area of about 1,500 square miles. While there are other minerals in Saskatchewan, these have not yet been developed to any extent. The annual value of the clay products exceeds one hundred and twenty thousand dollars.

**Lumbering.** The lumbering district of Saskatchewan lies north of Prince Albert. Spruce, larch, jack-pine, white and black poplar, and white birch are the most common trees. Much of this timber is used for railway sleepers and to meet the demands of the farmers and settlers throughout the Province. In the northern section of Saskatchewan the Dominion Government has set aside a number of large areas as forest reserves, not only with the purpose of conserving the timber supply, but also "of keeping up a permanent supply of water at the fountain-head of streams which radiate from various centres in every direction."

**Fishing.** There are many lakes and rivers, which abound in fish of various kinds. These not only



*The Provincial Parliament Buildings, Regina, Saskatchewan*



# SASKATCHEWAN

**LEGEND**

- Canadian National Railways
- Canadian Pacific Railway
- Other railways
- Resources

**WHEAT**

Statute Miles, 55 = 1 inch

0 10 20 40 60 80 100



Selwyn L.

Tazin I.

Fitzgerald

Ft. Smith

Slave R.

Black L.

Black B.

Whitefish

Poplar Pt.

Pike

Waterpower

Wollaston Lake

McFarlane R.

Chipewyan

Richardson R.

Waterfound R.

Peace R.

Firebag R.

Mackay R.

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Wollaston Lake

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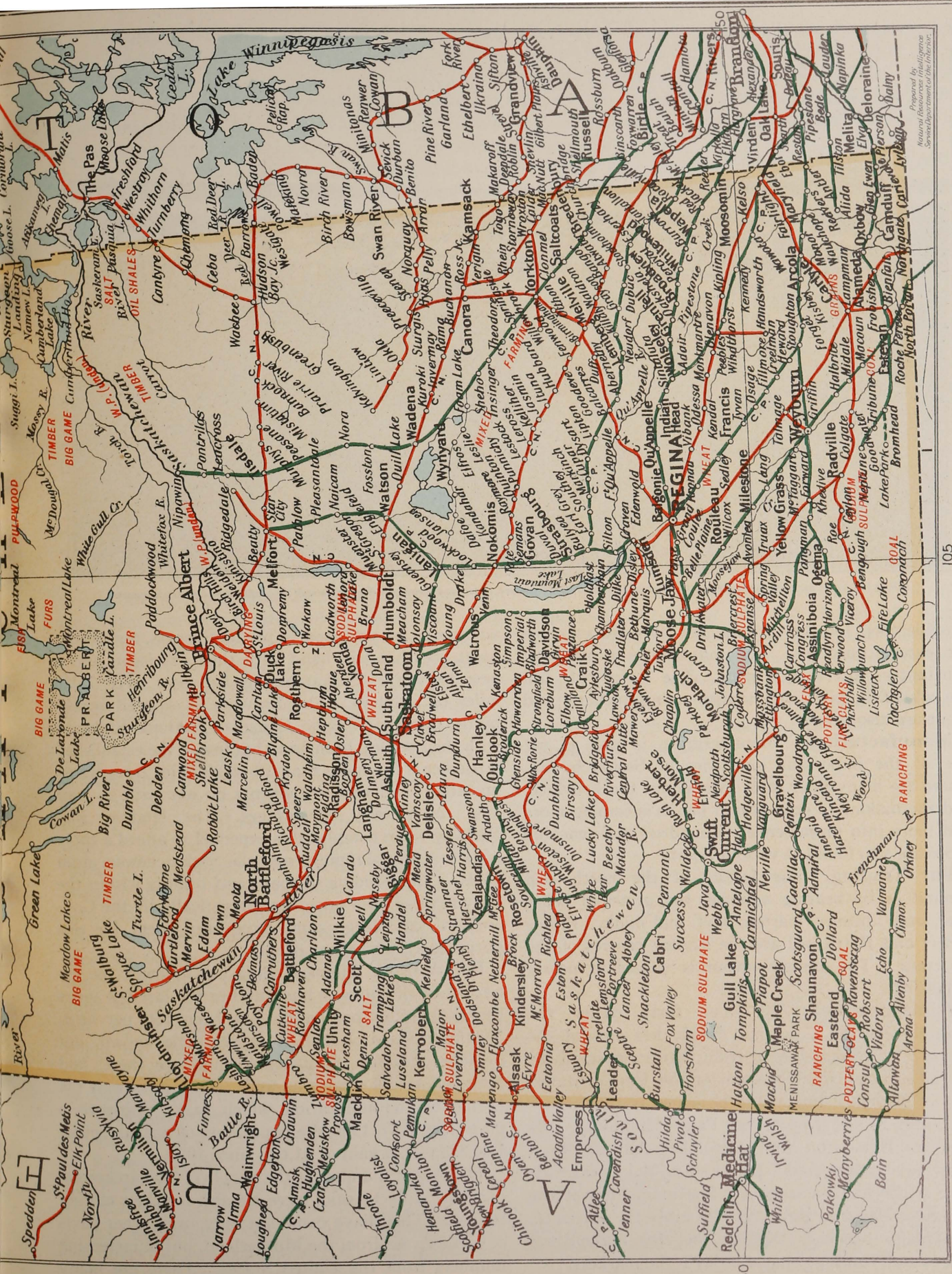
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Prepared by  
National Resources Intelligence  
Service/Department of the Interior





*Sheep raising is an important industry in Western Canada. Good pasture, water, and favourable climate furnish the conditions necessary to success*

provide food for the settlers, but also are valuable for export purposes. The industry is proving of constantly increasing value. The principal fish are whitefish, pike, and sturgeon, but pickerel and trout are also caught.

**Manufacturing.** Manufacturing is not as yet one of the important industries of Saskatchewan. There are many flour mills throughout the Province, and the making of cement and bricks is coming more and more into prominence. Foundries and machine shops are also found at various points.

**Fur Trading.** The forests of the north still abound in fur-bearing animals, the principal being bear, otter, beaver, marten, wolf, and mink. Prince Albert and Battleford are the leading centres of the fur trade. The annual output is valued at nearly \$2,000,000.

**Transportation.** For over forty years the main line of the Canadian Pacific has crossed the Province of Saskatchewan from east to west, about 100 miles north of the border of the United States. One of its more important branches is the "Soo" line from Moose Jaw to St. Paul, Minnesota. Its lines to Edmonton and Lacombe, Alberta—both progressive commercial points—are daily carrying more traffic and passengers. The main lines of the Canadian National Railways also cross the Province, with many branches tapping the rich agricultural centres and forming connection with the markets.

The railroads are the pioneers in this vast area

waiting to be wakened to productiveness, and settlement goes hand in hand with their extension into a new territory. Saskatchewan has now over 7,056 miles of railways. The Province is so well served by the Canadian Pacific, Canadian National Railways with their several branches, that few of the established settlements are more than 10 to 20 miles from transportation; and new settlements do not have to wait long for railway advantages. The Hudson Bay Railway when completed is expected to afford a short haul to ocean shipping from the Saskatchewan grain fields. The building of roads and bridges within the Province has been taken up energetically by the Government, and large sums have been spent for this purpose, with excellent results.

**Population.** Homesteading has followed the extension of the railway lines, and in the last few years the increase in population has been 150 per cent. Northern Saskatchewan is as yet little known, but millions of acres of cultivable land are there, and other sources of wealth as well. They but await the means of communication which make residence a possibility. In 1926 the population of Saskatchewan was 823,000, a gain of 61,610 since 1921.

The greater number of the people of Saskatchewan, it need hardly be said, have English for their mother tongue. They have come not only from other parts of Canada and from the Motherland, but in increasing numbers from the United States. There are many settlers also from the various countries of Europe,

who are quickly learning the English language and fitting themselves for intelligent citizenship in their adopted country.

**Government.** The government of Saskatchewan is administered by a Lieutenant-Governor appointed by the Governor-General in Council, an Executive Council of seven members chosen from the Legislative Assembly, and a Legislative Assembly of 63 members elected by the people. The Province is represented in the Dominion Parliament by 21 members of the House of Commons and six Senators. Municipal government is being largely introduced.

**Education.** Both primary and secondary education are of vital interest in Saskatchewan and receive every attention. School districts are keeping pace with the rapid advance of settlement. The schools are free and are supported by the Government and by local taxation. Collegiate institutes or high schools are found in every important centre of the Province. Normal schools for the training of teachers are maintained at Regina and at Saskatoon. Large, commodious, and well-equipped school buildings are the rule, not the exception. The University of Saskatchewan at Saskatoon is supported, and controlled by the Province. The grounds of the University are spacious, and additional buildings and equipment are being provided to meet the needs of this growing institution. In connection with the University is the Agricultural College, splendidly equipped for its special purpose and conducting an admirable work among the farmers of the Province.

**Sport.** Northern Saskatchewan is still largely the haunt of the sportsman. Lakes, rivers, and forests abound, and the keen hunter finds rare sport in this home of the fur-bearing animals. Moose and caribou are numerous. Elk are also found, but are protected by law in order to prevent their extermination. In the south and centre, prairie chickens are numerous, while the prairie lakes and sloughs are the habitat of wild ducks and other wild fowl. The jack-rabbit and coyote roam almost everywhere on the prairies, and the graceful antelope may sometimes be seen at a respectful distance.

**Cities and Towns.** Regina, on the main line of the Canadian Pacific Railway, is the capital of the Province. Its population numbers about 40,000. It is the centre of a rich agricultural district, and has direct railway communication with all the important points in

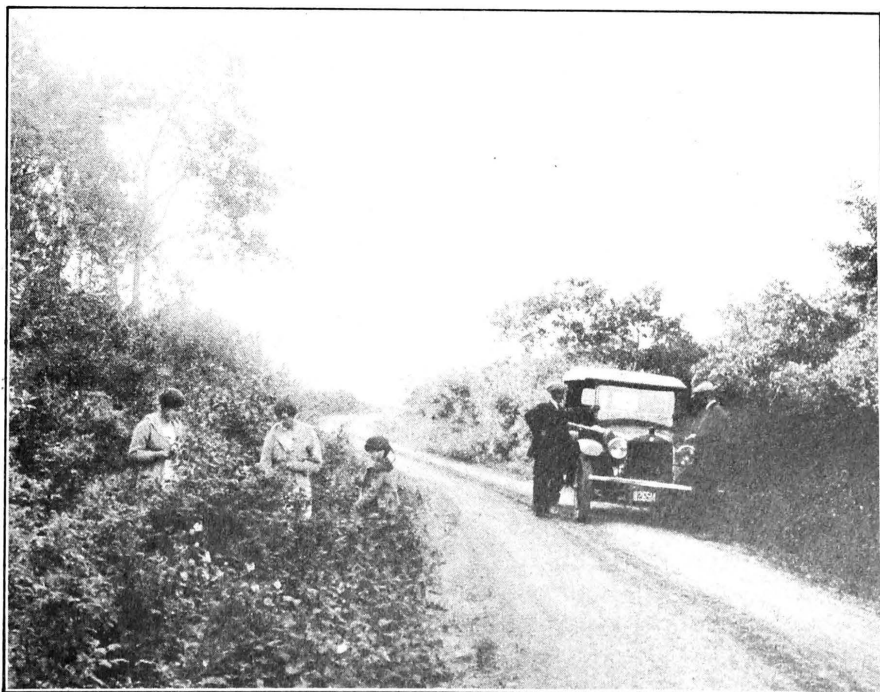
the West. At present it is the headquarters of the South Saskatchewan division and a depot of the Royal Canadian Mounted Police. The beautiful Provincial Legislative Buildings are situated there, as are also one of the Provincial normal schools, and Regina College.

