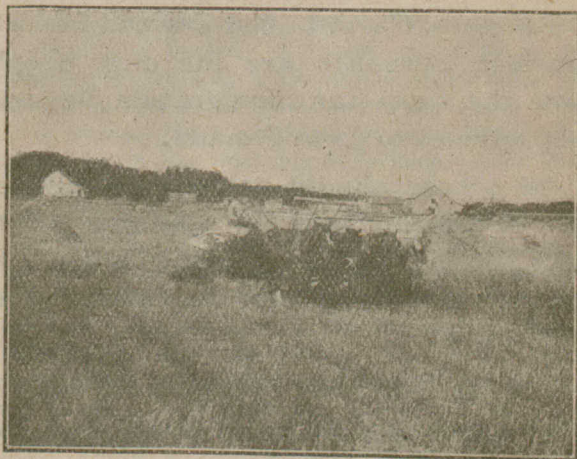


CANADA

THE LAND OF
OPPORTUNITY



Wheat Field, Central Canada

Issued by the authority of the
Minister of the Interior, Ottawa, Canada.

1910

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IMPORTANT

Farmers, Farm Labourers and Female Domestic Servants are the only people whom the Canadian Immigration Department advises to go to Canada.

All others should get definite assurance of employment in Canada before leaving home, and have money enough to support them for a time in case of disappointment.

The proper time to reach Canada is between the beginning of April and the end of September.

CANADA

Location, Population and Extent.

Canada comprises the northern half of North America. Its southern boundary is the United States; on the east is the Atlantic; on the west the Pacific, and on the north the Arctic Ocean. Its area is $3\frac{1}{2}$ million square miles, about the same as that of the United States and nearly equal to that of Europe. The population is about 7 millions, or nearly a fourth less than that of Belgium. From Halifax on the Atlantic to Vancouver in the Pacific is 3,740 miles, by rail. From Victoria on the Pacific to Dawson on the Yukon River is 1,500 miles by ocean and river steamer and rail. From Fort William, at the head of Canadian navigation on Lake Superior by the waterway of the Great Lakes and the St. Lawrence River, to the tidal seaport of Quebec, is 1400 miles, and from Quebec City to the extreme Atlantic Coast, at the Straits of Belle Isle, is 850 miles. Its most southerly portion is in the latitude of northern Spain and Italy, and the most northerly portion of the main land is in the latitude of Northern Norway.

Older and Newer Canada.

The eastern and older portion of Canada occupies chiefly a vast peninsula lying between the water systems of the St. Lawrence on the south and Hudson Bay on the north. This peninsula is of very irregular shape, and is 2200 miles in length, from east to west, with a breadth of from 200 to 1200 miles.

The western or newer, and much larger, portion of Canada is compact in form. It extends from the westerly end of the Great Lakes and the west shore of Hudson Bay to the Pacific Ocean, a distance of 1,500 miles, and from the United States boundary (the 49th parallel of latitude), to the Arctic Ocean, a distance of 1600 miles.

Groups of Provinces and Territories.

The Provinces and Territories of Canada may be grouped as Maritime, Eastern, Central, Western and Northern.

The Maritime Provinces are Nova Scotia, New Brunswick, and Prince Edward Island. The easterly portion of the Province of Quebec on the shores of the Gulf of St. Lawrence may be included as a part of Maritime Canada.

The Eastern Provinces are Ontario and Quebec, which lie along the St. Lawrence River and its great lakes, and extend northward to the southern extremity of Hudson Bay.

The Central Provinces are Manitoba, Saskatchewan and Alberta, which occupy the prairie area lying between the wooded region of Eastern Canada and the Rocky Mountains.

The Western or Pacific Province is British Columbia which lies between the Rocky Mountains and the Pacific coast.

Northern Canada is the territory lying between the northern limits of the Eastern, Central and Western Provinces, already mentioned, and the Arctic Ocean. West of the Rocky Mountains is the Yukon Territory, east of the Rockies is the district of Mackenzie; on the west shore of Hudson Bay, Keewatin and on the east shore of Hudson Bay, occupying the northern portion of the Peninsula of Labrador, is Ungava.

Climate.

The vast extent of Canada necessarily involves a wide range of climatic conditions. Except on and near the ocean coasts the general characteristic of the climate of Canada as compared with that of Europe is that the summer is shorter, warmer and has less moisture, and the

winter longer and more severe than in corresponding European latitudes. It is bracing and healthful, and in all respects suited to the fullest development of the races of the British Isles and northwestern Europe generally.

On the Pacific Coast, owing to the Japanese current, the climate is identical in temperature with that of the British Isles, which lie in the same latitude. The influence of this warm current on the Pacific Coast extends eastward across the Western and into the Central Provinces, so that the winter climate of the Western part of the Central Provinces is considerably milder than that of the eastern part.

On the Atlantic Coast and inland, the climate is colder than in corresponding latitudes of Europe because of the Arctic current which flows southward along the coast.

Physical Features.

The great physical features of Canada are its mountains, lakes, rivers, forests and prairies, and the great inland sea, Hudson Bay.

The Rocky Mountains extend from the United States boundary northward to the Arctic Ocean. They bound the central plains on the west, and are the highest of the several parallel mountain ranges of the Western Province. They contain immense and valuable coal deposits, and in the parallel ranges between the Rockies and the coast, are to be found the precious metals in great abundance, especially gold.

The Laurentian range of hills extends from the Atlantic Coast, at the Straits of Belle Isle, westerly and northerly, a distance of 2,300 miles, to the east end of Great Bear Lake, near the Arctic Coast. In the east the Laurentian range divides the waters flowing south into the St. Lawrence from those flowing north into Hudson Bay, and in the northwest it divides those flowing westward into the Mackenzie River from those flowing eastward into Hudson Bay. But midway between the St. Lawrence and Mackenzie water systems the joint waters of the Red and Saskatchewan Rivers break northward through the Laurentian range by way of the Nelson River into Hudson

Bay. The Laurentian range carries iron in great abundance, but no coal. Silver, nickel, cobalt and many other valuable metals are also found, although the region has as yet been very little explored.

The Laurentian district is remarkable for its numerous lakes, and especially for the succession of Great Lakes, which, forming part of three separate river systems, lie almost continuously along its southerly side all the way from the Atlantic to the Arctic. The many streams and rivers which have their origin in the Laurentian range afford unlimited opportunities for the creation of water power, and more than compensate for the lack of coal for all purposes for which power is required.

The St. Lawrence and its tributary, the Ottawa, are the great rivers of Eastern Canada, the Red and Saskatchewan of Central Canada; the Fraser and Columbia of Western, and the Mackenzie and Yukon of Northern Canada. The St. Lawrence, Mackenzie and Yukon are among the largest rivers in the world.

The forests of Canada are one of the greatest sources of her national wealth. Maritime, Eastern and Western Canada were entirely covered by forest, of which only a small proportion has as yet been displaced by settlement and cultivation. The northern part of Central Canada is also very considerably forested. Northern Canada is only partially forested.

