

# THE BANFF BUFFALO

GOVERNMENTS AND CITIZENS SAVING  
FRAIRIE MONARCHS.

How the Work of Saving the Buffalo is Being Done—Success Attendant Upon the Efforts Put Forth—Thirty-One Now at Banff and Forty-five at Silver Heights—The Conrad and Yellowstone Herds.

The buffalo have not all disappeared from the face of the earth, though it is frequently supposed that such is the case. The buffalo ranch of the Canadian Government at the Banff National Park, and that at Silver Heights, near Winnipeg, the property of Lord Strathcona and Mount Royal, are according to recent advices, both in a flourishing condition. The animals are in splendid shape, and, notwithstanding their semi-captivity, they thrive well, and are multiplying and increasing. The original twenty at Banff, thirteen of which were donated by Lord Strathcona, have increased to thirty-one, while the ranch at Silver Heights now numbers over forty-five head, the property of the High Commissioner. These are valued at \$1,000 a head, and Lord Strathcona has recently been offered as high as \$1,500 a head.

The Conrad ranch in Montana, which is of world-wide fame, is owned by Mr. C. E. Conrad, father of C. E. Conrad, jr., of Vancouver, B. C., and the herd is said to be the finest in the world. When it is known that 800 is a fair estimate of the number of buffalos on the continent, it will be seen that Mr. Conrad's herd of 37 fine specimens of that animal once so numerous, now nearly extinct, is an important collection. Early in 1897, wholesale slaughter of the buffalo was tending to exterminate the valuable animal. Mr. Conrad commenced to collect as many good specimens as possible, and resolved to start a ranch in Montana. The first stock there belonged to some Indians who crossed the Rocky Mountains into Flathead Valley, with half a dozen buffalo calves, which in twenty years increased to a herd of over 150. When the Indian chief died some years ago, Mr. Conrad purchased of the widow her share of the herd, and placed them on his ranch south of Kalispell. He now has 37 in a two hundred acre field and has been offered large sums by the managers of Zoological gardens, either for his herd as a whole, or for one or more of his thirty-seven, but instead of parting with any, Mr. Conrad is on the lookout for new specimens. The best care is given the animals and they appear contented. However, buffalo raised in captivity, Mr. Conrad says, fail to develop as finely as in their wild state, and although they may not seem to droop or pine for the freedom of the plains if they are given a fairly extensive stretch of country over which to roam, still the restrictions of civilization leave their marks upon the animals accustomed for centuries to unlimited freedom. The most striking difference is in the body between the hips and the shoulders. The animals raised in captivity display a shortness of body and a lack of muscle which but poorly resemble the splendid proportions of their ancestors.

The wildest and probably the largest herd of buffalo on the American continent is that which roams at will through the vast expanse of territory, the Yellowstone National Park, in Wyoming, much of which is rarely ever visited by man.

This herd, once so numerous, has been sadly decreased in number until now it is not thought that it numbers more than fifty. They range in the remote corners of the park, where no one but scouts and poachers see them, and it is, of course, impossible to keep accurate count of them. On rare occasions, however, the herd wander down the road, which outside of the hotels is the only thing in the great wilderness not made by nature. On one occasion in the sea-on of 1890, the herd emerged from the woods on a hillside not far from the Lower Geyser Basin, and becoming alarmed at a stage coach, which happened along, dashed down the hillside, scaring the horses, which overturned the coach.

This herd of buffalo formerly ranged mostly in Hayden Valley, and a few years ago a huge corral was constructed there and hay cut and stacked in the hope that some of them might become corralled and become somewhat domesticated, but the experiment utterly failed. Very few buffalo were even seen, but the elk, which are very plentiful in the very wide domain of the park reaped a rich harvest and devoured all the hay.

## Men and Women in Canada.

There is a marked difference in the proportion the sexes bear to each other in the different provinces of Canada, due to conditions that are well understood. From the west eastward the following shows the division by geographical arrangement:

	Male.	Female.	Total.
Unorganized territory	36,272	16,437	52,709
British Columbia	114,160	65,479	179,639
Northwest Territories	87,433	71,502	158,935
Manitoba	138,468	116,707	255,175
Ontario	1,096,633	1,080,304	2,176,937
Quebec	824,454	824,454	1,648,908
New Brunswick	168,629	152,481	321,110
P. E. Island	51,950	51,300	103,250
Nova Scotia	233,422	225,932	459,354
	2,751,703	2,619,009	5,370,712

## STRATHCONA'S LIFE.

Long an Exile in Labrador—Services During Red River Rebellion—His Part in Building the C.P.R.

