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THE CANADIAN ILLUSTRATED MONTHLY

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Vol. 6

MONTREAL, 1921

Sept., No. 7 *McLEN*



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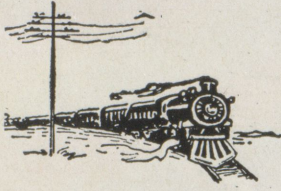
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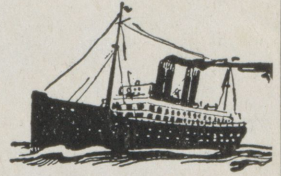
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THE CANADIAN ILLUSTRATED MONTHLY



Vol. VI.

MONTREAL, JULY-AUG.-SEPT., 1921

No. 5-6-7

Our Chat With You

COMMENCING WITH THE present issue, the ownership of this magazine passes from the Canada Steamship Lines to an independent company composed of the editor and some of his friends whose intention it will be to attempt to devote their energies to the upbuilding of a publication that will both entertain and help to make Canada and her resources better known to the world.

We feel that a great deal of credit is due to the Canada Steamship Lines in having founded and maintained the magazine, and published it in the general interest of Canada. The standard of the magazine from the beginning has been very high, and it is the purpose of the new owners to maintain this standard in every respect. In the matter of illustrations and in general

printing excellence, it has been without question a credit to Canada, and these features

also the new publishers purpose to perpetuate.

Since our last issue, we have again had the misfortune to have our publication interfered with by a general printers' strike, which has made it necessary for us to consolidate three issues in one, for which our subscribers will be compensated by a two months' extension of their subscriptions. From now on, however, we anticipate no delay.

Our doctrine:

To assist in the development of the great resources of the Dominion of Canada through the dissemination of conservative information relating thereto, and to give entertainment, refraining from discussion of religious, racial, or political questions.

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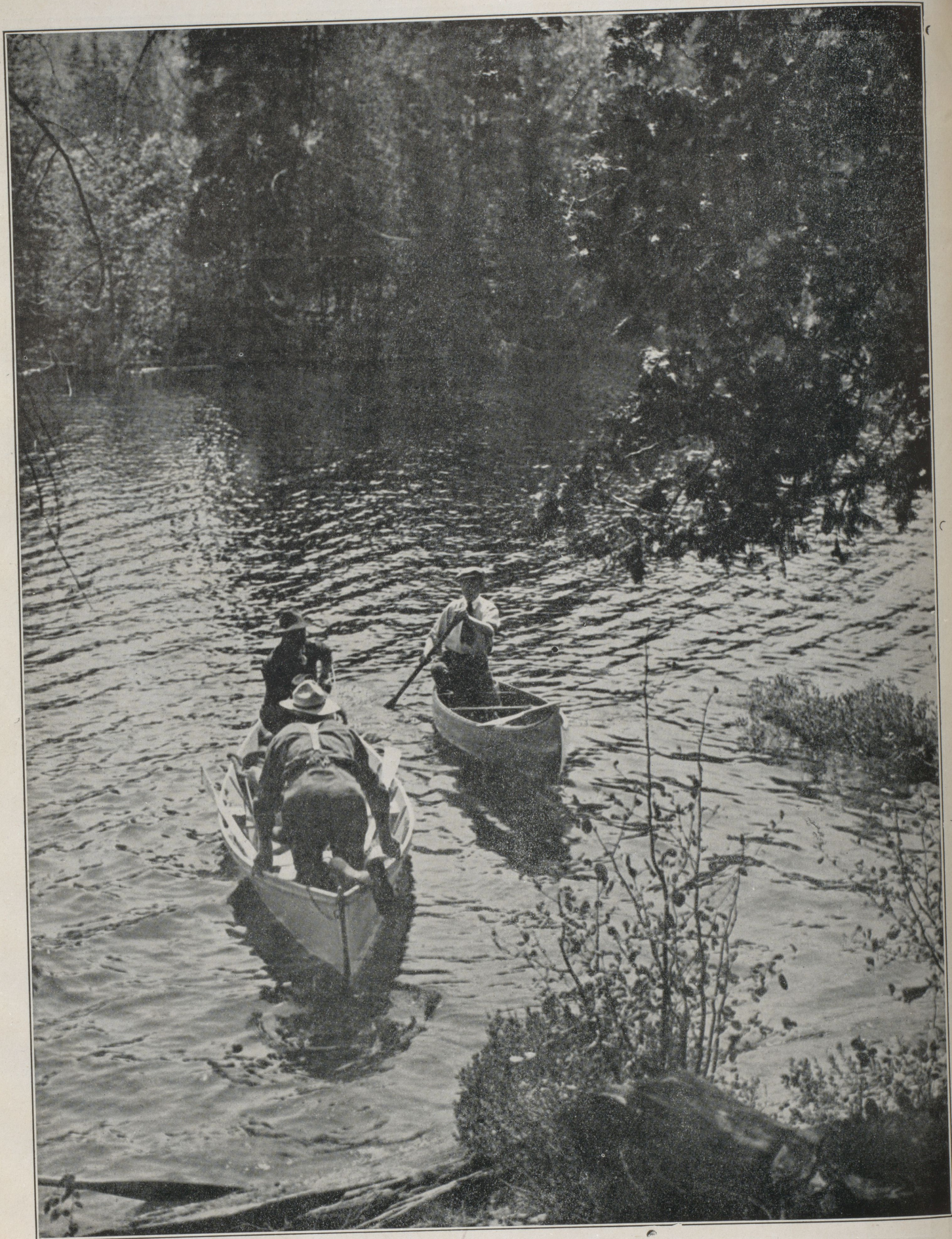
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Starting on a fishing trip in the heart of the Quebec Laurentians

Courtesy, Canadian Pacific Railway

THE CANADIAN ILLUSTRATED MONTHLY

Vol. 6

Montreal, July-Aug.-Sept. 1921

No. 5-6-7

Canada's Prolific Fisheries

NATURE, in distributing her gifts over the newly created world, dealt with lavish hand when apportioning the share of that land which was to be Canada. Widely she flung her splendid offerings, covering every section of mountain, plain, and tundra, bestowing upon them wealth for all time. Timber, minerals, furs, waterpowers—none did she neglect, giving to the land a fair proportionate share of some of her most valuable possessions. Canada has certainly been supremely favored in her wealth, and in the variety of her natural resources, a perpetual heritage

By E. L. Chicanot

to her people, to be guarded for all time against foolish and extravagant exploitation.

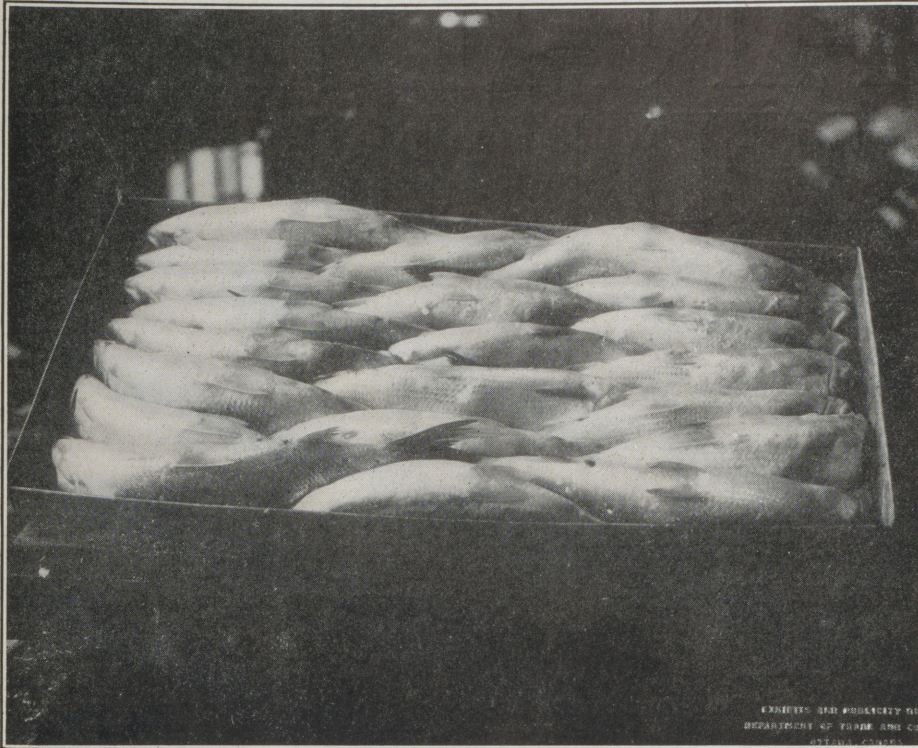
One of Nature's most munificent gifts to Canada, and one of the Dominion's choicest possessions, is the wealth of her fisheries. Canada possesses some of the most extensive fishing grounds in the world, and, what is more, their abundance, quality, and variety are unexcelled. The coast line of the Atlantic provinces, from Grand Manan to Labrador, not

including lesser bays and indentations, measures over five thousand miles, whilst the sea areas to which this forms the natural basin embrace, the Bay of Fundy, 8,000 square miles in extent; the Gulf of St. Lawrence, quite ten times that size, and other ocean waters aggregating not less than 200,000 square miles, or more than four-fifths of the fishing grounds of the North Atlantic.

The Pacific Coast of the Dominion is seven thousand miles long, and is exceptionally well sheltered for fishermen. The vast area of the Dominion, from coast to coast, is interspersed



Photograph, courtesy Exhibits & Publicity Bureau, Department of Trade & Commerce
Packing fish in trays for freezing in a St. Thomas, Ont., factory



Photograph, courtesy Exhibits and Publicity Bureau, Department of Trade and Commerce
A tray of herring all ready for freezing

with innumerable lakes, varying in extent, which in the aggregate amount in area to 220,000 square miles, or more than half the known fresh water of the globe. Canada's share of the Great Lakes of the St. Lawrence basin alone amounts to 72,700 square miles. Then there are the countless rivers, creeks, and streams, flowing through every province, almost, without exception, stocked with valuable food fish.

The Canadian fishing grounds are exceptionally fertile. This is evidenced in the fact that the entire catch of salmon, lobster, herring, mackerel, and sardines, nearly all the haddock, and a large portion of the cod, hake and pollock landed are taken within twelve miles of shore. The most extensive lobster canning industry in the world is carried on along the eastern shores of Canada, whilst the oyster beds of New Brunswick and Prince Edward Island, while not of vast extent, produce oysters of unsurpassed excellence. The commercial fishes taken inshore on the Atlantic are cod, halibut, hake, pollock, herring, mackerel, alewives, shad, smelt, flounder, and sardine. The salmon is predominant on the Pacific coast, though a very extensive halibut industry is carried on in the more northern waters. Herring is also found in abundance off the Pacific Coast, and besides having value as a food, provides a plentiful supply of

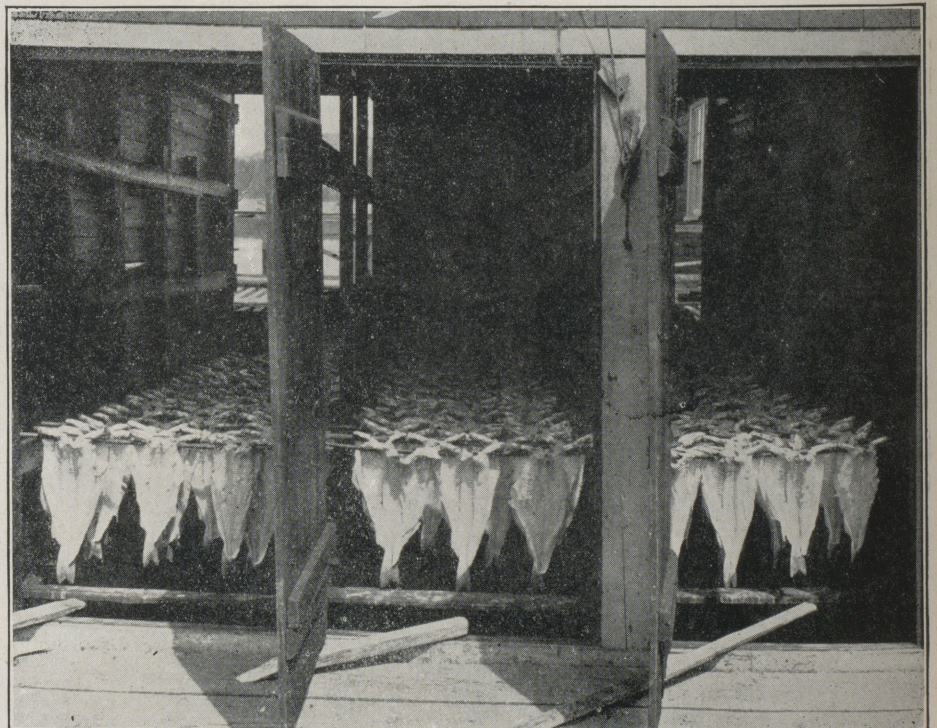
bait for the halibut fishery. The lakes and rivers of the Dominion teem with white-fish, sturgeon, trout, pike, pikerel, perch and other freshwater varieties.

Authorities state that there are some 600 species of edible fish in Can-

adian waters, of which only about a hundred and fifty are known, whilst hardly more than twenty have become really important factors in the market, a lack of knowledge as to the food value of the remainder resulting yearly in a heavy loss in revenue to the Dominion and an increase in general living costs.

Canada's fisheries were one of her first exploited assets, being a close rival to furs in this regard. The "Banks" off Nova Scotia supplied Europe with fish before John Cabot came to Labrador in 1497, and as far back as 1600, England had 200 sail and 8,000 men working off Newfoundland. The industry has continued to prosper, providing its followers with steady and profitable returns.

Canada's fisheries have an annual product amounting in value to about \$50,000,000. They give employment to between 80,000 and 100,000 people, 70,000 being engaged in the sea fisheries, 10,000 on inland and freshwater fisheries, whilst approximately 20,000 persons find employment in canning, curing, and otherwise dealing with the product for market. In 1920 the fish catch of her two coasts netted Canada the sum of over twenty-six million dollars, whilst that from the inland lakes and other waters was worth approximately four million dollars. British Columbia led the provinces with nearly half the total, or \$12,612,773; Nova Scotia, on the



Photograph, courtesy Canadian Pacific Railway
Smoking finnan haddie in a Digby, Nova Scotia, fishing house

other side of the continent, took second place with \$8,000,000, the other provinces in order being New Brunswick, \$2,500,000; Quebec, \$1,500,000, and Prince Edward Island, \$735,000.

In point of value the salmon is the most important of Canadian fishes, and in 1920 accounted for the largest individual revenue with \$8,000,000. Cod is next with a value of \$5,000,000, and then in order: lobster, \$4,000,000; halibut, \$3,000,000; herring, \$2,000,000.

The salmon fishing industry on the Pacific Coast is a big asset in Dominion revenue and constitutes incidentally the biggest single fishing enterprise in existence. In a history of more than fifty years of development it has seen many fluctuations and depressions, but it has emerged successfully as an industry of prime national importance, expanding yearly in scope and value.

The first canning of British Columbia salmon was undertaken on the Fraser River in 1863 by a Mr. Annandale, who through his initial effort on a very small scale was convinced of the great future ahead of the industry. He visited Scotland the following winter, and persuaded Mr. Alexander Ewen to come to British Columbia and engage in the industry. They

became the real pioneers of the salmon industry on the Pacific Coast, around which so many romantic volumes of history and episode have been written, and to which many more might be added to treat the subject in the manner it deserves.

The fishing grounds in the Atlantic off the shores of Nova Scotia are grouped into the shore belt, extending along the whole coast, covering an average of ten miles in width; the inner banks, occurring at intervals as separate shallows at a mean distance of thirty miles from land; and the greater banks, comparatively few and far apart, at any distance from one hundred to two hundred miles at sea. The first area abounds in the following species, which are enumerated in the order of their value: cod, lobster, haddock, mackerel, halibut, herring, salmon, pollock, smelt, swordfish, and tuna, in addition to certain bait fish, oysters, and clams, the last two being cultivated only in a few sections but being capable of more extensive development. The inner banks yield a similar crop with the exception of net fish and crustacea, while the outlying areas are worked chiefly for cod, haddock, and halibut.

In the Bay of Fundy, off the province of New Brunswick, is pursued

the only sardine industry in Canada, but a wealthy one, though not yet systematically developed. It is worth about two million dollars annually in revenue. There are three canneries in New Brunswick engaged in sardine packing, while Canadian waters also provide the greater part of the material for the Maine canneries. Modern methods of catching and utilizing the immense shoals of sardines which annually frequent the Bay of Fundy have never received proper attention, and in consequence the potentialities of this activity have not been really touched. It is a field for future enterprise.

The fishing industries of Prince Edward Island are important, accounting for a substantial proportion of its annual revenue. Lobster, salmon, cod, haddock, herring and mackerel are caught, whilst the cultivation of the oyster is receiving increased attention. The lobster is the most valuable of the province's sea products, returning yearly more than half a million dollars to those engaged in its capture.

Then, in order, come cod and the oyster.

Quebec's fisheries are worth about one and a half million dollars annually. The premier honors in this section



The sorting and cleaning department of a British Columbia salmon packery

Photograph, courtesy Canadian Pacific Railway



Sorting fish on the Grand Banks

also go to the lobster, which in 1920 had a production value of \$370,000. In this province, too, a very considerable fishery is carried on in the lakes and rivers of the interior, and large quantities of pickerel, whitefish and pike are marketed.

The value of the fish taken in the inland waters of Canada amounts now to something over five million dollars annually, an amount that is continuously increasing as other lakes and streams are being opened up.

The province of Ontario, owing to its possession of the Great Lakes, leads the Dominion in the value of its freshwater fisheries, accounting for nearly three million dollars. Saskatchewan and Alberta together return about half a million dollars' worth only as yet, the industry being in its first stages of development on the prairies. The value of the freshwater fisheries of Quebec averages \$300,000 a year, and catches of smaller values are taken from the lakes and rivers of the other provinces. The fish of Canada's inland waters are whitefish, trout,

sturgeon, herring, pickerel, pike, tullibee, perch, mullet, bass, carp, gold-eye, catfish and maskilonge.

The fisheries of the Great Lakes are invested in the province of Ontario, about 4,000 men, 120 steam tugs, 702 gasoline boats, and 1,108 sail and rowboats being engaged. Trout account for the largest item of revenue, being well over the half million dollars. Herring and whitefish also exceed this figure. Pickerel comes slightly under, and then in decreasing amounts, pike, perch, tullibee, catfish, carp and sturgeon.

The lakes and rivers of Manitoba, Saskatchewan, and Alberta, and to a small extent those of British Columbia, yield large quantities of fish, the bulk of which is caught during the winter months when the waters are frozen over. This feature is explained by the fact that most of the fishing stations are remote from the railroads, and only in the wintertime, when the snow is on the ground, is it possible to transport the fish to the nearest railroad shipping point. To some of the iso-

lated lakes of the northwest it has been found necessary to construct roads through the bush, and practically all the northern lakes are accessible to commercial fishermen in the winter months only.

The lakes located in the southern areas of the provinces, and served by railroad or steamboat, are fished summer and winter. The summer fishing is conducted from steam tugs and small sailboats. At the last return of the fishing fleet of the Prairie Provinces there were 11 steam tugs, 81 gasoline boats, and 1,905 sail boats and skiffs. The majority of these vessels are engaged upon Lakes Manitoba, Winnipeg, Winnipegosis, Isle La Crosse, La Biche, Lesser Slave, Jackfish, and Murray, all of which are fished in summer. In connection with the fisheries of the Western Provinces there are 136 freezers and icehouses, and over half a million dollars is invested in boats, gear, icehouses, fish sheds, and wharves.

The inland fisheries of the Canadian Northwest are yearly becoming a

more important and expansive industry, and embracing an ever-widening area for their markets. Thriving and prosperous little villages have become established about many of the lakes, deriving their prosperity solely from the lake catch. Modern plants equipped with the most up-to-date machinery have been erected on the shores.

The whaling industry on the Pacific Coast, though it cannot be considered in other than an elementary stage of development, in view of the expansion of which it is capable, has rapidly grown into an important and profitable business. The whaling grounds of British Columbia are along the northern coast of the province and from thirty to forty miles out to sea. The principal species caught are fin-back, set, sperm, and sulphur bottom, which run from twenty to ninety feet

in length, and weigh on an average a ton to each foot. Every portion of the mammal is utilized, and an average specimen is worth altogether in revenue about \$1,000. In the last season some 430 whales were caught by Vancouver Island whalers.

In 1920 there were three whaling stations operating along the British Columbia coast with ten vessels engaged in the hunt. The stations are located at Kyuquot Sound and Rose Harbor on Vancouver Island, and at Naden Harbor, Queen Charlotte Islands. An additional company was incorporated last year, and has commenced operations with four whaling vessels and a modern oil extracting plant at Barclay Sound.

About 80,000 gallons of whale oil, worth approximately \$100,000, were exported from the Dominion in 1920. A market is also gradually being built

up for the nutritive and appetising meat of the whale, of which more than 2,500 hundredweight, valued at nearly \$20,000, left Canada in the same year for the United States, Fiji, and Samoa. A new feature of the whale meat industry was introduced last year by the cutting of the meat into cubes of twelve to eighteen inches dimensions, freezing them, and shipping them to Japan where a ready market exists for the product.

Canada possesses in her fishing grounds certain creatures of the ocean which are not only non-edible, and from this point of view of no commercial account, but constitute besides a menace to the marketable species of fish, preying upon them and taking a serious and continuous toll. Such are the mudshark, the dogfish, the hair seal, and the sea lion. It has

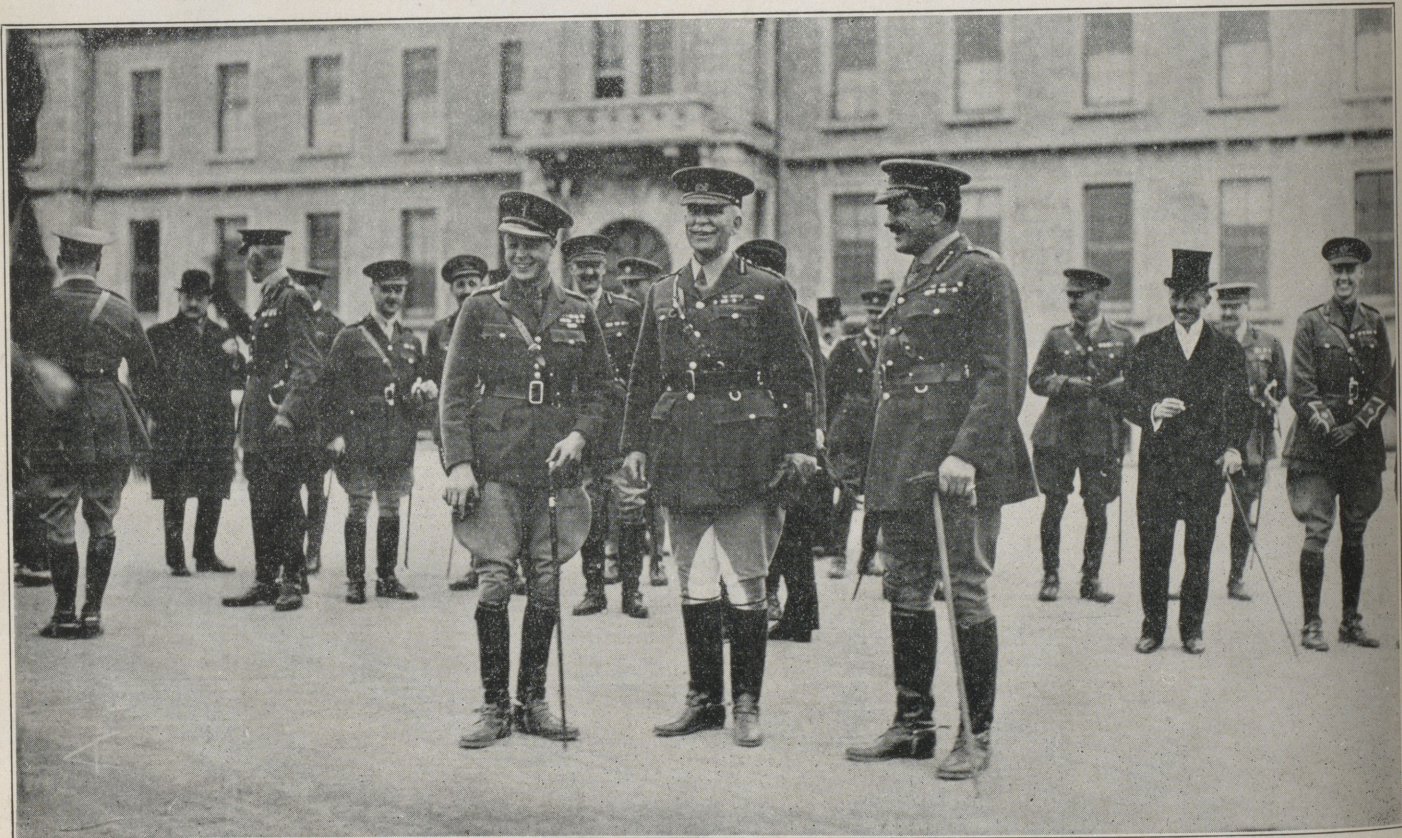
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Photograph courtesy Exhibits & Publicity Bureau, Department of Trade & Commerce
A scow-load of salmon at an Inverness, British Columbia, packing house



The Main Building of the Royal Military College, Kingston, Ont., showing, on the left, the recently completed Sir Arthur Currie Hall



The visit of the Prince of Wales to the Royal Military College was an important one in the annals of the institution. From left to right in the picture are: H.R.H. the Prince of Wales; Major-General Sir A. C. Macdonnell, K.C.B., C.M.G., D.S.O., Commandant, and Lieut.-General H. E. Burstall, K.C.B., K.C.M.G., D.S.O., Inspector General of the Canadian Forces

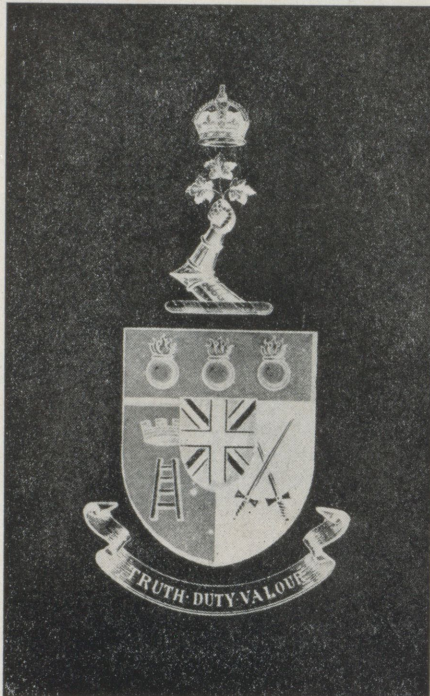
Canada's Royal Military College

By Nomnra Rankin

THE people of Canada, as a whole, know little about what Commissioner Perry, of the Royal Canadian Mounted Police, calls "Our Only National College."