Moose Jaw, with a population of about 20,000, is an important railway point. It has extensive stock yards and flour mills. A large storage elevator with a capacity of about 3,500,000 bushels has been erected there. The city is properly proud of its substantial school buildings.

Prince Albert, with a population of about 8,000, bids fair to become a manufacturing centre. Nearby is a large and beautiful forest, and the whole district is well watered and presents many charming scenes. The city contains large sawmills and flour mills. It is also a centre for fur-trading.

Saskatoon has a population of over 31,300 and is commercially and educationally important. It is the seat of the University of Saskatchewan and of one of the Provincial normal schools. It is also an important railway and distributing centre for a productive farming district. A storage elevator similar to that at Moose Jaw is in operation there.

North Battleford, Swift Current, and Weyburn are important centres, as are also Battleford, Biggar, Yorkton, Estevan, Melville, Maple Creek, Humboldt, Indianhead, Moosemin, Kamsack, Rosthern, Assiniboia, Canora, Melfort, Watrous, Shaunavon, and Wolseley. All of them derive their importance chiefly from their situation in the midst of a rich agricultural country.



*A picturesque spot near Regina, Saskatchewan*



# ALBERTA

Alberta is the most westerly of the three Prairie Provinces. The rectangular form of the Province is broken by the dove-tailing of British Columbia into the southern half of the western side along the crest line of the Rocky Mountains. It is a great sloping plateau covering an area of 255,285 square miles. In length it is 760 miles from north to south, and in width varies from 400 miles to less than half that distance. The Rocky Mountains, that magnificent range, whose scenery is unsurpassed in any part of the globe, forms more than half of the dividing line between it and British Columbia. The Province contains three distinct territorial belts—southern, central, and northern.

## **Southern Alberta.**

Rolling, treeless prairie lands extend from the international boundary to 100 miles north of Calgary. For a distance of sixty miles the western side of this area is of foothill character. Throughout this southern area the altitude is high and the rainfall generally somewhat light. This is still the great ranching country of the Province, but much of the open grazing land has been converted to grain-growing and mixed farming. Irrigation is employed quite extensively, and the principal alfalfa areas of Western Canada are in this territory.

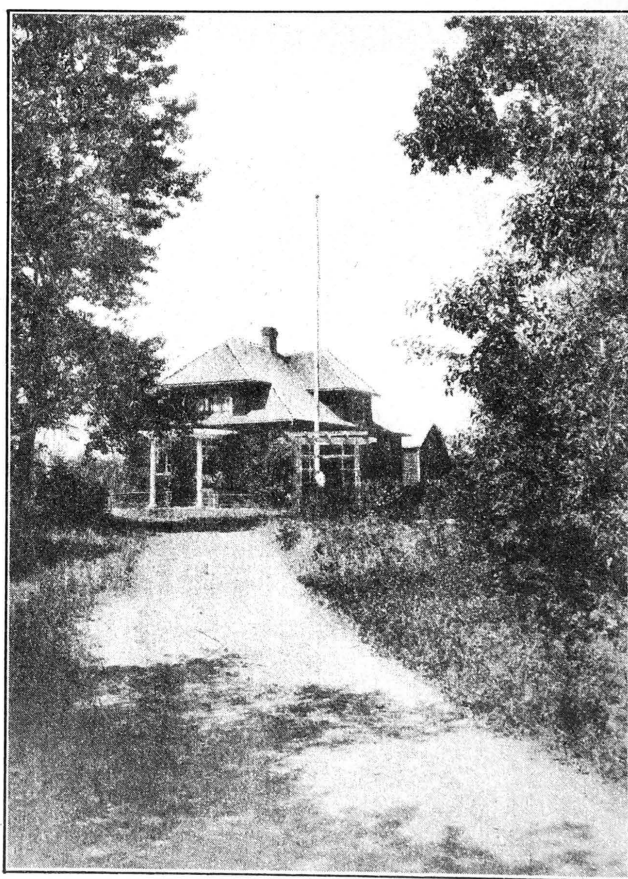
Though most of the big ranchers have sold their land, it must not be supposed that cattle ranching in Southern Alberta is a thing of the past. It still flourishes, especially among the foothills of the Rocky Mountains, where the rancher knows that in addition to his own land the cattle can still roam over many a grassy slope not yet appropriated by the homeseeker. The life on such a ranch is delightful, and in the most remote recesses of the foothills may be found a home as comfortable and well furnished as could be desired. The cattle, which graze on the nourishing wild hay of the prairie, make beef of a quality unexcelled in the world. Sheep-raising also is followed extensively.

The horse is another animal that finds satisfactory conditions of existence in Southern Alberta. The influx of farmers, though a difficulty to the cattle-man, is an advantage to the horse-breeder; for the farmers need horses for the work of cultivating their farms.

Cattle and horses live out on the prairie all winter, as the grass dries into nourishing hay where it stands. They can, however, be kept in better condition by extra feed; and so the rancher cuts prairie hay for winter use. In recent years irrigation has facilitated the raising of record crops of grain and vegetables, especially alfalfa. Even without irrigation and by

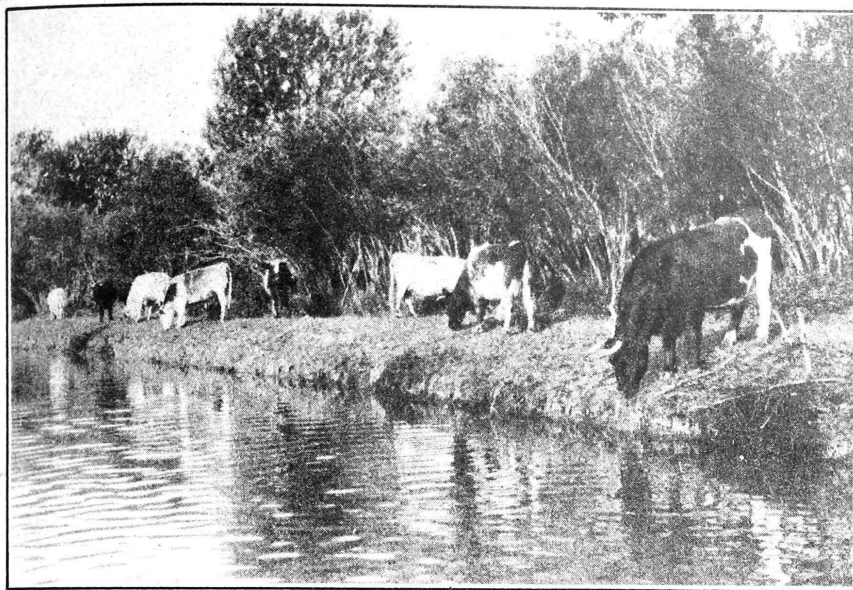
a system of "dry farming," which really means farming by conservation of moisture, all the small grains will thrive, and many millions of bushels are now annually grown on tracts formerly given over entirely to the feeding of herds of cattle and horses.

**Central Alberta.** The park-like territory extending from the Red Deer River northward, including the basin of the North Saskatchewan, to the height of land between that river and the Athabaska, constitutes the central section of Alberta, and in surface conditions and soil—a rich black loam, practically inexhaustible in its capability for producing magnificent crops—is very much like that of Central Saskatchewan.



*A Farmer's Home in Alberta*

It is well watered and has important resources in timber, chiefly poplar and spruce. The ground is extremely fertile, and while wheat, oats, barley and flax yield abundantly, the practice of mixed farming is general and characteristic. The excellent fodder provided by the natural grasses of the prairie is supplemented by heavy crops of timothy and other tame fodders, resulting in ideal conditions for dairying and stock-raising. The active assistance of the Federal and Provincial Governments has placed the butter-making industry on a solid foundation. The Dominion Experimental Farms, one in this district at Lacombe, and another at Lethbridge, in the



*There are many places in Western Canada similar to this, where nature lends attractiveness and offers useful shelter, water and feed*

southern plain, do for this Province what the older experimental farms have done farther east.

**Northern Alberta.** In the lands of the northern section there is an agreeable diversity, open prairies lying close beside lightly and heavily wooded areas. Timber lands increase, and the great tracts of spruce and poplar are very valuable. Railroads have already penetrated this area northwest and northeast for a distance of between 250 and 340 miles, to Peace River and Grand Prairie on one hand, and to Fort McMurray on the other. Settlers are making homes along these lines of railway, and the Peace River country has a group of a dozen prosperous agricultural centres. The rivers of the north country supplement in an important way the railway transportation services. The fur trade which opens out chiefly from Peace River is still important.

**The Mountain Area.** The mountain area of Alberta lies mainly in the southern part of the Province, and includes the eastern side of the Rocky Mountains, with abrupt slopes and irregular surfaces, deeply cut by canyons and ravines. There are many passes through the mountains, the most important of which are the Crow's Nest, traversed by the Canadian Pacific Railway, the Kicking Horse, through which the main line of the Canadian Pacific enters British Columbia, and the Yellowhead, through which the transcontinental lines of the Canadian National Railways proceed on their way to the Pacific coast. Alberta is world-famous for its mountain scenery, Banff, Lake Louise, and other points being visited by many thousands of tourists every year.

