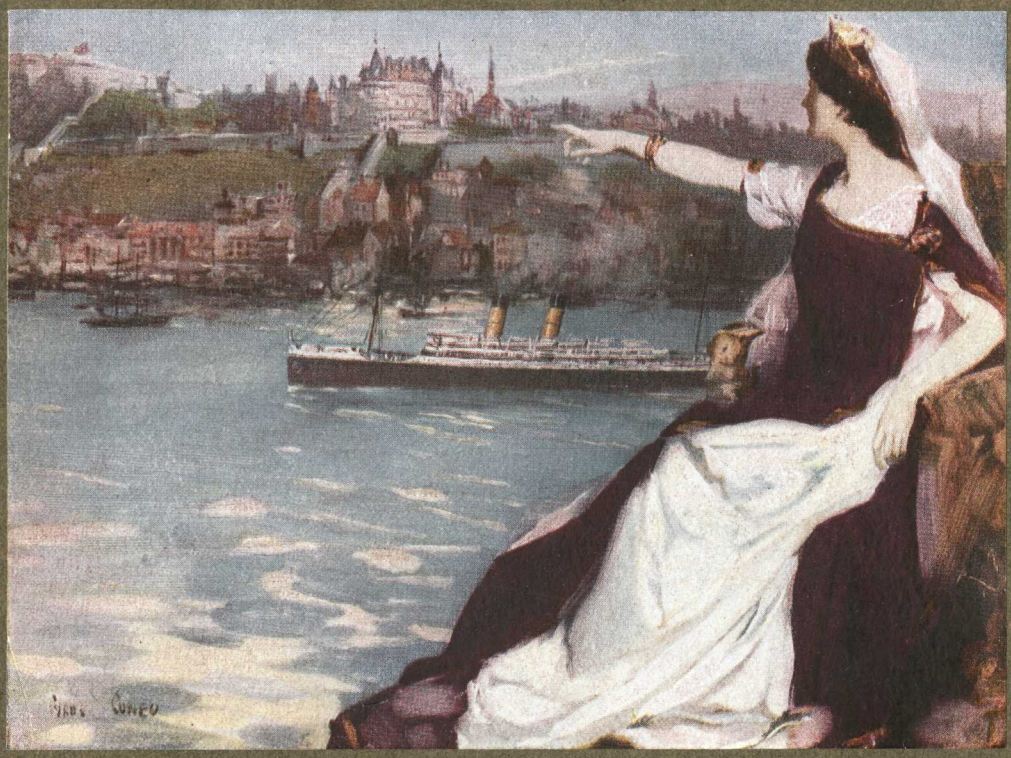


Canadian Pacific
EMPRESS MAIL

THURSDAY

Canadian Pacific
EMPRESS MAIL

Thurs. Jun 22, 1911

Diary of my voyage to Canada: THURSDAY

EMPRESS MAIL

FISHING AND CAMPING ON THE

WANDERING along an endless corridor in the Windsor Street Station of the Canadian Pacific Railway, I studied the titles of the various officials upon the various doors in search of someone who would give me information. At last I came to one entitled "Tourist, Colonisation, and Industrial Agent," and so I "butted in," as they say over here. The individual who had this lengthy title offered his hand, and asked me if he would be of any assistance. "Yes," I replied, "I want to know all about Canada in two minutes." "One minute is enough," he answered. "Here are eight lines that sum up the country as it is to-day:—

"Now the roads are good and hard
For our buggy tires,
And the fish is swimming lazy,
Waiting for the liars.
And the cows are coming home,
As the frogs sing in the pools,
And the pretty girls are sitting
On their three-legged milking stools."

"THANK you," I said, when he had finished. "Now tell me where the fish are swimming laziest" The Tourist, Colonisation, and Industrial Agent smiled upon me, and handed me a pamphlet, the exact title of which I forget, but which invited the reader to make tracks for the French River, North of Toronto, where one Martin H. Fenton, of Pickerel, Ontario, supplied guides, canoes, camping outfit, and all that was necessary for two persons at an inclusive charge of nine dollars, or 36s. a day. This was just the information I required. I had a friend awaiting me in Toronto, so to Toronto I went, caught the friend, purchased some fishing-tackle—a rod, spoon-bait, and minnows—and at about five o'clock one misty morning dropped off the C.P.R. train at Pickerel Landing.