The prairies, which comprise the southerly portion of the central provinces, lie in an irregular triangle formed by the 49th parallel—the United States boundary—on the south, the Rockies on the west, and the Laurentian range on the northeast. They are watered in the southeastern part by the Red River, in the south and west by the Saskatchewan, and in the northwest by the Athabasca and the Peace Rivers, branches of the Mackenzie.

Hudson Bay is an immense body of water connected by a wide strait with the Atlantic. Its southern extremity is in latitude 52, which is the latitude of London. Fort Churchill, on the westerly shore, in the latitude of the Orkneys and of Stockholm, is 200 miles further inland than Fort William, at the head of fresh water navigation on Lake Superior. From the wheat fields of the Central

provinces to tide water at Churchill is only 500 miles, as compared with 1,600 miles by rail to tide water at Quebec.

Maritime Canada.

The three Maritime Provinces, with the addition of the eastern portion of the Province of Quebec, enclose on three sides the Gulf of St. Lawrence. The population in 1901 was a little less than a million—about one-seventh of that of the whole of Canada. Although the part south of the St. Lawrence is almost separated from the rest of Canada, it is of the highest importance in the framework of the nation, and its harbours are Canada's only winter ports on the Atlantic. Its latitude is that of France, but its summer climate is that of Northern England and Scotland, while its winter climate is that of Sweden, the snow-fall being heavy, especially in the north. With its immense coast line, and the surrounding waters teeming with fish, a large part of the population is seafaring. Its fisheries were the first inducement to settlement on its shores, and are of an annual value of £2,500,000. The entire surface of the country was at one time forested. Immense forests still remain, especially in New Brunswick and Quebec, and lumbering is a very important industry, reaching an annual value of nearly £2,000,000.

Agriculture is a leading industry in all three provinces.

Valuable minerals are found in various parts, but in Eastern Nova Scotia the greatest development of coal mining has been reached. The value of the annual output is over £2,000,000. Industries of various kinds have been established, the most important being manufactures of iron and steel.

The earliest settlements were made by the French, who called the country Acadia. The settlement of the United Empire Loyalists from the United States followed in the closing years of the eighteenth century. An emigration from the United Kingdom took place in the early part of the nineteenth century.

That portion of Quebec bordering on the Gulf has always been known as Canada. It was settled originally by

the French in the sixteenth and seventeenth centuries, and the present population is almost exclusively French speaking.

The principal cities of the Maritime Provinces are the winter seaports of Halifax in Nova Scotia and St. John in New Brunswick. Sydney, near the eastern extremity of Nova Scotia—a great coal and iron industrial centre—and Charlottetown, the capital of Prince Edward Island.

Eastern Canada.

The eastern provinces are the original Canada. The more easterly, Quebec, lies on both shores of the River St. Lawrence. Ontario, the more westerly, lies on the north side of the St. Lawrence and its great lakes, which, in that part, form the boundary between Canada and the United States. These provinces are at present the most important of the Dominion in population, commerce, agriculture, lumbering and manufactures. The waterway of the St. Lawrence affording access to the heart of the continent, gave Canada its great importance in the early days of its settlement. Until the transfer to England in 1759, the city of Quebec, the then Capital of Canada, and now of the Province of Quebec, dominated the trade of all that part of the United States lying west of the Alleghanies and north of the Ohio and Missouri Rivers, as well as that of the southern part of Eastern and Central Canada as far west as the Rocky Mountains. Then the only trade was fur. To-day the St. Lawrence route, with its seaports of Montreal and Quebec, competes successfully with the railways running to United States seaports for the carrying trade of the North Western States.

Agricultural settlement is principally confined as yet to the area lying west of Quebec City and along the St. Lawrence River and Lakes Ontario, Erie and Huron; a tract about 700 miles long by from one to two hundred in breadth. This area is about equal to that of England, Wales and Scotland, and includes some of the finest agricultural country in the world. The land is generally well cultivated; cities, towns and villages are numerous; railway facilities are excellent; markets are good, and land is held at a comparatively high value. This area comprises

the most southerly portion of Canada and extends from latitude 42 degrees in the southwest to latitude 47 degrees in the northeast—from that of Northern Spain to that of Central France. For reasons already given, the winter climate is much colder, with heavier snowfall than in the corresponding latitudes in Europe, but the summer, though shorter, especially in the northeastern parts, is very hot, bringing to perfection not only wheat, oats and barley, but apples, plums, cherries and all small fruits, and in the southwestern portions, pears, peaches and grapes unexcelled in quantity or quality in the world. Beef cattle raising and dairying is an important and profitable branch of agriculture in both provinces of Eastern Canada. The population of this portion of the Dominion is about 3¼ millions. Manufactures of all kinds flourish in the large cities and towns.

The area of the two provinces of Eastern Canada is 600,000 square miles, and of that all but the area above mentioned remains covered with forest. Lumbering is an industry of immense proportions; the value of the annual output is nearly £6,000,000. Lumbering and mining operations, and the extension of railways through new territory give opportunity for bringing under cultivation vast areas of free land in the northern portions of Eastern Canada, where, although the climate is not as favorable as that of the already productive area, it is good enough to produce in abundance and perfection all the common field grains and vegetables.

Montreal, the chief city of Canada, is at the head of ocean navigation on the St. Lawrence; Quebec is the tidal port of the St. Lawrence. Both cities are in Quebec province, of which Quebec city is the capital. Ottawa, the capital of Canada, is in Ontario, but separated from Quebec only by the Ottawa River. Toronto, the principal city and provincial capital of Ontario, is the second city in population in Canada. Hamilton, London, Kingston, Brantford and Peterboro' also are important Ontario cities.

Central Canada.

The three Central Provinces, in their southern parts

occupy the entire prairie region of Canada and extend north into the wooded country. Roughly speaking, the prairie extends for 100 miles north of the International Boundary near its eastern extremity, and for 400 miles north near its western extremity. It is about 900 miles from east to west. The total area of the three Central provinces is 425,000 square miles, and the prairie area is about 200,000 square miles—approximately that of the German Empire. The soil throughout this area is black and rich, especially suitable for the production of wheat, oats and barley, and being prairie is ready for the plough. The climate in conjunction with the soil, produces the largest yield per acre and the highest quality of wheat in the world. Settlement of the prairie was slow at first until its productiveness had become established, but in recent years the increase of settlement has been very rapid. Homesteads of 160 acres are given free on conditions of settlement. In 1896, less than 2,000 of such homesteads were taken. In 1906, the number was 42,012, and in 1908, over 50,000. In 1896 the export of wheat from Central Canada was nearly eight million bushels. In 1905, it was over 66 million bushels. And in 1909, with a wheat crop of over 125 million bushels the export shows a very satisfactory increase. The southwestern portion of the prairie area has until recently been devoted almost entirely to cattle-raising. The export of cattle increased from £350,000 in 1896, to £800,000 in 1906. In that year 85,000 head of cattle were exported, while in 1908 over 105,000 were exported, commanding a price ranging from \$48 to \$50 per head. Northward of the prairies lies a partially forested region of vast extent, a large proportion of which is quite suitable for cultivation both in soil and climate, but requiring first the clearing of the poplar woods which chiefly cover the surface.