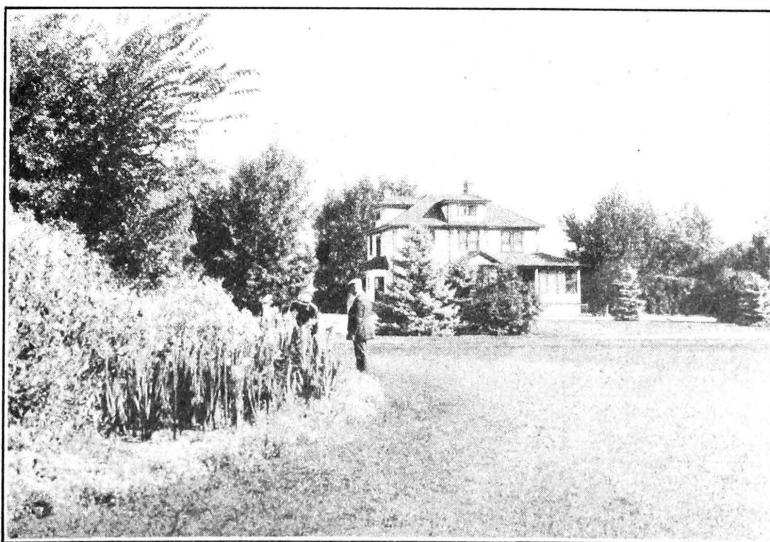
**Drainage.** Three great drainage sys-

tems receive the waters of Alberta. The Peace and Athabaska Rivers, flowing into the Mackenzie system, drain the northern part of the Province. The greater part of the central and southern area is drained by the Saskatchewan River, the two branches of which unite in the Province of Saskatchewan and eventually reach Hudson Bay through Lake Winnipeg and the Nelson River. The chief tributary of the North Saskatchewan is the Battle River, while the South Saskatchewan is fed by the waters of the Bow, Red Deer, and Belly Rivers, the Belly in turn being fed by the Little Bow, Old Man, and St. Mary Rivers. The Milk River flows for over one hundred miles

through the Province and joins the Missouri in the State of Montana.

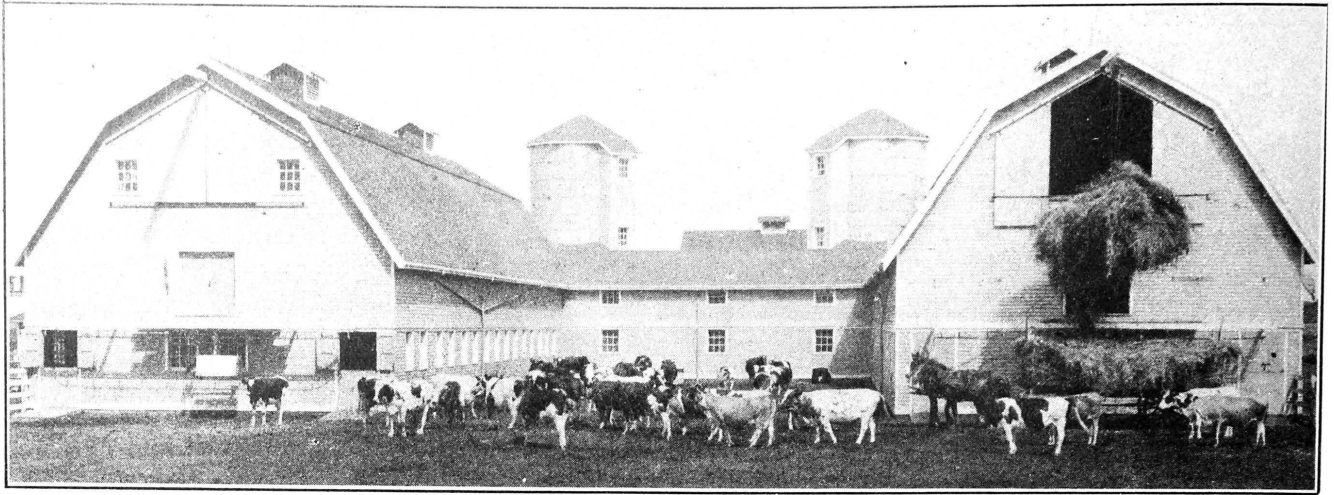
In the southern part of the Province the lakes are numerous, but shallow, and are full or almost empty in accordance with the rainfall. The central portion contains many large lakes, but it is in the northern part that the largest bodies of water are found. The largest of these, Lake Athabasca, is 195 miles long, while Lesser Slave Lake is 60 miles long. The total area of the northern lakes is estimated at 2,210 square miles.

**Climate.** Distance above sea level has much to do with the variations of climate in the Province, as has also the great extent of the land area. Alberta is delightfully healthful throughout its length and breadth, the country drained by the Peace River, in the northern portion, being reputed to have as warm



*Dominion Government Experimental Farm at Lethbridge, Alberta, one of twenty-three similar farms maintained for the benefit of farmers and new settlers*





*A Dairy Farm in Alberta. Dairying is becoming an important industry in the Province*

summers as the Valley of the Saskatchewan, 300 miles farther south. This territory and that of the Athabaska River Valley have every reason to be considered of great promise for agriculture and ranching. The "Chinook" wind, especially in the southern section, is depended upon to carry off the snow, permitting cattle and horses to graze outdoors all winter. This wind is a current of air moving from areas west of the Rocky Mountains which reaches the prairie as a dry, warm wind. This influence affects the climate of the whole eastern slope of the Rockies, and makes agricultural development possible for a great distance northward. There are few blizzards or violent storms of any character, and the winters are, for the most part, seasons of very enjoyable temperature. The warmth of summer never becomes a sweltering heat.

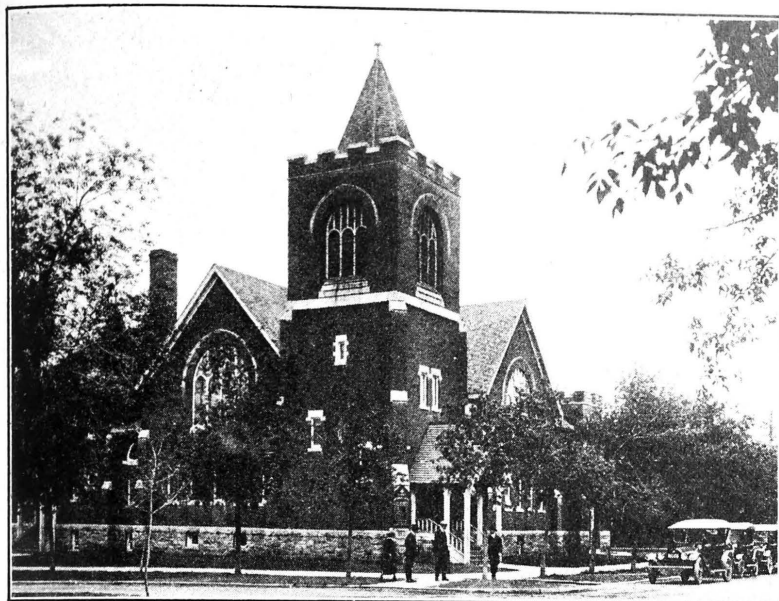
**Agriculture.** Two-thirds of the population of Alberta look to the soil for a living. It is estimated that there are about 85,000,000 acres of agricultural land in the Province, only about ten million of which are under cultivation. Wheat, oats, barley, flax, rye, and other crops are produced in large quantities. Alfalfa is extensively cultivated, especially in the irrigated lands in the southern section of the Province. Important irrigation enterprises, which will water an area of over 1,000,000 acres, are operating at Calgary, Lethbridge, Bassano and Medicine Hat. Mixed farming and dairying are features of the central section. Hog-raising is becoming increasingly important. The raising of horses and dairy and beef cattle is a feature of the agricultural life of the Province.



*Useful Young Farmers in Alberta*

**Mining.** Great veins of both bituminous and anthracite coal have been discovered in Alberta, and from the number and vast size of these beds, it is believed that over 25,000 square miles are underlaid with this mineral. There can be no shortage of fuel in Alberta for ages to come. In fact Alberta promises to become one of the chief coal exporting Provinces of the Dominion. About seven million tons of coal are mined annually, and the mines are equipped for an output of fifteen million tons. Natural gas, under heavy pressure, is found at many points throughout the Province, and is extensively used for power, fuel, and light. In the Athabaska River region, and near the British Columbia boundary, there are decided indications of petroleum, and a limited amount of oil is now being refined. The sands of the North Saskatchewan River have for years yielded some gold, and the output of clay and stone in the Province is valued at about \$1,000,000 (£200,000) yearly. There are large salt deposits in the northern part of the Province, and immense beds of tar sands are found east of the Athabaska River. The annual mineral production of Alberta is valued at over \$25,318,000.

**Lumbering.** Building material and fuel in unlimited quantities are procurable in the forests of Northern Alberta, for the timber lands extend hundreds of miles on the north side of the Saskatchewan River. The poplar, birch, pine, white and black spruce, Douglas fir and larch, are among the trees contained in these great forest belts. South of the North Saskatchewan the timber is principally



*Churches are established in every community in Western Canada*

cottonwood and poplar, except in the foothills and river valleys, where considerable spruce is found. Saw mills are located at various points. Over 26,000 square miles of territory have been set aside as forest reserves and Dominion parks.

**Fishing.** The immense lakes of Northern Alberta are heavily stocked with fish, the most important being whitefish and pike. Trout and pickerel are also abundant. Most of the catch is used for local consumption, but there is some export.

**Fur Trading.** Fur trading is still an important industry in the northern section of the Province, with Edmonton as the centre. The fur-trader derives considerable revenue from otter, mink, ermine, wolverine, marten, badger, squirrel, bear, fox, wolf, and lynx. Three companies, in addition to many private traders, are engaged in the traffic.

**Manufacturing.** The Province possesses many large and prosperous manufacturing establishments, which supply local needs, and also engage in export business. Abattoirs and meat packing plants are located at Calgary and at Edmonton, and at many points throughout the Province there are flour and saw mills, brickyards and tile works, iron works, cement works, harness factories, and stone quarries. Medicine Hat, on account of its great supplies of natural gas, has become a considerable manufacturing centre.

**Transportation.** The Canadian Pacific Railway was the first to pierce the lofty Rockies, and its lines run from Medicine Hat and from the east through the Crow's Nest and Kicking Horse passes. Two other

great passes are the Yellowhead and Peace River, which, first traversed by daring travellers, have since been made highways of traffic. The main line of the Canadian Pacific runs east and west through Calgary, and from there sends a branch north to Edmonton and another south to Macleod. From the Edmonton branch there are two off-shoots, starting at Lacombe and Weta-skiwin. Other branches diverge from the main line at different points, extending into the newer districts.

Two through lines of the Canadian National Railways connect Edmonton with Winnipeg, Port Arthur and other principal centres in the east and with Vancouver and Prince Rupert in the west. Canadian National lines also extend to Calgary from the east and north, and there are also extensions westward into the coal fields. Other

branches of the Canadian National system traverse the central portion of the province and link with lines to all parts of Canada and the United States.