THIS was a bare rock, on which the railway has not yet had time to build a station or even a platform. However, "the hotel," as our sleeping-car porter called it, was within shouting distance; so "Ahoy, Ahoy!" we shouted, and in two minutes "Touf, Touf!" came the sound of a motor boat, and in ten minutes more we and our traps were landed at Mr. Fenton's headquarters.

HAVE you ever known the delights of camping in the Canadian way?—of hearing the axe in the deep forest heralding the camp fire?—of watching your Indian guide frying the fish you have caught over the burning logs?—of listening to the "lap, lap" of the river and the whirring song of the cicada?—of breathing the fragrant air of spruce, and following the moon as she soars over the dark silhouette of trees into the vault of starry night? Have you ever stumbled into your tent and found there a delicious bed of tamarisk boughs wooing to slumber, or wakened with the sunrise to another day of glorious life? If not, you have still to learn the last joy of living.

THE European traveller may spend his summer in hotels, but the most luxurious hotel, amid the most perfect scenery, cannot compare with the delicious hours that come to one camping in the Canadian way on the banks of one of those hundred thousand rivers or lakes that are the free inheritance of the Canadian people. It is a mistake to think that camping-out means nothing but pemmican and biscuits. There are innumerable semi-prepared foods for campers which require only a little extra cooking—milk comes in the guise of evaporated cream—delicious unsweetened nectar that no cow need be ashamed of—peaches, pineapples, pears, form one's daily dessert. If you want more than these, stay at home

THE French River was not mentioned in the school geography of twenty years ago, but it is a healthy-sized river for all that—half a mile across where we pitched our camps. The fish were swimming right lazily until they felt our hooks, and on the very first afternoon our two rods landed eighteen pounds—and the fish we missed! Anyhow, within four days we could honestly claim 51 lb.

CANADIAN PACIFIC

FRENCH RIVER, ONTARIO

BASS and pickerel, pike and catfish, were the common haul, of which bass and catfish were the gamest, while bass and pickerel made the daintiest eating. But the warrior of these waters is the maskinonge or lounge. We had the thrill of hooking one of these, of seeing a rod bent double and a canoe almost capsized, of hearing the joyous war-cry of Indian Bill, our guide, of watching the line reel out for 100 yards and then slack as our quarry leapt in a silver swirl a yard out of the water. Indian Bill paddled furiously for the shore, and by careful playing we got the brute within a yard of land. Bill dashed forward with the axe too soon, for with another wild leap the maskinonge had broken loose. No doubt he is now the pride and admiration of his tribe, who envy him the gaudy spoon-bait that now adorns his gills.

ALTHOUGH our school geographies knew nothing of the French River, it has its place in the history of Canada and of the British Empire. It owes its name to Champlain and the first French pioneers of 300 years ago, who found their way this way

SHOOTING THE RAPIDS.

to the great lakes from the sea. The route they followed is almost paralleled by the main line of the Canadian Pacific up the St. Lawrence, the Ottawa, and the Mattawa to Lake Nipissing and the French River to Georgian Bay.

VERY little change has marked the banks of this great waterway since the days of Champlain. Here and there a limber camp has laid waste the lofty pines. The intermittent camps of the Chippeways are now less picturesque, the tepees yielding place to the log cabin or the shack, and the Indian having changed his paint and feathers for the modern shirt and trousers. But here still is the haunt of wild nature—the bear, the otter, the beaver, the marten, and the lynx. As our canoe crept up a side stream a flock of wild duck would scuttle across our track, and a heron leisurely escaped us. As evening fell the loon would mock us with his shrill melancholy note.

From the *Nottingham Guardians*.

EMPRESS MAIL

CALGARY, THE PEARL OF THE PRAIRIES

GREAT as have been the strides made by Winnipeg, the town in Western Canada that has made the most phenomenal progress in the last three years is Calgary. Three years ago the population was 15,000, last year it was 30,000, and now it is 50,000. The Calgary City Council is now applying to the Department of the Interior for permission to divert from the Elbow River a supply of water sufficient to supply a population of 75,000, but a good many of the citizens think this demand too modest, as the population will be a hundred thousand within five years.

