

BRITISH COLUMBIA.

WHAT THE PACIFIC PROVINCE CAN RAISE ON ITS FARMS.

Its Agricultural Area a Vast Surprise to the Average Uninformed Canadian—Lower Fraser Valley the Garden of the Province—Fruit Raising Rapidly Increasing—A Nutshell View of Farms and Products in British Columbia.

Many people are of the opinion that we raise nothing in British Columbia people are of the opinion that we raise nothing in British Columbia but fish, minerals and pin-headed politicians, but such is not the case, says The New Denver, B.C., Ledger, judging from what J. K. Lindsay said in Winnipeg the other day. He says:

"The agricultural area of British Columbia would be a big surprise to the average person, who is under the impression that the province is practically a sea of mountains," says Mr. Lindsay. "While part of this is timbered, yet when it is cleared, which can be done at a very moderate cost, its productiveness is unequalled in Canada."

Speaking of the lower Fraser Valley Mr. Lindsay says it is probably the garden of the province. A tour through this immense district would be a revelation to one unacquainted with the possibilities of the wonderful climate enjoyed by that district. Says he: "The warm days and cool nights produce luxuriant yet hardy vegetation."

"Mixed farming is the usual occupation, stock-raising and dairying being the most profitable. An account of the wonderful pasture an acre will pasture one animal per year. I saw one farm of fifty acres on which a dairy herd of forty netted the owner over \$2,400 in one year. According to the creamery statistics, cattle, practically speaking, are out the year round. Pork is another remunerative product, the comparison of production between here and there will demonstrate this—the one feeding skim milk and clover and the other grains."

"The high prices paid for produce and the fact that British Columbia does not and cannot produce enough for home consumption, importing produce to the value of \$600,000 yearly, will always keep the prices up. Butter, for instance, nets the farmers from twenty-two to twenty-eight cents per pound. At present eggs are worth from twenty-five to fifty cents per dozen, with other produce in comparison."

"Fruit-raising is rapidly increasing. Apples, plums and pears grow to perfection and also bring good prices. For instance, apples net \$1 per box—three and one-half boxes would equal one barrel. Crop failure is practically unknown. In grains wheat is not grown extensively, the land is too valuable for dairy purposes. Oats bring tremendous yields. Peas one to one and a half tons per acre."

"Timothy hay, seven tons per acre is not an uncommon yield. Much land is yet available, and much cheaper than corresponding lands to the south in Washington. Wild lands run from \$5 to \$15. Improved farms from \$20 to \$70. In the municipality of Chilliwack, for instance, a valley of forty thousand acres, only twenty thousand acres are under cultivation. While one hundred and sixty-acre farms are the average here, forty acres comprise a good-sized farm; in fact, hundreds are making a good living off ten acres. Ten dollars per acre is usual yearly rental, and in some cases \$15."

"Vancouver Island contains many beautiful farms in the vicinity of 'Victoria,'" says Mr. Lindsay, "the climate being similar to that of England. All vegetation produced there goes exceedingly well."

"Kamloops, which is in the dry belt, will have thousands of acres opened up in the spring, through a very extensive plan of irrigation now nearing completion. The land will grow anything from a peach to a watermelon. In the Kootneys are

thousands of acres owned by the Canadian Pacific Railway Company. These lands are situated on the Kootney Lakes, north and east from Nelson and in the Cranbrook district. These lands can be bought from \$1 to \$5 per acre, and contain many valuable minerals. The bottom lands are taken up, and many thousands of acres can be used for grazing lands. The rolling and sheltered nature of the country makes it an ideal cattle country, as the large areas in the Territories are being rapidly cut up and this must be the cattle country in future. The climate is also much milder.

"The Okanagan district contains the finest fruit-growing land in the province, also producing an excellent grade of cereals. Lord Aberdeen's Coldstream ranch is a magnificent sight."

Canadians in Congress.

At least six present United States Senators can never occupy the White House because of the constitutional provision requiring Presidents to be native-born, says The Washington Post. Patterson of Colorado was born in Ireland, Nelson of Minnesota in Norway, Millard of Nebraska in Canada, Wetmore of Rhode Island in England, Gallinger of New Hampshire in Canada, and Kearns of Utah in Canada. The proportion of foreign members of Congress is much greater in the Senate than it is in the House, for while six of the eighty-eight Senators are foreigners, all save seven of the 386 members of the House are natives. The House members who were born abroad are Lorrimer of Illinois and Baker of New York in England; Lucking of Michigan and Hughes of West Virginia, in Canada; Lind of Minnesota, in Sweden; Barthold of Missouri, in Germany; Rodey of New Mexico, in Ireland; and McLachlin of California, in Scotland. For voting purposes Gaine of West Virginia might as well have been a foreigner, for he was born in the District of Columbia.