A biography of Lord Strathcona and Mount Royal, written by Mr. Beckles Willson, has just been published. In reviewing it, The London Telegraph says: During the reign of Queen Victoria, the greatest additions to the Empire were Rhodesia and the Canadian Pacific Railway—the latter by bringing the great Canadian Northwest in touch with the rest of the world. As "Forewords" to Lord Strathcona; the Story of his Life," by Beckles Willson, the Duke of Argyll writes: "I do not think there is any other civilian now alive who has been able to do so much practical good to the Empire before filling an official position," and Sir Charles Tupper has said: "The Canadian Pacific Railway would have no existence to-day, had it not been for the indomitable pluck, energy and determination of Sir Donald Smith" (now Lord Strathcona). As the story of a Pacific Empire-builder the work comes opportunely.

The career of Donald Alexander Smith, born eighty-two years ago, in Morayshire, divides itself mainly into these periods: Eighteen years at home in Scotland, thirty years in the service of the Hudson's Bay Company in Canada, a special commissioner in the first Riel Rebellion, membership of the Dominion Parliament, construction of the great Canadian Railway, and life in England as High Commissioner for Canada. The first thirteen years of Donald Smith's service under the Hudson's Bay Company was in the inhospitable wilds of Labrador. It is impossible to comprehend how a man of the energy and character of Lord Strathcona endured that exile from civilization. It was a hard apprenticeship. He broke down once with an affection of the eyes, and this is how he was received when he came to Montreal for treatment. Sir George Simpson, the governor of the company, asked: "Well, young man, why are you not at your post?"

"My—my eyes, sir," faltered Mr. Smith, pointing to his blue goggles; "they got so very bad, I've come to see a doctor." "And who gave you permission to leave your post?" thundered the Governor. As it would have taken a full year to have obtained official consent to his journey, Mr. Smith was forced to reply: "No one." "Then, sir," said the fur-trade autocrat, "if it's a question between your eyes and your service in the Hudson's Bay Company, you'll take my advice and return this instant to your post." And he did; the future peer there and then commenced a painful return journey of nearly a thousand miles to the scene of his dreary duties.

But Donald Smith was a successful trader, and he himself in the end became Chief Factor of his company, and was filling this office when the Red River rebellion under Riel broke out. It arose solely from the purchase of Hudson's Bay territories in the Northwest by the Dominion Government. As Government Commissioner and agent of the company he saved the province from a racial war between the French half-breeds and the English settlers, and it was in pursuit of his recommendation that Colonel Garnet (now Lord) Wolseley was sent on the Red River expedition in 1870, which without bloodshed quashed the revolt. It is of interest here to recall that two young officers who took part in that excellently organized movement were Capt. (now Sir) Redvers Buller and Lieut. (now General Sir William) Buller.

Lord Strathcona saw at once that for that fertile province of Manitoba and the great territories beyond to be opened up, and for the Pacific region to be welded into the Dominion, a trans-continental railway must be constructed. It is pleasant to succeed where all the authorities have predicted failure. The first step towards the main end in view was the purchase of a bankrupt undertaking, the St. Paul and Pacific, a Minnesota line, with a branch to Pembina, in Manitoba, built mainly with capital raised in Amsterdam. Mr. Donald Smith associated himself with Mr. James J. Hill, the American railway magnate and bought up the bankrupt stock. Very few people either grasped the plans of Lord Strathcona at the time or believed in their practicability. A Parliamentary colleague said to him in the dark days: "Well, Mr. Smith, your constituency seems fated in the matter of railways. The Canadian Pacific is shelved for another generation, and no capitalist will ever touch that Yankee railway to the south of you. Those Dutchmen would do well to come over and sell those rails for old junk." Mr. Smith smiled. "That railway isn't dead," he said. "A traveler isn't dead when he sits down by the wayside to rest, and you and I, my friend, will be riding on the Canadian Pacific within ten years." The prediction was fulfilled almost to the letter.