THE feature that most strikes the visitor who walks along its streets or goes to its theatres is the preponderance of young men. At one theatre, where I witnessed an excellent vaudeville performance, I counted the proportion of men to women in the first six rows. There were nine men to one woman, and not more than six of the men showed a grey hair. It is the same story on the railroad trains that run in and out of Calgary. The immense influx of population into this city consists of young men who see here the opportunity of "making good."

THE great growth of Calgary is coincident with, and no doubt largely due to, the filling up of the Western division of the three million acre Irrigation Block under development by the Canadian Pacific Railway. This area had so small a rainfall that it was considered only fit for grazing cattle till the principle of irrigation was applied and the land was proved to be the most fertile in Alberta. An elaborate system of canals and ditches has been constructed, and the first million acres near Calgary has already filled up with settlers.

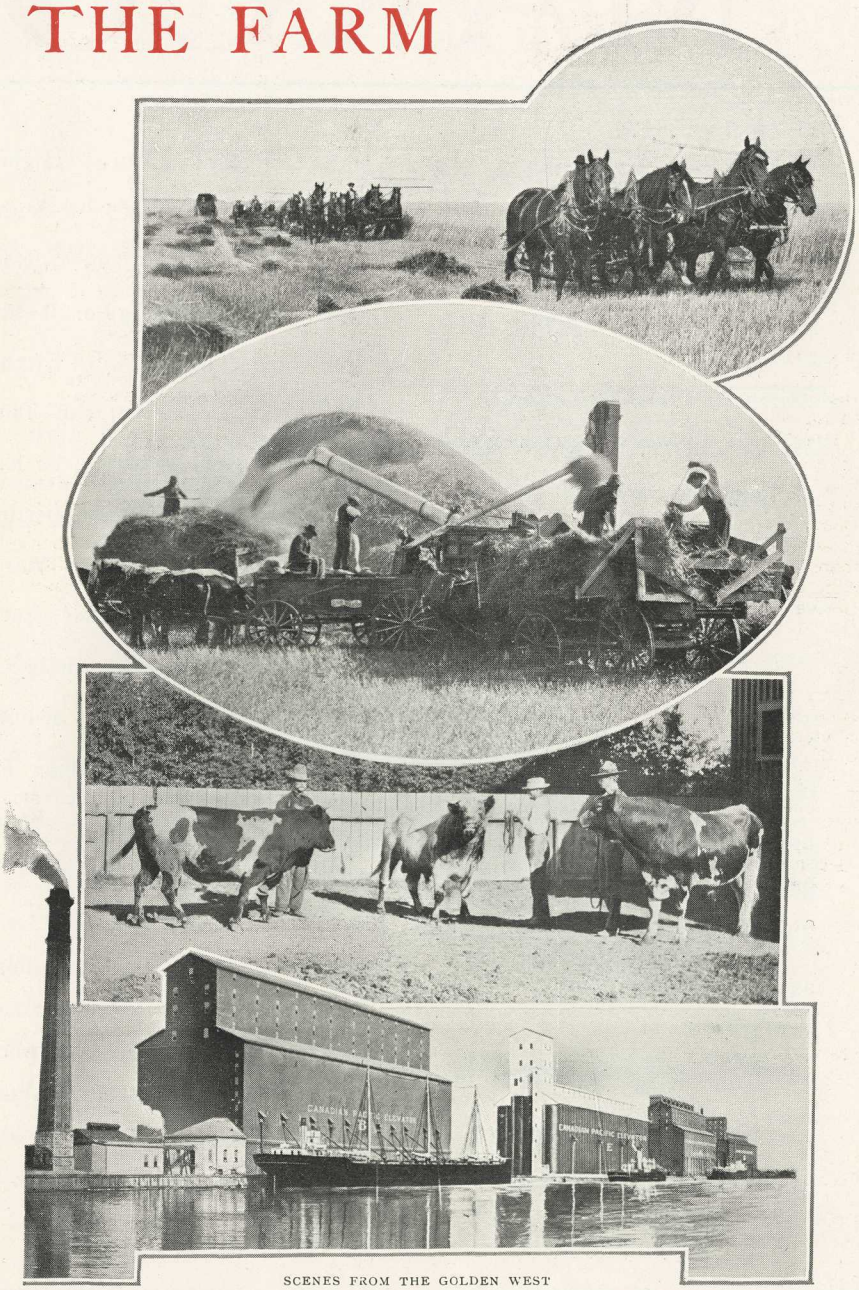
ONE notable characteristic of the Irrigation Block is that it is so cosmopolitan. Its settlers have been drawn from India, British Honduras, Cuba, Brazil, the Argentines, Italy, France and French Canada, Belgium, Russia, Finland, Norway, Sweden, Denmark, Germany, Austria, Roumania, Turkey, Australia, New Zealand, South Africa, in addition to Great Britain and the United States. Of the German-speaking settlers there is one particularly interesting group at the Rosebud Colony where three townships lying alongside of each other are populated respectively by Roman Catholics from South Germany, Seventh Day Adventists from South Dakota, and Lutherans from Russia.