The rain and snowfall in the Central is less than in the Eastern provinces. Although the summer is as long, the heat is not so extreme as in the populous portion of eastern Canada. This tends against the production of the fruits for which Eastern Canada is famous, but induces a greater perfection in wheat, oats, barley, field vegetables and domestic animals, which are the staple products of

the Central provinces. The same climatic influences have a correspondingly favourable effect upon human life and tend to robust bodily health and mental vigor. The winter climate is, generally speaking, severe, modified in the western and especially in the southwestern portion by the west or Chinook wind, which carries the warmth of the Japanese current across the Rocky Mountains and far eastward out on the plains. The ground generally freezes so that ploughing is stopped in November. It begins again in April, the dates varying according to the locality and the season. Except for the influence of the Chinook wind there is great similarity of temperature throughout the whole prairie area, not varying greatly because of distance north or south. The population was 400,000 in 1901. It was 800,000 in 1906, and is estimated at 1,176,000 for 1909.

The total area under cultivation in 1898, in what is now the Provinces of Manitoba, Saskatchewan and Alberta, was 2½ million acres; the year 1909 showed a cultivated area of 10½ million acres. In 1896, the total wheat crop of Manitoba and the Territories was placed at 15 million bushels; in 1909, the wheat crop of the Central Provinces was over 125 million bushels. By taking the amount of the present production and comparing the total area now under cultivation with the total which may be brought under cultivation, a fair idea may be formed of the possibilities which exist in Central Canada, and of the opportunities which keep step with such possibilities.

The present rapid construction of railways throughout the prairies not only ensures cheap transport of the surplus crops to market, but it also ensures cheap and abundant fuel to the prairie region from the wooded area to the east and north, and from the vast coal deposits which underlie almost the whole region along the eastern slope of the Rocky Mountains,—a deposit equalled nowhere else in area and in ease and cheapness of working, the seams lying within a few hundred feet of the surface.

The system of land survey throughout the three Central provinces is uniform. The land is set off in blocks of one mile square, the lines running north and south, and east and west. A square mile contains 640 acres, and is called a section. A quarter of a square mile is called a quarter

section and contains 160 acres. This is the area given as a homestead by the Canadian Government on conditions of three years' residence, cultivation of a certain portion, and the payment of a fee of £2. Thirty-six sections form a square called a township. Each section in a township is numbered, always in the same order. Townships are numbered consecutively from the 49th parallel north, and also westerly from each of four principal meridians. The effect of this system is that the location of every homestead in that vast territory can be absolutely defined and instantly placed on the map by stating the four numbers of the section, township, range and meridian.

Winnipeg is the capital of Manitoba and the chief city of the Central provinces. Brandon and Portage la Prairie are important towns in Manitoba.

Regina is the capital of Saskatchewan. Saskatoon and Prince Albert are important railway centres.

Edmonton is the capital of Alberta. Calgary is somewhat larger than the capital, and an important railway centre.

Western Canada.

The Western or Pacific Province of British Columbia is Canada's western seaboard. It is 760 miles north to south, and 470 miles from east to west. Roughly speaking, it lies between the Rocky Mountains and the Pacific Ocean, and in the same latitude as the British Isles. Victoria, the capital, on Vancouver Island, is a little south of the latitude of Paris, and has the climate of the Channel Islands.

The whole coast of British Columbia is directly affected by the warm Japanese current, and the climate varies very little from south to north. The harbors are open the year round. The coast climate resembles very closely that of the United Kingdom in warmth and moisture.

The general character of the country is mountainous. Parallel to the main chain of the Rockies, which form the eastern boundary of the Province, are the Gold Range, the Cascades and the Coast Range. The mountains are heavily forested with large and valuable timber, but the intervening valleys are generally either lightly timbered or altogether bare. The climate of the interior valleys is

hotter in summer and milder in winter than in the adjoining prairie provinces. The Gold Range of mountains gets its name because of the discoveries in it of gold in immense quantities, at various points, extending from the southern to the northern limit of the province. The discovery of gold in 1854, was the beginning of development in the province. In the southern portion of the province, which is as yet most completely opened by railways, the exhaustion of the placer gold mines was followed by the discovery of mines of silver, copper, lead, gold, zinc and coal, which have been developed on an immense scale in recent years.

Valuable minerals are found in many other portions of the province as well. The value of the province as the western seaboard of Canada is enhanced by reason of the immense deposits of coal on Vancouver Island, which forms a part of the province.

The deep sea fisheries are a source of great wealth to the province, and the salmon fisheries in the rivers are an even more important source of wealth than mining. The mountainous forested area is of such vast extent that the supply of timber is practically inexhaustible.

While the coast climate is very wet, that of the interior valleys is inclined to be dry. These valleys are very attractive as a place of residence. Where the rainfall is insufficient for agricultural purposes, irrigation is successfully and economically applied. The interior valleys are suited for grain growing and grazing, but are especially adapted to the growth of apples, plums, cherries, etc., and in the more favoured cases, of pears, peaches and grapes.

Up to the present, railway advantages have been confined to the southern section of the province, finding its seaport at Vancouver. But the construction, now in progress, of a new transcontinental line to the port of Prince Rupert, in the northern part of the province, will bring into value immense and hitherto untouched resources of the farm, forest and mine, at least equal to those which hitherto have been touched by railways.

Northern Canada.

The most important part of Northern Canada at present is the Yukon Territory. It extends from the 60th

parallel, the northern boundary of British Columbia, to the Arctic Ocean, and from the Rocky Mountains on the east to the United States territory of Alaska on the west. It is about 650 miles from north to south, by 550 miles in greatest breadth from east to west. Although it does not touch the Pacific Ocean, its southern boundary is only 30 miles from one point of tide water. A line of railway of 110 miles connects at Skagway, the head of the tide water in the United States territory of Alaska, with White Horse at the head of steamboat navigation on the Yukon River. The river is navigable for large river steamers from White Horse through the Yukon Territory and Alaska to Behring Sea, a distance of 1,630 miles. The Yukon Territory is important because of the gold discoveries of the Klondike, made in 1897. There had been gold mining, on a small scale, on the Stewart River, and on Forty Mile River. But in 1897, remarkably rich discoveries were made in two streams flowing into the Klondike River, a tributary of the Yukon, and in some adjacent streams. The stampede which followed was one of the most remarkable the world has known. Since that time, over \$100,000,000 in gold has been taken out, and investments of many millions are now being made in the expectation of taking out \$100,000,000 more in the next few years. There are gold placer mines in active operation in widely separated portions of the territory, and silver and copper quartz and coal mines as well. Dawson, the capital, is situated on the Yukon River at the mouth of the Klondike. Although only a few miles south of the Arctic circle the summer climate is very pleasant, and the hardy vegetables, such as turnips, cabbage, etc., grow very well. Below the surface the ground in the northern part of the territory is always frozen, but the surface is not frozen from the latter part of April to the early part of October. The winter is severe, especially in the months of January and February, but the snow fall is not great. The present population is estimated at 8,000.