Two men believed in the great project; they were Mr. Donald Smith and a relative of his, Mr. Stephen (now Lord Mount Stephen), then a director of the Bank of Montreal. They became the heads of a syndicate for executing the contract, and "were both obliged to pledge their private fortunes to prevent the work from ceasing."

The meetings of the Canadian Pacific Railway directors were sometimes amusing in those days. "The board of what is now the greatest railway in the world used to meet and discuss the tightness of the money mar-

ket with very blank faces. During one of these conferences, Mr. Smith is said to have entered briskly. When made aware of the situation, he instantly moved an adjournment. 'It is clear we want money,' he remarked, dryly. 'We can't raise it among ourselves. Let us come back to-morrow, and report progress.'

When the board met on the following day the members had each the same story of failure to tell, until it came to Mr. Smith's turn. 'I have raised another million,' he said, slowly. 'It will carry us for a bit.' When it is spent we will raise more.' At last on November 7, 1885—five and a half years before the time allowed by the terms of the charter—the great line was finished, and at a little halting place called Craigellachie, in British Columbia, Mr. Donald A. Smith lifted a hammer and drove in the last spike of the Canadian Pacific Railway. Before nightfall of that eventful day Queen Victoria sent a telegram to the Governor-General, Lord Lansdowne, now our Foreign Secretary, congratulating the Canadian people on this national achievement, which her Majesty regarded as "of great importance to the whole British Empire."

Very commonly it has been surmised by those who knew the great wealth of Lord Strathcona that it was acquired to some extent from this vast undertaking. He has contradicted his supposition. "I have heard," he said to the author of the present volume, "that people speak of the fortune I have gained out of the Canadian Pacific Railway. Let me tell you I should have been humdrum if I had never had anything to do with the enterprise." Next year he was created K.C.M.G., and in 1896 elevated to the peerage, as Baron Strathcona, the barony following almost immediately on his becoming High Commissioner for the Dominion in London. Mr. George Stephen, his relative, had been created Baron Mount-Stephen in 1891.

During the South African war Lord Strathcona equipped and transported to Africa, at his own cost, a Canadian force of nearly 600 mounted men. They were called Strathcona's Horse, and were known among the enemy as the "English Boers." Without being a set biography, this story of the life of one of the most successful of Empire-makers of the nineteenth century to an extremely readable volume. It tells graphically a story well worth the telling.

## SALMON IN THOUSANDS.

An Idea of the Great Fish Industry and What It Means.

At last the great rush of salmon has begun, says The Vancouver World of the 11th August. Sunday night the first large catch of the season was taken, and last night, the boats were loaded to the gunwales with the silvery salmon. Reports from the fishing grounds this morning are pleasing alike to both cannerymen and fishermen. The boats will not arrive at the canneries until this afternoon, being delayed by wind and tide, but the cannery companies' offices in this city received word this morning that fish were numerous. In one boat there were over 800, and others had similar numbers, while some even went over that high limit. The canneries have been ready for some days to handle the pack. Every available boat will be sent out, and from now on the scenes of the industry will be busy activity. News from the north says: "The fishing is rapidly nearing the end of the Skeena and River's Inlet, but the canneries all expected to fill up. Some of the fishermen have already started south for the Fraser, about 20 from the Skeena went south on the last steamer. Humpbacks had started to run on River's Inlet, and the canners were beginning to accept them from fishermen, together with sockeyes. The pack of Inverness amounted to 12,000 cases; North Pacific had 17,000; British American 17,000; Aberdeen, 14,000; Balmoral, 9,000; Peter Herman's, 10,000; Carlisle, 11,000; Claxton, 11,000; Standard, 9,000; Mill Bay, 8,500, and Naas harbor the same, making a total of 17,000 cases for the two Naas river canneries. Princess Royal was reported to have 15,000; Lowe Inlet had 4,000; and at Alert Bay the pack was small. On River's Inlet the Brunswick cannery had 14,000; Good Hope, 12,000; Wannock, 10,000; Wadhams, 16,000; and River's Inlet, 12,000. On Friday the fishermen of the Alert Bay cannery took 2,600 sockeyes in the Nimpkish river in one haul of their seine nets."