SOME of the most successful settlers in the block have come from Great Britain, and the C.P.R. is therefore anxious to get as large a proportion as possible of Britishers on to the second million acres to be developed and settled. For this, the Eastern division, an immense dam and reservoir is being constructed in the neighbourhood of Bassano. In the meanwhile Bassano is booming. The Bank of Commerce has erected a substantial modern building, and the Union Bank has just let a contract for a similar structure. Two churches and an hotel have been completed, and although the place appeared on the map but a year ago, it is taking steps to be incorporated as a town.

IN opening up so large an area for settlement the railway company has great opportunities for experiment. It is a common subject of criticism by the traveller through Canada that these prairie towns seem to have been built by the village carpenter without the aid of any architect. Shacks, stores, churches, and saloons jostle each other, and very often it is difficult to tell which is which. On the irrigation block, however, the C.P.R. has decided to make experiments in town-planning which may show the way to better things.

THREE town sites have been selected, by name Tilley, Southesk, and Bantry, all of which will be alongside the railroad, and located as the centres for considerable areas. A strip of land, 100 feet in width and the full length of the town site, will be reserved as a public park, lying between the station yards and the First Avenue. At right angles to First Avenue will be Centre Street, 100 feet wide, directly opposite the station. The other avenues and streets respectively will be parallel to these. The first two blocks on Centre Street (i.e., between First and Third Avenue) will be reserved for retail and general business, the street then opening into a public square or park 600 feet square. The remainder of the street will be boulevarded and planted with trees. Special lots have been reserved for restaurants, hotels, and churches, and special locations will be allotted on the outskirts of the town limits for factories and warehouses. All lots are sold with strict building regulations specifying the type and minimum value of the buildings that may be erected. Such are the plans for the Canadian towns of the future on this area. In addition to this a large sum of money has been appropriated to beautifying and improving the appearance from the railroad of the existing towns on the irrigated block.—From *The Western Morning News*.

THE WEALTH OF THE FARM



SCENES FROM THE GOLDEN WEST

EMPRESS MAIL

Th

MARCONIGRAMS

R.M.S. "EMPRESS OF IRELAND,"

Thursday, June 22nd, 1911.

Associated Press Telegrams received from the Marconi Station, Cape Cod, Mass.

London.

C. F. G. Masterman, Secretary of State for Home Office, has been unseated in the House of Commons on a charge of election corruption. The judges blamed the political agent, not Masterman.

The King bestowed many Coronation honours yesterday. The Duke of Teck, the Queen's brother, was appellated Royal Highness. The Grand Duke of Mecklenburg, the Duke of Fife, Princess Louise, and the Duke of Argyle, all entered the Garter Order. Lord Kitchener entered the Order of the Thistle. Ten peerages, including the King's Private Secretary, were bestowed. Earl Crewe becomes Marquis. Lord Rosebery becomes Earl of Midlothian. Lord Curzon becomes Earl of the United Kingdom. Twenty Baronets, nineteen Privy Councillors, twenty-five Knights, and eighteen K.C.B.'s were created.