The British North America Act gave to the provinces the sole right to control their educational policy, and as a result we have our schools and colleges provincially directed. The Royal Military College of Canada, however, has no tinge of provincialism either in its instructors or its students and a survey of its roster and records indicates clearly that the Dominion as a whole is fairly well represented.

It is apparent, after seeing and talking with the cadets, that they are happy and take pride in their work. Of course, the recruit, like others, has his moments of apprehension and worry. He enters the college unknown and unknowing. He is unacquainted with the etiquette of the life and discipline opening before him, and naturally is much in "hot water" for the first few weeks. "Cantab," an ex-recruit, gives vent to the sorrows of the recruit in the following verses:



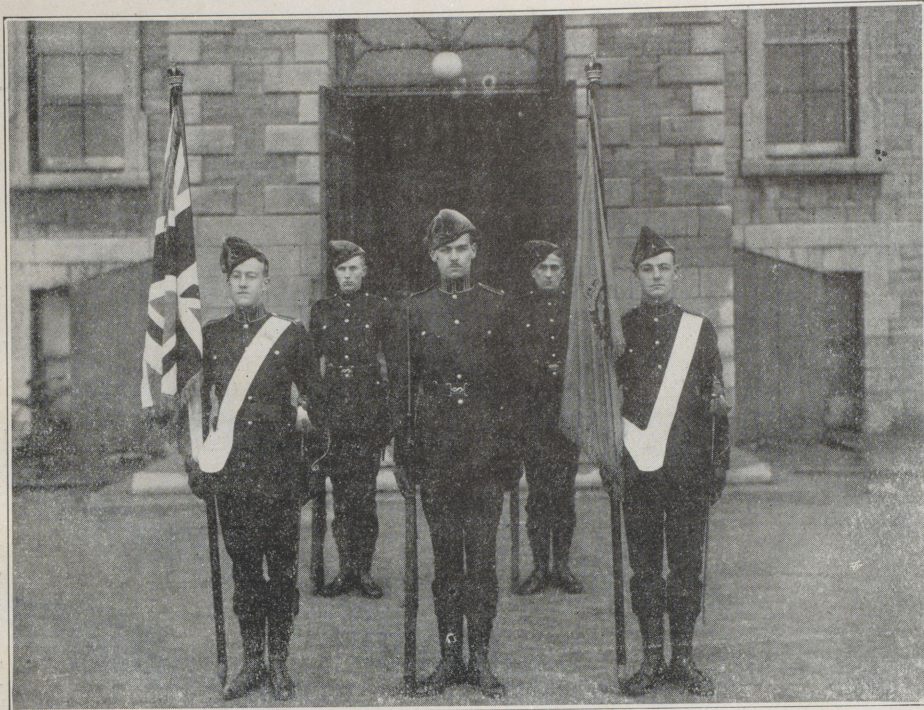
The College crest

"Is it but a world of sorrows,
Is it work the whole day long?
Will there never be a morrow
From this sadness set to song?
"Must we always have to double
When we cross the college square?
Must we always take the trouble
Both to brush and comb our hair?"

There are unwritten laws, as in all public schools and colleges, and woe betide the offender if he breaks them a second time. He must "fag," run errands, carry messages and do "chores" for the seniors. He must "stand for" all kinds of chaff and be meek, and humble, and polite. He must "sir" everybody, and during his initiation year he must "double" whenever crossing the parade ground, and is disciplined, admonished, commanded, ordered, dominated, bossed and instructed. What happens to him was the experience of practically all Canadian overseas troops when they first reached camp in England. He cleans and polishes, sweeps and dusts, and is "put over" the usual "jumps" in the form of an obstacle race over fences almost insurmount-



The Parade ground of the Royal Military College



The Honor Guard and the College colors

able through filthy barrels, dirty water ditches and other forms of diabolical initiations invented to convince him that he is but a "sub," is lucky to be allowed to live, and has all yet to learn. But as every cloud has a silver lining, it is not long before the sun bursts through the fog of his "recruitment," and always he is encouraged in the thought in "Cantab's" final verse, when he himself will cease to be an actor and metamorphose into a joyful spectator.

"Courage, courage, oh my classmates,
Time is short and youth is strong;
Comes a time when we are Seniors,
Then we'll know where we belong."

In the end, he takes in it that spirit of pride, self-possession and attention which tradition and training and a healthy outdoor life offer as a reward to all normal boys. To the healthy youth—and all R.M.C. boys must be so to be admitted—athletics are the very foundation of life happiness. To compete, strive and excel, both mentally and physically, is an end much to be desired, and is to be found in equitable blend in the college curriculum. He learns to ride, and look after his horse; to fence, box, swim and row; to command, obey and organize; play all manly games and conduct himself, under all provocation, as a gentleman and a soldier.

If Canada's destiny is bound up in that of her people, surely the education and instruction of her young manhood is the very root of her

national structure. The training and influence on child life, begins in the nursery at home, follows to the private and public school then to college, university or business. Training in college life gives the boy a better understanding of life so that when he is finally launched into its competitive maelstrom he is more fitted to com-

pete with and make a better thing of it. A curious thing about life and memory is that, as we get older, we recollect and visualize, more or less vividly, events in our early and later life, while those in between are indistinct and obliterated. The power that will help Canada achieve her destiny lies in her people, and largely in the young. Optimism, faith, knowledge, great traditions, religion and ideals combined with co-operation mean purpose and power. Optimism, faith and religion are born of early association and training; knowledge, tradition and idealism of an application and study, and as one of the Board of Visitors said to the 1921 graduating class, "No man can estimate the power of tradition." It is essential, therefore, that the young student be well grounded in the glorious traditions of the British Empire so that he may take pride, example and exhortation from them.

Some of these sentiments were expressed to the graduating students of the R.M.C. at the recent annual inspection of the Board of Visitors, which is annually appointed by the Militia Council to inspect, recommend and suggest.

"Preparing to stand on guard for Canada" might well be called the fundamental object of the Royal Military College, for if schools and colleges are the hope of life, as stated



Engineering cadets constructing a pontoon bridge



The Royal Military College has a splendid school of horsemanship

by Sir Arthur Currie, the words, "Truth, Duty and Valour" are a fitting emblem for Canada's National Military College.

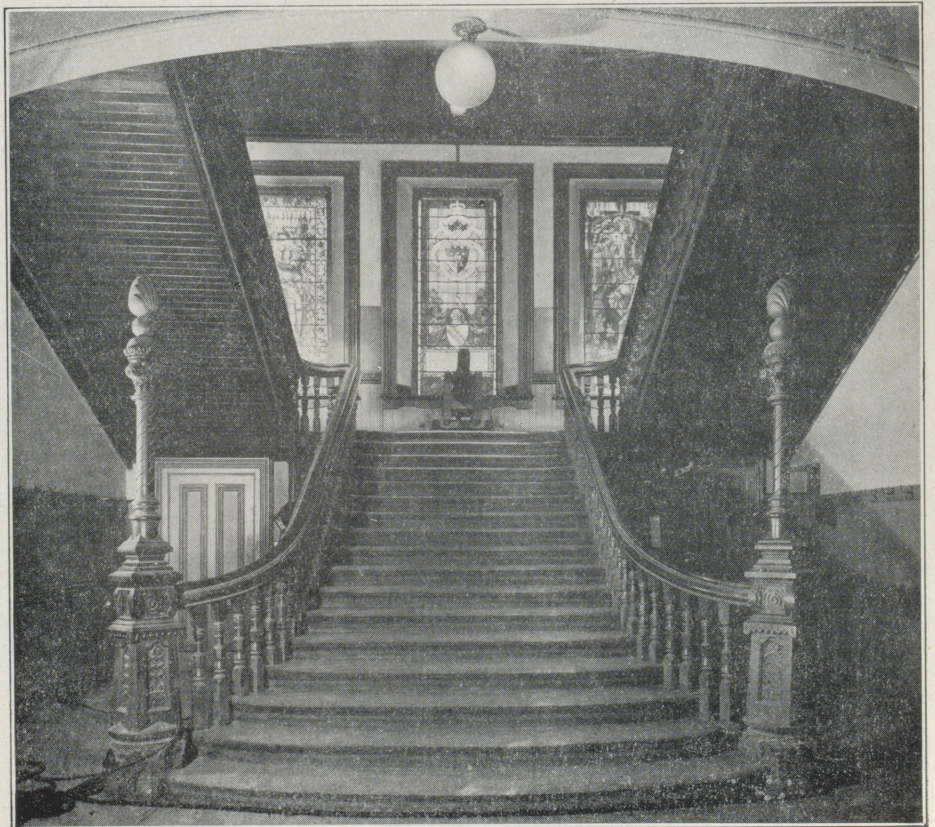
No one can attend one of their annual inspections, as I did, without realizing that Canada possesses in her Military College an asset of stupendous influence and one which has and is doing much to mould the character of the young Canadian along paths of the highest integrity and idealism. For every student graduated from within its historic old limestone walls, whether he enter a military, professional or commercial life, must carry with him into future active existence, the discipline and training builded up through three years intimate association with its aims and objects, and though the student (perhaps to his surprise) will find, in rubbing shoulders with a competitive, unsentimental business world, little of the principles he has been taught, he will, undoubtedly, long have his college influences before him and try to live up to them to the best of his ability.

The history of the Royal Military College of Canada dates from 1876. Lord Dufferin was then Governor-General and the Hon. Alexander MacKenzie, Premier of Canada. As the British North America Act designated the direction of military affairs—both technical and practical—to the Federal Government, it was deemed necessary to have an institution where military training, discipline and the allied arts and sciences could be taught, and as a result the R.M.C.

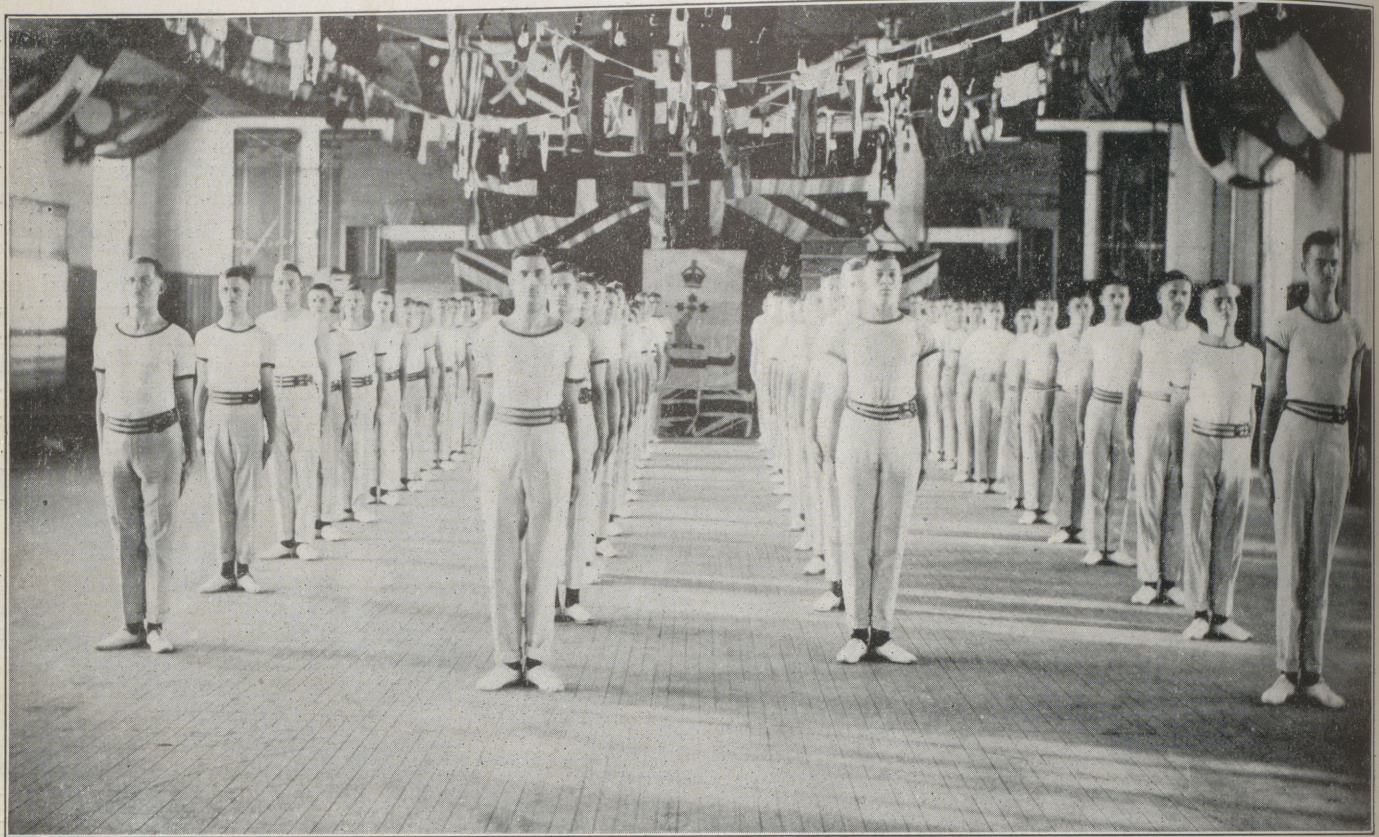
was established at Kingston. Selection of this site was due to the Premier. Apart from its centrally located position, easy of access to Montreal, Ottawa and Toronto, the Government possessed there the site of an ancient navy yard, whose old buildings could be easily converted

into barracks. Then again, the Hon. William MacKenzie, when he first came to Canada from Scotland, had worked as a mason and contractor of the navy yard, and mentally marked it as a desirable site for a public institution. He remembered it when the establishment of the college became a reality.

It would be difficult to find in Canada a more beautiful or propitious spot, a narrow promontory of some 60 acres, picturesquely level, wooded and park-like, surrounded on three sides by the waters of the St. Lawrence River. A quarter of a mile to the east, across Navy Bay, sits old Fort Henry—famous for early historic associations—crowning a treeless slope of gradual ascent; to the west, Kingston Harbor and the inflowing Cataraqui or Rideau River; to the south, over an ancient block-house, that could it speak, would have many interesting tales to tell, the mighty river flowing silently seawards with Cedar, Wolfe and other isles—outposts of the Thousand Islands—dotting the open view. River and water craft ply unceasingly up and down the international waterway. Fort Vincent, on the American side, lies fourteen miles distant. Behind, to the north, the land in verdant undulations fades into blue horizon, a tiny church



The grand stairway and memorial windows, Main Building



Splendid examples of manhood are turned out by the College gymnasium



The present Instruction Staff of the Royal Military College



Cavalry troop on parade

steeple, like a finger of destiny, pointing the way above.

Truly a sight to gladden the eye and quicken the pulse of any Canadian patriot.

On this lovely spot, set amidst blue waters, stately trees and carpeted with verdant sward, nestles the score of buildings which constitute the college. A shaded driveway of a couple of hundred yards, bordered by the harbor, the Commandant's quarters, the riding school and the skating rink, brings you to the centre of a huge quadrangle, the parade ground. Facing the river is the main building, comprising offices, class rooms, mess room, billiard and recreation halls, and a small building, the hospital. The latter is in charge of Nursing Sister Rhoda Wurtele, a relative of the first Gentleman Cadet, Alfred George Godfrey Wurtele, who graduated in 1880, four years after the establishment of the college. Later he returned to his old Alma Mater, this time in the rôle of instructor. Two generations of Wurteles have passed through the institution with honor, and there is reason to believe that the entry of a third is not a remote possibility.

On the left and right are the dormitories, one an original building of the old Navy Yard, known as "The Stone Frigate," which derives its name from the fact that the funds utilized for its construction were sent from England in 1812 to construct men-of-war, and the other, recently erected, called "Fort Frederick." "A" and "B" companies respectively, occupy these premises and float flags indica-

tive of their prowess in the athletic field at their mastheads. The boat house, power station—for the establishment manufactures its own power, light and heat—artillery shed, squash-racquet court and gymnasium lie along Navy Bay shore; the tennis courts, butts, running track and football field are on the green in front.

Fifty-four years is a long time in our Confederation history, and during this period the college has contributed

to the country's military, professional and business life many successful and prominent men. Of the "Old Eighteen"—the original inauguration class—nine have "gone west." One, Commissioner A. B. Perry, C.M.G., is a member of the present Board of Visitors and had the pleasure and satisfaction of addressing the graduates. Although number thirteen on the roster, the digit has by no means proved an unlucky one for him, for he has a son, grown up and married now, on the staff of the institution. Of the balance, six live in different parts of Canada and two in the United States. Brigadier-General S. J. A. Dennison, C.M.G., Lieut.-General Sir H. E. Burstall, K.C.B., K.C.M.G., D.S.O., etc., Major-General Sir W. C. G. Heneker, K.C.B., D.S.O., A.D.C., and Brigadier-General C. J. Armstrong, C.M.G., are amongst the list of old boys.

The present Commandant, Major-General Sir A. C. Macdonnell, K.C.B., C.M.G., D.S.O., graduated from the college in 1886. As is well known, "Fighting Mac," as he is familiarly called, has a war record he may well be proud of. Joining the Imperial Army upon leaving college, he remained with them until 1889, when he returned to Canada on appointment as inspector of the Royal Northwest Mounted Police. Wounded in the South African campaign in 1900,

Continued on Page 53



Major General Sir Archibald C. Macdonnell, K.C.B., C.M.G., D.S.O., the Commandant, in a characteristic pose

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CHANGE OF CONTROL BUT NOT OF POLICY

AS announced on our contents page, this magazine has been acquired from the Canada Steamship Lines, Limited, by a private company composed of the editor and a few of his friends.

This change of management, we wish to state, will involve no change in the policy of the magazine, which, we feel we can truthfully state, has been clean and fair from the day it was established by the Canada Steamship Lines more than five years ago.

We believe firmly that there is room in Canada for a publication of this character, and that in time we will become firmly established in the hearts of the Canadian people. Magazine-building in Canada, because of American competition and in part, we must admit, because of the apathy of the average Canadian toward Canadian periodicals, is an involved and slow process, but each year sees a gradual improvement in this regard, and we feel that the time is not far distant when Canadian publications will be able to hold their own with the periodicals of any other country.



THE NEED OF A DEPUTY MINISTER OF FISHERIES

FOR the past few years there has been an urgent demand on the part of those engaged in the various branches of Canada's prolific fisheries for a deputy minister who will devote his entire time and abilities to the interests of this great branch of Canadian industry, some of the more enthusiastic fishermen advocating the complete separation of the Marine and Fisheries branches.

The separation of these two departments, however, might not be feasible, but it would seem

that an industry producing an annual wealth of more than fifty million dollars should merit a separate deputy minister.

The fisheries of Canada are widely distributed, and their problems are many and diverse, therefore their future successful development will depend very largely on a far-sighted governmental policy. Already one hears demands for a protracted close season on the Fraser River—perhaps the greatest salmon stream in the world—because of the woeful depletion of the Sockeye run. The whole question, indeed, of fish propagation and protection is one that will have to be approached with care and conservatism by everyone involved, the appointment of a practical fisherman of wide experience to supervise the industry for the Federal Government would appear consequently to be a departure of immediate necessity.



WATER POWER POSSIBILITIES OF CANADA

A realization of the water-power possibilities in Canada has been forcibly brought home to the people of the North. They appreciate now that it is one of their many great assets, hence all possible effort has been made and will be made in the future to harness the waters, an element which, if rightly set to use, is of the utmost importance to the comfort and prosperity of the race. The installation of new plants is always under way in Canada. The year 1919 saw a total of 64,000 H. P. derived, and installation projects for 1920 looked forward to an addition of 370,000 H. P. At the same time an additional 800,000 or more H. P. will be derived from installations in the near future. It has been stated that in the United States electrical installations have doubled every five years, while, in Canada, the present hydraulic installation is about ten times that of 1900. The present hydro-electric installation in the Dominion is nearly 2,400,000 H. P. If we assume for Canada only one half the rate of increase recorded for the United States, a total of 4,800,000 H. P. would be developed in 10 years, and 9,600,000 H. P. in 20 years, if available. A quickening to the realization of the immense value of its water power is not only being brought about in Ontario, where the Niagara Falls will be made productive of power, but likewise is Quebec Province and the Maritime Provinces making great forward strides in this respect.

Mice and Men

By
Grace Sartwell Mason

MOVING softly, with exquisite caution, Chloe lifted her skirts and stole out upon the moonlit lawn. Behind her, under the light of the library lamp, her father's profile could be seen—a profile not to be trifled with, even in sleep. Chloe hesitated a second, to make sure of his after-dinner snore; then, like a thistle-down in her white dress, she ran across the lawn toward the shadow of the garden hedge. From this shadow a young man stepped out and caught her in a masterful embrace.

"What luck?" he inquired in a whisper. "Why! Chloe! You're crying! Does the Colonel balk again?"

"He re-refuses, absolutely, Jack! He won't let me be married to-morrow. He just gets purple in the face and splutters! Oh, I'm s-s-so unhappy!"

"There—there, sweetheart! Did you explain to him about the bridge contracts in Persia?"

"Of course! I told him you were going to make your fortune on the new railroad from Teheran, and he said he wouldn't have me traipsing off to Persia, and he guessed you could find all the bridges you wanted to build in New York State if you had any gumption!"

The young man tightened his hold on Chloe; and his jaw set as he thought rapidly. In a moment, he said with firmness:

"We're going to be married to-morrow, Chloe, and sail Saturday for Brindisi. We're going to elope. Now, don't wriggle—what do you do to make your hair smell so sweet? No, it's not sneaking, dear. We've given the Colonel a fair and square invitation to see us married to-morrow—it's the fifth time, isn't it?—and he refuses, for no earthly reason except that he didn't pick me out for you himself. Now, it's come to a showdown. I won't go to Persia without you; and I sail Saturday. What's the answer, Chloe?"