District of Mackenzie.

The District of Mackenzie lies east of the Rocky Mountains, between the northern boundary of Alberta and Sas-

katchewan and the Arctic Ocean. It includes the Mackenzie River and its lakes, and has a length of 620 miles from south to north. The summer is short and hot, and the winter long and cold. Vegetables are grown at points along the Mackenzie to the Arctic Circle, and wheat is grown every year at Providence Mission on the Mackenzie, in about latitude 62 degrees. At present the only trade of the district is in fur. This trade is carried on by the great water system of the Mackenzie, which includes the Athabasca, Peace and Liard Rivers, and Athabasca, Great Slave and Great Bear Lakes. The railroad base of the trade is Edmonton, the capital of Alberta. Fish of the finest quality are abundant in the many lakes. Whale fishing is carried on in the Arctic Ocean at the mouth of the Mackenzie by vessels which enter the Arctic by way of Behring Straits.

Coal, salt, copper and silver lead are found in the region, also a great deal of valuable timber, but owing to lack of railways, there is as yet no development. The area of this region is about half a million square miles.

District of Keewatin.

Keewatin lies north of the Provinces of Manitoba and Ontario, and along the southern and western shores of Hudson Bay, extending northerly to the Arctic. The part of this region adjoining Manitoba and Ontario has some timber of value and some agricultural land, but its northern portion adjoining the Arctic Ocean and the northern part of Hudson Bay is called the Barren Grounds. Although adjoining the tide waters of Hudson Bay this portion of the country has been very little explored, except along the old trade route from York Factory, near the mouth of Nelson River to Lake Winnipeg. It has many lakes and valuable fisheries, but its great future lies in its possibilities of mineral development. Its chief present interest is in the fact that Churchill, the only practicable seaport on the west shore of Hudson Bay is within its limits. The proximity of this port to the great wheat areas of the prairie provinces and the prospect of early railroad connection gives it immense possibilities as a seaport. Churchill is the point from which beginning in the

seventeenth century, the Hudson Bay Company carried on their fur trade with the interior, afterwards changing to York Factory.

District of Ungava.

The District of Ungava, the northern part of the peninsula of Labrador, lies north of the Province of Quebec, and between the east shore of Hudson Bay and the Atlantic. Although it is the portion of Canada nearest Europe, and although the trade of Canada has passed immediately south or north of it for over 200 years, it is the least known portion of the country. It is in the latitude of northern England and Scotland, but the effect of the Arctic current on its northern and northeastern coast is such that it is admittedly unfitted for agriculture. It is the character and climate of this part of Canada nearest Europe, that has done so much to create a mistaken prejudice in the minds of Europeans against the climate and advantages of Canada. Forests, valuable for papermaking, cover a great part of the country. The lakes are large and numerous and the fish excellent and plentiful; there is every indication pointing to profitable mineral development, but at present the only industry of the district is the fishing along the coast.

Railways.

The railways of Canada are amongst the most important of its national interests. There are five great railway systems, the Intercolonial, the Canadian Pacific, the Grand Trunk, the Canadian Northern and the Great Northern. The Intercolonial connects Montreal, the commercial metropolis of Canada, with the winter ports of St. John, Halifax and Sydney, in the Maritime provinces. It is owned and operated by the Dominion Government, and was constructed as a connection between the Maritime provinces and Eastern Canada. The total mileage of the system is 1,450 miles.

The Canadian Pacific Railway extends from the Canadian winter port of St. John to Montreal, and from Montreal across the continent to Vancouver. Except the Siberian railway this is the longest continuous railway line

in the world under one management. Besides its main line across the continent, the Canadian Pacific has a very extensive system of branch railways in New Brunswick and in the Eastern, Central and Western provinces. The total mileage of the Canadian Pacific Railway system is 8,608 miles.

The Grand Trunk Railway has a greater mileage in the developed portion of Eastern Canada than any other system. It connects all the cities and nearly all the towns of these provinces. Its summer port is Montreal, and its winter port, Portland, in the United States—the nearest point on the Atlantic coast to Montreal. The Grand Trunk is now adding to its system a line across the continent to be called the Grand Trunk Pacific, to extend from Quebec westward, through the undeveloped portions of the provinces of Ontario and Quebec, to Winnipeg, the chief city of the Central provinces, and capital of Manitoba, to Edmonton, the capital of Alberta, and to the Pacific coast at Prince Rupert, through the northern part of British Columbia. From Quebec eastward, the line will extend to a junction with the Intercolonial at Moncton, New Brunswick. The existing Grand Trunk system has 3,108 miles in Canada. The new line from Moncton to Prince Rupert will be 3,460 miles, and branches are projected in many portions of the Eastern, Central and Western provinces. The Grand Trunk Pacific is now operating their new line the entire distance between Winnipeg and Edmonton and in other parts are pushing the work of construction with all possible speed.

The Canadian Northern system is as yet chiefly in Central Canada. The main line extends from Port Arthur at the head of Canadian navigation on Lake Superior to Edmonton, the capital of Alberta, nearly 1,300 miles, with many branches, especially in the wheat growing sections of the Central provinces. It also has lines in Nova Scotia, Quebec and Ontario, and rapid progress is being made in connecting these sections to make a third transcontinental railway. The present total mileage of the system is 3,096 miles. The business headquarters of the Canadian Northern Railway is Toronto, Ontario.

The Great Northern is a United States railway system, operating in the northwestern States. It has projected a number of branches into the Central and Western provinces of Canada, and it is expected that it will be further greatly extended in the near future. Although not a Canadian enterprise, it is valuable, as giving additional development and competition to the provinces which it enters.

These railway systems, the great extensions which they have in progress, and the immense field which the country offers, make railway construction an important feature of the conditions in Canada at the present time, as that means, first an expenditure of many millions in wages within the next few years, and second, the bringing into use and value, great areas of land and resources generally, which cannot now be economically reached, and therefore have no value.

Recognizing the great importance of the railways in the life of the country, and the possibility of the abuse of the power placed in their hands by circumstances, the Government of Canada has established a commission, or court, with full authority to adjust all disputes between the railways and the public, and to control the rates charged.

Forms of Government.

The Dominion of Canada is a part of the British Empire and is a confederation of nine provinces. The duties of government are divided between the Dominion and the provinces. The Dominion is governed by a legislature or Parliament which makes the laws. Parliament is composed of two houses, the Commons and the Senate; the Commons elected directly by the people, the Senate appointed by the government. The qualifications of voters for the House of Commons varies in the different provinces, being fixed by the Provincial legislatures, but it is either manhood suffrage—one man, one vote—or the property qualification is very light.