## REWARD OF KINDNESS.

A kind-hearted man in New Zealand had a sudden shock a little time ago. He was standing on a railway platform giving apples to a circus elephant caged in a cattle truck as the circus was on the move. The train started, and the elephant, not to lose the last apples in the basket, promptly seized the man in his trunk and carried him along with the train. The train had to be stopped and the kind-hearted man rescued from the trunk of the traveling elephant.

## FLIGHTY.

"My husband's so erratic—so flighty!"  
"Maybe his work has something to do with it. What is his occupation?"  
"He's an aeronaut."

# THE FADS OF QUEENS.

Royal Ladies Have Their Hobbies, Many of Which Are Interesting and Unique.

"To no people is a hobby of greater necessity than to wives of reigning sovereigns, whose circumscribed lives render it absolutely necessary for them to have some private engrossing interest," says The Lady's Realm.

Queen Alexandra has numerous interests, but her special fad is said to be photography. She possesses a most interesting collection of photographs, taken by herself, of the members of her family, her favorite dogs and horses, her chickens, and of pretty country scenes. Among the valued possessions of the Queen is a set of china which is ornamented by her own photographs of various scenes which have pleasant memories for her, and on other china are pictures of the members of her family and of dear friends.

The Queen has many other interests, not the least of which is her pattern dairy at Sandringham, for she thoroughly understands the working of a dairy and is herself able to make excellent butter. Her dogs and horses give her immense pleasure, for she is devoted to animals of all kinds. A favorite recreation of hers is cycling, an exercise which of late has been somewhat put aside for the superior pleasure of driving a motor car.

## HAS THE MIMETIC FACULTY.

A great deal has been written about the young Empress of Russia, but little is known of her real character, except that she is a devoted wife and mother and somewhat reserved to the outside world. Her Majesty has many pleasures in her private life, most of which are shared by her husband. Her hobby is said to be caricaturing and collecting caricatures. The Empress is a clever mimic, and has the ready talent of catching a likeness and transmitting it to paper so that even those who are most caricatured cannot but laugh at the good-natured way in which their peculiarities are taken off.

It is not every one who is allowed to peep into the portfolio of the Czaretsa. The Czar finds this talent of his wife an unalloyed amusement, and he himself is not exempted, for the Empress has done many a funny sketch of her lord and master, and has managed to hit off certain characteristics of his in a clever manner.

## PHOTOGRAPHY HER HOBBY.

Like Queen Alexandra, the German Empress' hobby is photography. Her collection of pictures is unique, and comprises every kind of scene; beautiful views and curious people she met on her eastern travels; portraits of her children, of her husband and other relations; pictures of her children's pets, and a collection of photographs of the game killed by the Kaiser at Hubertusstock and Rominthen. Her children look upon their mother as a wonderful being, and every time they receive a new pet the first thought is to ask mamma to photograph it. The photographs taken by the Empress during her journey to the Holy Land were exhibited with a magic lantern for a charity after her return home.

The favorite amusements of Queen Wilhelmina are skating and riding; but as a child her hobby was the keeping of poultry. Her Majesty is devoted to animals, and is

averse to sport, as she cannot bear to think of the animals, in her preserves being slaughtered. Her husband, however, shoots as much as he likes; but formerly, when the preserves were shot over, the Queen never appeared or showed that she took the slightest interest in the sport. Wilhelmina is a beautiful needlewoman, and fond of painting, but she is not in the least musical.

## HAS MANY HOBBIES.

"Carmen Sylvia," the Queen of Roumania, has so many interests and so many hobbies that it is difficult to name any one as the chief. During many years one of her greatest delights has been to discover ancient legends—a taste fostered by her life in the pleasant Rhine country, which abounds in every kind of folklore.

The Queen of Greece's favorite recreation is yachting. She is an excellent sailor, and is the only member of the Russian imperial house who bears the rank of an admiral in the Russian navy—a unique honor bestowed on her by the Czar Alexander, who was very fond of his beautiful cousin and who knew of her deep love for the sea. When yachting Queen Olga is perfectly happy, and she has many opportunities of indulging in her sea excursions in her Grecian home.