Two other railways, built principally for colonization purposes, have opened up vast stretches of new country and are proving of inestimable value—the Edmonton and Great Waterways and the Edmonton, Dunvegan and British Columbia. The Government of Alberta is also spending large sums in the building of roads and bridges, especially in the newer and less settled parts of the country. On the rivers and lakes of the northern section stern-wheel steamers ply during the summer months.

**Population.** There was an increase of over sixty per cent in the population of Alberta from 1911 to 1926, the last census registering 607,000, compared



*Provincial Parliament Buildings, Edmonton, Alberta*





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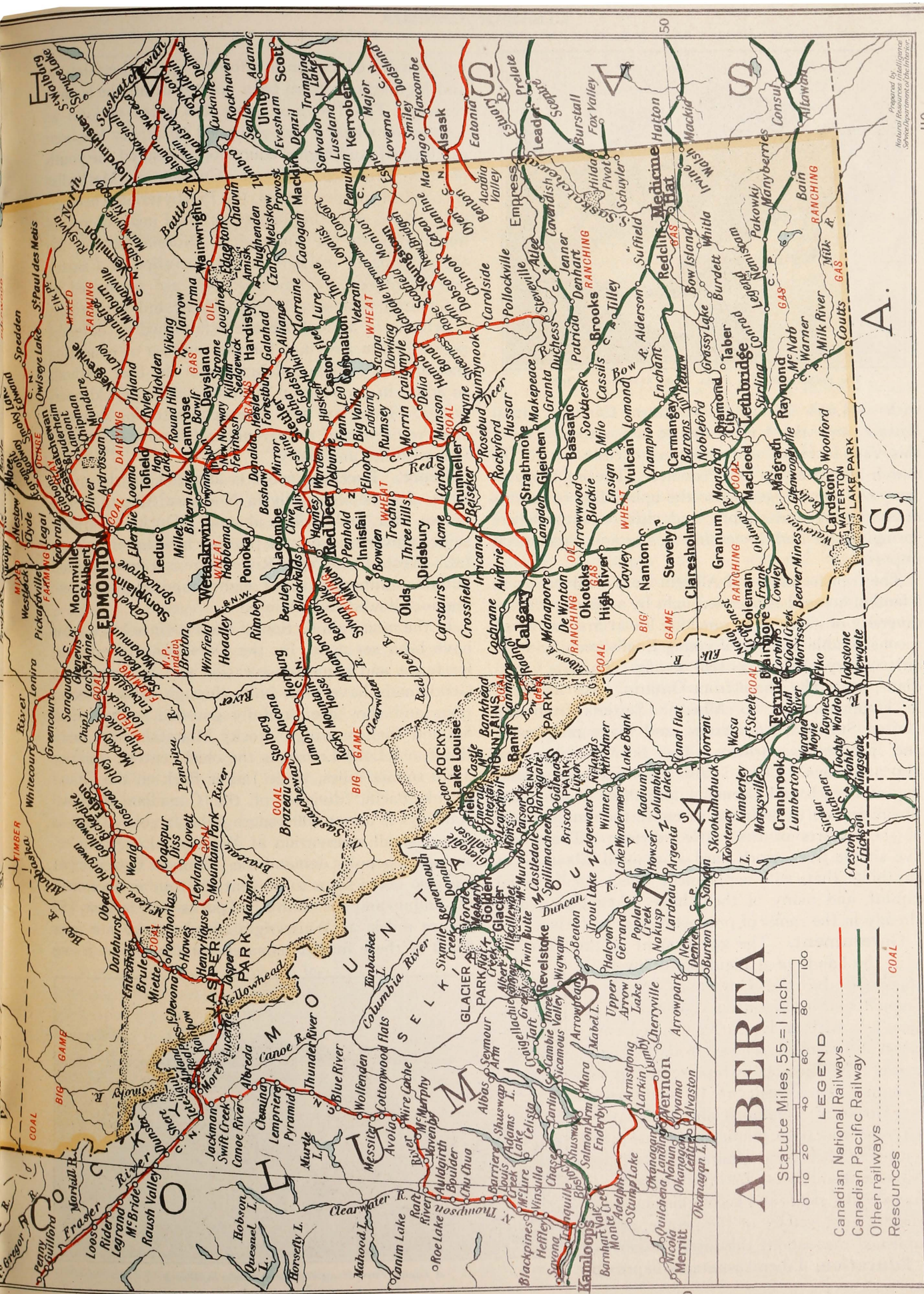
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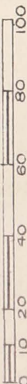
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# ALBERTA

Statute Miles, 55 = 1 inch

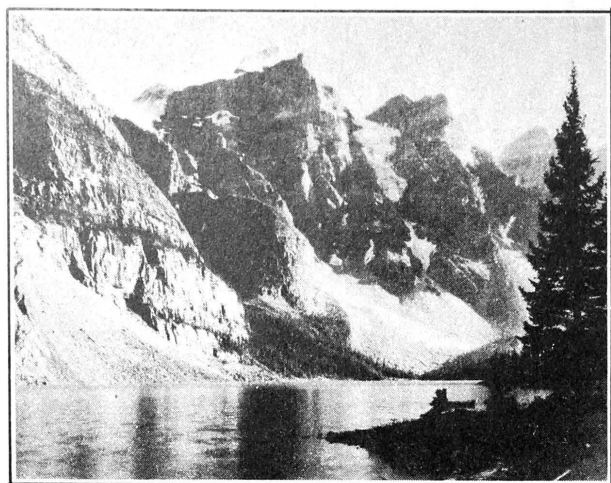


## LEGEND

- Canadian National Railways
- Canadian Pacific Railway
- Other railways
- Resources

Prepared by the  
Historical Information  
Service Department of the  
Government of Canada





*The Valley of the Ten Peaks, Rocky Mountains, Alberta*

with 374,663 in 1911. Eastern Canada, Great Britain and the United States are responsible for this vast increase, and there is no cessation in the march of settlers to the Province. The influx of an army of farmers means also the upbuilding of centres of marketing and supply, and cities and towns are springing up and increasing in size and commercial importance.

The transformation of Alberta from a wilderness to a land of homes has been wrought by an extraordinary diversity of men. The ranching life at first attracted a considerable number of young Englishmen, and the old country element is still strong. Eastern Canadians, especially those from Ontario, have migrated in large numbers to Alberta. Settlers from the United States are numerous, and make progressive and prosperous farmers. The Scandinavians are also numerous. There is also a considerable sprinkling of French and Germans, and those of other nationalities are to be found in many thousands in the northern parts of the settled district. These folk live simple lives, work hard at manual labour or at anything that will supplement their small initial capital, and many of them have taken high places already in the ranks of progressive agriculturists.

**Government.** The government of the Province is in the hands of a Lieutenant-Governor appointed by the Governor-General in Council, and a Legislative Assembly of 60 members, with an Executive Council, composed of 8 members, chosen from the Legislature. The Province is represented in the Dominion Parliament by 16 members of the House of Commons and 6 Senators. After incorporation, municipalities are given control of their local affairs, and local improvement districts, for the purpose of maintaining roads and accomplishing other work for the welfare of the people, are established throughout the rural sections.

**Education.** Liberal assistance in provid-

ing primary education is afforded by the Legislature, and high schools have been opened at all the leading centres. The Province owns 258 acres of land at Edmonton where a well-equipped university has been established, and higher education is assured the youth of the Province. Alberta College, a Methodist theological training school, the Presbyterian Theological College, and other denominational institutions are affiliated with the university. Normal schools for the training of teachers are in operation at Calgary and Camrose. Technical schools are conducted at Edmonton, Calgary, Medicine Hat, and Lethbridge.

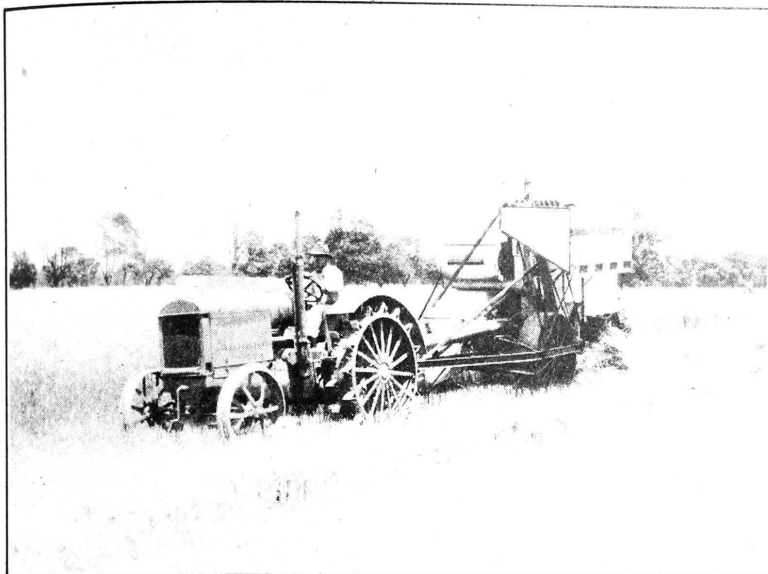
Schools of agriculture are established at different points in the Province for the purpose of educating the farmers' sons and daughters in the best methods to adopt in carrying on farming and household operations. There are also nine demonstration farms in the Province, and an agricultural faculty in connection with the university.

**Sport.** Excellent sport is afforded by the quantities of game, especially in Northern Alberta, where moose, deer, and caribou abound. Ducks, partridge, snipe, plover, geese, and prairie chickens are plentiful. West of the Peace River there is a herd of wood buffalo numbering about eight hundred, but these are not allowed to be hunted.

In the mountain section of the Province large areas have been set apart by the Dominion Government for forest and game preservation and for recreation. Good roads have been built through these reservations and they are carefully guarded both against fire and illicit hunting. Rocky Mountain Park, with Banff and Lake Louise as the chief centres, contains 3,800 square miles, while Jasper Park on the Grand Trunk Pacific division of the Canadian National Railways is about 600 square miles larger. There is also a small reservation at Waterton Lake. In response to popular demand the Dominion Government has also taken steps to prevent the total extinction of the buffalo and has established parks—the largest, 159 square miles, at Wainwright—where there are over 6,000 of these former monarchs of the plains, living



*A Typical Farm Home and Surroundings in Alberta*



*A Harvester-Thresher, a new invention in farm machinery, at work in an Alberta wheat-field*

the life of their ancestors, secure from slaughter.

