

# From The British Northwest.

A TALK WITH WILLIAM WHYTE, VICE PRESIDENT OF THE CANADIAN PACIFIC, ABOUT CANADA AS UNCLE SAM'S COMPETITOR.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)

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NEW YORK, Nov. 10.—I recently had a talk with one of the biggest men of the British northwest. This is Mr. William Whyte, the second vice president of the Canadian Pacific railway, and manager of its many enterprises between Lake Superior and the Pacific ocean. The Canadian Pacific is a developing company as well as a transportation company. It not only has the longest continuous line of roads under one management on this continent, but it owns millions of acres of land, great tracts of timber and valuable mines, which it operates itself. It has under way by far the largest irrigation project in North America, and, in addition, has steamship lines on the Pacific which connect it with Japan, China, Alaska and Australia and the south seas, and steamships on the Atlantic which connect it with England. The company operates its own sleeping cars and a line of hotels. It is now building in Winnipeg one of the biggest hotels in Canada at a cost of something like a million dollars, and it has great summer hotels in the Rockies and at the larger cities along its line. It has the chief telegraph company of Canada, and it operates its own express service.

The Canadian Pacific was the first railroad to open up this northwest, and its position to a certain extent is a national one. It gives special rates of transportation for fine stock in order to help the farmer, and not long ago when the lumber lords were overcharging the settlers for building materials, this company brought them to time by threatening to start sawmills of its own. It threatened to open coal mines when the coal dealers charged exorbitant rates, and it now proposes to send out education cars to teach the farmers grain raising.

The head of all these movements is Mr. William Whyte, and he has been at their head for years. He has gone over the most of this great northwest on horseback and in wagons, examining the soil and studying the resources with a view to increasing the traffic of his railroad system. It is he who has been largely instrumental in pushing out branch lines into the wheat belt, and as the head of the land grants which originally comprised as much land as the whole state of Ohio, he has laid out many of the towns and aided in populating the country.

As I talked with Mr. Whyte, we looked over some maps of the new Canada and discussed its relations to the lands across the Pacific. Mr. Whyte has been several times to Japan and China, and he has traveled over Manchuria and Siberia examining into those countries as possible traffic producers. My first question was as to the effect of the Japanese-Russian war upon the trade of the continent.

THE FUTURE OF JAPAN.  
Said Mr. Whyte: "I think that the war will greatly benefit the Japanese. Those people will exploit Manchuria and Korea, and they will then turn their attention to China. The Japanese already have many investments in China. They have a large part of the carrying trade for the celestial empire, and they have lines of steamboats on the Japanese rivers. They are good organizers, and they realize that their future is in the east. They are taking the most elements of our civilization and making them their own. We are already trading

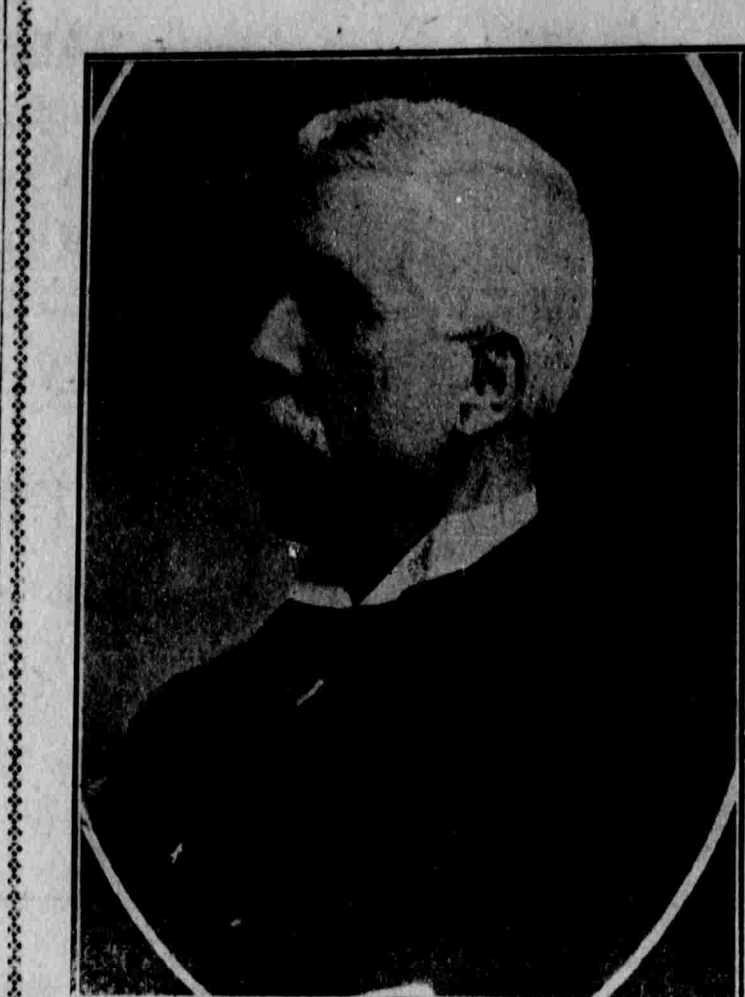
largely with Japan, and I expect to see a steady increase in that trade. The Japanese are largely rice eaters, but we are now sending them wheat, and they will in time be wheat eaters and meat eaters. It is this feature of their development which interests us, for we expect to supply a large part of those products."