## FADS OF OTHER QUEENS.

Queen Helene of Italy has many interests. Her favorite amusements are shooting and driving a motor car. She is an excellent shot and an untiring walker, having been used to spending days with her father and brothers on the mountains of her native land. The automobile is at present quite the favorite hobby of most of the members of the Italian royal family, and the King, as well as Queen Helene, spends as much of his spare time as he can making excursions in his horseless carriage. This taste is now shared by Queen Margarethe, who was initiated into the delights of motoring by her nephew, the Duke of the Abruzzi.

Queen Christina of Spain has, perhaps, fewer hobbies than any of our European sovereign women. The extremely busy life which she was obliged to lead during the period of the regency left her little time for relaxation. What time she could spare from the duties of state she devoted mainly to the companionship of her children, and whenever possible she would go with them to her palace at San Sebastian, on the sea-coast, where, while her three children were bathing or cycling, she would sit on the strand with her work or a book.

Queen Amalie of Portugal may be said to be the most energetic queen in Europe. She is always busy, and is never known to be ill. Her Majesty's hobby is the study of medicine, and she may be said to have gone so deeply into the question that her interest in the healing art has become worthy to bear a more dignified name than a hobby.

Of Queen Draga of Serbia there are varied accounts, and she has been too short a time on the throne for any one to know whether or not she has hobbies. She takes a great interest in the hospitals and charitable institutions of Serbia, and has a strong penchant for everything Russian.

## HOW AFRICA IS SLICED.

Great Britain Has the Best Part of the Country.

Britain's new Boer colonies add 167,465 square miles of territory to her British South African possessions, which now contain, perhaps, 900,000 square miles. The tract is one of the most valuable on the Continent, and its acquisition does away with a dividing barrier that might have proved a formidable obstacle in some political emergency.

Throughout Africa the British holdings and "spheres" now aggregate more than 3,000,000 square miles. Of the other European nations, France has claims about as vast; but some 2,000,000 square miles of her African territory are in the desert of Sahara, and her sovereignty over this sandy waste is poorly established.

Germany and Portugal have each 900,000 square miles; and so has Belgium, if the Congo Free State be marked off to that country. Spanish Africa consists of some 252,000 square miles; Italian Africa of 88,000. Tripoli, which is tributary to Turkey, is nearly 400,000 square miles.

Britain has an advantage not only in the size of her possessions, but in their character. She has more territory that is habitable for white men than any other nation, and controls what are now the greatest diamond fields and gold regions in the world. She has also a more direct control over the districts credited to her than have most of the other countries over their districts. But on all the claims there are large numbers of natives who have still to be reckoned with. The partition has been exclusively a European affair.

A single pair of rabbits can multiply in four years to 1,250,000.

## SALT AS A CURATIVE.

An excessive use of salt on food is injurious to the digestive and other organs of the body, causing scurvy and other scorbutic diseases. But it has some curative properties which should be known. For the reason that it is cheap and always at hand, the curative qualities of salt are not appreciated as they should be. We gather from an exchange that it used persistently enough it will cure nasal catarrh. A weak brine should be made and snuffed up the nose, allowing it to run down the throat. One of the most effective remedies known for sick headache is to place a pinch of salt on the tongue and allow it to dissolve slowly. In about ten minutes it may be followed by a drink of water. There is nothing better for the relief of tired or weak eyes than to bathe them with a strong solution of salt and water, applied as hot as it can be borne. Salt is most excellent for cleansing the teeth. It hardens the gums and sweetens the breath.

## JAPAN'S COPPER MINES.

Native Japanese engineers and managers have developed to a tremendous extent the copper mines of Ashio. There are 10,000 persons employed in the mines and furnaces who, with their families, make up a city of 17,000. Japan is now the fourth in rank of the copper-producing countries, and the mines of Ashio, owned by Furukawa Ichibei of Tokio, produce one-third the total of the empire. The average wage per day at the mines for laborers is 13 cents, together with a stated quantity of rice and fuel. The miners are paid according to the quantity of ore extracted. The furnace and shaft men receive only 11 to 30 cents a day, and the women are paid 7 cents.