"Oh . . . Jack! must we?"

"Sweetheart, it's the only way—"

A voice from the house shattered the silver silence of the moonlit hour. The Colonel was waking up and roaring, as he waked, for Chloe. The lovers shrank farther back into the

shade of a maple tree, while Jack hastily sketched his plan. At four next morning she was to meet him around the corner. They would motor to Newberry, thirty miles away, be married at the home of a kinsman of Jack, and at nine-thirty take train for New York. A simple and effective procedure. Chloe's objections were growing fainter, when again the voice vibrated from the library windows.

"Jack, when I'm married to you, promise me you'll never, never roar at me . . ."

"Chloe! Chloe!" An exquisite silence fell within the shadow. Then, her white clad figure fled across the lawn toward the house; and a moment later Jack made his way unobtrusively to the street. He walked elate, waving a triumphant good-night at the Colonel's light. Gaily, he banged the gate behind him, all unaware that deep in the black-velvet shadows that he and Chloe had just quitted stood the housemaid and the housemaid's young man.

"Well, wouldn't that get you?" gasped the housemaid. "Shall I tell, or shan't I?"

"Aw, let 'em alone!" urged her young man.

"I dunno ought I, or not," pondered the housemaid. "What time did they say they'd skip out?"

"Five o'clock," lied her young man, promptly.

"Well, I dunno. Mebbe I'll tell, and mebbe I won't," said the housemaid darkly, and moved off across the moonlit lawn.

II

Chloe twisted around in her seat and kept looking back over her shoulder. She declared she wasn't worried; but she had a prickly feeling in the back of her neck. Suddenly, she became fixed and rigid in this position.

"Jack!" she said at last in a small, breathless voice. "Jack, I knew it! There's someone behind us; I feel it in my bones, it's father."

The sun was up. The eloping two were but fifteen miles on their way toward Newberry, having breakfasted in leisurely fashion at a way-

side inn. And undoubtedly, there was father behind them. There came to their ears the loud and imperative honk of a horn, which Jack answered by a note of what he called respectful regret. He humped his shoulders over the steering wheel with a grin of delight.

"Don't you worry, Chloe! He can't catch us with that machine of his. Watch the Colonel fade into the distance—and hang on, now!"

Chloe wrung her hands; but it was even as Jack predicted; at the end of three miles, the green automobile of the Colonel was distanced and fast diminishing behind them. Chloe drew a quivering breath of relief.

"Now, if we can only reach Newberry far enough ahead, we can lose him, easily," she cried. "He won't have the least idea where to look for us there—Jack, dear! What is the matter?"

He was bending toward the engine, listening. His face was very black. A steady, ominous, pounding note was making itself heard in the song of the motor. "Listen to that!" he cried. "Oh, if I had the man that rented this car to me! Connecting rod's loose!"

"Gracious! Can't you stop a minute and fix it?"

"It's a day's job. No, we've got to let her pound, and make Newberry if we can."

"If we can? Why, Jack, we've got to! There's father!"

"Uh—uh—where's father, now?"

She swept the road behind them with an eye of tragic anxiety. The green automobile was not in sight. After a few miles of tense silence, they came to a fork in the road and Jack stopped the car. The branch road, he explained, led to a small town called Millersville. There was a chance of their throwing the Colonel off the track if they took it. What did Chloe think? But Chloe said it was very unlucky to change the date of a wedding—why wouldn't it be worse to change the place? So, towards Newberry they turned their faces again.

Two miles farther on, just as they were smiling at each other and he was telling her how pretty she looked in that hat and veil, there came a crash,

a shiver, a great belching out of oily smoke and the car stopped dead. In the midst of a blue cloud Jack hastily dragged Chloe from the car, and by mutual impulse they looked back over the road. Father was not in sight. But there was a small wood half a mile behind them, and each read a conviction in the other's face that the green automobile might at any instant bound out of this covert upon their helpless heels. Chloe wrung her hands.

"Can't you *do* something to it, Jack?"

Jack contemplated the smoking car savagely. "No, the connecting-rod's busted. There's nothing to be done but leave the car here until I can send back for it."

A little sob, which she tried vainly to suppress, arose in Chloe's throat. "I don't know what father will do when he catches up with us; he has such a t-t-terrible t-temper."

Jack spun around. "Why, Chloe, you're not scared?" he laughed; and Chloe knew she could adore him all the rest of her life, when he took her boldly in his arms and declared that father hadn't got him frightened at all, not a bit!

"If he overtakes us, sweetheart, I'll ask him to give us a lift. But he's not going to. Do you see those nice little green woods across the fields, there? Well, we'll make for them as fast as we can. I figure that the road to Millersville is just the other side of the woods. And, as I said before, there's bound to be a perfectly good preacher in Millersville!"

He hurriedly unloaded their two bags from the car, and they climbed the fence into the field. No sound of the terrible horn or the still more terrible voice hailed them before they gained the shelter of the woods. And when they looked back the green car was not in sight.

a ride. You run ahead across these fields and hail it, while I fetch the suitcases!"

Chloe obeyed him promptly, and in a moment he followed her out of the woods. When he came within sight of her, she was half-way to the road, sitting stock still on the top rail

of a fence. In the act of climbing down on the other side, she had evidently been arrested by a profound astonishment. As he came up to her, she gave him one wild look and pointed across the field.

"What is that?" she whispered.

The field across which they stared was waist-high with corn. A red sun was shouldering up above it; and silhouetted against the sun was an enormous gray bulk. In the half light it drifted silently by like a shadow, and another took its place—another and another.

"Elephants!" Chloe gasped. "Oh, look down the road!"

Wagon after wagon followed, canvas-covered, swaying against the tranquil morning sky. Then, they both remembered that every barn they had passed had flamed with posters. This was the circus the posters ad-

vertised, and it was on its way to Millersville.

"Listen!" cried Chloe, looking nervously behind her. "Did you hear a motor horn?" She sprang down from the fence and darted among the corn rows. He followed, and they reached the side of the road just as the last wagon approached. It lurched toward them as big as a load of hay,



"What luck?" he inquired in a whisper. "Why! Chloe! You're crying! Does the Colonel balk again?"

They walked a short distance into the woods, and he left her sitting on a log while he reconnoitered for signs of life on the road to Millersville. In a very short time, she heard him hurrying back.

"There's some kind of a wagon coming along down the road," he called. "If we hurry we can get out there before it passes, and maybe get

with the driver fast asleep upon the high seat. Jack called to him to give them a lift; but there was no response. The great canvas-covered thing rolled slowly by them, disclosing to their despairing eyes a pair of steps at the back.

"Quick! The steps!" Jack seized Chloe's arm. He sprang up, lifting her after him. They clung there for an instant while he peered inside. The vehicle was evidently a band-wagon, and was nearly empty. Without more ado, he crept inside and she followed him. They let the canvas covering fall behind them; and not even the man on the box would have suspected he was driving a bridal-coach. There was ample room; he made her comfortable on a pile of canvas, and they looked at each other with triumphant grins.

Chloe's cheeks were flushed, her charming hat awry, her hair a bit untidy, dust upon her tailor-made blue serge, and a reckless sparkle in her eye. No other ride they ever would take would be equal in sheer delight to this one. They were getting all the tang of adventure, without the drawback of possible danger. Or, at least, so they felt, until the first houses of Millersville began to appear. Then, Chloe remarked that they hadn't planned how they were to get out of there.

"Simplest thing in the world!" he declared. "When our limousine stops, we'll step out; leave it all to me."

She said nothing more; but she had a foreboding of difficulties to come when she peeped out through a small opening in the canvas and saw that they were passing through a tangle of wagons, horses, and men unloading the paraphernalia of the circus. Their chariot came to a stop with a bump, and Jack crawled out. Chloe, with her head and shoulders about to emerge, heard a voice fraught with indignant astonishment, exclaiming:

"Well, say, my friend! Make yourself at home; don't mind me! These wagons is built for passengers an' we're runnin' a stage—Jupiter!"

The speaker stopped abruptly, having caught sight of Chloe's little foot. He stood angrily staring, a stocky, pugnacious man, with a cigar gripped in the corner of his mouth, his hands in his pockets, and a derby hat over one ear.

"Come down, Chloe!" said Jack, imperturbably. He assisted her to the ground before he turned upon

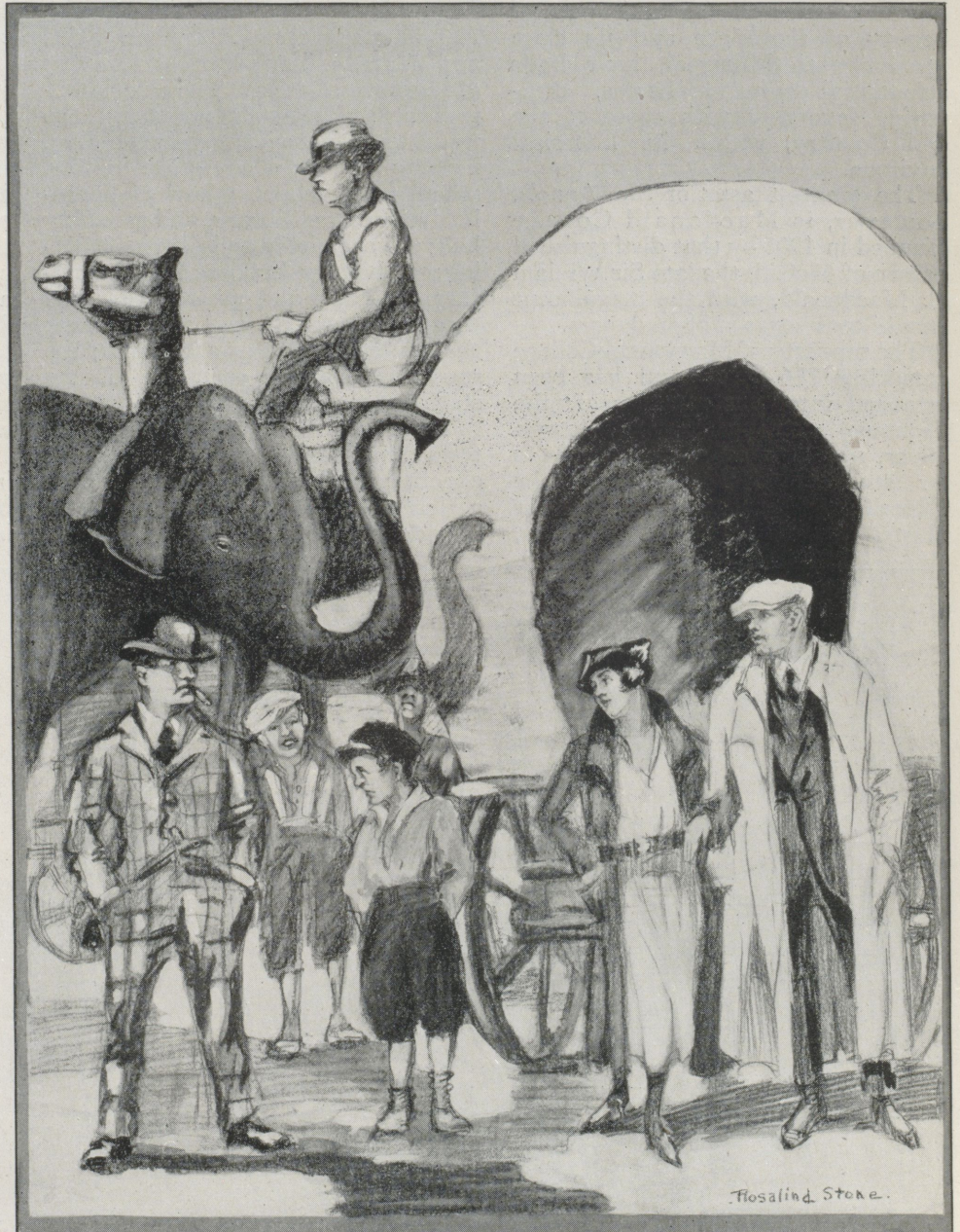
the circus man the frank and boyish grin that had never in the past failed him. His hand at the same time sought his pocket; but at a second glance he brought it out empty. This was no mere underling, to be conciliated with a coin. Authority was in the long, black cigar, and in the scowl of its owner.

"You must excuse us for taking a lift where we could get it," Jack said. "We hailed the driver; but he was asleep, and it was extremely necessary that we should—well, that we should get out of where we were!"

The circus man made a scornful noise in his throat. He wanted to be decently polite to the lady; but it

was plain he had an irritated conviction that he had been got the best of in some way. Exactly what he would have said to them we never knew, for at that instant Chloe started, shrank farther into the shade of the wagon and pointed toward the street. A green automobile was skirting the circus lot, with the Colonel bent over the steering wheel. It trundled up to the entrance of the Grand Central Hotel. The Colonel strode within. Chloe and her lover cast a glance of dismay at each other and at their surroundings. They could not have been caught in a more effective trap. They had landed in the most conspicuous

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She smiled at the circus man, as if he were an old friend of the family. "But we can't leave this spot," she said. She leaned toward him confidently. "You see, we're--we're eloping!"

Macdonald College—A Canadian Institution

By W. Lochhead

AT the west end of the Island of Montreal, where the Ottawa River breaks up into four branches before joining the St. Lawrence, lies the village of Ste. Anne's. To distinguish it from many other Ste. Anne's in the Province of Quebec it is called Ste. Anne de Bellevue. As a western frontier post of civilization during the old French régime, it witnessed many stirring events associated with the names of Frontenac, Talon, Bigot, Vaudreuil, and others, while in modern days and under changed conditions many Montreal business men, attracted by the natural beauty of the place and its close proximity to Montreal, have built substantial summer homes, comparing favorably with those of the Old Country, within its historical environs.

The greatest asset of Ste. Anne's, however, is Macdonald College founded in 1905 by that distinguished patron of McGill, the late Sir William C. Macdonald, with the magnificent sum of over seven million dollars.

The property of Macdonald College comprises 786 acres, and has been arranged into four main areas: the Campus, overlooking the Ottawa River, with lawn and recreation fields for students of both sexes; the Experimental Grounds, with plots for illustration and research in grains,

grasses, and other farm crops; the horticultural and poultry departments; and the stock farm.

The College buildings are imposing, fire-proof structures constructed of red brick and cement, and covered with concrete and red tiles, and are acknowledged to be the finest of all the agricultural colleges of Canada. A power plant supplies heat, light, and steam, and provides for a system of forced ventilation. The chief buildings are: the men's residence; the women's residence; the main building, housing the administration offices, school for teachers, school of household science, and library, and assembly hall; the chemistry and physics building; the biology building; the agricultural building and greenhouses; the poultry buildings; the high school; the live stock stables and barns; the residences for the members of the staff, and the power plant.

The function of the College is to train men and women for more effective work and for leadership in agriculture, teaching, and household science.

In the School of Agriculture, provision is made for a short course of one year's duration for young men who desire to return to their farms, and for a four-year course leading to the degree of B.S.A. from McGill, with which the College is affiliated. A certain number of graduate students, too, remain for an additional year or two to pursue advanced work for the master's degree.

In the School of Teachers, a year's training is provided for properly qualified students who desire to teach in model schools, and a three months' course is given to students preparing to teach in the elementary schools.

In the School of Household Science, young women receive theoretical and practical instruction in household management and professional institution superintendence. Four courses are provided, namely, a homemaker course of one year, fitting students for the duties of homemaker; a two-year course in institution administration; a four-year course, leading to the degree of Bachelor of Household Science, and a short course of three months, providing training in practical work in all branches connected with the home.

Macdonald College has been operating for nearly fourteen years, having been established in 1907, and its influence has been felt very strongly



The Main Building, Macdonald College, Ste. Anne de Bellevue, Que.

British & Colonial Press Photograph



The Chemistry Building *British & Colonial Press Photograph*

not only in Quebec but throughout Canada. Its graduates in agriculture, about 175, fill important scientific and administrative positions in agriculture from the Atlantic to the Pacific, and the majority of those who have returned to their homes are successful farmers and leaders in community life.

From the outset, the College has always made a strong effort to demonstrate to the farmers of the province the best practices in farming. By means of short courses in stock-judging, grain growing, fruit growing, and poultry production at the College and in various centres of the province, and by the Extension Service conducted by the College, the English-speaking farmers have acquired not only a better knowledge of their occupation, but larger and better returns from the land and an increased interest and real pride in progressive farming.

This process of improvement and development of agriculture is of necessity slow, for the farmer is by nature conservative, and does not take kindly to the "book larnin" of colleges, as he wrongly conceives it to be, unless it is backed up by ocular demonstrations that show its practical value.

For several years the College placed Demonstrators in English-speaking counties, whose duties were to get into touch with the farmers, to help them in their difficulties whenever possible, to hold meetings and demonstrations, and to organize them

for better buying and selling, a work which was so successful that in a few years the Provincial Department of Agriculture adopted the plan and took over the work for the province.

The College, however, still maintains a special Extension Service for Farm Crops, Live Stock, Poultry, Women's Institutes, and Rural Schools, and the officers of this service spend much of their time in helping along

the projects in different parts of the province.

The young women who have passed through Macdonald College are also doing valuable service, some as teachers and others as dietitians in hospitals and other large institutions. The work of the teachers has long been recognized as of the greatest importance in national life, while the services of the trained graduates of the household science department are highly appreciated and sought after in many quarters. The work done by these young women during the War in the campaign for food conservation earned the thanks of the whole community.

While mention has been made of the most obvious activities of Macdonald, reference must be made to other work of the highest importance, carried on by many members of the staff. Frequent articles are contributed to magazines and newspapers helpful to farmers, teachers, and housekeepers; bulletins on special topics are periodically published and distributed to the public; frequent addresses are given at conventions of scientific workers, farmers, teachers, and women's clubs, and much time is devoted to the study of scientific problems relating to agricultural and other industries, while in the College's well-equipped scientific laboratories competent men are not only carrying on research along many lines but are preparing capable young men to undertake similar investigations.



The Biological Building *British & Colonial Press Photograph*



The stables are modern and commodious

British & Colonial Press Photograph

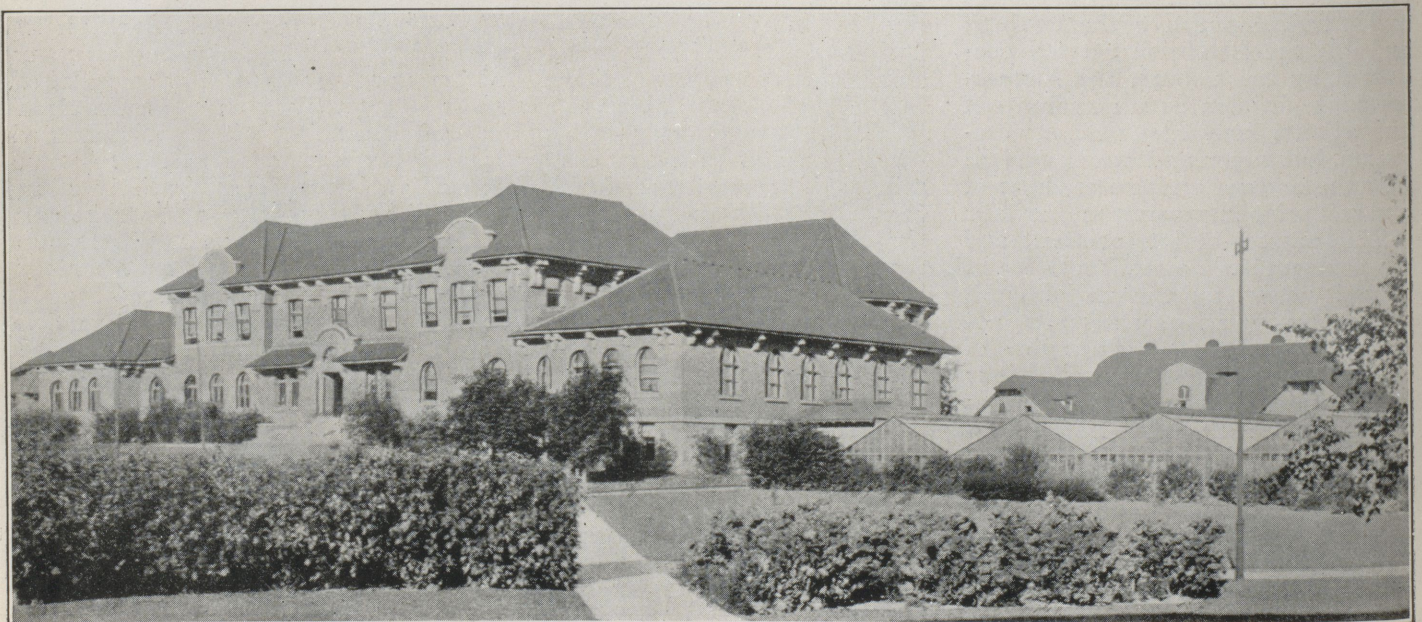
Many persons have but a faint conception of the nature of the instruction given at an agricultural college. Agriculture is no longer the occupation of the ignorant; on the other hand, its successful pursuit demands most careful training in many branches. Dealing primarily with the soil, the plant, and the animal, agriculture is a complex of several sciences, including Geology, Zoology, Botany, Chemistry, Physics and Bacteriology, and these require to be taught with special reference to their bearing on the great farm problems of growing of crops, breeding

and management of stock, fruit growing, cheese and butter making, and poultry raising. As all of these are essentially practical subjects, the instruction is given mainly by the laboratory or scientific method, where each student handles, observes, and experiments with material provided for the purpose in the laboratory, field, or stable. In other words, the student learns by doing, the study of the sciences enabling him to understand the underlying principles involved in the practice of the various branches of agriculture.

A visitor to the College, interested

in better farming, better schools, and better homes, will find much to engage his attention. He may reach the College either by the Grand Trunk Railway or the Canadian Pacific Railway, as the main lines of both run through the College property, and the two stations of Ste. Anne's are only about five minutes' walk from the Main Building, while the fine macadam road from Montreal, along the river, makes a delightful auto drive. By this approach, the campus, with its clumps of trees and shrubbery,

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The Horticultural Building, showing greenhouses to right

British & Colonial Press Photograph



Notes From the Canadian Capital

THE political calm of midsummer at the Capital this season was much accentuated by the absence of the Premier on his Imperial mission to London and of the usual absence of many of his colleagues on vacations when they are available. Anyone in close touch with governmental affairs at Ottawa, or who has come through a strenuous session with the work and worry and long hours that attend it, appreciates the need of a respite for the politician as

By Charles Bishop

for the ordinary mortal. Government goes on always, but it is a process of intermittent activity, with the bulk crowded into six months and fairly easy going—but not always—in the rest of an average year. The political outlook cannot be described as certain. Qualifying considerations and contingencies play a greater part now than is usual. Whether there will be

another session of this Parliament, or whether, instead, we will have dissolution and an appeal to the country, are questions not readily answered because they are not yet considered or decided. Constitutionally, Parliament has another year from next fall to go and there is no question that the disposition of the Government generally, and of the great bulk of its followers, is to fully avail of the time that the law allows. It is to be remembered, however, that the govern-



A view of Nelson, B.C., showing the Nelson River

Photograph, courtesy J. H. Allen



British & Colonial Press Photograph

This fine structure at Capreol, Ont., formally opened by Pres. D. B. Hanna, of the Canadian National Railways, is said to be the farthestmost north branch of the Y.M.C.A.

ment majority, sufficient though it is, has shrunk much since 1917. It has now the proportions of a comfortable working lead, but allowance needs to be made always for delinquents and those attacked by physical infirmities. This is where the importance of the by-elections comes in. Apart from the three already held, five more are to come. The results, so far, have not brought about any appreciable change, but if this should occur in those contests that are scheduled for the fall the influence will be very great upon the situation generally; very possibly the extremity of dissolution may be resorted to. If, on the contrary, the results admit of the construction of a renewed popular mandate, the Government will carry on till the proper time and then consult the electorate. It is not venturing upon any partisan territory to state, briefly, the attitude of the parties. The Liberals, and to some extent, at least, the Agrarian party, call, formally, for a general election, urging that conditions in the country would be cleared up thereby. There is also the argument that the mandate of 1917 was limited in its application to the war and a reasonable period thereafter, and that, long since, it has expired. The ministerial party's position is that, in this

period of transition and unsettlement, an election, instead of removing, would tend to intensify the prevailing situation and be bad for commerce and industry and for the country generally. It disputes the claim that the 1917 mandate was in any way a circumscribed or limited mandate, this Parliament being elected for the five-year term that all parliaments are chosen for. The conflicting dialogue has gone on for the past two sessions, and while not so much is heard of it in the recess, it is echoed in the press and on the platform of the political picnics now in full swing. If we are to have another session—and this is, perhaps, the best bet unless the by-elections be consistently adverse to the Government—it will not be deficient in the high lights and strategies of politics. The tidal currents will be violent, as always, when an election is a certainty. There will be, also, that preponderant problem of redistribution based on the decennial census taken last month and now in the process of tabulation. The West, inevitably, will gain in representation, proportionate to its increased population. What it gains will be the loss of the East save that, constitutionally, Quebec's representation, as a whole, is fixed at sixty-five with the population

of that province, divided by this number, providing the general unit upon which electoral representation is determined. If the growth and development of Quebec, along with the prolific fecundity of its people, shows a big increase in population, the unit will go up correspondingly, and its application will inevitably tend in two directions—to decrease the rural and increase the urban membership of parliament in all the provinces, including Quebec, and, as stated, to increase also the number of members west of the lakes, while those in the East are diminished. Not improbable is the representation by population principle instead of the system heretofore prevailing by consent whereby the rural unit has always been smaller than of the cities. If this plan should be proposed, and if it is possible to adopt it under the conditions as they will prevail when the subject comes up, the effect may be very considerable upon the complexion of the succeeding Parliament. Urban representation and the voice it will express would be materially strengthened. This prospect is the more noteworthy when the Agrarian movement in politics has attained that degree of influence which makes it impossible to be minimized as but a fleeting fancy.