**Cities and Towns.** Edmonton, the capital of the Province, with a population of over 65,000, is the centre of northern traffic, and two transcontinental railways make it an important distributing point. The territory to the south also contributes to its prosperity. Edmonton is finely located on a tableland 200 feet above the North Saskatchewan River, and has a bird's eye view of this beautiful valley. It is the depot of the fur-traders of the northern forests, of great importance to the Hudson's Bay Company. It also has many large manufacturing plants, in particular flour and saw mills and meat packing plants. The city operates all its own public utilities. The Provincial Legislative Buildings are distinguished for their beauty, and Alberta University is also imposing in architecture.

Calgary, the chief city of the southern district and the principal business centre of the Province, is well located in the valley of the Bow River, a tributary of the South Saskatchewan. It is a centre for wholesale trade, and its commercial importance is increasing with great rapidity. Calgary now has over 65,200 inhabitants while in 1911 the population was 43,704. Forty years ago it was a mounted police outpost and ranchers' rendezvous. The building of the Canadian Pacific Railway raised it to a place of prominence. Two divisions of the Canadian National Railways now enter the city, and Calgary is one of the points of greatest activity on their lines. Many manufacturing establishments have their home there,

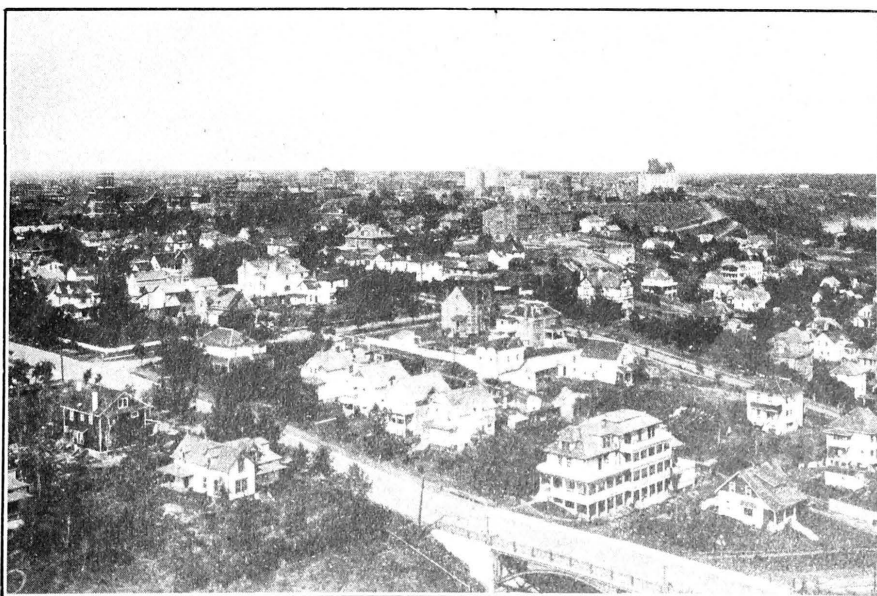
including meat packing plants, flour mills, harness factories, lumber mills, and brick and cement works. Its buildings are constructed largely of the grey sandstone found in the vicinity. One of the Provincial normal schools is located there. It is the door to the magnificent scenery of the Rockies, and the great number of summer tourists has necessitated the building of large modern hotels. Natural gas is largely used for fuel.

Medicine Hat, the centre of what was formerly the finest kind of ranching country, in which all kinds of farming are now being carried on, is a thriving city with a population of about 10,000. Bricks and sewer pipes are extensively manufactured. It stands prominent among the flour milling centres of the British

Empire, and is known as the "natural gas" city.

Lethbridge has gained its population of about 12,000, not alone by reason of its central position in a great coal-mining district, but also because of its railway advantages and its splendid agricultural area. One of the longest steel bridges in America crosses the river there. Lethbridge is an important centre of irrigation farming. A Dominion Government experimental station is located there.

Red Deer, Wetaskiwin, Blairmore, Camrose, Cardston, Coleman, Drumheller, Lacombe, Macleod, Pincher Creek, Raymond, Redcliff, Stettler, High River, Taber, Vegreville, and many other active centres, take care of the growing commercial needs of the population. These country towns are the market-places of the farmers of the province, and each is marked by its grain elevators for handling and storing the crops of the community.



*Bird's Eye View of Edmonton, Alberta*











# BRITISH COLUMBIA

British Columbia is one of the largest Provinces of the Dominion, its area being estimated at 355,855 square miles. It is a great irregular quadrangle, 760 miles from north to south, with an average width of over 400 miles, lying between latitudes 49 degrees and 60 degrees north. It is bounded on the south by the Strait of Juan de Fuca and the States of Washington, Idaho, and Montana; on the west by the Pacific Ocean and Southern Alaska; on the north by Yukon and the Northwest Territories; and on the east by the Province of Alberta.

The Province is traversed from south to north by four principal ranges of mountains—the Rocky and Selkirk Ranges on the east, and the Coast and Island Ranges on the west. The Rocky Mountain Range preserves its continuity, but the Selkirks are broken

up into the Purcell, the Selkirk, the Gold, and the Cariboo Mountains. Between these ranges and the Rockies lies a valley of remarkable length and regularity, extending from the International Boundary-line along the western base of the Rockies, northerly, 700 miles. West of these ranges extends a vast plateau or tableland with an average elevation of 3,000

feet above sea-level, but so worn away and eroded by watercourses that in many parts it presents the appearance of a succession of mountains. In others it spreads out into wide plains and rolling ground, dotted with low hills, which constitute fine areas of farming and pasture lands. This Interior Plateau is bounded on the west by the Coast Range, and on the north by a cross-range which gradually merges into the Arctic slope. It is of this great Interior Plateau that Professor Macoun said: "The whole of British Columbia, south of 52 degrees and east of the Coast Range, is a grazing country up to 3,500 feet, and a farming country up to 2,500 feet, where irrigation is possible."

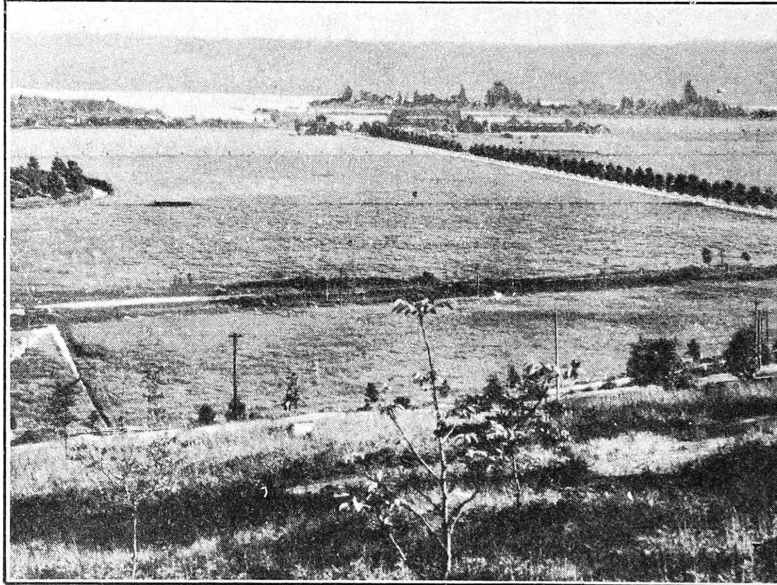
The Coast Range is a series of massive crystalline rocks, averaging 6,000 feet in height, and a mean width of 100 miles, and descends to the Pacific Ocean. The Island Range, supposed to have been submerged in past ages, forms the group of islands

of which Vancouver Island and the Queen Charlotte Islands are the principal.

The multitude of islands and numerous large indentations of gulfs, inlets, and bays along the western side of the Province are conspicuous features of the coast line, perhaps the most remarkable in that respect in the world. Only a survey of the map can reveal an idea of the countless indentations which occur, from the little bays and snug harbours to the long, large, deep sounds and inlets extending far inwards. Vancouver Island, the Queen Charlotte Islands, and the coast of the mainland are rugged in the extreme.

One of the most noticeable physical features of British Columbia is its position as the watershed of the North Pacific slope. All of the great rivers flowing

into the Pacific, with the exception of the Colorado, find their sources within its boundaries. The more important rivers are: The Columbia, the principal waterway of the neighbouring State of Washington, which flows through the Province for over 600 miles; the Fraser, 750 miles long; the Skeena, 300 miles long; the Thompson, the Kootenay, the



*A Glimpse of a Section of the Fraser Valley, British Columbia*

Stikine, the Liard, and the Peace. These streams, with their numerous tributaries and branches, drain an area equal to about one-tenth of the North American Continent. The lake system of British Columbia is extensive and important, furnishing convenient transportation facilities in the interior. The area of lakes aggregates 2,624 square miles.

**Climate.** Varied climatic conditions prevail in British Columbia. The Japanese Current and the moisture-laden winds from the Pacific exercise a moderating influence upon the climate of the Coast and provide a copious rainfall. The westerly winds are arrested in their passage east by the Coast Range, thus creating what is known as the "Dry Belt" east of those mountains, but the higher currents of air carry the moisture to the loftier peaks of the Selkirks, causing the heavy snowfall which distinguishes that range from its eastern neighbour, the Rockies. Thus a series of alternate moist and dry belts is formed.





*A Typical Home, Victoria, British Columbia*

The climate of British Columbia, as a whole, presents all the conditions which are met with in European countries lying within the Temperate Zone. The climate of Vancouver Island, and the Coast generally, corresponds very closely with that of England; the summers are fine and warm with much bright sunshine, and severe frost scarcely ever occurs in winter. On the Mainland similar conditions prevail until the higher levels are reached, when the winters are cooler. There are no summer frosts, and the heavy annual rainfall nearly all falls during the autumn and winter. To the eastward of the coast Range, in Yale and West Kootenay, the climate is quite different. The summers are warmer, the winters colder, and the rainfall rather light—bright, dry weather being the rule. The winter cold is, however, scarcely ever severe, and the hottest days of summer are made pleasant from the fact that the air is dry and the

nights are cool. Farther north, in the undeveloped parts of the Province, the winters are more severe.