"How about the tourist travel to Japan? Is it increasing?"  
"Yes, we are having a heavy passenger traffic between Vancouver and Yokohama. We have a shorter route than any of the steamers from the United States, as we are higher up on the globe than you are. We are making a specialty of our passenger service, and we expect to put on faster steamers and better steamers even than those we now have. We shall carry some freight, but ours will be more of an express than a heavy-freight business. Our freight at present consists largely of silk, curios and tea rather than of the heavier articles."

"Is Canada sending much wheat to Japan?" I asked.  
"Not as yet. We are having some shipments from the province of Alberta, which lies just east of the Rockies. That province is beginning to raise winter wheat. It produced something like 2,000,000 bushels this year, and its possibilities are very great. The wheat is the Turkey-red variety, which comes from seed imported from Kansas. It is superior to the Kansas wheat and will make more pounds of bread to the bushel. For a few years before the war Siberia was producing about 30,000,000 bushels of wheat. That was its average during the years between 1898 and 1902. In 1903 the crop amounted to 40,000,000 bushels, and it will probably exceed that, now that the war is closed. There is a vast tract of land adapted to wheat raising between the Ural and Amur rivers extending from the Pacific westward. That region is being settled by Russians. They come across from Europe on the trans-Siberian railroad or by sea from Odessa on emigrant steamers subsidized by the government. That region can produce millions of bushels of wheat. It will probably furnish a large part of the supply of wheat for Japan and China. There are also wheat lands in Manchuria and farther west in Siberia. Indeed, it is hard to estimate just what northern Asia will do in the wheat markets of the future."

THE SIBERIAN WHEAT FIELDS.  
"Do you expect much competition from Siberia in your wheat raising?" I asked.  
"Yes," replied the vice president. "Siberia, outside of Canada, is about the only country which promises to form a new element in the wheat markets of the world. For a few years before the war Siberia was producing about 30,000,000 bushels of wheat. That was its average during the years between 1898 and 1902. In 1903 the crop amounted to 40,000,000 bushels, and it will probably exceed that, now that the war is closed. There is a vast tract of land adapted to wheat raising between the Ural and Amur rivers extending from the Pacific westward. That region is being settled by Russians. They come across from Europe on the trans-Siberian railroad or by sea from Odessa on emigrant steamers subsidized by the government. That region can produce millions of bushels of wheat. It will probably furnish a large part of the supply of wheat for Japan and China. There are also wheat lands in Manchuria and farther west in Siberia. Indeed, it is hard to estimate just what northern Asia will do in the wheat markets of the future."

UNCLE SAM AND CANADA AS WHEAT FARMERS.  
The conversation here turned to Canada as a competitor in the foreign markets. Mr. Whyte said: "Your people do not appreciate our possibilities. Your wheat lands are well defined. You had something like 48,000,000 acres under crop last year, and your average was about 13 bushels per acre. Canada has 250,000,000 acres upon which wheat can be grown. It has five times as much wheat land as is now cultivated in the United States, and even if you deduct 100,000,000 acres on the account of swamp, muskeg and



WILLIAM WHYTE.

Undoubtedly One of the Biggest Men of the Resourceful and Rapidly Growing Northwest.

other bad lands, we have three times as much good wheat land left as you have. As to our acreage crop, it is 20 bushels per acre, instead of 13. When our land is all under cultivation we shall be able to supply the greater part of the European demand and aid in feeding our own people."

"Who are to be your chief competitors in the wheat market of the future?"  
"The United States will compete for a time," said Mr. Whyte, "but your population is growing so rapidly that it will eventually consume all we raise and will probably have to call upon us. Among other competitors Russia and Siberia will probably lead, but Russia is still very poorly farmed. Argentina will always be a competitor and India and Australia likewise."