The Cabinet, or Government, which administers the laws passed by Parliament, is composed of members of Parliament, who must have the support of a majority of the Commons (or elective branch) in order to hold power.

A change of policy, by reason of a change of government, may occur at any time, and an election to decide as to the views of the people on the change already made or proposed, may be held at any time. This is the system known as responsible government, whereby every member of the government is fully and entirely responsible to the people for every administrative act of himself or his colleagues, and places the people in more direct and absolute control than any other form. The Dominion Parliament controls the criminal law, the militia, the post office, railways, indirect taxation by the tariff and excise, trade relations with other countries, and, speaking generally, all matters of national concern. The Dominion owns and controls the administration of the public lands in the three Central provinces, and throughout Northern Canada. These provinces still contain many millions of acres of agricultural land yet unoccupied and available for immediate settlement. The responsibility for their development rests upon the Dominion Government, which, therefore, takes up the work of promoting immigration.

The provinces are governed by legislatures elected by the people, and have responsible government on the same principles as the Dominion. They are charged with providing the civil law and administering both civil and criminal laws. They provide for education and for municipal government, and for direct taxation in their support and generally all matters of a purely provincial or local nature. Primary education is amply provided for in all the provinces, and in nearly all the provinces it is free.

Although the provinces have the right to charter, aid and construct railways, in practice this right is chiefly exercised by the Dominion.

The provinces of Ontario, Quebec and British Columbia have vast areas of public lands which are administered by the governments of these provinces. Nova Scotia and New Brunswick have very little public lands left, and Prince Edward Island has none.

Respect for law and maintenance of order are very prominent features of life in Canada, as distinguished from other new countries. Life and property are as safe in any

part of Canada—whether in the cities, the mining camps, the forests or on the prairie—as in any part of the United Kingdom, or the best governed country of Continental Europe.

A Comparison

The area of Canada is equal to that of the United States. The United States has a population of 80 millions, Canada has a population of 7 millions. The population of the United States at the beginning of the last century was about the same as that of Canada at the beginning of this century. The Premier of Canada recently expressed the idea, which is that of all Canadians, that as the 19th century was the century of the United States, the 20th century is the century of Canada. That is, that the progress and development of Canada in the present century will be as great as that of the United States in the last century. The United States is the America of achievement, but Canada is the America of opportunity. So well do the people of the United States realize this fact that during the calendar year, 1909, over 90,000 Americans removed from the United States to Central and Western Canada to take advantage of the free farms offered by the Canadian Government there.

As to Resources.

Although Canada includes within its area some of the very high latitudes, a vast proportion of its territory is in the latitudes which are occupied by the most populous, progressive and wealthy nations of Europe and of the world. But its high latitudes are not, by any means, the least valuable portion of its area. The gold mines of the Yukon, within a few miles of the Arctic circle, have produced £20,000,000 in gold within the past ten years, and are expected to produce as much more within the next ten.

The precious metals and minerals of enormous value are known to exist in many widely separated portions of Northern as well as more Southern Canada, only awaiting the enterprise of the prospector and the capitalist to repeat the experience of the Yukon. The recent discoveries of silver at Cobalt and other points in Northern Ontario are of richness unsurpassed in the world.

The forests of Canada are the largest and most valuable now remaining anywhere, and, generally speaking, occupy the tracts which from various causes are least valuable for agriculture. The agricultural area of the Central provinces offers the only free wheat land in the world easily accessible by railways, most easily brought under cultivation, and producing the highest quality of wheat known, in a healthful and invigorating climate, and under a free and progressive government.

The great railroad enterprises now in progress involving a cost of many millions in construction during the next few years, and making accessible thousands of miles of mineral and forest area and of agricultural land hitherto untouched, make Canada, above all else, the land of opportunity.

As to Opportunities.

But the opportunity is nothing, if the man is not fit and willing to take advantage of it. Canada is a nation of workers. Its national emblem, the beaver, is the representative among animals of intelligent industry. The conditions of life all tend to and require personal effort, and the same conditions contribute to the success of such effort. The man who does not work in Canada—whether he is rich or poor—is looked upon with doubt. Such conditions tend to an equalized distribution of wealth, and to individuality of thought and action, and, therefore, liberality and progress in social, industrial, commercial and political life. Nowhere in the world to-day are there more liberal institutions, more orderly communities, such an equal distribution of wealth, or an equal rate of material progress.

As to Emigration From the United Kingdom.

In a country with a population of nearly fifty millions, such as the United Kingdom, which has no new territory for occupation, there must necessarily be a large yearly increase in population, which must either find an outlet or add to the congestion of the great cities. Every year there is a very large movement of people from the United Kingdom to North America. For a long time the larger part of this yearly movement went to the United States

and a very small part to Canada. That which went to the United States was lost to the Empire; the part which went to Canada aided in building up the Empire.

It is not the expectation of the Government of Canada to increase unduly the outflow of people from the United Kingdom, but it is its desire to turn to the benefit of the Empire in Canada, a greater proportion of the natural and necessary annual outflow from the mother country.

It is not in the interest of the individual emigrant that he should remove to Canada unless there is reasonable prospect of his success there. The arrival of any large number of immigrants in that country, who are unfitted for the conditions there, must necessarily react against the continuance of the immigration movement. In spite of the fact that his failure to succeed is due to personal causes, the unsuccessful man will blame the country, and complain to his friends at home, thereby deterring them from going out, and the efforts of the Immigration Department will be discredited with the people of Canada, who will therefore withdraw their support from these efforts. The men wanted in Canada are those who will do well there, who are recognized in the United Kingdom as being fit, but who are looking for the wider opportunities of the new country, not to be found at home. The efforts of the Canadian Immigration Department are not directed towards those who are merely looking for a place where they may live, but towards those who, while they are able to live, under present conditions in the United Kingdom, are on the lookout for an opportunity to better their positions in life.

Scotchman's Opinion of Canada.

In the autumn of 1908, Canada was visited by the Scottish Agricultural Commission, a body composed of twenty two practical farmers and others interested in agricultural education and development. They spent seven weeks in the Dominion and expressed themselves as highly pleased with what they had seen.