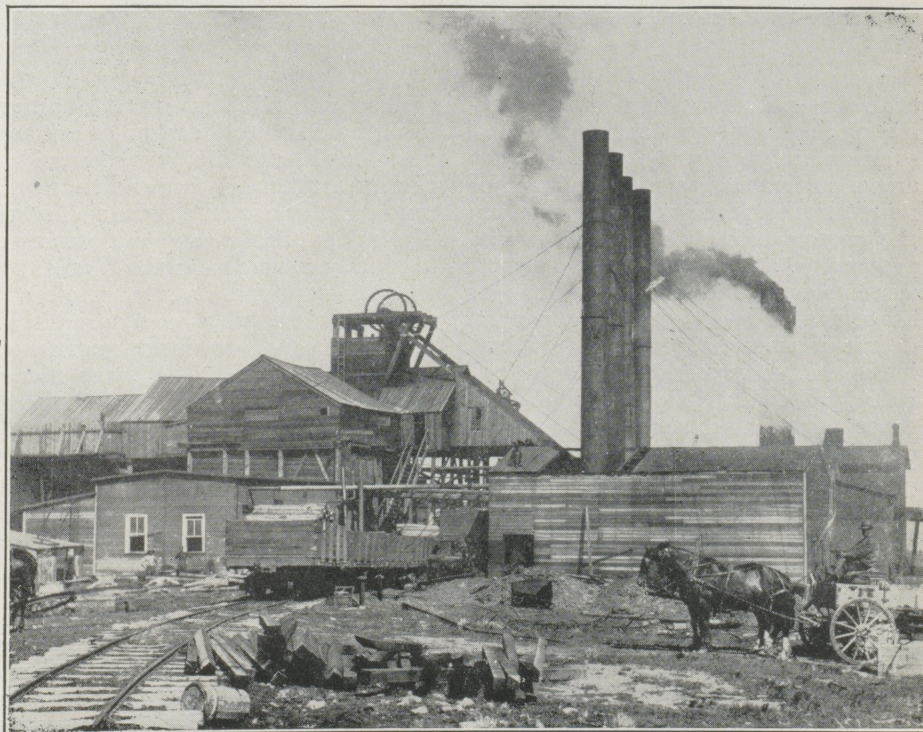
Photograph, courtesy Canadian Pacific Railway
Cariboo are found in immense numbers in far northern Canada

The national horoscope, as viewed from here, is not as clear as might be desired. Trade keeps up very well, but not with the old-time buoyancy; the national revenues show a declining tendency, and in many lines there is that unsettled condition inseparable, it seems, from the process of readjustment. The disposition is towards economy and caution. This has been indicated in our parliamentary appropriations, extensively cut down all along the line; in the reorganization of staffs, and in the general policy of dealing only with the urgent and carrying on the essential without embarking upon the expensive or the speculative. The same policy is being reflected by business, big and small, by the great transportation agencies, and, in turn, by individuals. But while this precaution is fully understood and fully justified, no one is pessimistic. The war obligations are heavy and are being better appreciated now than before, and the problem generally of making ends meet is one that calls for a constant study by the national financiers. No thoughtful observer doubts, however, the capacity of the country to come with flying colors out of the difficulties of which Canada's portion is relatively small compared with other countries in the wake of war. The resources are great, if not as illimitable as they are often described. This year in the West eighteen million acres of land are under wheat, nearly a half a

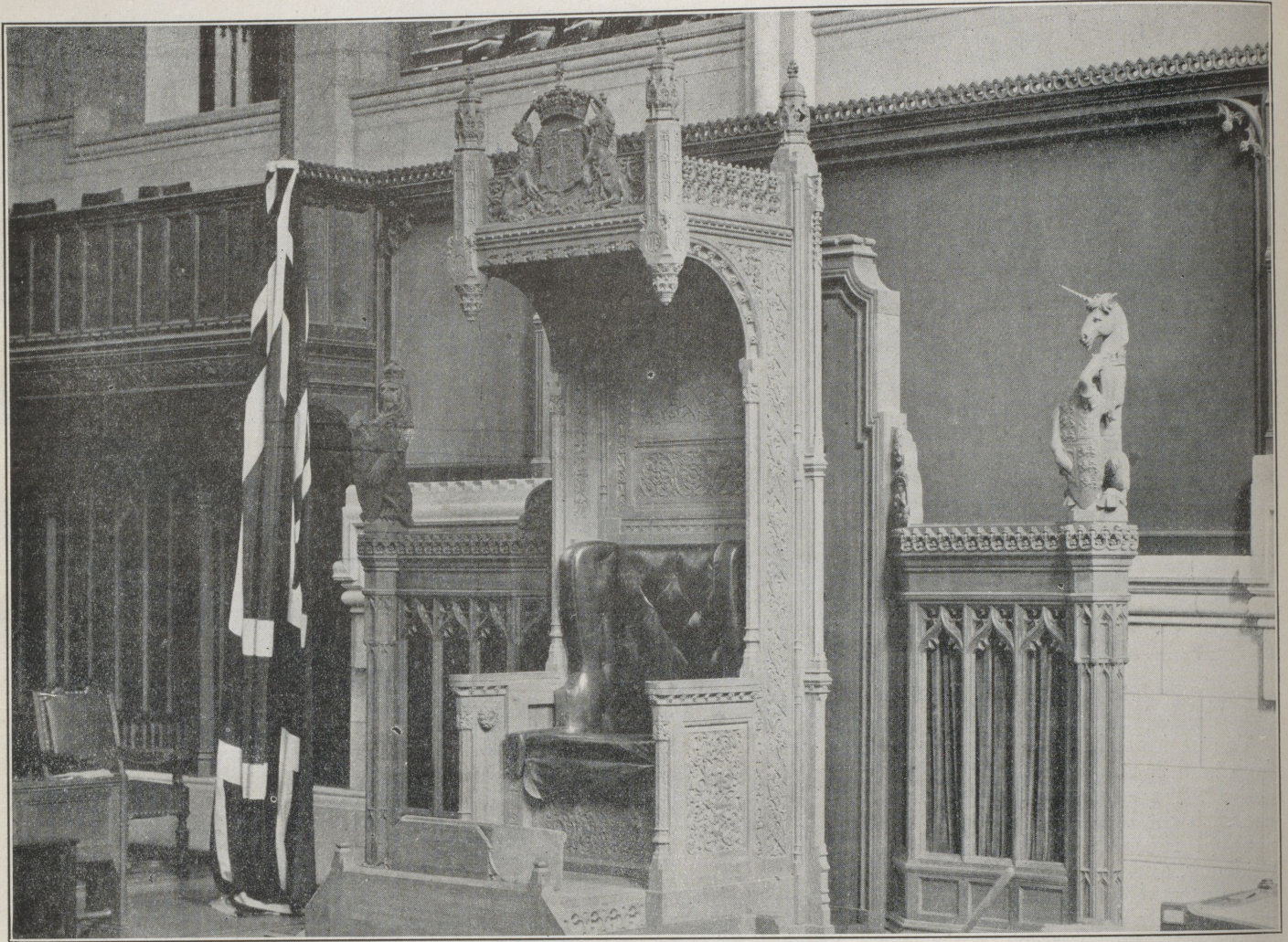
million more than last year and two and a half millions more than in the war period when maximum production was the great slogan. Crop prospects are fine and, even allowing for the cheaper price that economic conditions may determine, nearly five hundred million dollars should go this

year into the pockets of the grain growers and out again, in part at least, to the stimulation of trade and commerce, transportation and industry. Nor is the prospect much less encouraging in the operation in the forests and fisheries and mineral production. The rather crippled capacity of Europe to buy is not a wholesome factor and the adversities of exchange are aggravating, but things are bettering and the universal determination is to pull through. If some temporary obstacles are encountered here, as in the world generally, the vastness of resources, the indomitable courage of the people, and their industry and application will make the Canadian problem the least onerous of any. The shaking down process has its deranging effects, but the basic conditions are sound and the national outlook from Ottawa, far from justifying pessimism, is one of optimism and confidence in a future prosperity greater than ever, with deflation accomplished and the elimination of factors that are subversive of economic stability.

The pressing need is immigration. The problem has not been tackled as yet with the vigor that it deserves. The prosperity of past years was based largely upon the influx of industrious people. The great wheat areas of the West, which this year may produce three hundred million bushels, readily admit of treble that production, but man power is essential. The railway



Photograph, courtesy Canadian Pacific Railway



Photograph, copyright, Exhibits and Publicity Bureau, Department of Trade and Commerce
The replica of the famous speaker's chair in the British House of Commons recently presented to the Canadian House of Commons by Hon. J. W. Lowther, ex-speaker of the British House of Commons

problem—perhaps the most perplexing of them all—will eventually find solution in populating the adjacent areas, cultivating there the lands of unquestioned fertility and producing the crops which will ensure national prosperity. The national railway system, even under the handicap of State ownership, would not run up a deficit of a hundred and fifty millions if the tributary territory were colonized with industrious agrarians, like those who, as pioneers, have carved out places and prosperity in the West. Nor should any immigration policy be centralized out there. The richness of new and old Quebec, of new and old Ontario, and even of the Maritime Provinces, is, in many parts, barely touched on. It may be asked why the gates have not been opened? They have never been closed, since the war, to the legitimate farmer or farm hand, but, with an unemployment problem of large dimensions on hand, intensified by the return and

civilian re-establishment of four hundred thousand soldiers, no encouragement has been offered to the immigration of artisan classes who head, not unnaturally, for the urban centres. The agricultural classes are coming in gradually, many from the States, but the great drawback is that those who would come, and whose agricultural capacity or industry is not questioned, haven't the money. It takes money to buy land, to erect homes and out-buildings, to secure seed and implements. The solution of the problem would appear to be in some form of assisted immigration. With admirable results this policy has been carried out in the land settlement of soldiers, with loans amply secured, and easy conditions of repayment. It has been extensively availed of. The percentage of failure is very small, indeed, and the men so placed are making good both as farmers and citizens. Under the financial conditions which obtain, the problem of extending, generally,

to immigrants this assistance where needed is large and perhaps, for the immediate future, impossible, but, eventually, it is believed that the scheme will be worked out. The land is here with its agricultural and mineral and forest resources, while the fishery development is away below what is possible. The one thing lacking—the man power—can be supplied not from home but from abroad. When it is supplied, whether in the natural course or by the process of stimulation, financially, there need be no concern about commerce or industry, or about the railway prosperity, or in any line of national endeavor. Incidentally, in this way lies the solution of lifting the heavy burden of war debt which, of all things, is the one great drag on the national exchequer. The immigration problem thus calls for solution, and in coming months it promises to be given the consideration it deserves by Parliament and public, heretofore engrossed in the process of

house cleaning and adjustment after the unsettling period of war. Until it is disposed of, national progress will lack that fuller degree of acceleration that is needed.

In one particular field—the oil country of the far Canadian north—this summer is seeing a new and systematic development of great natural resources. Readers of this magazine, which has primarily at heart the development of national potentialities, will be interested in the economic possibilities of that remote territory where new development is being carried on jointly by the Dominion Government and by private enterprise.

The Mackenzie Basin, towards which much attention is directed in consequence of the oil, forms part of a land whose possibilities have long been the subject of interest. As is the case with other outlying portions of

the Dominion, the greater part of the exploration and all pioneer development has been carried on by fur traders. The fur trade is practically the only one which has heretofore been practised in the North.

Some 130 years ago the explorer Mackenzie reported indications of oil in the basin of the great river which bears his name. Later the Geological Survey party of 1891 reported upon oil seepages in the same district. The oil age had not then dawned and these reports received no serious consideration. It was not until 1914 that professional oil geologists associated with important enterprises made efforts to determine the actual extent of the oil lands in the North. The war interrupted any further work, but now comes the news of a strike of oil, not phenomenal in any way, but of such significance as to give reason to hope that this area of some 300,000

square miles in the Mackenzie Basin may in time contain one of the most important oil producing areas of the world. The importance of such a possession to Canada and to the British Empire as a whole, it would be impossible to exaggerate. Successful development will mean the addition to this part of the country of an industry of such magnitude as to dwarf entirely the importance of fur trading, to date the sole basis of commercial enterprise. It should mean the eventual opening up of the country with railways. Given transportation, the possibilities along other lines of development, such as ranching and some kinds of farming, are enormous. The more immediate hopes of the country seem about to be realized and offer ample field for speculation.

Thoughts of gold rushes and new oil fields have always been associated with pictures of mushroom develop-



British & Colonial Press Photograph

Here are some of the Parliamentarians, photographed on board the S.S. "Quebec," of the Canada Steamship Lines, Montreal-Quebec Service, who witnessed the formal opening ceremonies of the three new steel sheds of the Victoria Pier, Montreal, and later were taken around the Harbor to be given first-hand information as to the facilities of Canada's chief seaport

ment of the country, towns springing up over night and an enormous increase of trade through all neighboring channels. Unique conditions of climate, tremendous distances and strenuous methods of travel render the oil field of the Mackenzie Basin distinctive from any other. Though a rush has occurred this summer, the precautionary legislation enacted by the Department of the Interior prevents a repetition of those hardships and misfortunes of the early Yukon days that befell not only those who entered but also those already domiciled in the North.

Those who live in the Mackenzie Basin are in the western portion of the sub-arctic regions of Canada known as the Barren Lands—a name, incidentally, to which those who have travelled and live in them take exception. In these regions there is an abundant growth of vegetation in the summer. The forest areas are, however, confined to strips a few miles wide bordering along the rivers. Over the "barren lands" roam enormous herds of caribou aggregating it is estimated twenty to thirty million ani-

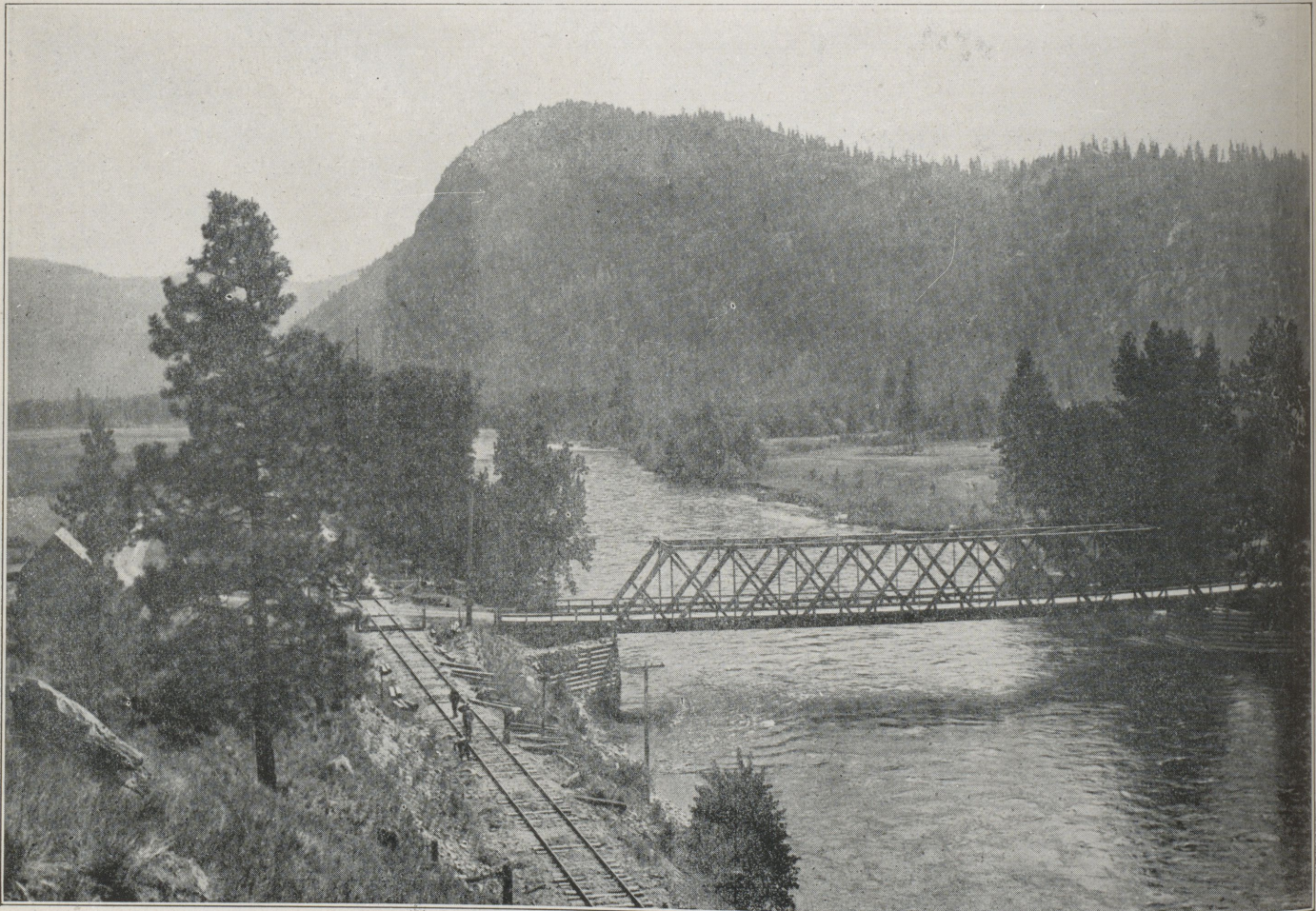
mals. Although the winter climate of this area is too severe for the ordinary domestic cattle, these caribou can graze the whole year round. Reindeer and musk-ox are also found to thrive under these conditions. There are good grounds for the belief that the Canadian North may become a great permanent meat and wool producing area through the domestication of these animals. A commission under the auspices of the Department of the Interior has been appointed to make a thorough investigation into the subject from a business and national standpoint. The irregularity with which the herds of caribou roam about the enormous tracts that are at their disposal is such, however, that they cannot at present be depended upon as a source of food supply to the scattered inhabitants. These are obliged to turn their attention elsewhere for more dependable supplies. Although the trading companies are able to transport to the country a limited amount of food stuffs for their employees, the Indians and such white settlers as there are rely largely on the huge stocks of fish with which the

rivers and streams of the North abound. Fish contribute the principal food of the huskies, and in order to procure a sufficient quantity the natives set their nets at the mouth of creeks where the fish congregate preparatory to ascending the creeks to spawn. By this method, phenomenal catches are made.

Travel in this country—except on the larger rivers where the trading companies run small steamship services—is by trail and canoe in summer, and in winter by snowshoe and dog team. Although the trading companies will doubtless increase their transportation facilities to keep pace more or less with the demands of the country, the Federal Government, with commendable foresight, has deemed it expedient this year at least, in view of a possible rush to the Norman area of the lower Mackenzie valley, to instruct the Royal Canadian Mounted Police to prevent those, not thoroughly equipped in every way, from taking the arduous journey.

The development of an oil field situated in such a country as this,

Continued on Page 62



A view of the Kettle River Valley, British Columbia, below Rock Creek, showing the bridge which carries the Kettle Valley Railway and the trans-provincial highway

Photograph by C. M. Campbell



ON LAKE AND STREAM IN CANADA



The Grey Warrior of the Waters

IN speaking of various fishes, we are always prone to single out some spot where each specie is found in its most select habitat; where it is found in its greatest profusion; and where it tingles the butt of the rod with a more winning vim and pugnaciousness than elsewhere exhibited. So it is that we think of the New Brunswick streams when considering the Atlantic salmon; so we consider the sea trout in the streams of Quebec Province; so we consider the brook trout at its choicest in the Nipigon waters of Ontario; so we consider the rainbow trout in the St. Mary's River; so do we consider the small-mouth bass, where it is found in such profusion in the Upper Mississippi waters, and also in the lakes and streams of Ontario; and so, too, do we think of the waters about the Thousand Islands of the St. Lawrence,

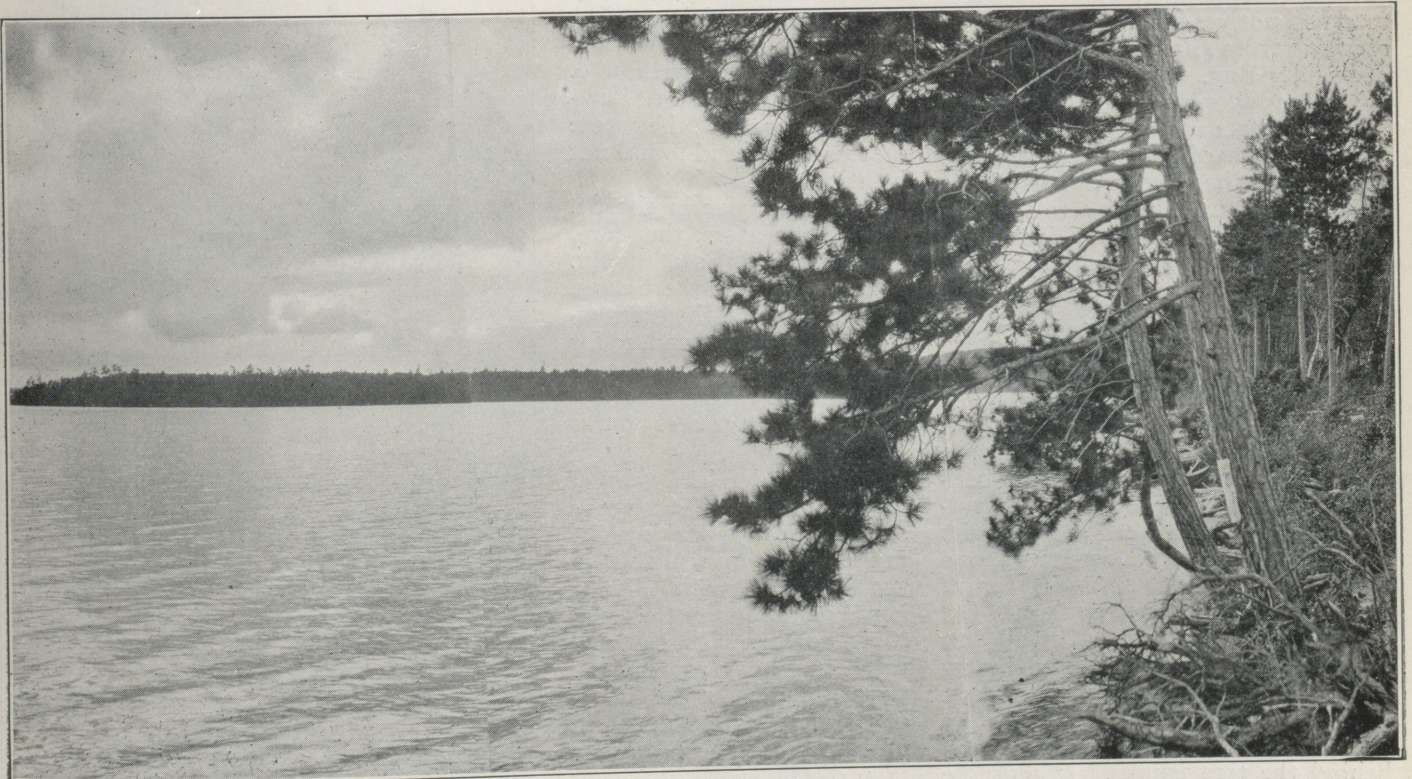
Some Interesting Notes in Regard to the Muscallonge (Esox nobilior); Range; Habits, and Other Notes

By Robert Page Lincoln

when we think of the muscallonge. Probably the muscallonge originated in these St. Lawrence waters; probably not. The fact, however, remains that in that freshwater depository *Esox nobilior* is at the height of its prominence. It could wish for no more select home; at the very foot of the throne of the mighty so to speak. Here from Lake Ontario to the Long Sault are found upwards of 1,800 islands, great and small, rising out of the purest water to be found on this

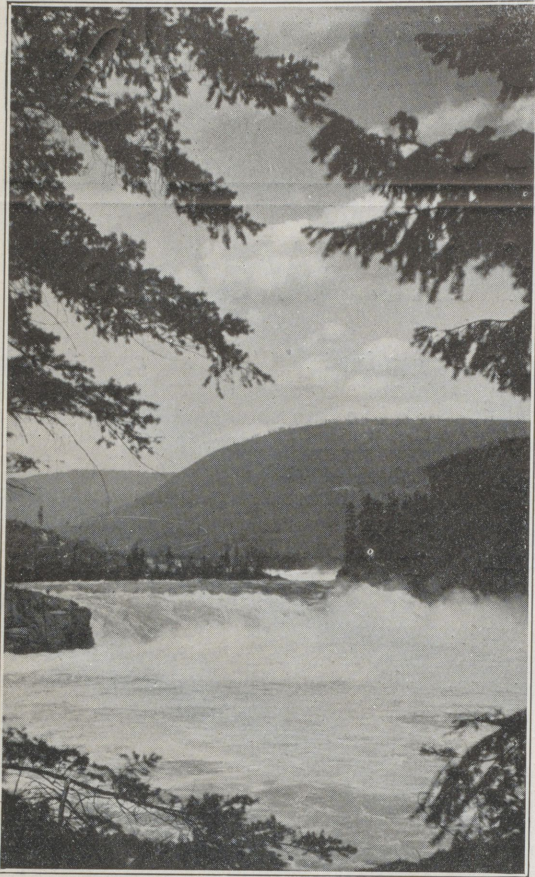
continent. Clear as crystal, these waters are too pure to breed impurity, and in one thousand fish taken from the St. Lawrence, it has been stated you will find but one diseased. No greater recommendation can be asked of any water, especially in these days of stream pollution, when, wherever you go, horrid waters stare one in the face and cry their iniquities to the heavens. But the St. Lawrence—*never!* It is as pure and sweet now as it was in the days when the canoe of the aborigine stole silently over those glittering expanses and the wilderness was one unbroken wall of greenery.