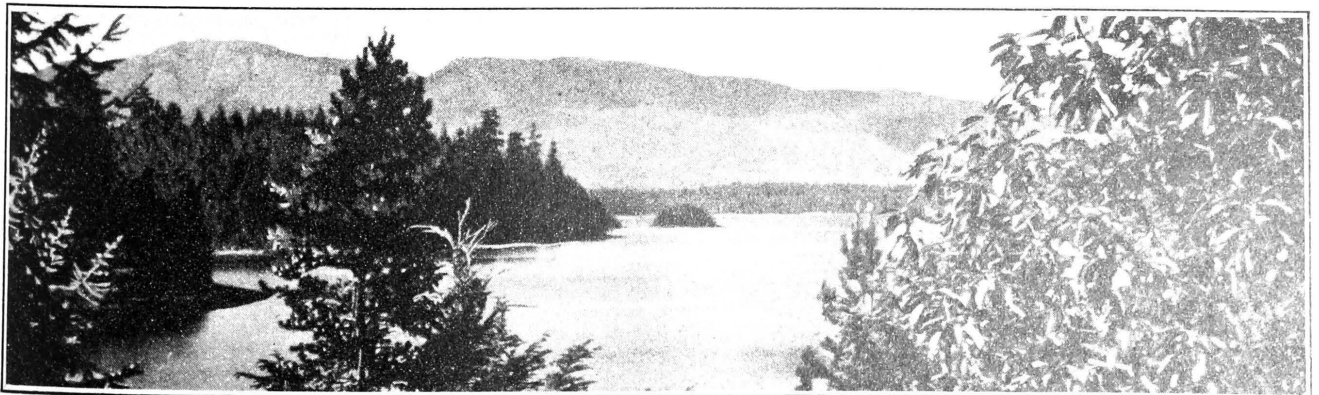
**Agriculture.** It is rapidly becoming recognized that ranching underworks the soil and grain-raising overworks it. Mixed farming is the great equalizer, and good results have everywhere followed the experiment of raising crops and live stock simultaneously. In British Columbia this combination proves extremely profitable, because of the extensive market for farm produce and for fruit of every description. Only within recent years have the immense possibilities of the Province along agricultural lines been discovered. It is estimated that British Columbia has over 22,000,000 acres of land suitable for agriculture, and of this area about 2,500,000 acres are occupied and about 375,000 acres under actual cultivation. Seemingly sterile tracts, with the aid of irrigation, have been shown to be unusually well adapted to the cultivation both of fruits and cereals, though a large acreage is suitable merely for grazing.

The fruit growers of the Province have won distinction by the size and flavor of their products, and the fame of Southern British Columbia as a fruit country is now world-wide. Apples, grapes, apricots, peaches, and plums are grown to perfection; also strawberries, cherries, and many other small fruits. Experts in every land have acknowledged that fruit-packing in British Columbia has reached the highest degree of excellence, and have imitated the methods there followed. The Okanagan Valley justly claims distinction in this field.

Sugar-beets, celery, and tobacco are now being raised extensively, while the demand for cereals far exceed the yield. Wheat, barley and oats are grown in many parts, as are hops, potatoes, carrots, and other roots and vegetables.

The large extent of pasture land makes dairying an important industry, and good prices are secured for all kinds of dairy products.

The raising of hogs is one of the most profitable branches of the live stock industry, as there is lively demand for all pork products. The prices realized for draft horses make their breeding highly important, and the breeding of good cattle is a profitable venture



*Where mountain peaks and island-dotted placid lakes form a delightful environment*

Poultry raising is attaining large proportions in the Province. The demand for hens, ducks, and geese far out-runs the supply, and eggs command a price that makes chicken-farming a steady source of income.

**Lumbering.** In timber British Columbia has its greatest asset, for, however rich a country may be in mineral wealth, the latter is always a definite quantity and is subject some day to exhaustion, but properly conserved and developed, timber is inexhaustible. The value of the manufactured timber is over \$46,322,000, and the forests are growing about four times as fast as they are being cut. The present commercial stand of timber exceeds 336,000 billion feet. Throughout the coast region, and in a lesser degree the wet belts of the interior, there are great stands of Douglas fir, hemlock, red and yellow cedar, spruce, larch, and commercial pines. The hardwoods, such as oak, maple, and alder, are inconsiderable and commercially negligible. The coniferous trees grow to unusual size and height. Douglas firs, cedars, and spruce eight to ten feet in diameter are not unusual in the coast regions, while there are individual specimens, 300 feet high, with girth from 50 to 55 feet. Saw mills are located all over the Province, both on the coast and in the interior. There is a constant demand for British Columbia timber in



*Granville Street, Vancouver, the Largest City in British Columbia*

the Prairie Provinces, and large quantities are exported to the United Kingdom, the Orient, South America, Africa, and Australia. The cedar cut is mainly manufactured into shingles which form an important part of the export trade. From the spruce is manufactured pulp and paper, an important industry.

**Mining.** British Columbia is second only to Ontario in the value of the products of her mines. The annual production is valued at over \$64,485,000. The Province is rich in gold, silver, copper, lead, coal, iron, and other mineral deposits. The annual value of the production of gold is over \$4,531,000, the coal taken from the immense veins in different parts of the Province at over

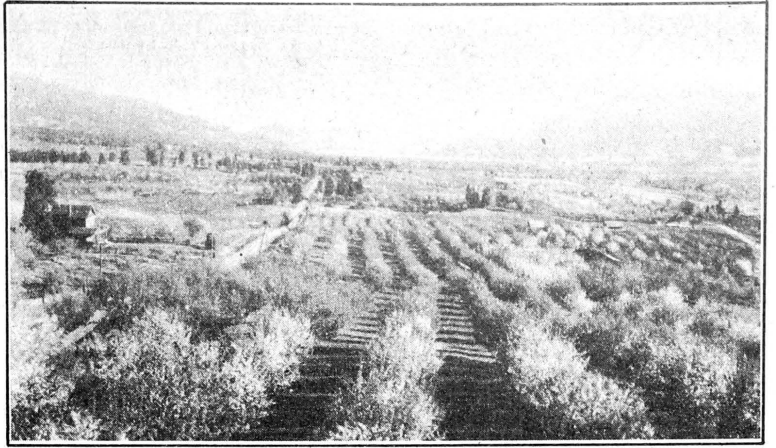


*Salmon caught in the waters of the North Pacific, off the coast of British Columbia, being delivered at one of the large canneries*



\$11,720,000, and the copper at over \$2,344,000. Coal has been mined for many years on Vancouver Island, and in 1898 the extensive coal deposits in the Crow's Nest Pass began to be developed, which, along with the manufacture of coke, have been an important factor in the smelting industry of the Kootenay and Boundary districts. It has been estimated that the undeveloped coal resources of British Columbia amount to about 40,000,000,000 tons. Fully half of the coal mined in the Province is sent to the United States, but so great is the supply that the vast beds have as yet scarcely been touched.

**Fishing.** The fishing industry is one of the very large assets of British Columbia. The Province has for some time held first place in the value of her fisheries, and is responsible for nearly one-half of the entire production of the Dominion. The annual runs of the salmon, of which there are five species, resulted years ago in a large canning industry, and there is as well a considerable trade in the shipment of fresh salmon. About 30 years ago the very rich halibut banks began to be exploited, and the halibut fisheries, although now showing signs of depletion, still are of large proportions. At Prince Rupert, the centre of the halibut industry, is erected one of the largest cold storage plants in the world devoted exclusively to fish, whence the halibut, packed in ice, is shipped as far as the Atlantic seaboard. Herring and black cod form a large part of the annual catch. Of late years there has been a marked development in the catch of flat and other fish, not previously marketed outside of the Province. Whaling is carried on quite extensively. Over 20,000 men are engaged in the fishing industry, and the export trade is increasing



*Orchards in the Okanagan Valley, British Columbia, one of the most productive fruit-growing districts in the world*

with great rapidity. Hatcheries for propagation purposes are established at a number of points throughout the Province.

**Manufacturing.** The manufactures of British Columbia are mainly connected with the natural resources of the Province. Lumber is manufactured, in all its forms, for home consumption and export purposes. Large smelters are in operation in the mining districts, while coke is extensively manufactured at Fernie and other centres. Pulp and paper are being increasingly produced. Salmon canning is one of the most important industries. There is a large sugar refinery at Vancouver. The total annual value of the manufactures of the Province is more than \$181,386,000.

Shipbuilding is one of the industries that was greatly stimulated by the war. Owing to the shortage of shipping after its outbreak, a programme of building wooden ships was undertaken by the Provincial Government. Subsequently steel vessels were also constructed. There are now well equipped plants in connection with this industry, which is one that promises to add materially to the business of the Province.

**Transportation.** The Province is well supplied with transportation facilities. The main line of the Canadian Pacific Railway enters British Columbia through the Kicking Horse Pass on its way to Vancouver. Another line of the same railway, entering the Province by means of the Crow's Nest Pass, serves the Kootenay country and joins the main line, by several water connections, at Revelstoke. Two lines of the Canadian National system traverse the Yellowhead Pass, one proceeding through the northern part of the Province to Prince Rupert, while the second turns south to Kamloops after leaving the Pass and parallels the Canadian Pacific on the opposite side of the



*One of the many pleasant resorts on the British Columbia Coast*

Fraser River, to Vancouver. From Victoria, the Esquimalt and Nanaimo Railway runs as far north as Comox, and there is also a Canadian National line on the Island. The Pacific Great Eastern, owned and operated by the Provincial Government, connects North Vancouver with Fort George. Several portions of the Province are tapped from the United States by branches of the Great Northern Railway.

The British Columbia Electric Railway has radial lines extending from Vancouver to points in the Westminster district, and a suburban line from Victoria running through the Saanich district.

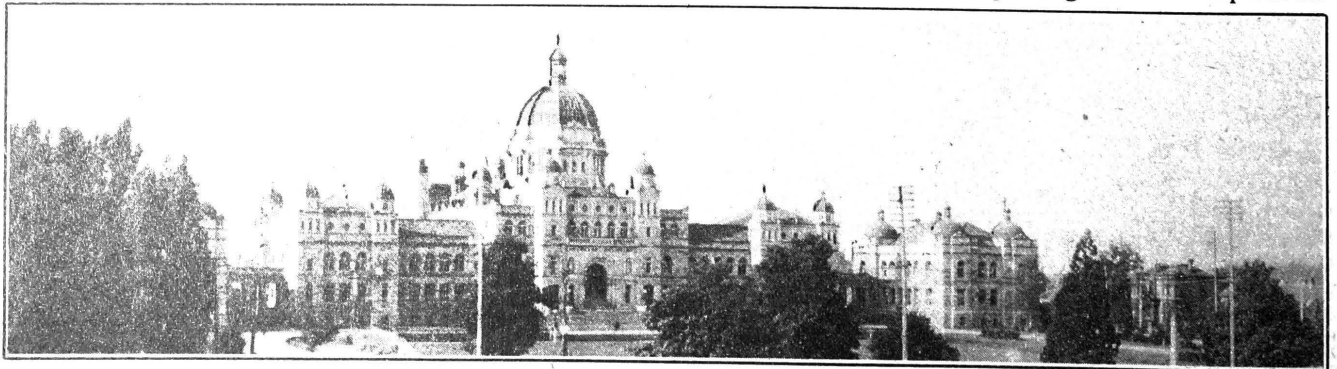
The Canadian Pacific Railway and other companies operate fleets of steamships, which reach coastwise all points northward from Victoria and Vancouver to Alaska and several ports in Alaska, including also ports on the coasts of Vancouver Island and Queen Charlotte Islands, and south to Seattle. There is also direct steamship connection with San Francisco. The Canadian National, with a terminus at Prince Rupert, makes regular connections by fine twin steamers with Vancouver and Victoria. The coastwise trade, especially in the summer, is very large. The Canadian Pacific has a splendid fleet of steamships plying to and from Japan and China, on the outward trip touching at the Philippine Islands, and has traffic arrangements with lines of steamers to and from Australia and New Zealand. There are also several lines of steamships on the Pacific which make Victoria and Vancouver a port of call. The opening of the Panama Canal has already proved of great advantage to the Province. Steamers also ply on the navigable rivers and lakes in the interior of the country.