Upon his return from Canada, Mr. William Barber, M. A., J. P., one of the commission, who farms his own land

and rents several hill farms extending in all to about 5,000 acres, delivered a lecture in Dumfries on December 16th, 1908. The meeting was presided over by A. H. Johnston-Douglas, Esq., Convenor of the County of Dumfries. The following extracts from his lecture are given as an unbiased opinion of Canada's resources:

"I promised to say a little on Canada as a place for settlers and colonists. Needless to say, I believe in Canada. I believe it has a great future, and that gives the officers at the far end time to look out for a suitable position, for each. During the century we are beginning it will play a most important part in the world's history. Although there has been immigration, the land is by no means possessed—not a fraction of it, and there will be room for settlers for many years to come in the great provinces of the west, indeed in any of the provinces, but more especially in the west. True, the land near the railways that are working, is taken up, and either under cultivation or held by land speculators, till the prices go up sufficiently, but out from 20 to 30 miles from the present line of rail there is plenty of land of the highest quality, which can be got on very easy terms. As is well known, the Government of Canada gives free grants of 160 acres—with a right to purchase at about 12s the acre, the adjoining quarter section, on certain conditions as to residence and breaking up—to any one applying and paying about 40s. This, of course, is prairie land, and everything has to be done for it to bring it into the shape of a farm. A shack or cabin has to be built to sleep in. A rough shelter of some kind for the horses has to be supplied; a well has to be dug to provide water for man and beast; and there is not a fence on the whole place. 'Homesteading,' as taking up land in this way is called, has its difficulties, and probably places which have in part been broken in are cheaper at a price than bare prairie is for nothing. At the same time the virgin prairie responds marvellously to cultivation, and the man who is willing to endure the necessary hardships for a few years, will have his reward, and that without having unduly long to wait. The country, at least in the great west, is very young

"yet. It was only in 1877 that the first bushel of wheat
"was sent by way of a sample to this country from the
"Northwest. Now there are probably 100,000,000 bushels
"of wheat produced west of Winnipeg any year, certainly
"this year. The first line of railway was laid down in
"1880. Now there are between 6,000 and 7,000 miles. In
"1870, there was but one branch of a bank. Now there are
"almost 300. In 1881 there were but two grain elevators,
"with one or two very insignificant flour mills. Now
"there are 1,660 elevators, with a capacity of 40,000,000
"bushels, and flour mills in every important centre from
"east to west. These facts speak for themselves. Individ-
"uals may and do often make rash speculations, but rail-
"way companies, elevator men, and bankers, generally
"know pretty well what they are doing when they start
"enterprises on such a scale.

"Besides, by homesteading, land can be got by almost
"anyone wishing it in other ways. It is always possible
"to buy a farm which has been more or less brought un-
"der cultivation. At every place we visited, we found there
"were farms for sale, with extraordinary advantages ac-
"cording to the seller or his agent. We could not help
"wondering at this, but remember the country is very big
"and the population very small. These farms will prob-
"ably cost from 15 to 30 dollars an acre, that is from £3 5s
"to £7 10s. The best land in Canada, as at home, is al-
"ways the cheapest, no matter what the money is. The
"purchase price can generally be paid on very easy terms,
"possibly a pound or 25s per acre down, and the balance
"by eight or ten yearly instalments. The Canadian Pacific
"Railway holds a great deal of land in Alberta, which it is
"selling at from 15 to 25 dollars—land which in a good
"season like this can be paid out of the crop. We visited
"some farms recently bought from the Company. Only a
"small instalment of the price had been paid, but the
"farmers hoped to be able to clear off all balances when
"the price of the grain came in. Not only have the wheat
"growers had fine crops this season, but there has been
"very little grain spoiled by frosts, and the prices they
"have received have been far above the average. Alto-
"gether they are well pleased with themselves and their
"surroundings.

"There is another way, and for men of small means, not
"at all an unsatisfactory way, of becoming possessed of
"land. For one reason or another, a farmer wants to re-

"tire, having made a competency, or having another business to which he wishes to devote his whole time. In such circumstances, a purchaser cannot always be found, and the plan is adopted of getting a working or managing partner. The farm, stock, implements, all belong to the old hand, but the new man gets a considerable share of the profits for working the place, and in the course of a few seasons, he may, and probably will, be able to buy out his senior. Of course, there are considerable variations in the arrangements made, and if the junior partner, so to speak, can put in so much capital, his share of the profits is thereby increased.

"As a rule there is no payment of rent as we know it, although there are exceptions, but in the older provinces, I am afraid a good many farmers have to pay interest on mortgages, which is much worse than a bona-fide rent.

"What then, you ask, should a young man wishing to go to Canada do. It depends entirely on his tastes, and what capital, if any, he has at his disposal. Generally speaking, the man with a considerable command of money, can pick and choose, and splendid openings present themselves to him in every direction. The man, on the other hand, without any means, must not pick and choose, but whether he has a trade or not, if he intends to get on, he must take any chance that presents itself. If he does the work he gets the offer of, with a will and thoroughly, he may depend upon it, he will not be long till something better turns up. Energy, pluck and character don't wait long for recognition. I know some of our party felt, and have even expressed doubts as to whether farm laborers without capital should go out at all to Canada. While I admit at once, that the man who has some savings to fall back upon, has an immense advantage over the man who has none, I personally, have no doubt whatever, that one who is prepared to do his best, who has good health and good conduct, cannot fail to succeed. One of my friends says the three essentials for a man going to Canada are, faith, hope and sinew, and the greatest of these is sinew. All three are necessary, but even more necessary is an immovably fixed character. See that the principles of temperance and morality are well installed into the young man before he leaves the old home, for the temptations of the new are great.

"As showing how men have succeeded who went to Canada some time ago, it may be mentioned that at one place we visited, we were met by twelve motor cars, eight of which belonged to gentlemen who had gone to that district as laborers 20 to 25 years ago, with nothing

"but what they had on their backs. Perhaps, yes, probably, it was easier to make money in the first two or three years of this century than it may be for years to come, but as I have said already, the country is great in every sense of the word, and a right man will not go wrong.

"So much for the man without capital. With regard to those who have a certain amount of money at their disposal, it depends altogether on their tastes where they should go or what they should do. If they are attracted to fruit-farming and have sufficient means, the Niagara Peninsula, in Southern Ontario, is one of the finest and richest spots I ever expect to see. Some of the valleys of British Columbia, too, afford good openings, and the climate there is much more like our own. If, on the other hand, our would-be settler has a taste for and a knowledge of dairying, and is willing to work every day of the year, the best chances of making money quickly and safely, seems to be in the milk trade, near one of the rising towns of the west. Regina, Lethbridge, Moosejaw, Calgary, Edmonton, appear to give an endless opportunity for the enterprising dairyman, and the province of Ontario also affords opportunities. But wheat may be more in the line of his inclination. In that case, Southern Manitoba, Saskatchewan, or Alberta will be his destination. The land is easily wrought, and many of the fields which we saw, especially at Cardston, Carberry, Brandon, Indian Head, and High River, would have delighted men used to very heavy crops at home. Further north, for example, at Edmonton, Prince Albert and Saskatoon, there is plenty of land well suited for growing oats and for mixed farming. The problem of wintering cattle is not so serious out west as it is in the eastern provinces, and I fancy as time goes on, many of the men who now confine themselves to wheat-growing, will begin to keep a few cattle, and in this way much of the straw which at present is burned, and the frosted grain, which has to be sold at a ruinously bad price, will be profitably used.