It is fitting that such a mighty fighter as the muscallonge should have had its inception in such beautiful water; in a region of such grandeur. In the old days of the wilderness it was holy ground to the Indians. In



Photograph by Robert Page Lincoln

A beauty spot in the wilds of Northern Ontario



Photograph, courtesy J. H. Allen
A typical Canadian stream

the days of the past, when the white man had not yet intruded the expanse reaching from Clayton, New York, to Alexander Bay, embracing an extent of sixteen miles, widening almost to a lake, a perfect maze of islands, went by the name of Manatoana, or the Garden of the Great Spirit. Here the Indians came in awe to worship after their style; here they lived their poetic lives; and here now the dominant white man has established himself in all his opulence. Once the islands were solidly wooded with pines and balsams (even as they now are), but they were untouched. Now veritable castles have many of them as a solid foundation; and as Honora Cochrane has truly said of this condition: "Imagine a lordly and seemingly venerable old castle lifting its distant turrets and battlements above the pines and balsams, its far-off windows shining in the sun! Or, coming closer, picture a small but artistically perfect marble archway leading up from the water to verdant lawns, where graceful stone bridges and pieces of statuary peep out from behind the tree trunks. It must be that Nature's enchantment here is powerful enough to change the practi-

cal, modern American business man into a poet and romanticist, for some of these dwellings, built at enormous cost by American money-kings, might have adorned the lovely Isles of Greece of long ago, or been a feudal baron's stronghold on the Rhine."

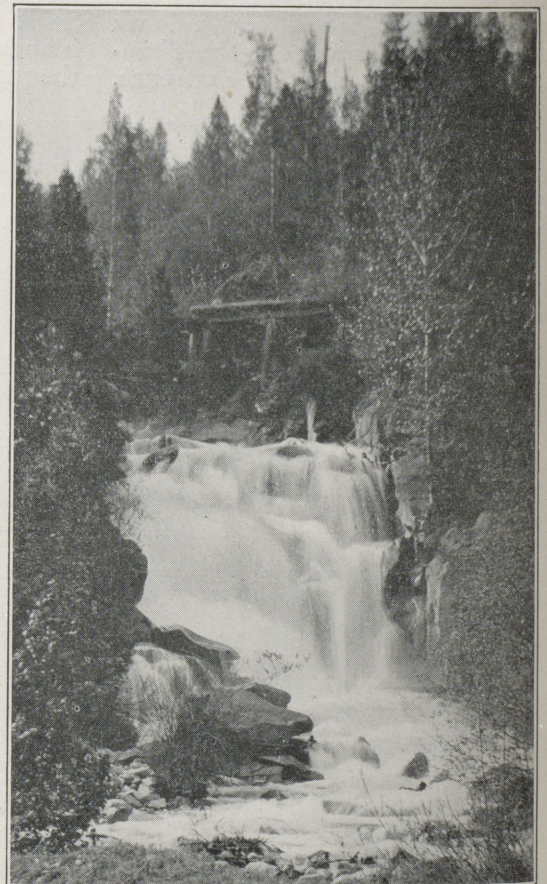
But though civilization has intruded, the waters have not been spoiled and the finny life is still in profusion. There is still a bright reward for the angler who is after not only the muscallonge, but the small-mouth bass, the wall-eyed pike and the many other fishes known to the North. Muscallonge, powerful fighters, are still caught weighing up to thirty-five pounds around Gananoque, that beautiful little town which is situated at the confluence of the Gananoque River with the St. Lawrence. Across from it on the American side, in the town of Clayton, is established the factory of G. M. Skinner, the fame of whose trolling spoons now extend throughout the whole world;

indeed, these lures are considered standard in angling for the tiger-fish of the waters, the muscallonge. And it was in the St. Lawrence waters that they were first tried out and found not wanting.

To the angler in the St. Lawrence waters, therefore, finny rewards are many. The fish living in these clear, cold waters are the quintessence of gaminess, and, so far as weight goes, larger muscallonge are taken here annually than anywhere on this continent.

Range and Distribution of the Muscallonge.—Strictly and practically speaking, the range of the muscallonge in the waters of North America is not great; to say the least, it is a northern fish, cleaving to the territory around the Great Lakes. In the States of the Union, the northern portion of Minnesota has a fair distribution of them; some of the lakes and rivers of Wisconsin have them still

in numbers, but they are gradually being caught out, so that now a good specimen is exceedingly rare in the latter locality. Muscallonge are still found in profusion in some of the waters of Michigan; and in the State of Ohio some are still caught. The Ohio muscallonge (*Esox ohioensis*) is found in Lake Chatauqua. It is now rare, except in Chatauqua Lake, where it is propagated by the State of New York. It is said to attain to a great size, but the present writer has no data on the matter. The northern states of Eastern United States has few if any members of this species to its credit. In Canada, outside of the St. Lawrence waters, Ontario lays claim to muscallonge in great numbers, although the western portion of that province has few of them; and west of Ontario, in a native state, the muscallonge does not occur. And, too, the range of its distribution in Ontario is limited to the more southern portions, as it is not found over the Height of Land. Indeed it is highly probable that the Georgian Bay district of Ontario contains muscallonge in greater profusion than anywhere. The Georgian Bay is an eastern arm of Lake Huron; 120 miles



Photograph, courtesy J. H. Allen
One of a million spots in Canada's great outdoors



Photograph, courtesy Canadian Pacific Railway
Making a portage in the Canadian wilds

long from Collingwood to Killarney; about 50 miles wide at its widest point. It is probably one of the most beautiful regions in the world, and goes the Thousand Islands of the St. Lawrence three times better by having no less than 30,000 islands in its proscribed area. That it has been proclaimed as a fisherman's paradise is not without solid basis in fact.

We have noted, therefore, that the range of the muscallonge is not great; the southern portion of Ontario and the St. Lawrence River, in and about the Thousand Islands, is properly its home, and it is there the angler must go who would find muscallonge fishing at its best.

The Name of this Fish.—There is hardly a fish in the world that has been labeled with so many names as the muscallonge. Indeed, even the name that is most generally applied to it, and which I use consistently, that of *muscallonge*, has been questioned, for Dr. Barton Warren Evermann, one of the foremost authorities on fishes of the world, writes me that *muskallunge* is more nearly the right name. In Canada, however, it is contended that *maskinonge* is the correct name. This giving a fish many names has led of course to much confusion. Here are some of the names I have picked up which people in various localities know it by, namely: muskalonge, musky, mas-

quallonge, moskalonge, maskalunge, lunge, longue, moskallonge, maskalounge and muskellinge. Add to this the two names already given, and the list, you will see, is great. Properly

speaking, the muscallonge (or maskinonge, if you choose) owes its name to the formation of its head—*masque allonge*, which, in French-Canadian, means long face or snout, but this has been so translated and re-translated as to have lost all its meaning. One writer remarks: "Now it so happens that one of the earliest of the French historians of Canada distinguished the fish in question just because it had a shorter snout than the common pike with which he was familiar, and he called what is now known as the muscallonge, the *masquenonge*, having recognized the last as the Indian name. The officially recognized name of the species in Canada at the present time is maskinonge, the derivation of the Algonquin name itself derived from *mas*, great, and *kinonge*, pike or pickerel."

In spite of the above, however, the name muscallonge has come to be the one largely in use, especially in the States.

Weight of the Muscallonge.—Probably the weight and length of the muscallonge has been exaggerated more than that of any fish that I know of or have studied. There may have been a time very long ago when muscallonge were found in northern waters, especially in the beautiful waters of the St. Lawrence River, running into great weights—weights,



Photograph, courtesy Canadian Pacific Railway
The Canadian Pacific hotel and station at Sicamous, British Columbia. This is said to be one of the most famous fishing lakes in all Canada

in fact, that would astonish us. But even a most careful and exhaustive study of early writings fail to prove this. However, one early writer made so bold as to state that the muscallonge in the Great Lakes "will quite often reach the weight of *one hundred and thirty pounds*." But this cannot be proven, and therefore must be taken as an exaggeration pure and simple. Hornaday, however, in our own day has not been any too backward in estimating the maximum point of weight that the muscallonge attains to. He says:

"The northern species of the muscallonge, of the Great Lakes, the St. Lawrence and southern Canada, reaches a length of seven and one-half feet, *or more*, and attains a maximum weight of over *ninety pounds*!"

David Starr Jordan and Barton Warren Evermann, conceded to be the greatest living authorities on fishes in the world, are not so far behind Hornaday in their estimation of this fish. They remark:

"It (the muscallonge) often reaches a length of *six feet* and a weight of *sixty to eighty pounds*."

However, Dr. Evermann went even

this estimate one better in a survey of the pike, pickerel and muscallonge which he wrote for me, stating: "The muscallonge inhabits the Great Lakes, the Upper St. Lawrence, some streams tributary to the Great Lakes and some in the Upper Mississippi valley. This is the largest fish of the family. *It attains a length of eight feet or more and a great weight.*"

It is too bad that the scientific men have not listed in their works where they met with such large specimens, giving the name of the man taking such a record fish, where taken, actual measurements and the original word of the man who made the capture, also that of witnesses. If the scientific men are not sure of these points, but only *believe* or *suspect* that fishes go to these weights, they should gauge their estimates as follows:

"We suspect that muscallonge may, in rare instances, reach a length of six feet, and may possibly, in equally rare instances, attain a possible weight of sixty to seventy pounds."

This would be a verdict far from positive, whereas the original statements are *positive* without any proofs to substantiate the declaration and

everything at hand to refute the assertion. One writer, in surveying this same subject, notes that: "It cannot be shown by any authentic evidence that any muscallonge reaches a weight of seventy pounds. I am not speaking of the old records mentioned in many books, but of authentic or actual evidence, or proof. Nor can even a mounted specimen anywhere be found that, in life, weighed fifty pounds, which should be easy considering the interest which this fish has so long elicited. It may be taken as practically certain that a muscallonge weighing fifty pounds or over, in normal condition, will be at least five feet in length. The spotted muscallonge of the St. Lawrence will average, from tip to tip, over fifty-six inches for a forty-pound specimen. Because of the very apparent fraud in claimed weights, the muscallonge class is hereafter to be judged in the annual universal competition by inches and not by weight, the same as the tarpon. Never, during a recent fishing competition was a full sixty-inch fish submitted, and while the pike average smaller, the muscallonge

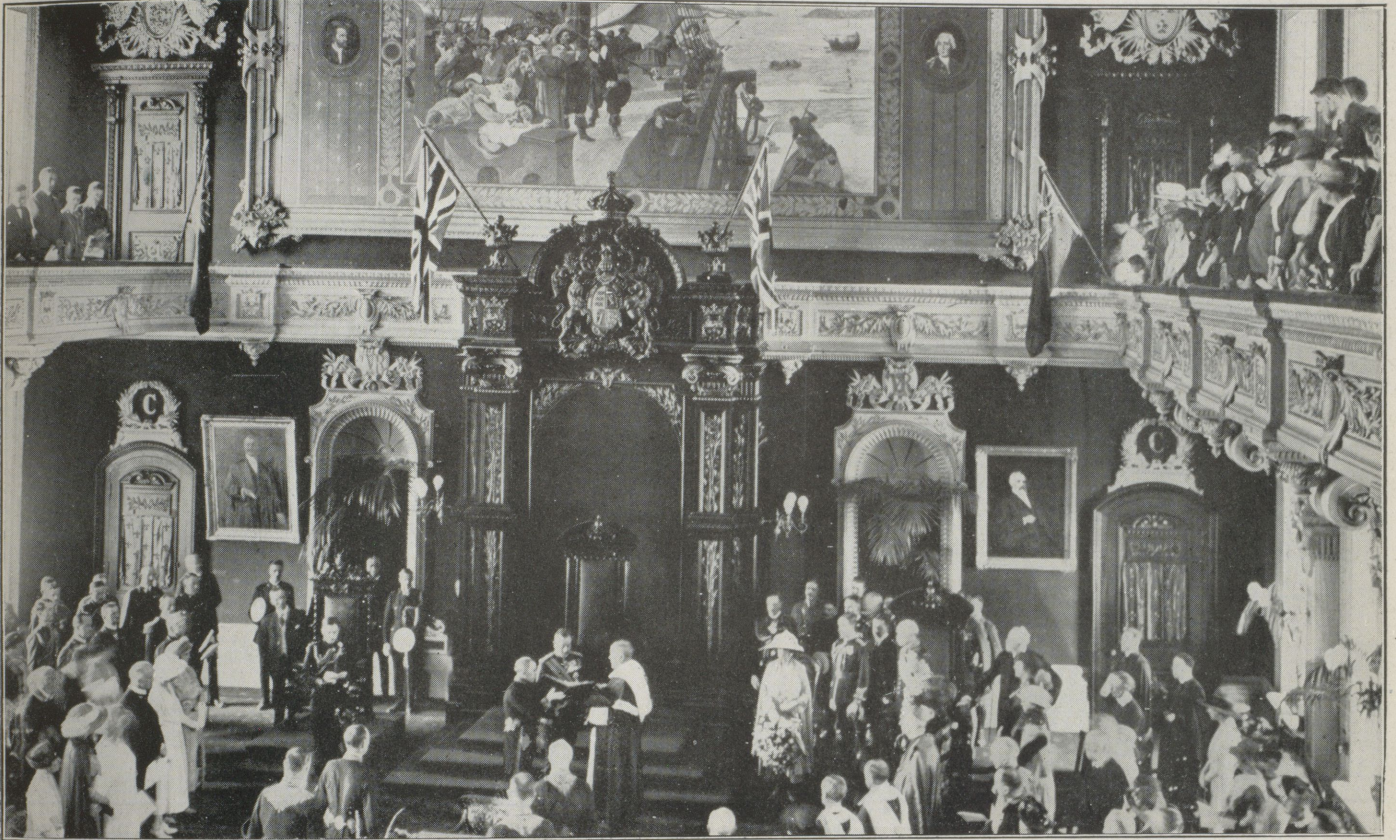
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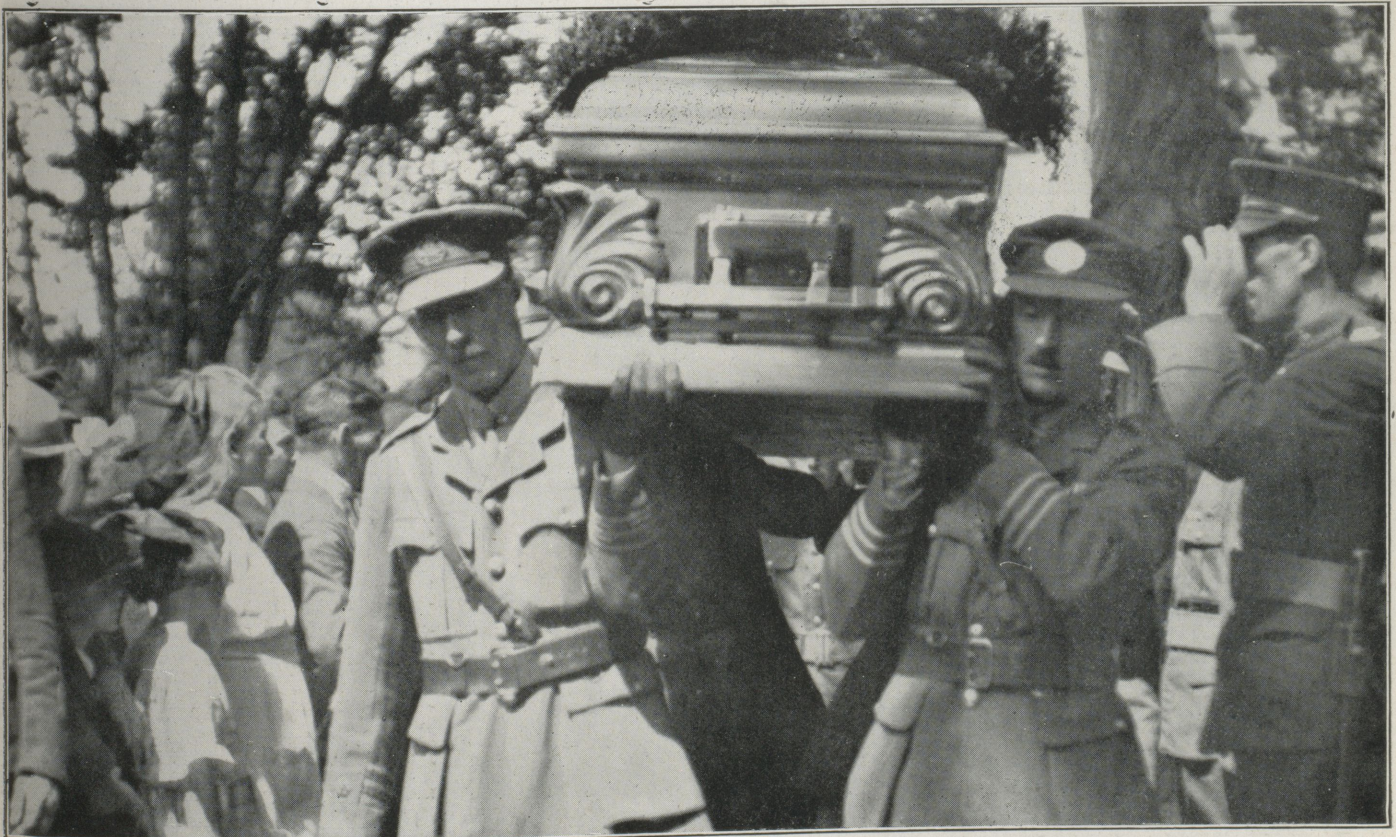
A trout stream that would delight the heart of any angler

Photograph, courtesy J. H. Allen

Canada Through the Camera



Lord Byng, famous corps leader of the Canadians in the first years of the War, taking the oath of office as Governor General of Canada in the Legislative Chamber, Quebec. The ceremony, which was a brilliant one, was attended by Premier Meighen, members of the Cabinet, the Lieutenant Governor of Quebec, Premier Taschereau, Cardinal Bégin, and a host of official, civil, and military dignitaries



General Sir Sam Hughes, redoubtable Canadian soldier, whose great work in raising the Canadian Expeditionary Force in the early days of the War will stand as a lasting monument to his fame, is buried with full military honors at his old home town, Lindsay, Ont., in the presence of more than five thousand people. Here the coffin is being borne to its last resting place by the honorary pall bearers, who were: Lieut.-General Sir Henry Burstall, K.C.B.; Major-General S. C. Mewburn; Major-General J. H. Emsley, C.B.; Major-General Sir Alexander Bertram, K.C.M.G.; Brig.-General J. A. Gunn, C.M.G., and Brig.-General J. H. Mitchell, G.M.G.



Most of Toronto's elite attended the garden party given by Lieut.-Governor Clark at Government House, Toronto, in commemoration of the farewell visit of the Duke and Duchess of Devonshire to that city *British & Colonial Press Photograph*



A successful garden fete was an event of the season at Ravenscrag, the Montreal home of Sir Montagu and Lady Allan, in aid of the Montreal Day Nursery *British & Colonial Press Photograph*



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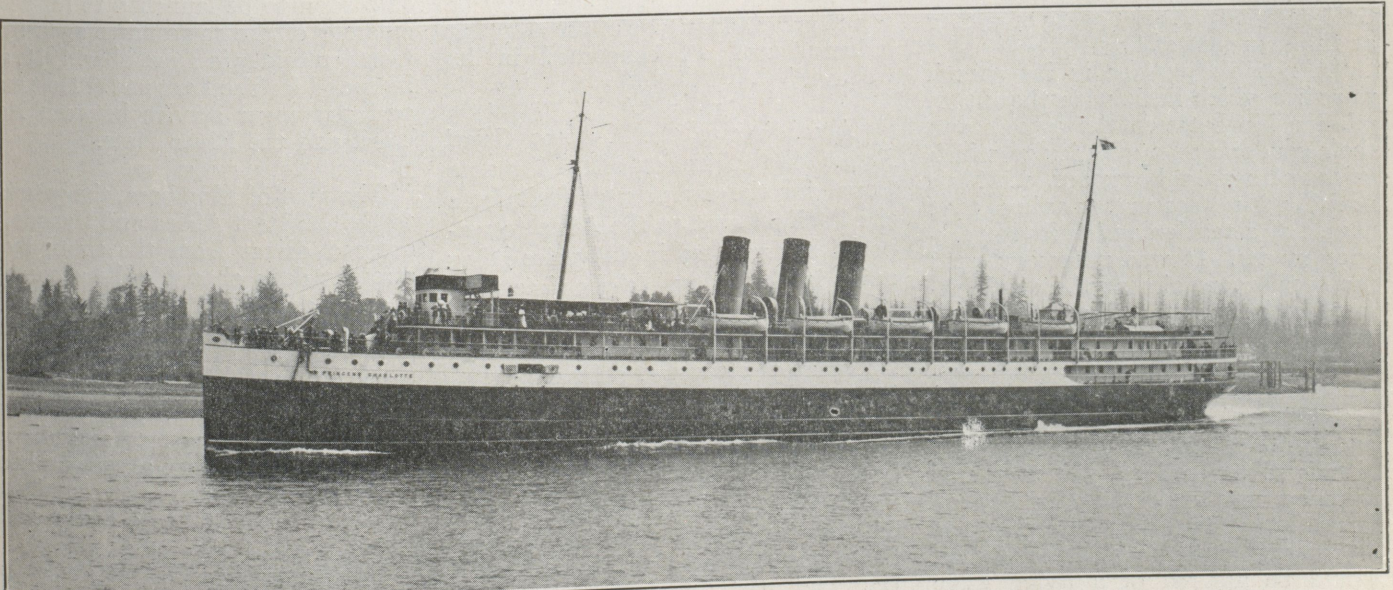


“NOTWITHSTANDING the unprecedented depression which, during the past twelve months, has been spreading through every branch of the shipping industry—and the end of which cannot yet be seen—Sir Frederick W. Lewis reiterated at the annual meeting of the Gulf Line, Limited, his confidence in the future of British shipping,” says *The Syren and Shipping*, London. “There can be no doubt that this attitude is fully justified. Comparing our position with that of other maritime countries, there is little reason for indulging in pessimistic reflections. Serious as were the losses which the British Mercantile Marine sustained during the war—losses of ships, men and earning capacity—it has made a remarkable recovery, and is to-day ready once again to take, when the time comes, that dominant share in the world’s carrying trade which it possessed before the world struggle necessitated the diversion of its activities into other channels.