Havre.

Ex-President Diaz arrived on steamer "Ypiranza," and planned to proceed to Paris this evening. He was greeted royally by representatives of the Government.

Kiel.

In the International Sonden class races American yachts again finished first, second, and third.

Willemstad, Curacao.

The Dutch steamer "Prinz Hendrik" was searched for Castro, but he was not found on board.

Paris.

Ferdinand Edward Duez, who directed operations at dissolving religious congregations, was convicted by jury of embezzling one million two hundred thousand dollars, and was sentenced to twelve years' imprisonment. Duez was judicial administrator of the Seine Department of the Civil Tribunal, and had charge of liquidation properties of thirteen congregations under Association Law, 91. Total value of the properties amounts to two hundred and twelve million dollars. Duez failed to account for many millions.

Liege.

Vedrines, winner of yesterday's aviation circuit, made the round trip towards Spa, thirty-seven and a half miles, in forty-two minutes.

—o—

STOCK MARKETS.

NEW YORK.

Closed Heavy.

Amalgamated	70⅞
Smelting	82⅛
St. Paul	127
Reading	159¾
Steel	78⅜
Pacific, Canadian	238⅞
,, Northern	133½
,, Southern	119⅝
,, Union	185⅜

Copper—Spot, 12·2580.

Cotton barely steady – July, 15·74; Oct., 13·12; Dec., 13·13; Jan., 13·13.

—o—

MARCONI COMMUNICATIONS.

Communication will be established to-day with the Land Stations at Clarke City and Father Point.

CUSTOMS AND BAGGAGE

IT will be interesting to passengers to know that C.P.R. baggage checkers and Canadian Government Customs Officers will board the "Empresses" at Rimouski during the summer season, and Halifax during the winter-time, to arrange on board the examination and checking of baggage of first and second cabin passengers through to the rail destination. Arrangements have also been made for a U.S. Customs Officer (during the summer season only) to examine or bond baggage of passengers destined to United States points. In the winter season this work will be done at St. John, N.B., or at United States border points. Passengers should exercise care in obtaining checks for all baggage which they do not wish to carry with them on the train. They are also cautioned not to interfere with their baggage in any way after it has been examined by the Customs Officer, or checked.

BAGGAGE consists of wearing apparel, toilet articles, and similar effects, necessary and appropriate for the wear, use, comfort, and convenience of the passenger, for the purposes of the journey, and not intended for other persons, or for sale. One hundred and fifty (150) lb. of baggage, not exceeding one hundred (100) dollars in value for each adult, and seventy-five (75) lb., not exceeding fifty (50) dollars in value for each child, will be checked free, only on presentation of valid transportation on which the adult or child passenger, as the case may be, is to travel. Baggage exceeding the foregoing weight and value limitation will be charged for. The transportation company does not guarantee to forward or carry baggage on same train or steamer as passenger, nor by any particular train or steamer. In the event of any passenger's baggage being lost, damaged, or destroyed, the transportation company will not be responsible for value in excess of the foregoing value limitation unless the passenger stipulates a greater value at the time of checking, and a charge in accordance with current tariff is paid for value in excess of the free allowance. Passengers paying for excess baggage will receive an excess baggage check, which must be delivered to Agents when baggage is claimed. All baggage should be addressed. No piece of baggage weighing more than 250 lb. will be forwarded.

BAGGAGE ON THE C.P.R. LANDING STAGE AT QUEBEC

COMMERCIAL TRAVELLERS

SPECIAL facilities for travel in Canada are granted to members of the Dominion Commercial Travellers' Association, whose head office is at the Board of Trade Building, Montreal:—