"Besides fruit farming, dairying, and wheat-growing, there is cattle, horse and sheep ranching. As the land is being more and more taken up for wheat, the stock ranchers are being driven further and further back toward the Rocky Mountains, and possibly ranching as it has been known, with all its picturesque and interesting features, has its days numbered. As it is, considerable capital is needed to ranch on a large scale, and ranching on a small scale is useless.

"From what I have said you will see that in my opinion,
"and I give it for what it is worth, Canada is no place for
"the slacker, the wastrel, or the ne'er-do-weel, but the man
"with pluck and endurance will find a sure reward of his
"toil from the generous soil of the Dominion of the west.
"The question to me, is how to give or get for such a man,
"a start. It is not our refuse, but our surplus population
"we are disposing of—those whom we would gladly keep,
"but for whom we feel we have not anything like the same
"chances at home as they can get in the colonies—and if
"we have to part with these fine fellows, as part we must
"—for in contrast to Canada, our land is small and popu-
"lation great—I say here, as I said over and over again
"on the other side, there is no place on God's earth to
"which I would more willingly see them go, than to the
"great Dominion, where the skies are so clear and the
"earth so free.

"I like Canada, not only because a home could be made
"there, but in that home a life at its fullest, freest, and
"happiest could be lived. 'The life is more than meat. The
"body is more than raiment.'

"Yes, Mr. Chairman, the problem is how to settle the
"right men in our greatest colony, and I cannot help think-
"ing that here there is scope for the enterprise of some of
"our monied men, who would conjoin patriotism and true
"imperialism, with a good sound investment. A company
"which would plant selected men of robust health and
"good character, in suitable localities in Canada, men who
"have the necessary tastes and abilities, giving them
"what advances might be needed for a certain limited
"number of years, to enable them to make a start, would,
"I feel sure, earn very considerable dividends for its
"shareholders, and do a true service to the Empire. What
"Canada wants is men and capital. It has in abundance,
"the raw material. I wish we could take a fuller share in
"its development.

"We were greatly struck by the splendid loyalty of the
"Canadians. Many have an attachment to the old country
"which touched us over and over again. At home here, we
"consider and discuss questions about Canada which they
"never dream of. For example, we talk as if Canada
"might wish for union with the United States of America.
"Such a thing never enters into a Canadian's thoughts for
"a moment. During the last few years, thousands of Am-
"ericans have been going to Canada, and they are making
"splendid farmers. Too intent are they on their work to
"concern themselves greatly with politics, but so far as

"they do so, we were assured over and over again, that the British Crown had no more loyal adherents than those who had but recently been under the Stars and Stripes.

"Altogether, the Canada of the 20th century, is a splendid country. Things are so hopeful, so enterprising, and so free. Everyone is valued for what he is—not for what he has been or what he might be—just for what he is. No questions are asked about his past. It is God's free country, where a man is a man and nothing more. The land is new and the people's faces are towards the front, and to the stranger, they say in effect: If you have an honorable, square, upright past, so much the better; if not, leave behind the taint of artificial things and start again on the level."

The following letters are taken from among hundreds which were received by the Immigration Department during the course of the past year, and they are inserted here as practical illustrations of the advantages Canada offers to the right sort of emigrants:

Oak Lake, Man., January 19, 1909.

Dear Sir:—I left Northampton, England, in April, 1904. I was employed as a farm hand in the Old Country and earned 15 shillings per week as wages. When I arrived in Canada I had five dollars in my possession; now I can produce a good bank account. When I came out first I hired out as a farm hand at 25 dollars per month, now I have a place rented for myself and am doing well.

I think this is a good place for anyone to come to who is not afraid of hard work; they are bound to succeed.

(Sgd.)

CHARLES BUSHWELL.

Pheasant Forks, Sask., January 16, 1909.

Dear Sir:—I now take the pleasure of writing a few lines to you in reply to your letter (dated Jan. 4th). Well, I left England on the 29th of March, 1907. I arrived at Halifax, 5th April, 1907. My employment in England was farm work, at a small village called Kirk Langley, Derbyshire. My wages ran to about \$130.00 a year. When I arrived in Canada I had in my possession \$105. I found a situation in Manitoba at farm work. I stayed there seven months, and then I traveled to Saskatchewan. I found work upon my arrival. I hired with a farmer for the year at the rate of \$300. I have left him now and have taken a farm, 400 acres, for myself and I hope to

succeed with it. I consider this province is better than some parts of Manitoba. I had one brother that came out this fall and he likes it fine, and I like the country well myself, and I like the way of farming out here much ahead of the Old Country's mixed farming that I used to work at, and I consider it a suitable place for those who will work and want to better their circumstances

(Sgd.)

JOSEPH WHITE

Asquith, Sask., Jan 21 1907

Sir:—in reply to your letter of Dec., asking my opinion of the country, I was born in the parish of Roman Co., Antrim, Ireland. When I grew up I went to work for a farmer for awhile. The pay I got was 9 pounds for six months, so I went to Boston, U. S. A., and worked there for two years; I then came out to the Northwest to see what it was like. I arrived in Saskatoon, March, 1902. I had about \$100, so I took up a homestead. I worked out back and forth for the first two years, wages were only \$25 a month at that time (now they are \$30 and \$35 a month). So I went steady on the farm then and got married to an Irish girl and now I have got 320 acres, 7 head of horses, 5 head of cattle, 8 head of hogs and poultry, which I can call all my own. I think the Northwest is the best country in the world for either a poor man or a rich man. If the people in Ireland only knew what Canada was like I am sure there would be more of them out here.

(Sgd.)

ROBERT McCURDY,
Secretary-Treasurer Nelson School District.

Eberts, Ontario, Ontario, Jan. 5th, 1909

Dear Sir:—In answer to your letter, I and wife immigrated from Catford, near London. I was a laborer on the building when at work, and the wages was seven pence an hour, that would be fourteen cents of Canadian money and we worked 50 hours a week in the summer and an hour a day less in the winter, but you only get what hours you work. We arrived on the tenth of May, 1907, and we found work on a farm and started on the eleventh of May at twenty dollars a month for twelve months, so we thought we would like a change. We are now working on a dairy farm, and we are getting twenty-five dollars a month for eight months and twenty dollars for the remaining four. We had no money on our arrival except four dollars, which we received on board ship, and five more when we got to Chatham, Ontario. I and wife

think it far better than being in England with no work and would not care about going back just yet, as there is as much distress now as ever, and I think this a very suitable place for anyone willing to work, but they must not mind a little longer hours.

(Sgd.)

WILLIAM KEMP.

Zephyr, Ont., Jan. 17, 1909.

Dear Sir:—I received your letter dated December, and it gives me great pleasure to write on the prospects of Canada. I am doing well and I like the country very well, indeed, and the wages are very good for a start. My Old Country address was Croxley Green, Rickmansworth, Herts, and my employment was gardening; my wages were \$5.00 a week. I arrived in Canada on Sept. 12, 1907. I had in my possession \$27. I am working on a farm now. My wages are \$140 with board, lodging and washing. I am pleased to say with care, I have been able to bank \$130, and I have hired with this gentleman for a year at the same wages. I think it is a suitable country for any young man that wants to improve himself. I am very pleased to give this description.