“The present position and the immediate outlook are admittedly anything but satisfactory. Freights, as Sir Frederick said, remain at a level at which it is almost impossible to send a vessel to sea without incurring a certain loss, although the amount of tonnage laid up in various parts of the world is in all probability greater than the excess over the world’s pre-war shipping. Such a state of affairs cannot continue indefinitely, and in the meantime shipowners can only wait patiently for a revival, while endeavouring to hasten that desirable movement by seeking in every possible way to cut down working expenses, which in turn will enable them to provide that cheap transport which had up to 1914 made us the sea-carriers for half the population of the world. One important and obvious avenue through which a reduction of running expenses was to be achieved was the deflating of wages, and this has, so far as the seamen and firemen are concerned, been amicably achieved in co-operation with the men them-

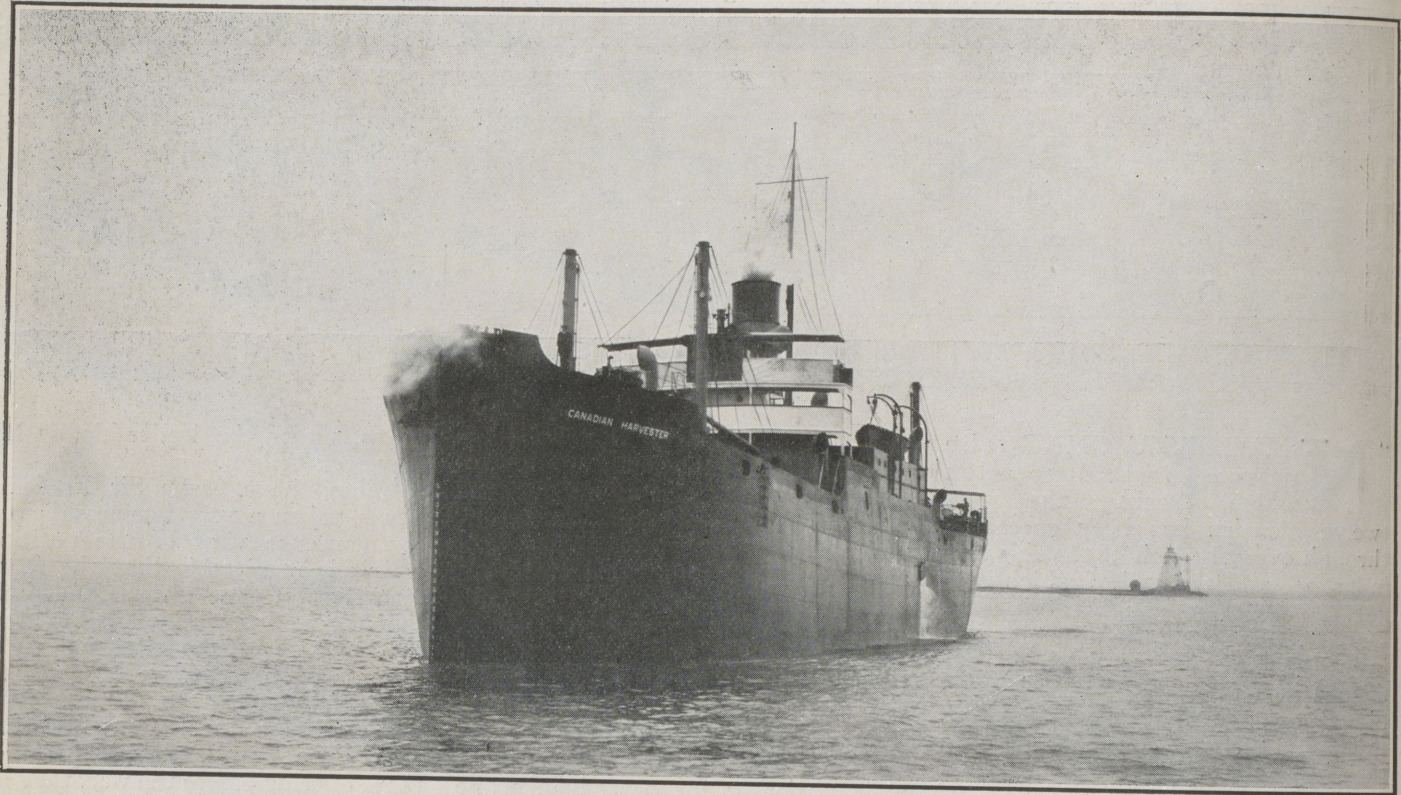
selves, under the leadership of Mr. Havelock Wilson.

“They have, says Sir Frederick Lewis, taken a very businesslike and commonsense view of the position, and it is regrettable that the representatives of the stewards and cooks should have so entirely failed to grasp the realities of the situation as to embark upon what, we believe, is a strike foredoomed to failure. Even though the freight rates obtainable to-day are considerably higher than those offering before the war, they are far too low to allow of anything but a considerable loss being incurred by shipowners. Sir Frederick Lewis’s optimistic sentiments are based on factors which are unquestionably sound. As he reminded the Gulf Line shareholders, the industry is at last free from all Government control, and the excess profits duty has been removed, while so far as the Gulf Line, and, indeed, other undertakings under his control, are concerned, the strictly conservative policy pursued has placed them in a very favourable



Photograph, courtesy Canadian Pacific Railway

The S.S. "Princess Charlotte," of the Canadian Pacific Railway's Pacific coastwise service



The S.S. "Canadian Harvester," 4,000 deadweight ton ocean freighter, constructed for the Canadian Merchant Marine by the Port Arthur Shipbuilding Company, Port Arthur, Ont., which recently successfully completed its trial runs

position for taking immediate advantage of any improvement which manifests itself. It is, he remarked, difficult when times are good to attempt a forecast, and it is doubly difficult to do so when depression reigns through causes entirely beyond the power of shipowners to control or rectify; but, he added, 'I have a strong feeling that the flowers will bloom again and that British shipping, which has behind it many years of experience and practical knowledge, is not going to wither at the first sign of frost.'

"A notable passage in his speech was that which dealt with the future relationship between the owners and their employees—a question to which shipowners as a body are, we have noted with pleasure, paying that degree of attention which its importance merits. It was necessary, said the speaker, to aim at the establishment of better, and, if possible, permanently better, relationships between employers and employed, which is the first essential in industrial prosperity. There were, he admitted, many difficulties to overcome and pitfalls to be avoided, but so far as shipping was concerned, he looked forward to the prospect of arriving at an arrangement by which the seamen would be assured of a living wage based upon minimum freight rates, with increases proportionate to any

improvement in freight markets, which was, in effect, giving the men a direct interest and participation in the results of their labours. The adoption of this principle, he thought, was a very important step towards the establishment of settled relations between employers and employed. The soundness of this argument is unchallengeable, and the maintenance of a broad-minded attitude upon the question by both sides must assuredly be to the great advantage of the shipping industry and all concerned in its welfare."

□ □ □
According to the *Panama Canal Record*, the utilization of the Panama Canal for the carrying of fruit from the Pacific Coast to the Atlantic seaboard has resulted in deliveries being made in three days' faster time than when the shipments were made by rail. By forwarding their products on intercoastal steamers, shippers saved 75 cents a box as compared with the rate the railways would have charged them. Plans of steamship lines in the intercoastal service to devote two thousand tons of refrigerating space on their vessels for the carrying of fruits has aroused the rail carriers to the fact that their monopoly is threatened.

□ □ □

A passenger and mail liner of 19,200 tons displacement has been launched by Lamport & Holt, Ltd., from the yard of Workman, Clark & Co. at Belfast, and has been named the "Vandyck" after the Lamport & Holt vessel of the same name which was captured and sunk by the German steamer "Karlsruhe" in October, 1914, early in the war. The "Vandyck" and the "Voltaire," a sister ship soon to be launched to replace a steamer of the same name sunk by a German raider in December, 1916, are intended for the Lamport & Holt mail and passenger service between New York and the River Plate.

□ □ □
The port of Mombasa, the gateway to British East Africa and Uganda, is entered direct from the south by a straight deep channel; the anchorage space is deep but limited, and there is little swinging room for steamers exceeding 300 feet in length. For this reason only small vessels, under ordinary conditions, use this port, such as small coasters and dhows. There is no quayage, all vessels lying in the stream, which in the southwest monsoon is subject to a heavy swell, states *World Ports*.

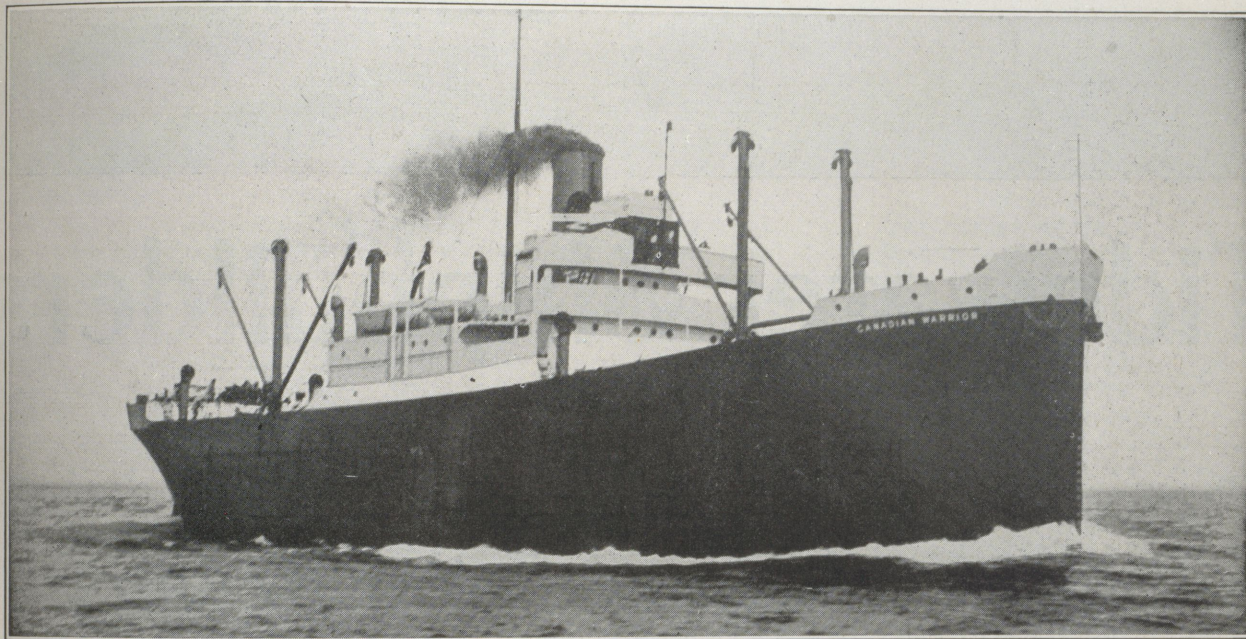
The landing conditions are crude. There are two small piers, each with a steam crane capable of lifting up to three tons dead weight, at which the

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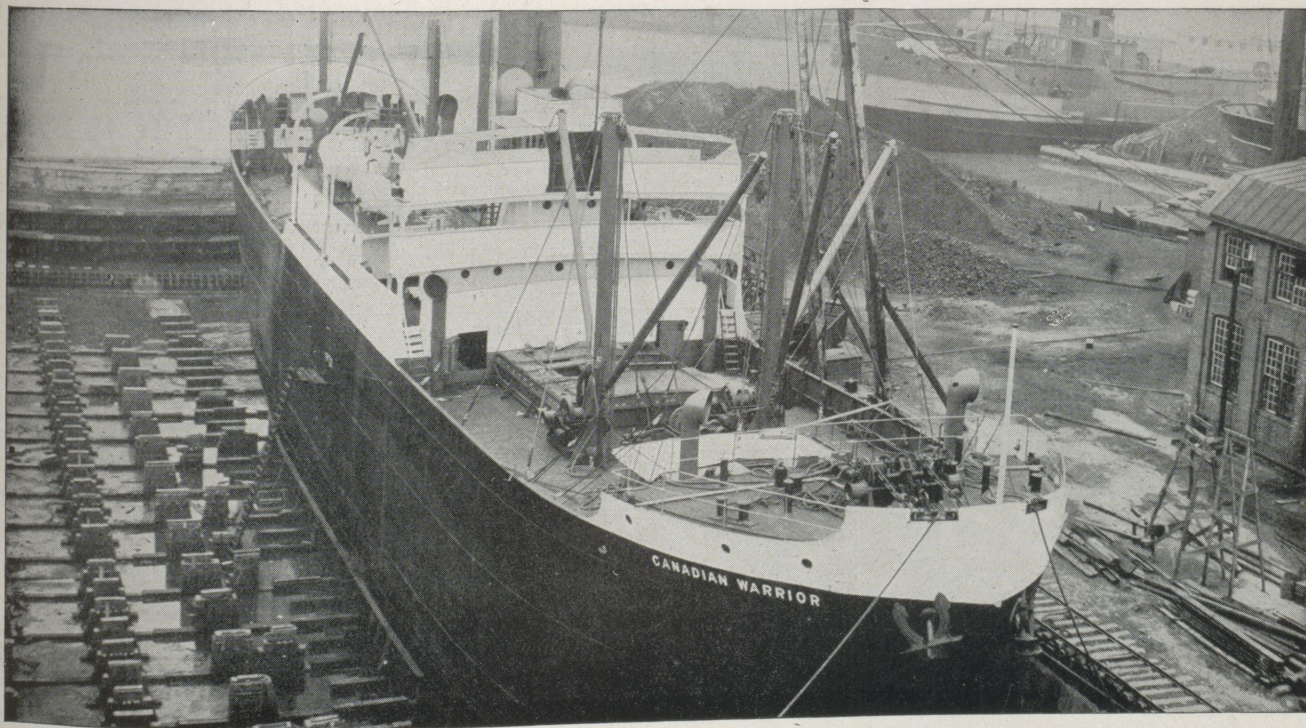
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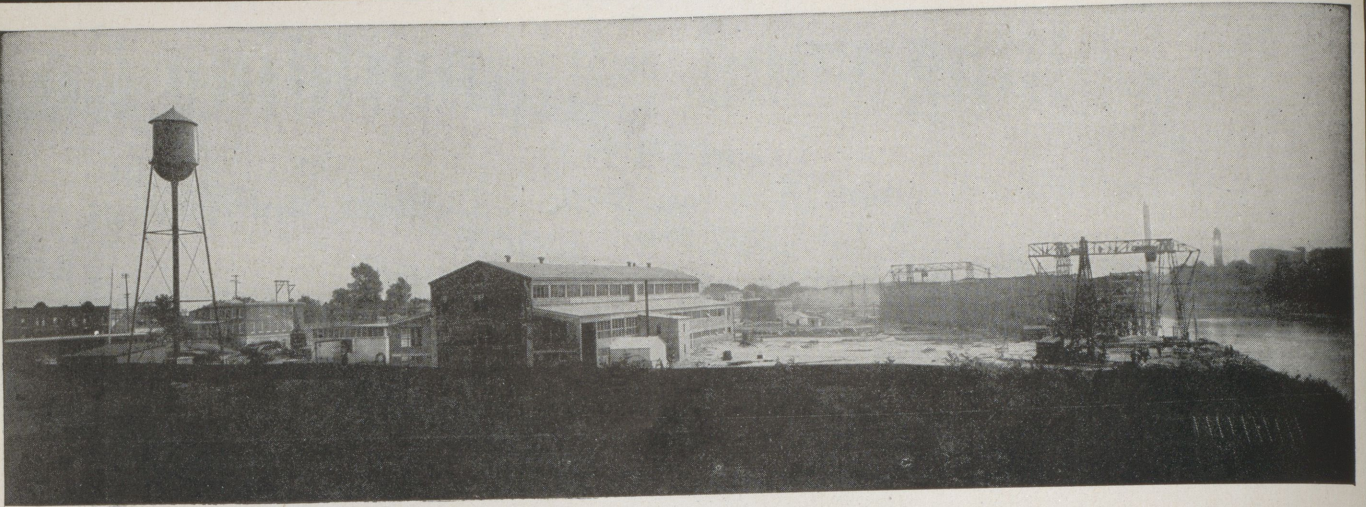


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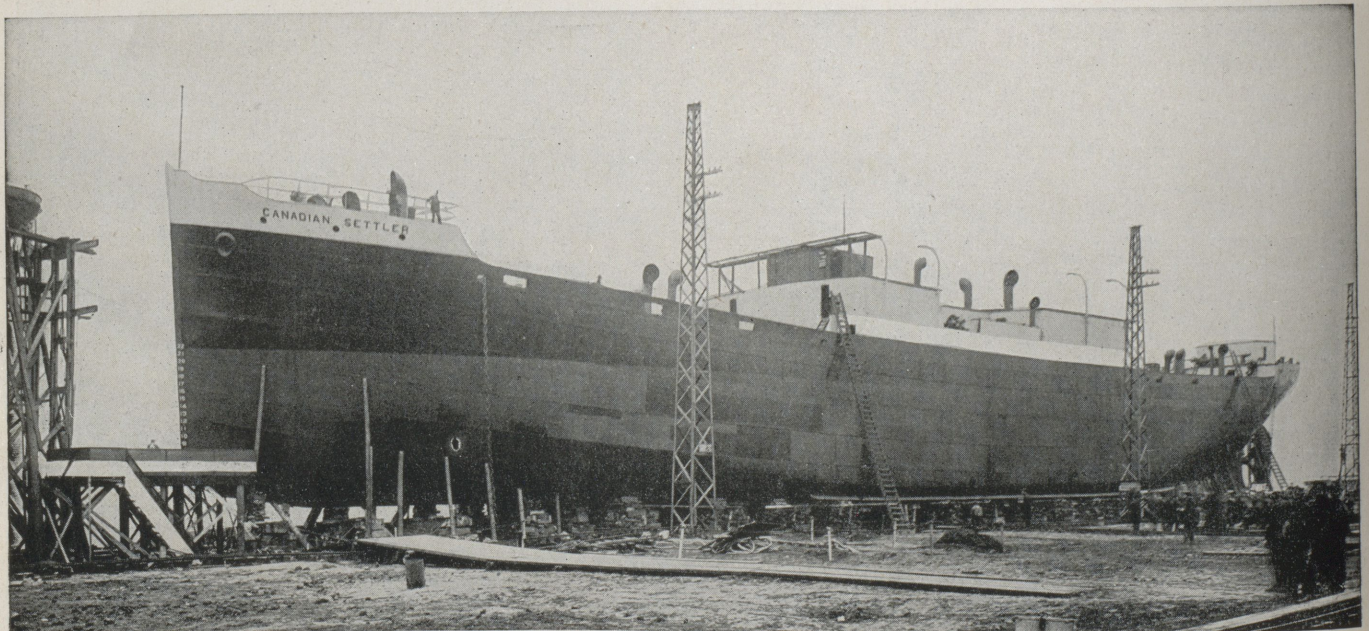
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lighters go alongside, and at low-water spring tides the lighters are frequently aground. Cargo is hoisted on to the piers, whence it is required to be man-handled up a steep, winding ascent to the customs go-downs in a narrow street at the top, or to a small open area in the immediate vicinity. The nature of the landing place prevents the use of any vehicles; all cargo has therefore to be portered until it reaches the street above, when it can be placed on narrow four-wheeled carts (Hamali carts), drawn by natives or Indians, for delivery in the adjacent customs go-downs or to the consignees' stores in the neighborhood. There are no railway facilities at the port of Mombasa, the nature of the old Arab town with its congested and narrow, tortuous streets preventing the approach of any railway, the nearest point of rail being about a mile distant. Notwithstanding the difficulties, remarkably good work is performed in handling cargo, the cranes being capable of discharging the lighters at the rate of 300 tons each in daylight working hours, 7 a.m. to 6 p.m.

□ □ □

The modern history of the Irish shipping trade is not an enlivening story, observes Mr. E. J. Riordan in his book on Modern Irish Trade and Industry. "When one considers that, geographically, Ireland is perfectly

situated in respect to several of the world's principal trade routes; that few countries possess finer harbors and that she stands in the forefront of shipbuilding nations, it seems almost incredible that she should occupy so insignificant a space in the picture of the world's shipping trade.

"In pre-war years, Ireland's share of the world's shipping trade was infinitesimal in comparison to her potential resources; to-day, when every country throughout the world is striving to increase its trade and industry, Ireland finds herself less equipped in respect to the ownership of shipping facilities than in former years. It would be difficult to overestimate the significance of this retrogressive step.

"While Ireland is unpossessed of a mercantile marine, Irish manufacturers and traders must pay additional freights and other charges on every article they import from or export to foreign countries; they must continue to be handicapped by the additional time occupied in the transit of these goods through having to procure or dispatch them via British ports, and Ireland loses the direct profits which a mercantile marine would earn for her.

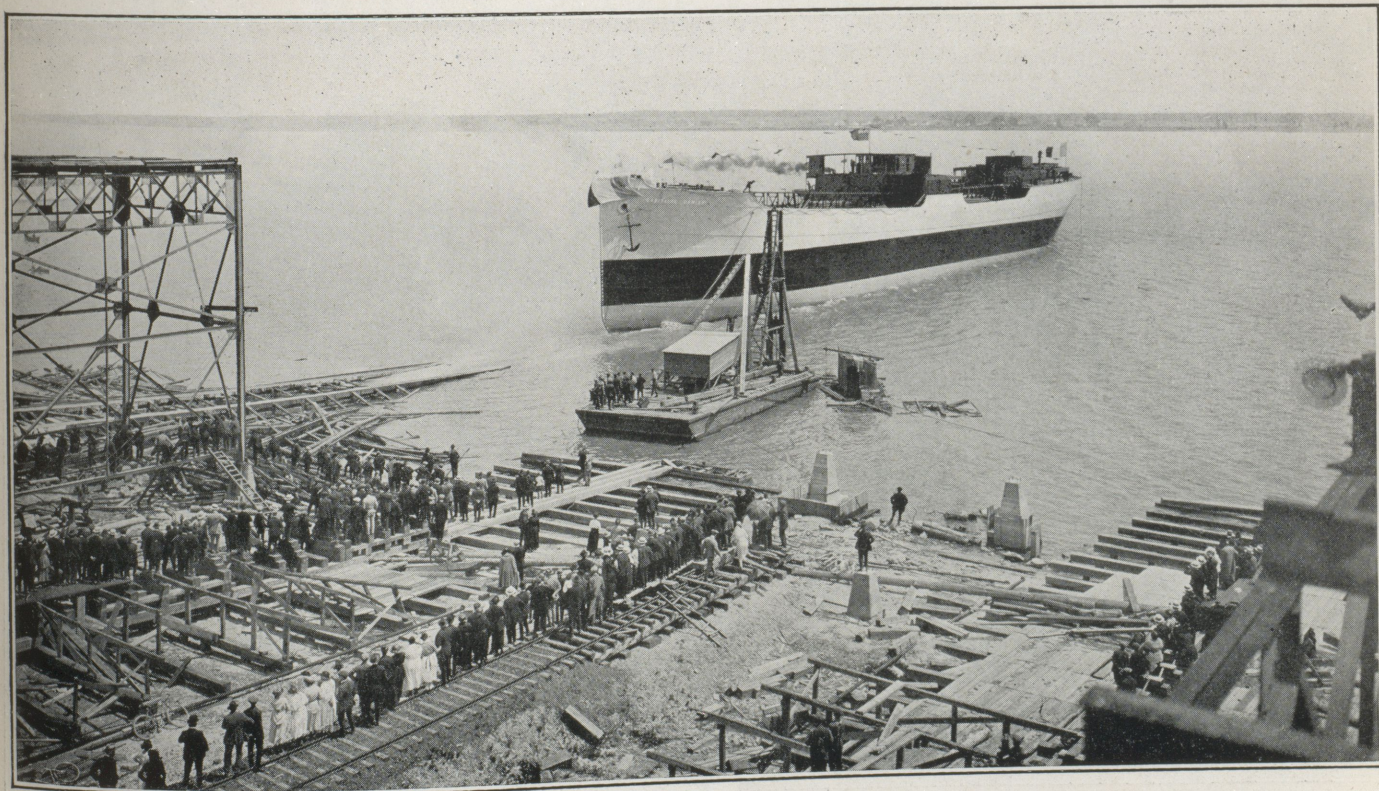
"Until Irish traders and manufacturers have an unlimited choice of the world's markets in which to buy and sell, and until they can get their goods to and from these markets in the shortest possible space of time, at the

lowest possible cost of transport, they must continue to suffer from the various handicaps that retarded the expansion of Irish trade and industry in the past.