CANADA'S NIAGARA PARK.

An American Exchange Gives Some Information About the Reservation.

The establishment of a great reservation on the Canadian side of the Niagara River is a remarkable instance of the creation of such a public domain practically without cost to the public. Queen Victoria Park, as the reservation is called, embraces a strip of land extending the entire length of the river from Lake Erie to Lake Ontario, a distance of about thirty miles, and complements the original reservation on the American side established by the State of New York.

Queen Victoria Park was established by the Provincial Government of Ontario, and the method by which it was accomplished, practically without cost to the public, is interesting. It appears that the lands were paid for by the issue of debentures secured by the property and revenues of the park. The revenue for improvement and maintenance and for meeting the interest and sinking fund requirements was then assured by granting certain franchises and privileges within the park. One of these franchises was for an electric railway running twelve miles, enabling tourist to visit every place of interest at a small cost. For this franchise a revenue of \$10,000 a year is received. Another franchise for restaurant privileges, taking visitors under the fall by elevator and for taking photographs brings a like sum.

Most important, however, are the three concessions granted to power companies to take water from the river above the falls for the generation of electricity. It was a fortunate after-thought that led the commissioners to add the sites thus utilized to the park holdings. Thus the greatest electrical development in the world is to be carried out under requirements that call for the approval of every detail by the commission—the work especially designed in a way to do the least violence to the environment of the great character, all construction on the surface artistically harmonized with the surroundings. For these three franchises the present rental is \$60,000 a year, while a royalty on every horse power to be developed will yield a total revenue when all the works are in full operation of about \$250,000 annually. The establishment of this great park on our northern border, says The Buffalo Courier, is a matter of no small importance to the people of the United States, who are interested in the preservation of one of the most marvelous works of nature.

New Nova Scotia Railways.

Extensive railway construction is planned in Nova Scotia during the next few years. Projects are now formed for the building of over 700 miles of railways in different sections of the province, and when these lines shall have been completed nearly every part of Nova Scotia will be within easy reach of railway communication. To aid in building these lines, most of which are branches, the Dominion Government has appropriated subsidies aggregating \$2,137,000, which sum will be supplemented by equal subsidies to be voted by the Provincial Government. These railways do not include the South Shore line from Halifax to Yarmouth, 217 miles long, which is now in course of construction by Mackenzie & Mann, and which will be completed next autumn.

The most important of the projected roads for which a subsidy has been granted is the railway from Halifax to the Strait of Canso, running through a rich timber and gold-bearing country. This with the South Shore line will form a trunk line 250 miles in length long the Atlantic Coast from Yarmouth to Canso, and will be one of the most important railway enterprises in Eastern Canada, as it will place Eastern Nova Scotia in almost direct communication with Boston and New York, and will open up a fertile and rich mining country. All of the Nova Scotia projects will be under-

Getting Back at Your Friends

"All hail to Merry Christmas time When, thanks to toil and thrift, We meet our friends unflinchingly And give up gift for gift!"



GRAHAM'S CHRISTMAS CARD

Before this week's Watchman-Warder reaches all its readers, Christmas Day will have come, with all its pleasures and cordial greetings.

We therefore take this early opportunity of extending to one and all the congratulations and well wishes of the season "A Merry Christmas and a Happy New Year."

We have good reason to be grateful when we reflect how continuous our Christmas successes have been, and the rapid rise in our sales gives us much cause for rejoicing.

A. J. GRAHAM

Forgotten Friends, or Some One Overlooked.

Forgetfulness causes many an annoyance to some on Christmas day. Those who have resolved to make amends before New Years, by returning "the gift for gift," will find ample scope still at Graham's for appropriate selections of Solid Comfort Gifts for Men, Young Men and Boys. Christmas will be continued for another week all over this store, with prices still under the Christmas spell. We can well afford to be generous, and so you have an extra good chance to secure Presents at very greatly reduced prices until January 1st, 1904.

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taken by private corporations, the only Government owned line in that province being the Intercolonial Railway.

A Hint to the Brothers.