(Sgd.)

ALFRED PUDDIFOOT.

Komoka, Ont., Dec. 27, 1908.

Dear Sir:—In answer to your letter requesting details of my experience in Canada. I left Bromley, Kent County, on 20th February, arriving in Canada on March 1st, 1908. My employment in the Old Country was gardening and the rate of wages were 27 shillings a week. I got a job from the Salvation Army Labor Bureau at \$170 a year as an inexperienced farm hand. The amount of money I had when I got to the farm was one dollar and fifteen cents. The work I am engaged upon is mixed farming and very interesting work it is, too. The Canadian farmers are very kind and hospitable and take great interest in anyone who is willing to learn. Canada is a grand country and the finest place for anyone to settle in who does not mind work, and it is best in the end for newcomers to adopt farming at the outset and become experienced farm hands and their success is assured.

(Sgd.)

CECIL JOHN ELSON.

Canadian Government Agents.

Intending emigrants would do well, before deciding upon the particular locality to which to go, to consult one of the Canadian Government agents, in the United Kingdom, who will, without charge, gladly give, either personally or by letter, full and reliable details regarding any point upon which intending settlers desire information. The following is a list of Canadian Government agents in the United Kingdom:

England.

Mr. J. Obed Smith, Assistant Superintendent of Emigration, 11-12 Charing Cross, London, S. W.

Mr. A. F. Jury, Old Castle Bldgs., Presson's Row, Liverpool.

Mr. H. G. Mitchell, 139 Corporation St., Birmingham.

Mr. Alex. McOwan, 81 Queen Street, Exeter.

Mr. L. Burnett, 16 Parliament Street, York.

Scotland.

Mr. Malcolm McIntyre, 35-37 St. Enoch Square, Glasgow.

Mr. John McLennan, 26 Guild Street, Aberdeen.

Ireland.

Mr. John Webster, 17-19 Victoria Street, Belfast.

Mr. Edward O'Kelly, 44 Dawson Street, Dublin.

No fees charged by Government Agents.

Note.

The Canadian Immigration Department desires emigrants and booking agents, to distinctly understand that it is not responsible for any statements made by employment bureaus or others in the United Kingdom, or elsewhere, apart from those contained in printed pamphlets or circulars of the Department.

Farmers, Farm Labourers and Female Domestic Servants are the only people whom the Canadian Immigration Department advises to go to Canada.

All others should get definite assurance of employment in Canada before leaving home, and have money enough to support them for a time in case of disappointment.

The proper time to reach Canada is between the beginning of April and the end of September.

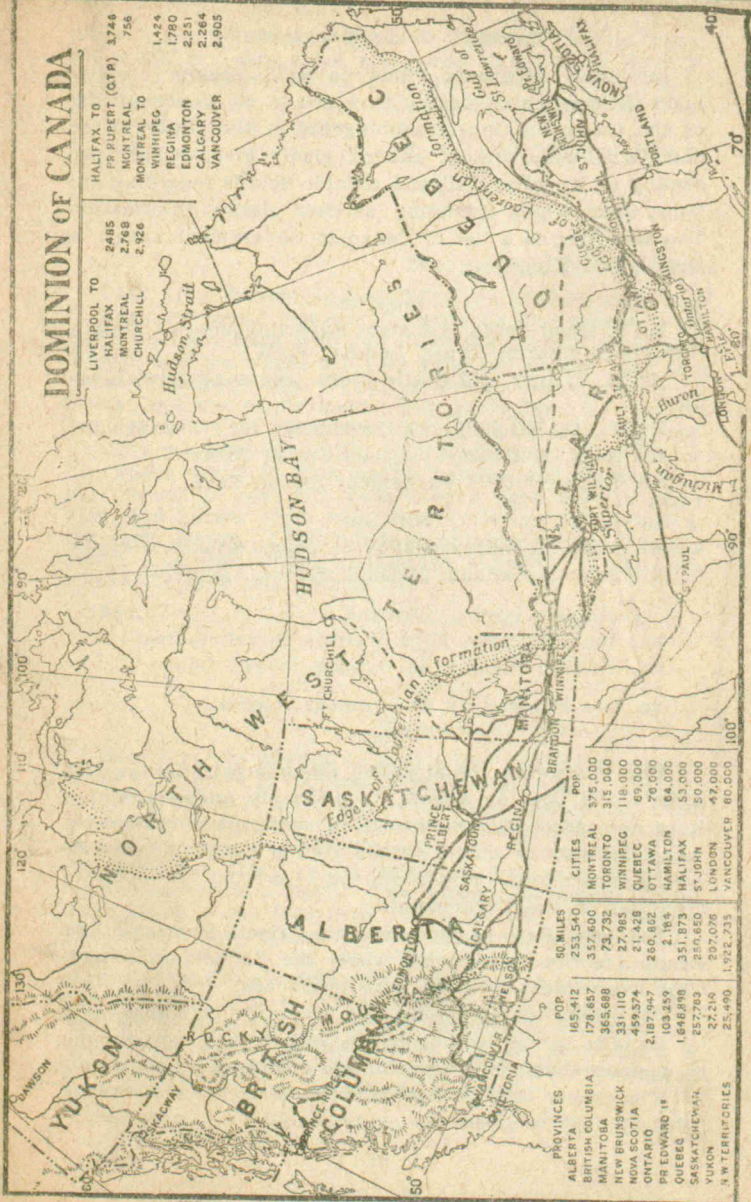
DOMINION OF CANADA

LIVERPOOL TO
HALIFAX
MONTREAL
CHURCHILL

2485
2768
2,926

HALIFAX TO
PR. PUPERT (G.F.P.)
MONTREAL
WINNIPEG
REGINA
EDMONTON
CALGARY
VANCOUVER

3748
756
1,424
1,780
2,231
2,284
2,905



PROVINCES	POP.	60 MILES	CITIES	POP.
ALBERTA	165,412	253,540	MONTREAL	375,000
BRITISH COLUMBIA	178,687	357,600	TORONTO	315,000
MANITOBA	365,688	73,732	WINNIPEG	118,000
NEW BRUNSWICK	331,110	27,985	QUEBEC	69,000
NOVA SCOTIA	459,374	21,428	OTTAWA	70,000
ONTARIO	2,187,947	260,862	HAMILTON	64,000
PR. EDWARD I st	103,259	2,196	HALIFAX	53,000
QUEBEC	1,648,898	351,873	ST. JOHN	50,000
SASKATCHEWAN	257,763	297,650	LONDON	47,000
YUKON	27,216	207,078	VANCOUVER	60,000
N.W. TERRITORIES	25,490	1,922,233		