"With the more extensive and fiercer competition which is certain to be met with in ensuing years, these handicaps will prove increasingly severe as time goes on. Therefore, to prevent Irish industry from languishing and to enable it to progress, it is essential that every effort should be made to organize and encourage direct shipping between Ireland and foreign countries."

□ □ □

The French nautical journal, *Le Yacht*, reviewing the world position of shipping, writes: "In 1920, 574 merchant vessels, representing 1,991,782 tons, were launched in Great Britain, being the largest output ever attained in that country. This, however, is only 13 per cent of the world's output, whereas in 1913 it was 23 per cent. After having clamoured for the lion's share of the forfeited German fleet, British shipowners are now grumbling about the 300,000 tons allotted to them. Steamers which last year still fetched £30 per ton are now only worth £10 per ton. And the last two German ships put up for auction had to be withdrawn for lack of offers. The United States fleet can now carry 60 per cent of American goods, as



SS. "Capitaine Damiami," constructed at the plant of the Three Rivers Shipyards, Three Rivers, Que., taking the water in the presence of a large number of citizens. This vessel is a tanker and is being built for the account of Associated Oil Transports, of Marseilles, France

against only 10 per cent in 1914. The official statistics show 9,928,955 tons at present, which is ten times more than the pre-war figure. On the other hand, there is a diminution of 75 per cent in new construction, a tendency which will very likely develop. The Germans have up to now delivered 2,113,544 tons and are quickly and doggedly carrying out the reconstruction of their mercantile marine. Their yards have doubled their capacity for output, which has reached a million tons, and which they intend to increase by another 50 per cent. In ten years, they will be in their pre-war position. Apparently the clause of the Versailles Treaty obliging the delivery of 200,000 tons is not to be enforced. The American-German shipping agreements have now come into full force, and the first American liners landed their passengers at Cuxhaven in January last. These agreements allow the Germans to keep in hand a trained personnel until their own tonnage has been reconstructed. The French situation tends to improvement. The price of coal is less and there are greater facilities for procuring ship plates. In default of any great demand for new ships all our yards and even the arsenals are working full steam ahead at repairs. Our three million tons are only half of the

necessary figure, and even then it must be borne in mind that many of the vessels composing it will soon be valueless on account of their age."

□ □ □
 In 1920, British shipyards built 618 ships of 2,055,630 gross tons. Of these ships 410 of 1,209,221 tons were completed for British owners. The remaining ships were constructed for foreign nations as follows:

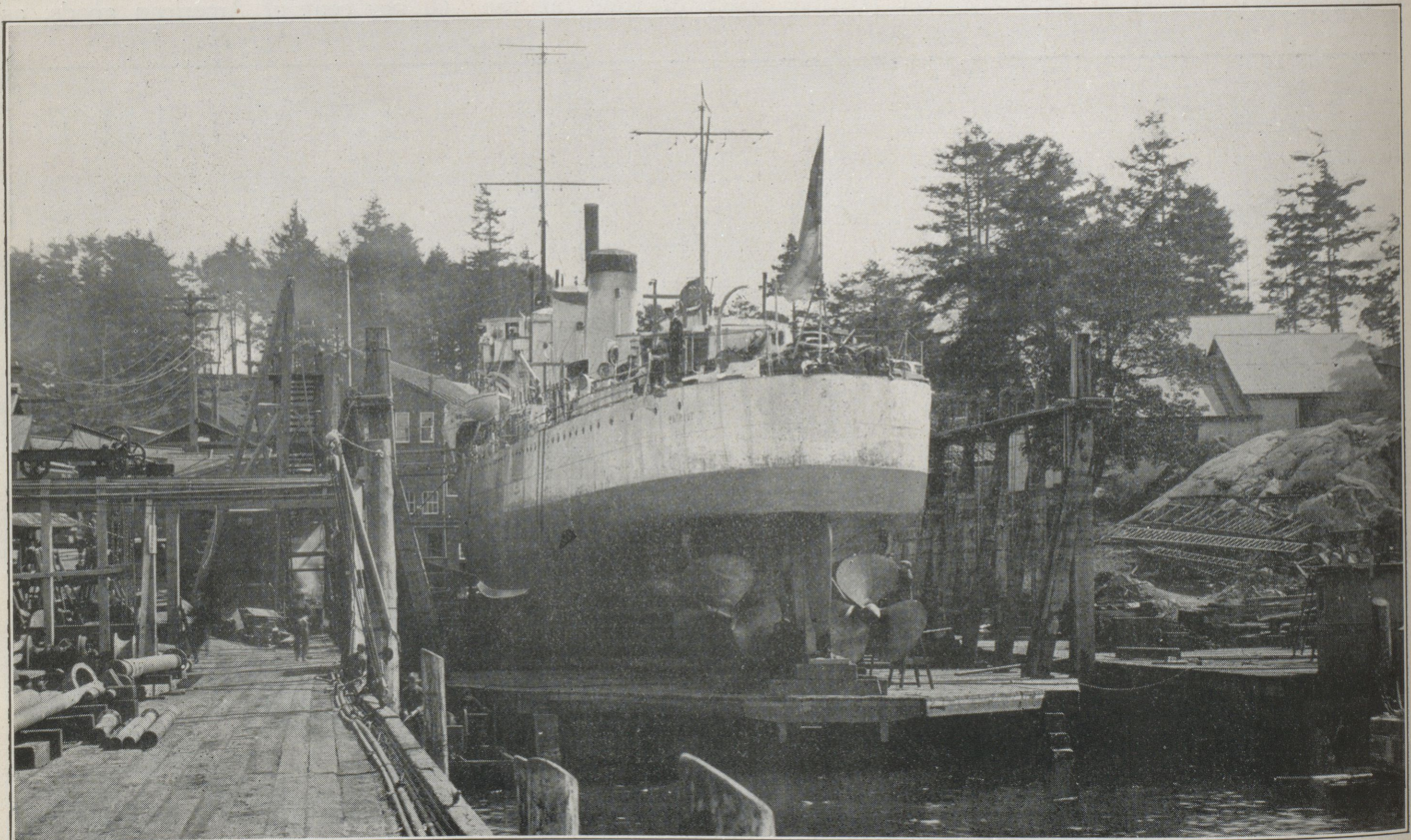
| Countries | Ships | Tons |
|-----------------------|-------|---------|
| Norway..... | 76 | 286,644 |
| France..... | 51 | 201,668 |
| Italy..... | 20 | 131,589 |
| Holland..... | 10 | 57,476 |
| Sweden..... | 7 | 37,827 |
| Belgium..... | 11 | 36,051 |
| Spain..... | 12 | 35,727 |
| Greece..... | 6 | 25,824 |
| Denmark..... | 6 | 16,188 |
| British Colonies..... | 2 | 9,815 |
| United States..... | 1 | 5,074 |
| China..... | 2 | 1,590 |
| Miscellaneous..... | 2 | 669 |
| Argentina..... | 2 | 267 |
| | 208 | 846,409 |

□ □ □
 Great Britain is extending and enlarging its commercial research work in the colonies, Robert P. Skinner, United States Consul General at London, reports to the Bureau of Foreign

and Domestic Commerce. Mr. Skinner's report says:

"The recently increased provision for research work in the United Kingdom authorized by Parliament attracted the attention of the Colonial Secretary to the need of research as a means of developing the economic resources of the British colonies and protectorate, and the result of his interest has been that Parliament is being asked to devote the sum of £100,000 in all for overseas research work, the appropriation to be spread over a number of years. Support was obtained for the proposal by the discovery of bauxite in British territories. It seems that extensive deposits of this ore have been located in British Guiana, where the deposits are now being worked.

"A colonial research committee has been set up, and proposals have been received respecting matters in the several colonies which give promise of yielding satisfactory returns in exchange for the anticipated activities of the committee. In East Africa a grant of £2,000 will be made to be used in a search for coal and water. In the Seychelles, the services of a competent mycologist and entomologist are desired, and a grant of £1,200 has been recommended to cover the expenses of the employment



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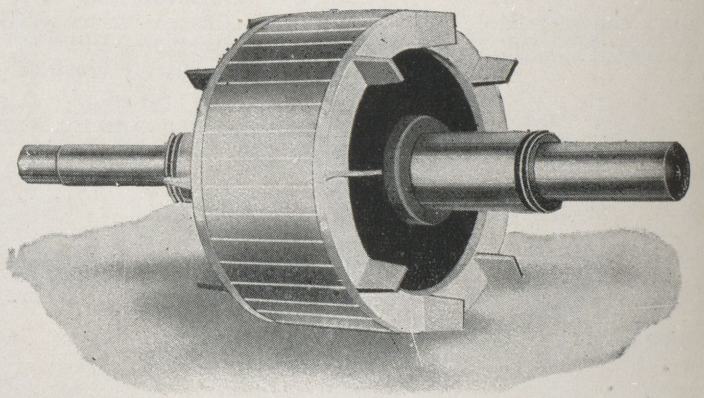
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of such officer. In the Bahamas a research officer has been recommended for the investigation of sponge, and here a grant is contemplated of £4,500, spread over three years; it is also proposed to set up a laboratory on the Island of Abaco, for which an additional grant has been recommended.

"In British Honduras a scientifically trained forester is required and the possibility of making wood pulp is under advisement. It is also believed that there are possibilities of mineral oil, bauxite, and gold being discovered. In the Leeward Islands, the matter of prospecting for petroleum is under consideration, and K. W. Earle, late of the geological staff of University College, London, has been appointed Government Geologist for this mission.

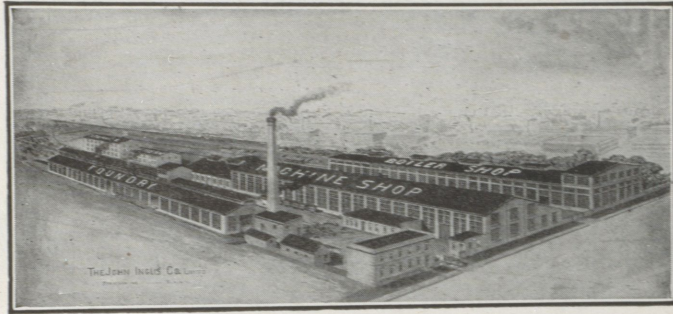
"In the Falkland Islands, there are great fisheries possibilities. In St. Helena, agricultural matters are of chief interest, the object being to make the colony self-supporting. In Uganda, it is considered that efforts should be made to utilize, for the manufacture of paper, the enormous tracts of elephant grass and papyrus which are found in most districts.

"In the Federated Malay States, the Government Geologist advocates research for minerals of economic value, such as tantalite, thorite, uranium minerals and monazite in the heavy impurities separated from tin ore, and the treatment of those already known. In Jamaica, the banana industry is threatened with Panama disease, shown to be due to the presence in the soil of a vegetable organism known as a fusarium. Immediate research work is needed with regard to this disease, and also with respect to the several causes which bring about decay and discoloration of evaporated bananas, or what are commonly known as 'banana figs.'"

□ □ □

The rivers of Czecho-Slovakia which serve as arteries of traffic are few in number, but are of great importance. There are no canals to speak of, but some of the rivers have been partially canalized. The two great streams of commerce are the Vltava (in German, the Moldau) and the Elbe (in Bohemian, the Labe). The Oder rises in Czecho-Slovakia, but is not yet of commercial significance. The Vistula also rises in Czecho-Slovakia, but carries no traffic

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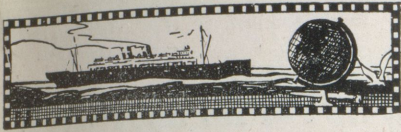
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The Elbe-Hamburg route transcends all other Czecho-Slovakian trade routes in importance. It provides an all water connection with the North Sea over streams which are navigable for a large part of the year.

An ordinary unloaded steamboat can make the trip from Prague to Hamburg in 4.4 days, or a barge unloaded in 5.4 days. The trip upstream from Hamburg to Prague can be made in 6.7 days by an unloaded steamboat or in 13.2 days by an unloaded towed barge. As a matter of fact, the trip is usually much slower, especially for barges. A loaded barge takes about two weeks from Prague to Hamburg, and often three or four weeks in the reverse direction, to which must be added two weeks for loading and unloading. A barge is, therefore, able to make only about eight round trips per year and, when the stage of water is unfavorable, sometimes as few as six.

In 1913, the seven large navigation companies operating on the Elbe owned a total of 1,590 boats and barges, of which 33 were passenger boats, 98 side-wheel freight steamboats, 46 screw-propeller freight steamboats, 29 steam tugs, 18 express steamboats, 1,170 freight barges and 196 lighters. The number of vessels has not altered much since that time.

The downstream export traffic exceeded 800,000 tons in 1913, while the upstream traffic nearly equalled 2,300,000 tons.

Before the war, there was an annual export traffic of nearly 2,000,000 tons of goods coming from Danube centres which are now in the Czecho-Slovak Republic. Since the war, the Danube traffic has not reached the proportions of pre-war times because of the unsettled state of countries in eastern Europe. The Danube, however, is sure to form the great artery of commerce between Czecho-Slovakia and her vitally important Russian and Balkan markets and becomes, for the future, the greatest Czecho-Slovak trade route.

□ □ □

The Jamaican Government has evolved a plan for the improvement of Kingston harbor at a cost of \$5,000,000 in order to attract to Kingston ships passing through the Panama Canal. The British Government has offered to give the colony



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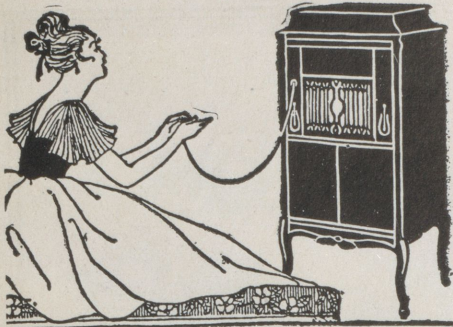
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one of the floating docks surrendered by the Germans.

★ ★

Macdonald College
A Canadian
Institution

Continued from page 22

comes into view as a place of rare beauty, and is always greatly admired.

Our visitor should not fail to look through one of the students' residences in order to get a clear idea of the excellent provision that has been made for the comfort of the students. He should, of course, visit the class rooms and laboratories of the Household Science Department, the well-filled Library and the capacious Assembly Hall in the Main Building.

One of the most interesting units of Macdonald College is the Poultry Department, with its thousands of chicks; another, the Live Stock stables and barns, with their fine herds of Ayrshire, Holstein, and Shorthorn cattle, Yorkshire and Berkshire swine, and the large flocks of sheep, for much attention has been devoted to the development of superior strains of stock.

The visitor will also be much impressed with the large area devoted to the breeding of superior grains, grasses, clovers, and the other crops in small plots, and with the orchards and gardens, where up to-date methods of horticulture are employed.

Macdonald College possesses several unique features. The students live in residences, under supervision, and have a common dining hall; thus learning the fine art of living together; as an integral part of McGill University in Montreal, it claims a share in the splendid traditions of that institution; sons and daughters of farmers of the Province of Quebec receive free tuition for the first two years; the Provincial Government grants \$7.00 per month of attendance to Province of Quebec students in the School of Agriculture, bursaries to students in the School for Teachers who agree to teach three years in the rural schools of the province, and bursaries to students in the school of Household Science belonging to the farming community of the province; the splendid equipment enables it to carry on to the greatest advantage the three-fold line of work, viz.: the making of

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better farms, schools, and homes, which must be acknowledged to be the foundation stones of true greatness and lasting prosperity. Macdonald College presents a great opportunity to the young men and women for obtaining a good equipment for useful, valuable, and lasting service to their own beloved Canada. All honor to the generous and far-seeing founder and benefactor! Long may this distinctively Canadian institution prosper.

★ ★

If you have any friends who you think might be interested in this publication, will you not send us their names, and we will gladly mail them a sample copy.

★ ★

Canada's Prolific Fisheries

Continued from page 9

been discovered, however, that these pestiferous members of the fish family possess valuable properties of commercial worth, and much attention is now being made to their utilization, turning what has been a liability into an asset.

On the Atlantic Coast there are two fish product plants, at Canso and Lockport, Nova Scotia, and one on inland waters, at Port Stanley, Ontario, on Lake Erie. A whale products extracting plant has been in operation at Victoria for some time, whilst last year a whale by-products and non-edible fish plant was opened on Vancouver Island by British capital, and a fish meal and oil refinery, costing over \$50,000, made a beginning at Nanaimo. A number of returned soldiers have organized a company for the purpose of utilizing the mud-shark, and they have established what promises to grow into a healthy industry on Vancouver Island, extracting oil and manufacturing fertilizer from these hitherto unprofitable encumberers of the ocean.

With such extensive and valuable fisheries, the business of curing and packing is naturally one of moment in Canada, and one which is growing with the greater exploitation of the fishing grounds. At the end of 1919, there were 928 fish curing and canning

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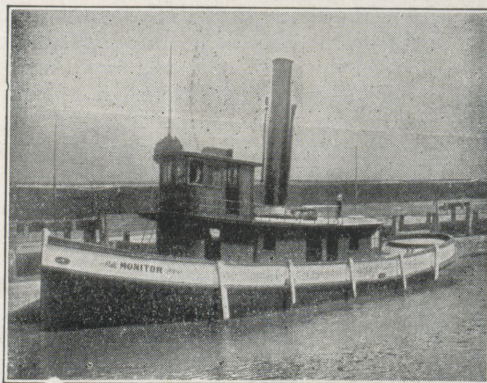
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establishments in the Dominion, with some 18,000 employees receiving salaries and wages totalling over \$4,000,000. The total value of the products of these plants was as follows: fish marketed for consumption, fresh, \$4,500,000; canned, cured, and otherwise prepared, \$27,000,000, the canneries comprising 520 lobster canneries, 1 sardine cannery, 13 clam and other canneries, 76 salmon canneries, 10 whale oil and fish oil factories, and 308 fish curing establishments.

From the early days of Confederation, the Government of Canada realized that prolific as are Canadian waters they could not for all time withstand the heavy annual toll of commercial fishing, and accordingly established a system of replenishing the ocean beds and watercourses. From a small beginning the work of the various fish hatcheries has grown until there are throughout the Dominion 44 of these establishments producing young fish to replenish the lakes and streams of the provinces, as well as caring for the commercial fishing fields off the Atlantic and Pacific coasts.

There are 35 main hatcheries, eleven subsidiary hatcheries, and six salmon retaining ponds in active operation. In 1919 these distributed 1,880,000 green eggs, 979,147,249 fry, 1,943,601 advanced fry, and 356,388 fingerlings, or placed back in Canadian waters the equivalent of 985,024,250 fish. The success of fish culture in Canada speaks for itself. Fishermen of the Great Lakes admit that but for the Government's restocking activities many of them would have had to abandon their calling, whilst the increased value of salmon stream leases in certain provinces is another silent witness.

A review of Canada's fishing industry over the last twenty years reveals enormous progress made in that time, disclosing at the same time the wide latitude of existing opportunity.

Whilst the number of men and ships engaged at the end of the two decades vary but little, the value in capital invested and the value of the marketed catch has increased enormously. In 1898 the number of persons engaged in the industry was 81,000 and in 1918, 87,000. The number of ships engaged twenty years ago was 1,154 and in 1918,



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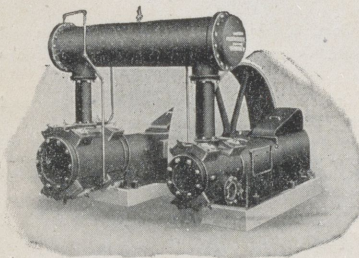
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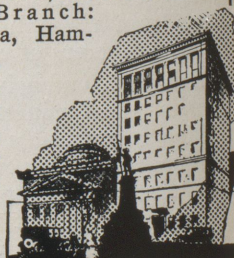
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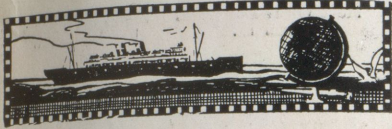
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1,417. The value of the capital invested, however, has increased in the same period from \$9,000,000 to \$60,000,000. With the exception of the lobster catch every species of fish has increased greatly in the value of production, halibut, for instance, having jumped from \$291,000 to \$5,290,000, and salmon from \$3,150,000 to \$17,800,000. Herring has doubled in value; mackerel trebled; and haddock quadrupled.

In her fisheries, Canada has received one of the most munificent gifts a bountiful nature had to bestow, a heritage to her people for all time. It behooves both government and citizens to do all in their power to protect and guard this heritage in a manner its inestimable value deserves and demands. It should be developed conscientiously and intelligently, and for the good of the many as well as of the few. The supply must never be permitted to diminish, but at least the equivalent of the annual toll placed back to maintain the high state of fruition. So will Canada's oceans lakes, rivers, and streams remain an inheritance of ever increasing value to future generations of Canadians, swelling the Dominion's revenue in greater proportions, increasing her population, and feeding vaster multitudes all over the world.

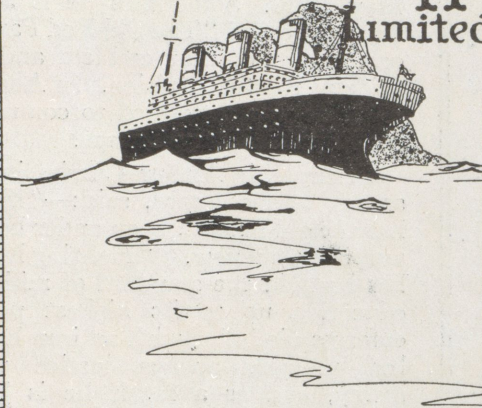
★ ★

Canada's Royal Military College

Continued from page 15

he won his D.S.O. and was mentioned in despatches. When the European war broke out, he proceeded overseas as Officer Commanding Lord Strathcona's Horse and was in the trenches as O.C., L.S.H., on May 4th, 1915. Here he was again "mentioned," and on July 7th, 1917, was placed in charge of the 1st Canadian Division. Four times during the years 1917, 1918 and 1919 he was "mentioned," and British and French honors showered upon him. He participated in the battle of the Somme, September, 1916; Vimy Ridge, April, 1917; Passchendaele (Ypres, 1917), the defence of Arras, Amiens, Hindenburg Line (Canal du Nord), Cambrai, march to the Rhine with the Army of Occupation, and remained in charge of the

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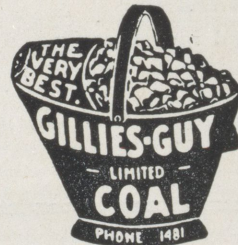
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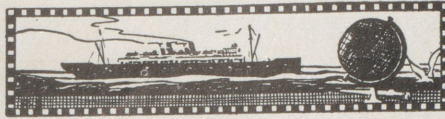
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division until its demobilization in May, 1919. Sometimes he is affectionately called "The Old Red Patch" on account of that emblem and his pride in the 1st Division. In August, 1919, he was appointed to command the Royal Military College.