A country paper tells of two little boys who asked their mother if they might play store in the dining room. "Yes," she replied, "if you don't make much noise." "We'll be quiet about it, mom," said one. "We'll be storekeepers that don't advertise."

NEWFOUNDLAND ND.

Sir William Whiteway Inaugurates Strong Movement Canadianways.

Sir William Whiteway, a former Premier of Newfoundland, has inaugurated a strong movement in favor of confederation with Canada. His campaign promises better results than any previous effort to bring the island into the Dominion. Newfoundland is not prosperous. Naturally the people attribute the lack of prosperity to the island's isolation and demand a change of some kind. Until recent years Newfoundland sentiment was not favorable to political amalgamation with Canada. To the islanders confederation meant absorption, and from this fate their rugged independence shrank. They preferred closer commercial relations with Canada or the United States, thinking that this expedient would place them on the high road to prosperity and preserve their identity. In negotiating commercial treaties, Newfoundland has not been successful. Twice the island Government was on the verge of effecting a reciprocity treaty with the United States and each time the Imperial Government declined to ratify the treaty. That Newfoundland at heart is soundly British is shown by the comparatively slight resentment that followed the disallowance of the Bond-Blaine treaty at a time when the island was in the depths of adversity. The people of Newfoundland are not satisfied with present conditions, but they are hostile to the idea of annexation with the United States. The island will never pass through a British sovereignty unless it is thrown away by stupid diplomacy. The pro-British sentiment of Newfoundland has been more than once put to the test, and it has always conquered. It has calmly withstood the disallowance of commercial treaties that seemed to promise a healthy prosperity and it has viewed with commendable calmness French encroachments on what it believes to be its heaven-born rights. The French shore question is a standing menace to the happy relations existing between Newfoundland and the Mother Country. "Why the question was not settled long ago, is a puzzle to those who understand the really trivial issues involved. The British Government has never taken the question up with energy and persistence, probably because the issue promised no serious complications with foreign powers. By the treaty which ceded Canada to England, the Islands of

Miquelon and St. Pierre were retained by France and to the French were conceded fishing rights on a specified stretch of Newfoundland shore. The contested point is whether those rights are concurrent or exclusive, whether the French alone should be permitted to fish along the shore allotted to them, or whether they should enjoy these rights in common with British subjects. British diplomats admit that this French shore question can be easily adjusted. Now that the relations between Britain and France are on an unusually friendly footing it is not improbable that the French shore question will soon be settled.

Settlement of the French shore question is undoubtedly a preliminary condition to bringing Newfoundland into the Dominion. No Dominion Government would be anxious to deal with such an embarrassing issue. Sir James Winter, who was one of the British Commissioners at the Anglo-American conference, held at Quebec, and later at Washington, was at the time Premier of Newfoundland, and a strong advocate of confederation. He approached Sir Wilfrid Laurier and his colleagues in an informal way, but he received no encouragement. The French shore question was the stumbling block then as it is today. True, the people of Newfoundland are not unanimous in their demand for union with Canada, but there is no such hostility to the movement as was manifested by New Brunswick and Nova Scotia to confederation and which was successfully overcome. If Great Britain and Canada do not do their utmost to assist the present movement in favor of confederation they will lose an opportunity which may not soon present itself again, says a writer in Toronto Sunday World.

Bank Deposits in Stockings.

Down in the Bank of New Brunswick there is a room which is not known to the general public, but which has proved itself a great convenience to a certain class of depositors and the usefulness of which fully justifies its existence. This is what is known as the stocking room, and is used by ladies who carry their money in ladies' receptacles than pocket books or chatelaines. The room is not used every day, but now and then it happens that a lady approaches the receiving teller's box and announces that she wishes to put some money in the bank. When the teller waits for the money the lady displays some slight embarrassment and explains that she can't get it at right there in the long room where there are a lot of people.

This is where the stocking room comes in handy and after spending a few moments in it the depositor returns triumphantly with the roll of bills in her hand. The room is not in such demand as is the case in some larger cities, but is nevertheless quite frequently found convenient.—St. John Sun.

A Real War Vessel. The new addition to the Canadian Atlantic fisheries fleet will be constructed in England. It will be a war vessel pure and simple. Although not intended to be very large, it will be swift, and will be equipped with modern rapid-fire guns. It is not improbable that naval instructors may be asked for from England. The Police arm of Toronto will build the new fishery cruiser intended for the great lakes.

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