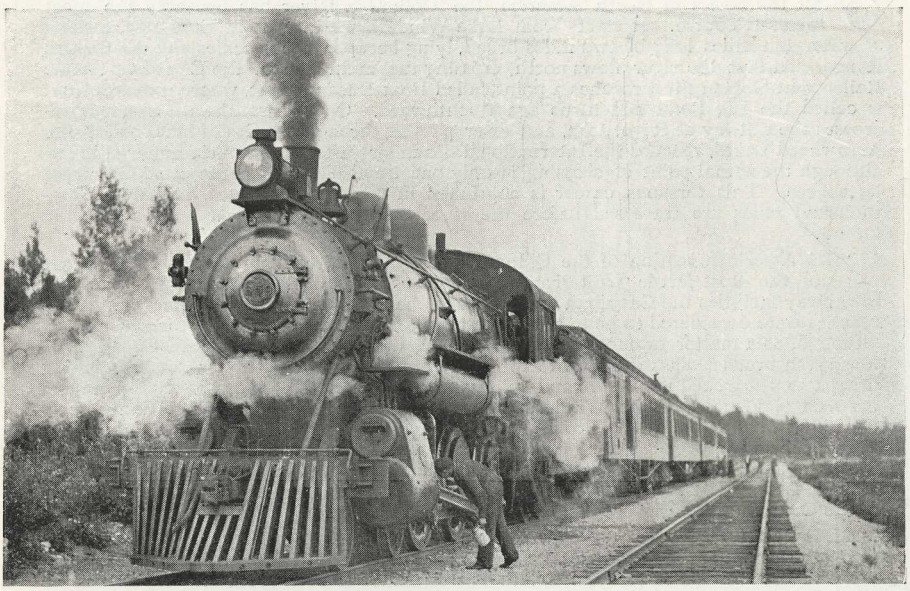
1st. The main advantage of belonging to the Association is the railway concessions, which are 2¼ c. per mile and 300 lb. of baggage free; also a week-end ticket, good to start from Friday noon and return on Monday at one first-class fare for return trip.

2nd. All members under 45 years of age when joining are covered for a certain amount ranging from $200 to $1,200 in case of death, which amount is governed by the length of membership.

3rd. In order to become a member of the Association an applicant must be a resident of Canada, or the house he represents must be established in Canada.

4th. The annual fee is $10, from January 1st to December 31st.

ATLANTIC TO PACIFIC



C.P.R. Train.

C. P. R. TRAIN SERVICE

THIS thoroughly-built and splendidly-equipped line has earned a reputation for comfort and regular time such as few lines in America have ever reached. In its construction the utmost care was taken with every detail, and nothing was left undone to make it what it was intended to be, the very best line ever constructed on the American Continent.

EQUIPMENT.—The line is equipped with the finest Passenger, Sleeping, and Parlour Cars in the world. The wheels used under all the passenger rolling stock are of Krupp steel, not one of which has ever failed; the axles are of steel, and of the full size of the iron axles used on other lines. The car bodies are strongly framed to meet any contingency, and are wider and higher than those of any other railway. Both first and second class cars are designed to secure uniform warmth, combined with perfect ventilation in winter, and an abundance of cool air, with freedom from dust, in summer.

LIGHT.—The Company's cars are brilliantly illuminated by a modern gas system.

THE Sleeping and Parlour Cars are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany, and their interiors, with their rich carvings and beautiful fittings, are beyond comparison. The berths are higher, wider, and longer than in other sleeping cars. The curtains, blankets, and linen, made expressly for the Company, are of the finest quality.

COMPARTMENT Sleeping Cars, finished in the most luxurious style and fitted with every convenience, will be available for special parties on reasonable notice to the Company's Agents whenever not less than four state-rooms are taken. Particulars as to charges, &c., on application.

TOURIST Sleeping Cars, fitted with mattresses, curtains, blankets, pillows, &c., and in charge of porters, are run at stated intervals for passengers between Boston, Montreal, Toronto, and Vancouver, and between St. Paul, Minn., and Seattle, Wash. A small extra charge is made for berths in these cars.

N.B.—See that you book your Inland Rail Ticket *via* C.P.R.
Ticket Agent on board this steamer.