General Sir Arthur Currie, in his speech to the Board, said:—"Never has the old R.M.C. been under better auspices than now." "Fighting Mac" has brought the standard of military education up to its highest point, enforces discipline with an iron hand, but tempers always justice with mercy, and as a result he is both respected and loved by the students.

Since his appointment to the Commandancy, General Macdonnell has done much to improve and beautify the grounds. A new ornamental road known as "Frontenac Avenue" is under construction, land has been reclaimed, low fields ploughed, leveled and grassed, and new hard tennis courts built. All parks, hills, roads and avenues have been named after Canadian historical events. There are a "Vimy Ridge," "Sanctuary Wood" and "Langemarc" Places. A "Lundy's Lane," "Chateauguy" drive, "Queenston Heights" Avenue, "Passchendaele" Walk, "Brock's" Boulevard, etc. Memory of great Canadian affairs are thus perpetuated.

The war record of the Royal Military College is a proud one, approximately 140 cadets giving their lives for their country. Ninety-nine per cent of available graduates and ex-cadets went overseas and fought in the various theatres of operation.

"Now the great war's history written,
And hung is the scroll of fame,
There are proud hearts in the R.M.C.
For those who have died on land and sea

To the glory of her name.

"The song of those who gave their lives,

And left their homes, their children,
wives,

To keep their country free."

In the editorial notes of the first volume of "The Log of the Stone Frigate" (R.M.C. Review), which, by the way, is a handsome illustrated quarterly, there appears the following:

"The R.M.C. is the natural repository for the military traditions of Canada, and it is essential that it should have on its walls, in letters of gold, the number, name and badge of every regiment, battalion or unit

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which has fought to win and preserve the Dominion for the Crown."

The name of every engagement in which Canadian troops took part is framed on the walls of the mess room, together with the name for each year of each cadet graduating "General Proficiency," together with the shield and crest in colors of the province from which he came. A glance at these shields indicates how general is the attendance from all provinces of Canada. The hall is also decorated with signed photographs of Queen Victoria, King Edward, King George, and pictures of Canada's Premiers.

A Memorial Arch of a simple, dignified character is shortly to be erected in the grounds. It will rise forty-five feet across the roadway and bear in bronze, in the interior, the names of the ex-cadets who gave their lives for the cause. The College Club is attending to its erection, and will pay for it with subscriptions now being solicited from ex-cadets, families and friends of the institution. As a tribute to the noble dead, it is suggested that all cadets, on passing, shall salute the memorial.

An occasion of great importance to the College history was the visit in October, 1919, of H.R.H. the Prince of Wales, when the heir to the British throne presented the colors. The ceremony was carried out in the usual military form, the colors consecrated by the Dean, after which the Prince briefly addressed the cadets on the splendid part the College had played in the recent war and in the confidence in their continued loyalty to the empire. An inspection of the battalion and the premises, an infantry drill and gymnastic exhibition then took place, which terminated with the donation of a silver cup to be competed for each year and inscribed with the name of the best all-round cadet.

At the present time, there are 163 cadets on the college rolls, but the aim of the Commandant is—if adequate dormitory space is provided—to increase this to 300. The course has been extended from three to four years and the entry age limited between 16 and 19, a reduction of two years over the former standard. The institution is run on army lines with discipline and training as laid down in K.R. & O., the Army Act and the Canadian Militia Act. An average fall or summer day's proceedings are as follows:—

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To enter, the prospective cadet must pass a fairly stiff general examination, be sound in wind and limb and present qualified certificates that he is not married and is of good moral character. The annual dues approximate \$300. Seven Imperial Commissions are opened yearly, but if the graduate intends to go on to the University, he is eligible to enter the fourth year.

The training and knowledge gained by the cadet during his enrollment is "par excellence" in Canadian educational institutions and embraces many subjects. Most cadets leave college precincts well fitted to successfully grapple with the barb wire entanglements, dugouts and enemy trenches of modern life and with a sincere tinge of regret at the abrupt severance of three or four years intimate association with considerate staff officers and sociable companions. This is the position in Canadian life to which the Royal Military College has attained.

"And thus it has come, the long-looked-for day,
At last 'tis farewell to College and Bay;
But from the East to the West none will ever forget
The College—nor days passed there as Cadet."

★ ★

Mice and Men

Continued from page 19

spot in Millersville—the square, the four sides of which were flanked by stores, the post-office, the City Building, the Methodist Church, and the Grand Central hotel. Once they issued from the protecting shelter of the wagons and tents, they would become unpleasantly noticeable, especially

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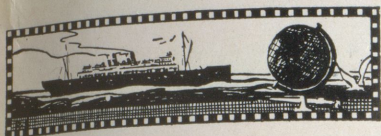
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from the windows of the hotel. Jack assumed an easy and confidential air toward the circus man, who stood looking from them to the automobile across the square with suspicion in his eyebrows, and intimated that they had a deep interest in circuses. Would the gentleman mind their staying to watch the animals unloaded? But the circus man smiled cynically. He said he had rented that lot for the day, and wouldn't allow any loafing around his show.

"Oh, very well!" said Jack, nonchalantly. "Come on, Chloe."

But Chloe was not to be taken from the shade of the wagon, the sanctuary that stood between her and the green automobile. She smiled at the circus man, as if he were an old friend of the family. "But we can't leave this spot," she said. She leaned toward him confidingly. "You see, we're—we're eloping!"

The circus man started, stared. They could fairly see his agile and executive mind leaping to take in the situation. Gravely, he poked a finger in the direction of the green automobile.

"That Father?" he asked.

"Yes," said Chloe. "And if he should see us now, we'd never have another chance to get married."

"And I'm going abroad to morrow," Jack added.

The circus man puffed hard at his cigar, snapping his fingers absently. Then, suddenly he plunged around the corner of the wagon and they heard him call, "Mother!" He reappeared immediately with a middle-aged woman trotting at his heels. She had a kind and humorous face, weatherbeaten and wrinkled as if from years of screwing up her eyes in a bright light.

"My wife," said the circus man, "she's the one that always knows what to do." There was a general handshaking, and then he explained:

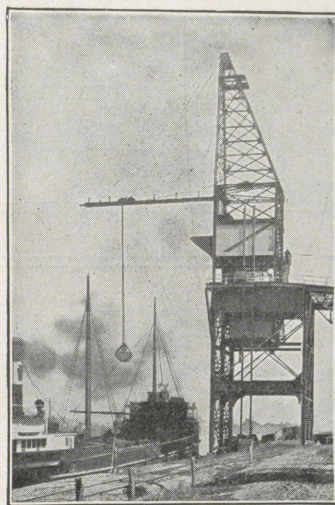
"Mother, these young folks 're eloping. Yep, honest! See that green buzz-wagon in front of the hotel there? Well, that's father—an' he's dangerous. Now, if Mister Bridegroom goes out to hunt up a preacher in this two-by-ten town, he'll sure run into the old gent. What's your advice, Mother?"

"Bring the preacher here," said Mother, promptly.

The circus man grinned delightedly. "Didn't I tell you she's got the head

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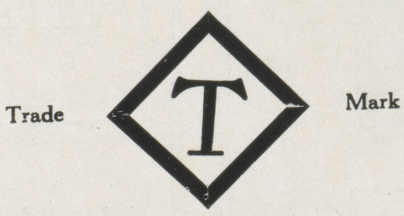
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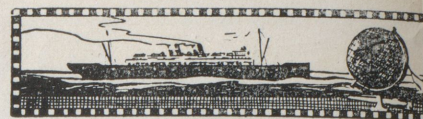
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on her! That's the trick! Send for the preacher. Here, Bill, you go over the post-office and ask 'em to direct you to the nearest reliable preacher—and don't come back to the lot without him, see? Now, then, Mother take 'em over to our tent, and send for me when the preacher gets here.

Without further parley, he plunged into the apparent confusion about him, snapping out orders and threats. Jack looked at Chloe doubtfully, but Chloe's eyes were wistfully reading the something sweet and sensible in the face of Mother. Then, the two women smiled at each other with perfect understanding, and went away to a small tent near by, where later Jack found them, both talking alone. Outside the tent, the air was noisy with wagons jolting into place for the street parade. In a few minutes the band struck up.

"The parade's leaving the lot," Mother explained. "And here comes Pa with the preacher."

There was a sound of distant music as the parade wound through the town; the sunlight filtered through the tent, touching Chloe's hair with an effect of dusty gold; the faces of the circus man and his wife were solemnly intent. Just before the Reverend Mr. Potter opened his book, Chloe stepped to the tent flap and looked for an instant wistfully at the green automobile.

"You know I asked you to my wedding, Father," she whispered.

Afterward, if she felt the lack of kith or kin to wish her happiness, the circus man and his wife helped her out to the best of their ability. They were lavish of good wishes, and Pa had to be restrained from sending out for wedding cake and champagne. They had a dinner they never forgot, in the big dining-tent, with the circus manager nearly bursting to toast their happiness publicly; and afterward, they were pressed to put in the hours before train time to seeing the Greatest Show on Earth. They shook hands three times with the circus man, who put them in charge of an usher, and bade a grateful farewell to Mother. As they followed the usher to the best seats in the big tent, Chloe drew a long breath.

"I don't believe anything more can happen to us to-day, do you, Jack?"

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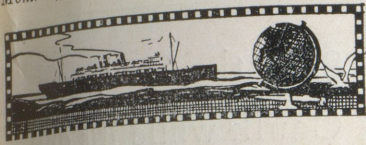
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They had not been many minutes in their places, the Grand Entry, as announced on the programs, was sweeping out to the blare of the band, when two elderly gentlemen, preceded by an usher, came into the space below the reserved seats. Each smoked a big cigar, and each wore the jovial, shamefaced air of the elderly man going to a circus. Each was obviously out for a good time—and one of them was Father.

Chloe clutched her husband's arm, and Jack braced himself for the encounter. The usher climbed nimbly upward until he had slammed up the backs of the two seats directly in front of the bride and groom, whose faces set and whose eyes fixed themselves on the ascending heads of the Colonel and his friend. But, preoccupied with keeping their balance on the narrow boards as they climbed, neither of the newcomers lifted an eye higher than the knees of Chloe and her husband. The Colonel lowered himself into his seat, apparently without an idea that his daughter was so close behind him that she could have dropped a repentant tear on his bald spot, had she chosen to do so.

From that moment, for all the bride and groom saw or heard of it, there might as well have been no circus. Their entire attention was painfully concentrated on the two heads in front of them. They sat rigidly still, waiting for the turn of the Colonel's gaze which would bring the situation to a climax. But the long minutes passed, and it gradually dawned upon Chloe and her husband that there was no immediate danger of the Colonel looking behind him. He was undeniably pleased with the circus. He had apparently not a care in the world; and Chloe's eyes grew larger and larger, with a mixture of pain and bewilderment and resentment. There was no dodging the conclusion that her father was not comporting himself as a man should whose daughter had just eluded and defied him.

"Why, why, you would think he was—was celebrating!" she whispered.

Some such idea seemed to occur to the Colonel's companion. "This show seems to suit you, Colonel," he remarked. "I didn't know you liked a circus."

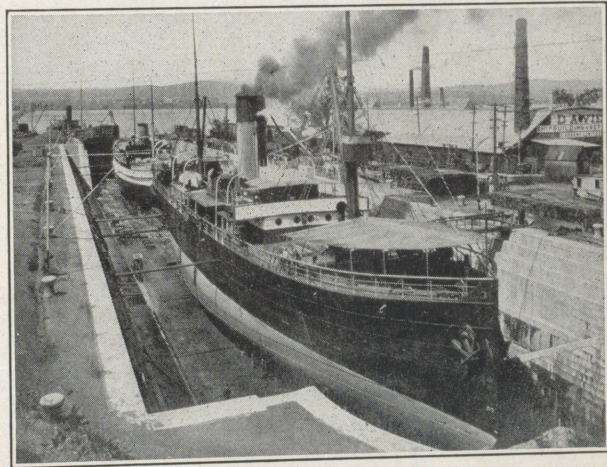
"Always did," returned the Colonel, in his big voice. "But this is the first one I've been to since my daughter grew up. Fact is, she don't know I'm here to-day!"

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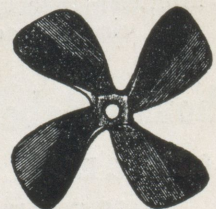
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The two men chuckled with perfect understanding. "Got to uphold the dignity of a father, sir!" went on the Colonel. "So I just took the car and got out early this morning. Said to myself I'd have a day off—knew I could count on you, Eph. Besides, had a little shopping to do; something I didn't want to buy at home."

He fumbled eagerly in his inside pocket and brought out a small, flat case. Chloe craned her neck over his shoulder. The Colonel pressed a spring and revealed an extremely handsome little ring, set with a half-circle of diamonds. The two elderly men looked at the ring seriously and long; Chloe's round eyes ate it up, and seemed to gather a spark or two from the white stones. The Colonel closed the box carefully. When he spoke again, a tenderer note had come into his voice.

"It's for my daughter," he said. "She's going to be married."

Chloe fell back into her seat. There were unspeakable things in her expression.

"Yes," boomed the Colonel, proudly, "to young Jack Byrnes. Fine chap, enterprising, bright, just the sort of man I'd choose for Chloe."

"Fine!" said Ephraim. "When's the wedding?"

The Colonel chuckled. "Well, you see, they're kind of waiting for me. Fact is, I've refused my sanction up to this time; parental authority must be upheld, Ephraim! But my daughter—Gad! I like a girl to have a will of her own!—told me last night she was going to marry Jack Byrnes. Said I could come to the wedding or not! Yes, sir! I could come or stay away! It tickled me, it did. Of course, I stood up for my rights as a father; but I'm going home this afternoon and just drop this ring into her lap; give 'em my blessing, you know. A daughter wants her father around when she's going to be married, eh?"

The new husband did not dare to look at his wife. He could see her pretty lips quivering; he could feel that she was dissolving in remorse and contrition. Even he himself did not look too jaunty, as he heard the Colonel booming on about the admirable qualities of Jack Byrnes. To relieve his feelings he looked at his watch, and discovered they had missed their train.

"I'm glad of it!" whispered Chloe, fiercely. "Do you think I could let

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him go home now, Jack Byrnes, and find me gone?"

They rose softly and made their way unobtrusively out of the tent. Twenty minutes later, when the Colonel came hurriedly out, he found them sitting demurely in the tonneau of the green car.

"How are you, Father?" said Jack.

The Colonel was speechless. The purple was mounting in his cheeks and the formidable brows were drawing together, when Chloe leaped out beside him. "Now, Father," she said soothingly, "shake hands with—with my husband, there's a dear."

The Colonel backed away, glaring and affronted. "Are—are you——"

"Yes, we are," Chloe admitted, promptly. "Married this morning. And we want you to drive us to Newberry to catch a train for New York."

The Colonel seemed to be having difficulty with his vocal chords. "How did you get here?" he asked, huskily.

"Why, you ought to know, Father! You were right behind us most of the way early this morning. You were awfully reckless, too."

The Colonel looked at his son-in-law with a bloodshot eye. "Was it—was it you I raced——"

"Yes, sir; and you certainly gave us a run for our money! Did you enjoy the circus, Colonel?"

The Colonel began to look apoplectic. With one arm he sawed the air, as he searched for fitting words. Then Chloe crooked an arm tenderly but firmly about his neck, and said: "It's no use, Father, you might as well own up—you're a fraud."

She slipped a hand deftly into his vest-pocket, produced with the air of a conjuror the jeweler's box, took out the ring and slipped it on her finger.

And as she stood looking down at it, the unexpected tears welled in her eyes. She lifted her head and looked at him. It was queer she had never really seen the Colonel's eyes before. His nose beetled as of yore, like a threatening promontory; the thick gray brows were as formidable as ever. But his eyes were different—tender and a little sad. Chloe stood shoulder to shoulder with him for the first time in their lives.

"I've been a horrid thing, Father," she said. "But—I—I never understood . . ."

She pressed shyly closer to him. The Colonel only made a gruff sound in his throat, but his large hand closed

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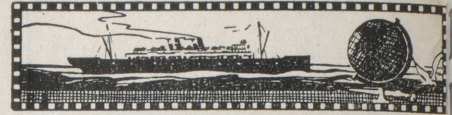
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over her small one, and his cheek brushed her hair.

Just then, the Colonel's companion of the circus came out of the cigar store down the street. The Colonel grinned and rather hastily climbed into the automobile.

"Well, children, let's get along," he said, "before that fool Ephraim comes meddling around."

★ ★

Notes from the Canadian Capital

Continued from page 28

some 1,200 miles from a railway presents a problem of entirely different nature from that of a field surrounded by easy means of transportation. The Department of the Interior has kept this in mind in drawing up the new regulations which it is hoped will limit all operations in the new oil area to legitimate enterprises. It is of opinion that this is the only sort of development which will best serve the interests of the country. No means of marketing the oil by rail or pipe line will ever be considered until an assured output can be seen ahead. This can only be provided by systematic development of the soundest nature. The reservation to the Crown of three-quarters of the land around wells producing commercial quantities of oil protects the country from evil effects of over-exploitation by large concerns. By an Order-in-Council of May 7th, 1921, however, if it is decided to dispose of the right to this Government reserve, the company developing the supply will be given the first option of purchase.

Though many delays and disappointments are bound to occur, Canada confidently expects that some day she will be able to supply not only all the petroleum she herself needs but also to meet the requirements of the whole British Empire.

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The Grey Warrior of the Waters

Continued from page 32

of the St. Lawrence average much larger than in any of the Wisconsin lakes, and there may be some parts of the St. Lawrence which we have not

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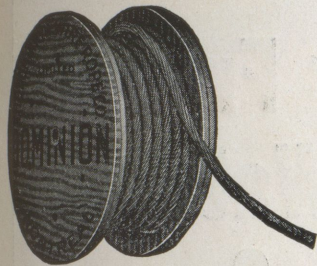
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fished that are subnormal in that respect, but this is unlikely."

That the St. Lawrence river waters may at any time turn up gigantic record-breaking specimens of this fish is within the range of possibility; indeed if you do not catch them in the St. Lawrence reaching up into great weights, you will not catch them anywhere else. It is this quest that annually calls so many enthusiasts to this district. But to consistently expect muscallonge up to seventy or eighty pounds, must really be forgotten, for it is practically certain that they do not exist. One has all he can do to handle a yard-long muscallonge, let alone one as large as a tarpon.

"Nearly all the boatmen upon the least encouragement," wrote Howard Pyle in 1882, speaking of fishing around the Thousand Islands of the St. Lawrence, "will recount stupendous stories of eighty-pound muscallonge, forty-pound pike, or eight-pound bass. The largest fish that I could find record of as having been caught and landed was a muscallonge of fifty-one pounds, a pike of twenty-seven pounds, and a black bass of six and one-half pounds."

Coloration and Identification:— There should absolutely be no reason for mistaking a large pike for the muscallonge, and yet this is often the case. The key to the identification as between the pike and the muscallonge is this: The background coloration of the pike is olive green, light or dark, much according to the water it is in. On this ground color of light or dark green are set the lemon colored oval spots in almost even array along its sides, reaching from the gills to the tail. These spots are rather long oval than round, and sometimes are more whitish than yellow. Totally different from this the muscallonge has a ground coloration of light or dark grey, depending upon the water that it is taken from, but invariably light or dark grey; sometimes a muscallonge is caught that is even silvery grey. It has no such yellow oval spottings as are found on the pike. Its spottings or blotches, sometimes even amounting to bars, are invariably darkish, sometimes quite indistinct, at other times standing out very prominently.

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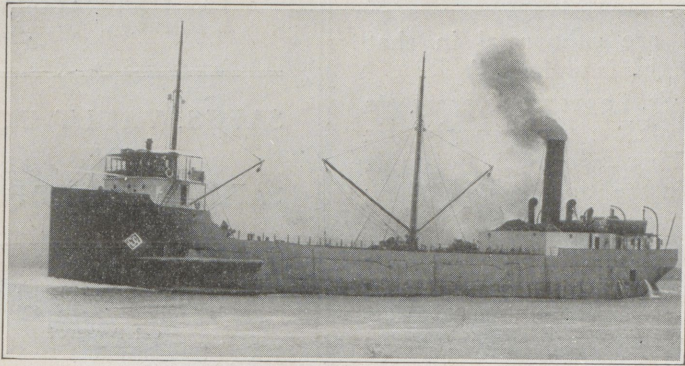
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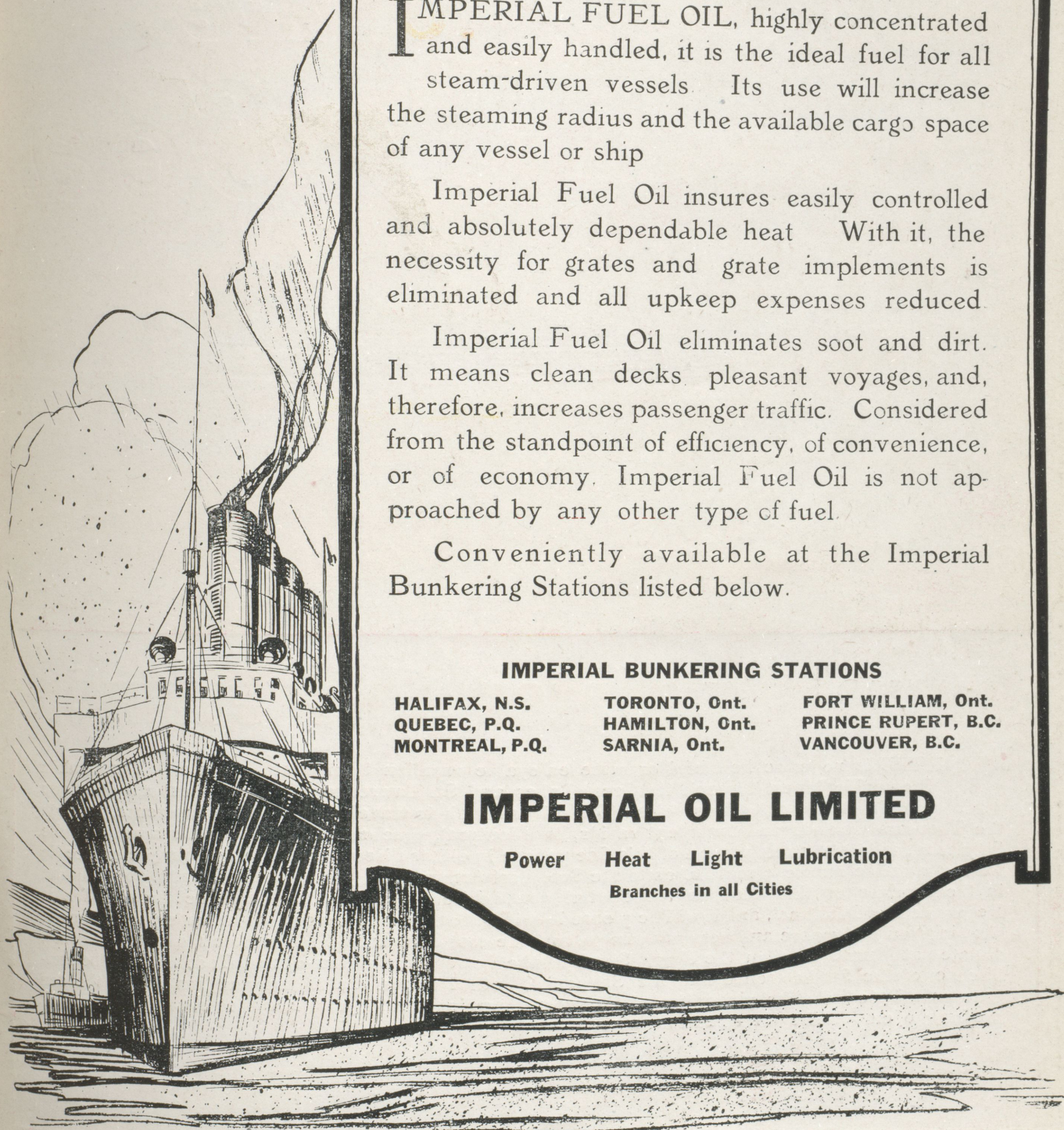
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