**Population.** At the time that British Columbia entered Confederation the white population numbered about 10,000. Since then there has been a steady increase, the total population in 1926 was officially estimated at 568,400. In the Province there are about 30,000 Chinese and Japanese, and close to 20,000 Indians. The Chinese are mainly engaged in fishing, market gardening, and domestic service; the Japanese in fishing and lumbering; while the Indians, though living on reservations, are all self-supporting. Outside of the Chinese and Japanese, the foreign element

in the population is limited, the great majority of the residents being Canadians or of British extraction, with several thousands of United States birth.

**Scenery.** A Province so extensive and so wonderful in its physical features and environment must possess as a great natural asset scenery on an almost unprecedented scale. It is wonderful, not only on account of the grandeur to which in many places it attains, but also on account of its great diversity. The travellers on the railways, particularly, are impressed with the Rockies and the Selkirks and the canyons of the Fraser and Skeena. The mountains tower aloft in vast cathedral domes and jagged spires and castellated keeps. They rise from deep-green wooded slopes, up and up, sheer into the sky, to end in soaring summits of white and gray, except when snow and ice and rock alike blush rosy in the setting sun. From the ledge where the railway runs, the traveller looks up to dizzy heights, then down to distant depths, where torrents green and white tear downwards to a distant sea. Now he speeds out across a deep cut gorge, and now he rolls along beside a lake fantastically set among mirrored peaks. The huge walls close in, and then fall back, leaving room for a broad and beautiful meadow. Plunging into another range, the train runs a wild race with a foaming river, through solemn canyons where grotesque patches of purple and orange earth and rock are dotted with solitary pines. The scenery equals, if it does not surpass, the finest that Switzerland can afford, and it many times surpasses it in extent and variety. The mountains and the extraordinary river canyons, though the most impressive, are not, indeed, the most attractive. It has "bits of rural England," the fiords of Norway, the table lands of the Andes, great rivers, noble lake expanses, extensive natural parks, mighty forests of giant timber, and a coast line that for extent and uninterrupted beauties has no parallel. It has for the greater part a mild and equable climate which greatly enhances the enjoyment of the picturesque. Many thousands of tourists and holiday-makers visit British Columbia every year.

**Sport.** In big game, fur-bearing animals, and game birds British Columbia is rich. Moose, caribou, wapiti, and mountain sheep and goats are conspicuous.



*Provincial Parliament Buildings, Victoria, British Columbia*



Grizzly, cinnamon, and black bears, and panthers or mountain lions, are numerous. Beaver, otter, lynx, fox, marten, raccoon, muskrat, wolverine and wild cats are more or less plentiful in certain districts. The birds shot for game are ducks and geese, both abundant, and grouse, pheasants, quail, pigeons, plover, and snipe. The game fish, as distinguished from commercial fish, are principally trout, spring salmon, and steelhead, and are abundant throughout the Province in their respective habitat. The physical configuration of British Columbia—its extensive mountain areas and lake and river systems—lends itself particularly to splendid sport in the way of hunting and fishing and to the productivity of all kinds of game.

**Government.** The government of British Columbia consists of a Lieutenant-Governor appointed by the Governor General in Council, an Executive Council of 11 members chosen from the Legislative Assembly, and a Legislative Assembly of 48 members elected by the people. The Province is represented in the Dominion Parliament by 14 members of the House of Commons and six Senators. Municipal government has been largely introduced.

**Education.** The school system of British Columbia is free and non-sectarian. The Government builds a school house, makes a grant for incidental expenses, and pays a teacher in each district where twenty children between the ages of six and sixteen

can be brought together. In cities having charge of their own schools liberal grants are made by the Government. Attendance at school is compulsory within certain ages. There are high schools at all the important centres, and the Government maintains two normal schools, one at Victoria and one at Vancouver, for the training of teachers. The University of British Columbia, supported by the Province, has magnificent grounds at Point Grey, near Vancouver.

**Cities and Towns.** Vancouver, with its important rail and ocean connections, is the chief city in the Province. What is known as Greater Vancouver, which includes North Vancouver, South Vancouver, and Point Grey, has now a population of about 175,000. The city, situated on a peninsula which juts out into Burrard Inlet, has one of the finest natural harbours in the world. From its situation, it is the headquarters of the larger industrial interests of the Province, which include lumbering, salmon canning, mining, sugar refining, and shipbuilding. It has many fine public buildings, including one of the Provincial normal schools, while the new buildings of the University of British Columbia are near at hand at Point Grey. Stanley Park, from its beautiful situation and giant trees, is a centre of attraction in the city.

Victoria, 84 miles from Vancouver, is the capital of British Columbia, and rests on the most southerly point of the peninsula into which Vancouver Island



*Some giant cedars in British Columbia, a province with billions of feet of commercial timber*



*Honey is a commodity in Canada that finds ready market. Bee culture is increasing rapidly*

tapers to the straits of Juan de Fuca. While it possesses some important industries and is the headquarters of others, it is essentially a residential and social centre, to which the fact that it is the capital city adds much. Perhaps it would be difficult to find its parallel in America in respect to situation, environment, and climate. The Legislative Buildings, the most striking feature of the city upon entering the harbour, are by common consent looked upon as among the most beautiful and imposing on the continent. The buildings themselves contain fine collections of natural history, mineral, agricultural, and horticultural specimens and are an attraction of great interest to visitors. The population numbers about 40,000, and the city strongly resembles places in the Old World, beautiful gardens surrounding most of its houses. Three miles from Victoria is the fine harbour of Esquimalt, defended by modern fortifica-

tions and possessing a large dry dock. On Saanich Mountain adjacent to the city is erected the Dominion Observatory, which possesses the second largest telescope in use at the present time.

New Westminster, twelve miles from Vancouver and connected with it by an electric railway, has a population of about 15,000. It is the centre of the rich farming section of the Westminster district, and from its situation on the Fraser River is naturally associated with the salmon canning industry. It is also largely interested in the lumber business.

Nanaimo, popularly known as "The Black Diamond City," is the headquarters of the oldest colliery interests in the Province. In the neighbouring country, fruit growing is carried on extensively, and diversified farming is increasing at a rapid rate. It has a fine harbour and very picturesque surroundings, and is the centre of the herring industry. The population is about 9,500.

Prince Rupert is the western terminus of the Grand Trunk Pacific division of the Canadian National Railways, and is an important connecting link between the far East and the far West. It is the headquarters of the important halibut and other fisheries of the north-western coast, and has an assured future.

There are a number of other towns of importance, Ladysmith, Vernon, Nelson, Armstrong, Kelowna, Enderby, Kamloops, Fernie, Rossland, Revelstoke, Trail, Cranbrook, Kaslo, Salmon Arm, the two Albnis, and some smaller towns which are more particularly noted for scenery and as tourist resorts.



*There are good opportunities in British Columbia for dairy farming, where there is ready market for the products*



# Yukon and Northwest Territory

This Territory, with an area of 207,076 square miles, embraces a triangular section of country between the watershed of the Mackenzie River and Alaska, extending from the northern boundary of British Columbia to the Arctic Ocean. No part of it touches the Pacific Ocean, although at one point it is distant only thirty miles from tidewater. The Territory is part of the Rocky Mountain system and is generally mountainous, although there are many stretches of rolling country, with wide flats in the river valleys. The southern portion is drained by the Liard River into the Mackenzie, while the Yukon, with its tributaries, the Lewes, Pelly, Stewart, and Porcupine, drains the remaining portion into Bering Sea.

**Climate.** The nearness of Yukon Territory to the Pacific Ocean does not prevent the severe winters which mark the approach to the Arctic Circle. The winters are long, and the temperature at times falls very low. In the northern portion of the Territory the ground below the surface remains frozen throughout the year. From June to October the days are sunny, and the climate is delightful, permitting the growth of hardy grains and vegetables in the river valleys. In summer also the days are very long, in Dawson City twenty hours.

**Mining.** The year 1897 marked the commencement of a stampede to the Klondike District of the

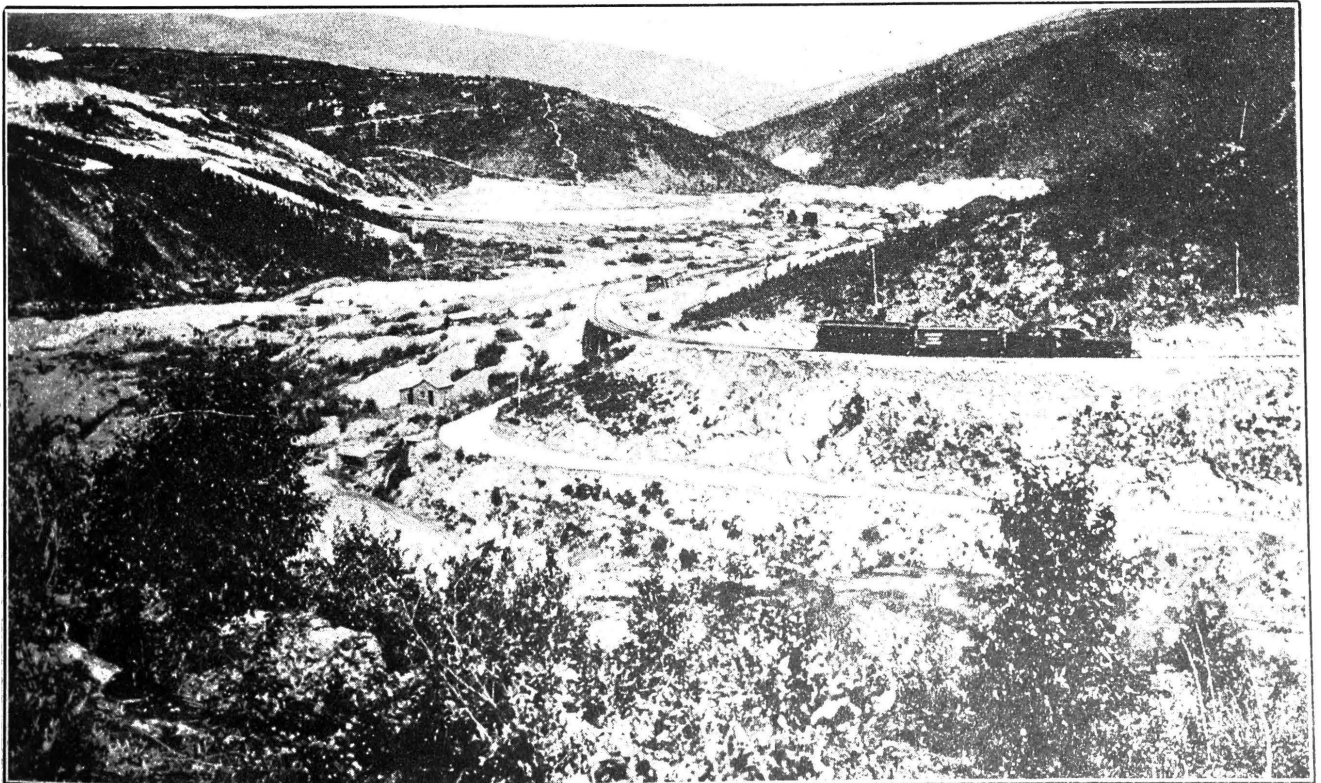
Yukon Territory, famous as the Mecca of gold hunters. The recent discovery of silver at Keno Hill in the Mayo District has brought the Yukon to the fore once more as one of Canada's richest mineral fields. Since then the total value of the output has been estimated to amount to over \$150,000,000. The principal industry is the mining of gold by means of various placer mining methods. Coal, copper, silver and other minerals are also mined in considerable quantities.