NEW RAILROADS FOR CANADA.  
"Can Canada handle her big wheat crops when they come?" I asked.  
"I think so," replied the railroad vice president. "The march of railroad building is rapid in this part of the world. The wheat belt is being opened up by trunk lines, and branch roads will be constructed to meet the demands of the farmer. We expect to build a great deal of new track this

year, and we shall double our tracks wherever needed. We have been sending 500 grain cars a day from Winnipeg to Lake Superior and by this time next year we shall have a double track between those two points. There are other railroads being constructed in addition to ours. The Canadian Northern is building a line through the wheat belt above us, and the Grand Trunk Pacific will have its route through the same region. Our explorers have surveyed that country to ascertain where the most fertile of the wheat lands are, and we shall have our own tracks, with branch lines. Railroad building in the wheat belt will go steadily on, keeping as far as possible in advance of the settlements. Such construction is not a matter of experiment. It is just as soon as the lines are built. Indeed, they begin to buy before the tracks are laid, and we are finding that our branch roads pay from the very start. The farmers know that they will get the roads and they are going ahead and taking out their homesteads on faith."

THE GOVERNMENT AND THE RAILWAYS.  
"I see, Mr. Whyte, that both the Dominion and the provincial govern-

ments of Canada are going into railroad building. Ontario is pushing a line northward toward Hudson's bay, and the Grand Trunk Pacific, from Winnipeg to the Atlantic, is to be built by the federal government. Will it pay the governments to own and operate their own railways?"  
"I think not," was the reply. "Railroad building is a profession, and it takes trained men to manage the business successfully. Politicians cannot make good railroad operators. They are dependent upon the people for their election and continuance in office, and they must take their constituents into consideration in making railroad appointments. Bad men may, therefore, through political influence, retain railroad positions, and good men may lose their jobs. Indeed, I do not see how a railroad can be successfully handled by our government with our present political machinery. It will not pay."

LINES TO HUDSON'S BAY.  
"What do you think of the plan of making the future wheat route to Europe via Hudson's bay?"

"That matter is yet to be settled. We do not know how far the bay of the straits which lead into it can be navigated. Hudson's bay is said to be free from ice, but it is uncertain how long the ice will be kept open. If a clear channel can be maintained there for a good part of the year, much of the wheat may go to Europe that way. The haul from the Saskatchewan valley to Hudson's bay would be much shorter than to Lake Superior, and Hudson's bay is much nearer Liverpool. If the straits are to be open for only a short time the grain would have to be stored until the year following its harvest, and that means elevator charges and heavy insurance. Indeed, there are many questions entering into the problem. We ought to know exactly what we can expect as to the navigation of the straits before building roads or projecting them."

AMERICANS IN CANADA.

"Is the Canadian Pacific railroad bringing in many Americans?" I asked.  
"Yes, we are getting your people from all parts of the United States. They are settling everywhere throughout the wheat belt. They are the most desirable immigrants that come to Canada. They understand our conditions and make more headway than any other class. Many of them are well to do, and they are bringing stock and money with them. They buy lands and go right to work, often putting in a crop the first year."

"What size farms do they purchase?" I asked.  
"The most of them begin with sections of half sections. A farmer ought to have about 320 acres to operate successfully. He should let this land rest at least one year out of three, and this gives him about 200 acres to put in wheat or other crops. So far we have but little bona fide farming in the northwest. Several American companies have bought large tracts, a few having purchased millions of acres. Such land companies buy to colonize and sell again. The most of them have disposed of their lands."

"In addition to the land purchasers," continued Mr. Whyte, "we have the homesteaders. The government is still giving 160 acres of land to actual settlers. Many farmers take up homesteads and buy the quarter sections adjoining."

POOR CANADIAN FARMING.  
"What kind of farmers have you here in Canada?"  
"We have all kinds—some wise and

some otherwise. At present much of the land is poorly cultivated. Right about Winnipeg are farms which do not yield more than 12 bushels of wheat to the acre. They are so filled with weeds that the wheat grown is almost worthless. Our country roads are twice as wide as they should be, and the waste lands along their sides are nurseries for weeds and trash. Some of our farmers are not careful in their seed selection; they will sell their best wheat and save the poorest to sow for the next crop. Indeed, I have known men who have shipped their good wheat and kept that which has been trampled for seed."

TEACHING THE FARMERS.

"We have much to learn about farming," continued Mr. Whyte, "and we are making new discoveries every day. The latest is that to which I have already referred as to the winter wheat for the dry lands. We had no idea that we could produce grain in the semiarid belt. One of the settlers tried it and succeeded. Then the Canadian Pacific railway brought two car loads of turkey red seed to Alberta and gave them to the farmers at cost. This was planted and it was largely for seed that we got the 2,000,000 bushel crop last year. We are doing all we can to improve the farming conditions, for the greater the crops the greater our traffic. We have now some night call education cars, which we have equipped with different kinds of seed wheat. We expect to send them from station to station and have lecturers who will explain the different

seeds and show the farmers how to make the most out of their lands. I understand a similar educational movement has been going on in the United States."

MIXED FARMING IN CANADA.