C. E. USSHER, Passenger Traffic Manager, Montreal.

EMPRESS MAIL

THE COLUMBIA VALLEY

OF all the rivers in North America, the Columbia River has probably the most tortuous course. It starts from Lake Windermere in British Columbia, a sheet of water ten miles long by two miles broad, lying between the Rockies and the Selkirk Range. At first the river flows north, crossing the main line of the Canadian Pacific Railway at Golden till it reaches a point called Boat Encampment, where it makes what is called the Big Bend and turns again southward. On this southward course it re-crosses the railway at Revelstoke, and after passing through a series of lakes called the Arrowhead Lakes, reaches the International Boundary after a run of six hundred miles, although the actual point of crossing is only one hundred miles as the crow flies from its source. This tortuous career is continued in the United States, and almost two thousand miles are traversed before the river finally empties itself into the Pacific Ocean.

THE American section of the Columbia River has already proved itself to be one of the most fertile fruit-growing districts in the world, but owing to the lack of railway facilities the Canadian upper reaches have hitherto been side-tracked. These reaches were considered to be in the mountains, and therefore hardly fit for agriculture, although, as a matter of fact, Lake Windermere lies 1,000 feet lower than Calgary. A few adventurous souls, with a taste for sport, ranched in these upper reaches, mining prospectors searched the creeks and gullies for precious metal, a steamboat service plied between Golden and Lake Windermere, and a stage-coach the whole distance from Golden to Fort Steele on the Crow's Nest Pass. Then the ranchers and the prospectors began to bring back tales of the fertility of the soil along the creeks, of the beautiful summers and the mildness of the winters, of the wonderful scenery and opportunities for sport, till at last the tale has caught hold of Western Canada, and the development of the Columbia Valley has commenced in earnest.

THE first thing to do was to make the valley more accessible, and with this object the Dominion Government has combined with the provincial governments and the Canadian Pacific Railway in building an automobile road from Calgary and Banff through the Simpson Pass to Lake Windermere, a road which will probably be continued through the Kootenays to Nelson. Then right through the valley a railway is being built of which 30 miles have been graded this summer, northwards from Fort Steele, while ten or twelve miles have been built south from Golden. In the valley itself several companies are constructing extensive irrigation systems which are necessary for successful fruit-growing. The largest of these, when completed, will be the largest in British Columbia, covering close on ninety thousand acres. The first forty thousand acres will be opened for settlement next spring, and lie on the north-west slopes of Lake Windermere, in the neighbourhood of Wilmer, some 90 miles from Golden.

AT Wilmer lives Mr. Randall Bruce, one of the pioneers of the Columbia Valley, and as I had met Mr. Bruce in England this spring, and had had a cordial invitation to visit him if I were passing his way, I dropped off the train at Golden with that object. It was, however, easier to get to Golden than to Windermere or Wilmer.

A MORE beautiful country than that lying round Lake Windermere could not be imagined. On the one side are the Rockies, and on the other the Selkirks, both showing peaks of eternal snow. The land itself resembles that of an English park, and a gentle breeze keeps the air clean and sweet. As soon as the Columbia Valley is made more accessible, there will certainly be a great rush to this district, for it is just as fertile as the better-known Okanagan Valley, and very much more picturesque. Already a number of Canadians and English and Americans who have had the enterprise to come this way have decided to put up summer houses, and a whole town site has been reserved for summer houses and hotels at the head of Lake Windermere. Near this town site a golf course is to be laid out, and a polo ground and racecourse, for the valley is famous for its breed of ponies, and several ranchers have decided that this should be encouraged and maintained.