**Agriculture.** The Yukon Territory is not an agricultural country, but nevertheless, owing to the long days, the intense heat of summer, and a sufficient rainfall, oats, barley, rye, flax, potatoes, turnips, and other garden vegetables are successfully raised. Wheat is not a staple crop. About 30,000 square miles are available as agricultural land.

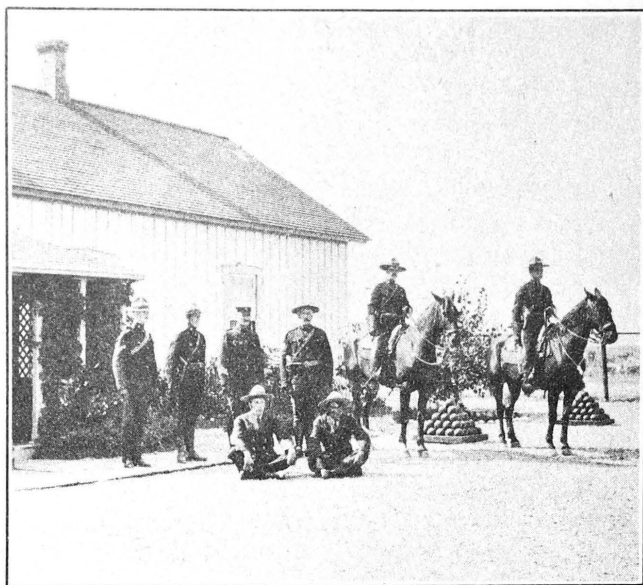
**Lumbering.** Much of the Territory is well wooded with fair sized timber. The principal trees are white and black spruce. The timber cut is used for home consumption. There are three large forest zones, and a treeless area along the Arctic slope.

**Fishing.** Fishing is quite an industry in Yukon Territory. Salmon, whitefish, trout, pickerel, and pike are the principal fish caught.

**Transportation.** During the summer months the voyage from Victoria or Vancouver to Dawson,



*The valley of the Klondike, Yukon Territory, where many millions' worth of gold have been produced*



*The Royal Canadian Mounted Police assist in the maintenance of law and order throughout the remote districts of the Canadian Northwest*

the capital of the Yukon Territory, is very attractive. At this time of year the Yukon River, on which Dawson is situated, is navigable for large steamers 1,630 miles through the Territory and Alaska to Bering Sea. Skagway, at the head of tidewater in Alaska, has been connected by 110 miles of railway with Whitehorse, on the Yukon River, from whence the traveller can proceed down the river to Dawson. The greater part of the imports are taken into the Territory by boat down the Yukon during the summer season.

**Population.** The population of the Territory varies considerably with the varying fortunes of the mining industry. It is at present about 3,450.

**Game.** Many game animals are found in the Yukon, among them being moose, caribou, and mountain sheep and goats.

**Government.** Yukon Territory is governed by a Gold Commissioner appointed by the Governor-General in Council, and a Council of three members elected by the people. The Territory is represented in the Dominion Parliament by one Member of the House of Commons. Educational affairs are managed by the Territorial Council, and good public schools are provided at suitable centres.

**Cities and Towns.** Dawson City, at the junction of the Yukon and Klondike Rivers, is the capital of the Territory, and was founded in 1896. It is still a flourishing town, but the population has declined considerably since the boom days of 1898. A railway connects the city with Bonanza, 12 miles distant, and steamers connect with the outer world during the season of navigation. Whitehorse, the terminus of the White Pass and Yukon Railway, is the centre of the copper-mining district.

## NORTHWEST TERRITORIES

That portion of Canada which stretches across the northern part of the Continent from Yukon Territory on the west to Hudson Bay on the east, lying immediately north of the Provinces of Alberta, Saskatchewan, and Manitoba, is known under the general name of the Northwest Territories. Its area is estimated at 1,242,224 square miles. The greater portion has never been adequately explored.

Along the shores of the Arctic Ocean and stretching far inland lies a country covered with a sort of Arctic grass, which has considerable nutritive value. South of this region are the forest lands, chiefly black spruce, white spruce, and larch. In the western part of the Territories is the great water system of the Mackenzie, which includes the Athabaska and Slave Rivers, with Great Bear and Great Slave Lakes. Great Bear Lake is fourth and Great Slave Lake fifth in size of the lakes of North America. The Mackenzie River and its lakes extend 1,460 miles north and south; with the addition of its tributary, the Athabaska, its length is 2,525 miles. The large alluvial plains of its basin grow vegetables and even wheat; while trees a foot in diameter grow in its delta, within the Arctic Circle.

There are but few people within the limits of the Territories, mainly trappers, Indians, Eskimos, and Hudson's Bay Company's employees. The resources of the country are as yet entirely undeveloped, but their probable value is very great.



*Sunset and Twilight in the Northwest Territories*



# POPULATION OF CANADIAN CITIES, TOWNS AND VILLAGES

The population of Canada in 1926 was estimated at 9,390,300, distributed as follows: Alberta, 607,000; British Columbia, 568,400; Manitoba, 638,000; New Brunswick, 407,200; Nova Scotia, 540,000; Ontario, 3,145,600; Prince Edward Island, 87,000; Quebec, 2,561,800; Saskatchewan, 823,000; Yukon Territory, 3,450; North West Territories, 8,850. Populations of the cities, towns and principal villages are shown below:

ALBERTA		MANITOBA		ONTARIO		SASKATCHEWAN		BRITISH COLUMBIA		NOVA SCOTIA		PR. EDWARD ISL.		QUEBEC		YUKON					
Cities Population		Cities		Cities		Cities		Cities		Cities		Cities		Cities		Cities					
Calgary	65,291	Brandon	16,443	Belleville	12,206	Acton	1,722	Bathurst	3,327	Halifax	58,372	Ingersoll	5,150	Granby	6,785	Acton	1,722	Dawson City	975		
Edmonton	65,163	Portage la Prairie	6,513	Brantford	29,440	Arthur	1,104	Campbellton	5,570	Sydney	22,545	Iroquoie Falls	1,178	Grand Mere	2,613	Verdun	25,001	Mont Joli	2,799	Ogema	427
Lethbridge	10,735	St. Boniface	14,187	Chatham	13,256	Beaconsfield	2,890	Campbellton	5,570	Amherst	9,998	Keewatin	1,327	Waterford	1,123	Mont Laurier	1,843	Outlook	634		
Medicine Hat	9,536	Winnipeg	191,998	Fort William	20,541	Carleton Place	3,841	Campbellton	5,570	Antigonish	1,746	Keewatin	1,327	Port Hope	4,456	Montmorency	1,904	Oxbow	615		
Red Deer	2,021			Fort St. John	12,190	Chesterford	1,043	Campbellton	5,570	Bridgewater	3,146	Keewatin	1,327	Prescott	2,636	Ormtown	832	Qu'Appelle	640		
Wetaskiwin	1,884			Galt	13,216	Clinton	2,018	Campbellton	5,570	Canso	1,627	Keewatin	1,327	Preston	5,423	Papineauville	884	Radville	1,082		
				Guelph	18,125	Cobalt	4,449	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	Rainy River	1,444	Pierreville	1,394	Rosetown	1,142		
				Hamilton	114,751	Cochrane	3,306	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	Renfrew	4,906	Plessisville	2,032	Rosetown	1,142		
				Kingston	21,753	Collingwood	5,882	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	Ridgeway	1,855	Pointe	832	Rosetown	1,142		
				Kitchener	21,763	Coppercliff	2,419	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	Riverside	1,155	Port Rouge	1,419	Rosetown	1,142		
				London	60,959	Cornwall	2,419	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	Riverview	1,855	Rosetown	1,142				
				Niagara Falls	14,764	Deseronto	1,847	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	Rocklands	3,496	Rosetown	1,142				
				Ottawa	107,843	Dresden	1,339	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	Sacre Coeur de Jesus	1,709	Saltcoats	424		
				Stratford	16,094	Dryden	1,019	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Shaunavon	1,459		
				Peterborough	19,477	Dundas	4,978	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Sinclair	332		
				Port Arthur	14,886	Dunnville	3,224	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Strathburg	482		
				St. Catharines	19,881	Durham	1,494	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Sutherland	1,010		
				St. Thomas	15,026	Eastview	5,324	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Tisdale	846		
				Sarnia	14,877	Essex	1,588	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Unity	747		
				Sault Ste. Marie	21,092	Ford City	5,870	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Vonda	383		
				St. Catharines	19,881	Forest	1,422	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Wadena	503		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Wapella	393		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Watrous	1,172		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Whitewood	407		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Wilkie	1,041		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Wolsley	944		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Wynyard	833		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Yellow Grass	483		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648	Yorkton	4,458		
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061	Campbellton	5,570	Chatham	1,732	Keewatin	1,327	St. Marys	3,847	St. Anne de Beaupre	1,648				
				St. Catharines	19,881	Georgetown	2,061														