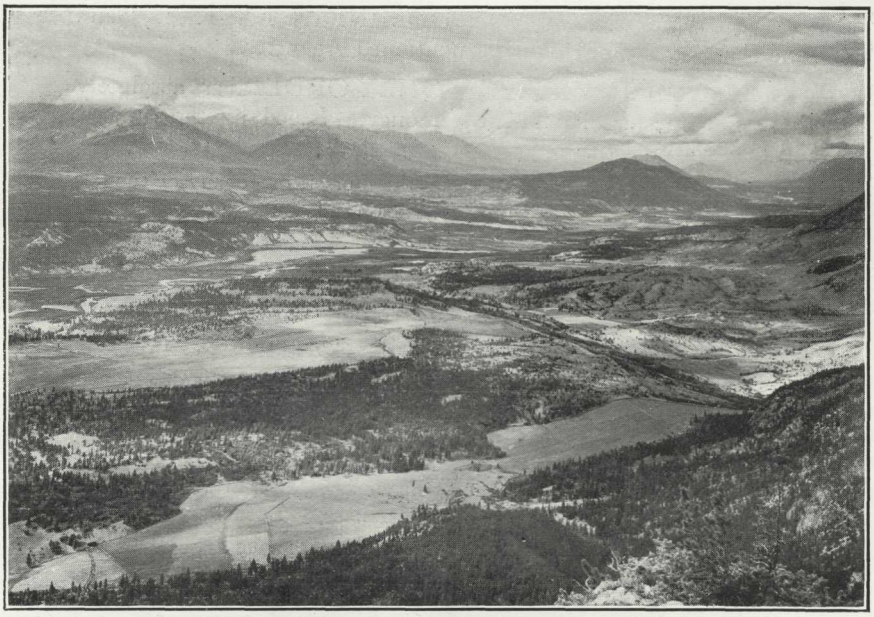
OWING to its present inaccessibility, irrigated fruitland here is comparatively cheap, varying from £10 to £25 an acre for land such as in the Okanagan Valley fetches £30 to £100. But orchards do not grow in a day, and by the time that any trees now planted come into bearing, the railway will probably be completed, and the land fetch very different prices. So far as markets are concerned, the Columbia

A NEW PLAYGROUND FOR TOURISTS

Valley is happily placed. It is close to the rich mining district of the Crow's Nest Pass, and is also close to the prairies, where fruit can never be grown on any appreciable scale.

AT Wilmer I met Mr. Starbord, a mining engineer, who has a ranche some thirteen miles off up a side valley of the Selkirks. This is a well-known sporting district, and the Landgrave of Hesse, with Baron Schenck and Baron Riedesil, were at the moment fishing and hunting bear and mountain goat from one of Mr. Starbord's camps. Mr. Starbord declared that he could show me the finest glaciers and mountain scenery in British Columbia if I would only go with him, so next day I joined him, and a party of four of us started on horseback up Horse Thief Creek.

THE trail was a road cut out of the precipitous mountain slopes to an iron mine, 10,500 feet above the sea, and the proposal was that we should ride up all this way. At about 600 feet, however, we found ourselves in a snowstorm, and when at nightfall we came to our first shelter, it was clear that we should soon have to leave our horses behind. This shelter was a hut attached to a temporarily disused



THE COLUMBIA VALLEY, NEAR GOLDEN, B.C. A FRUIT-GROWING DISTRICT WHICH THE C.P.R. IS OPENING UP BY MEANS OF A BRANCH RAILWAY.

silver mine, and faced a stupendous panorama of glacier and mountain, capped by the strange conical peak of Mount Farnham, 12,000 feet above the level of the sea. Our food consisted chiefly of sandwiches made from the paws of a bear shot by Baron Schenck. Next morning we were up with the lark, and by ten o'clock we had reached the limit of vegetation. Our track was now a slippery, narrow path at the foot of a glacier, which no doubt was an offshoot of the vast field of ice that is said to cap the Selkirks. At 9,000 feet my Pegasus gently rolled me off into the snow and refused to budge, so from that point it was a heavy tramp in a highly rarified atmosphere—inconveniences, however, which were more than compensated for by the superb views of snowclad peaks and ravines and precipices. The view at the top of Iron Cap Mountain, 10,500 feet above the sea, commanded 100 miles across the Columbia Valley, and over the vast range of the Rockies. Surely in such a spot as this Canada has the making of what well might be the playground of the world.—From the *Yorkshire Herald*.

EMPRESS MAIL

C.P.R. AND ITS CONNECTIONS

Dominion Express Company of Canada

operates exclusively over the entire system of the

CANADIAN PACIFIC RAILWAY

AND ITS CONNECTIONS,

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LONDON, S.W.	62/5, Charing Cross.	GOTHENBURG	Postgatan 43.
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		ROTTERDAM	Willemskade 2.
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EMPRESS MAIL

Book your Inland Rail Ticket *via* C. P. R.—A Ticket Agent is on board this Steamer.