"Tell me something about the Canadian west, Mr. Whyte. Is it predominantly agricultural?"  
"By no means," replied the railroad vice president. "A large part of the Canadian west is adapted to mixed farming. There is a great deal of stock raising in British Columbia and the western provinces. The Canadian farmer is not a pure wheat farmer and a great many of our settlers in Manitoba and Ohio people are settled there. They have big barns, just as in the United States. The land there is good, and the farmers are well to do. I know farmers who grow from 30 to 100 bushels per acre and the oats will weigh 40 pounds to the bushel. It grows timothy and alfalfa, and also barley and other grains. It is not so cold near the Rockies as farther east, and in many respects it is more desirable for settlement than the wheat belt proper. British Columbia promises to develop somewhat like the states of Washington and Oregon. It has many valleys which can be irrigated and will produce the finest of apples, pears, peaches and prunes. That country is just opening up in population and has a great increase in population in the near future."

FRANK G. CARPENTER.

## ALL SOUL'S DAY IN MEXICO.

Christian and Pagan Customs Mingled in Neighborhood Republic.

THE Festival of Todos Santos, or All Soul's Day, is celebrated in Mexico for two days. Beginning on the 1st of November, business is suspended, every store is closed and during the entire two days the community lends itself to the occasion, says a correspondent of the Los Angeles Times.

It is primarily a religious festival. In every cemetery religious services are held by the priests, who go about from tomb to tomb, burning incense and chanting prayers for the repose of the souls of the dead. All the relatives and friends visit the graves of the dead, bringing beautiful flowers to cover them. Portraits of the dead, with wreaths of flowers draped about them, are set up in the vaults and on the graves, and candles burn before the little altar inside the vault enclosures. The women, always dressed in black, visit the cemeteries on these days, and as at the time for the funeral it is not customary for the women to accompany the remains to the grave, this may be the first time they have seen the place where their loved ones are buried, and many a heart-broken one may be seen sobbing out her prayer on the grave.

The poor people, those of the ignorant Leprosy class, still cling to their Pagan ancestral custom of placing food and drink near the grave. Every delicacy known to have been a favorite dish of the dead one is carefully prepared and placed near by, so that the soul of the departed may find sustenance for his journey. After the religious ceremonies are over, the days are given over to pleasure. At daylight, races, cockfights, gambling and drinking, according to rank and purse, they spend the day. At the Paseo, a canopy is placed over the broad promenade, garlands of hundreds of Chinese lanterns are strung, making it a veritable bazaar. A military band discourses popular music, and the music and dancing, and social functions are given on the evenings. In spite of the fact that it is known as the Festival of the Dead, on the evening of the 2d of November, a terrible earthquake shook the city. About 7 o'clock the people were thronging to the Paseo, when suddenly the earth trembled and, with a fearful, throwing many to the ground. Those who were in their homes ran out into the streets, falling upon the knees, and everywhere a wild cry went up, "El temblor! el temblor!" By cathedral towers awayed so that the great bell Santa Maria tolled death, increasing the terror of the people who took it as a bad omen. Men and women, rich and poor, knelt in the street, crossing themselves and saying the prayers. The shock lasted nearly ten minutes, and was very severe, but no serious damage was done. In less than half an hour these volatile people were laughing and jesting, the band was playing, and everything was as before. So they go from grave to grave, a little to wear, a little to eat, and a little to drink, and Manana will take care of itself.

## Wax Obtained From Palm Trees On Island of Madagascar.

CONSUL WILLIAM H. HUNT of Tananarive advises that Perrier de la Bathie has recently discovered in the leaves of the rafia palm a product which, by its chemical and physical properties, might be classed between wax and gum, and bids fair to become a valuable commercial commodity of Madagascar. Mr. Hunt sends the following description of the new article from a Tananarive newspaper:

"The process of extracting the wax is simple. The natives, who gather the rafia fiber, generally pitch their camp in the neighborhood of a rafia grove, to which they bring the leaves. The fiber is taken off and the leaves are thrown aside in large quantities. The wax is collected as follows:

"First, by beating the dry leaves on a dry mat or cloth and gathering the pel-

licles and white powder which fall from them. Then, after boiling these pellicles and powder, the wax thus formed is kneaded into cakes of any form. This wax, which is very pure, will probably be more highly valued than beeswax, although yet an entirely new product. It first made its appearance in the market place at Marovony in October last. The curiosity of the merchants of Majunga being roused, they bought the whole lot at 10 cents per pound and shipped it to France in order to ascertain its industrial and commercial value. When the governor general of Madagascar heard of the discovery he ordered a sample of 25 pounds to be forwarded to Dr. Hecker, director of the Colonial Institute at Marseilles, who will make an analysis.

Dr. Lacaze, mayor of Majunga, furnishes the following information in regard to the substance:

"It is well to know what a rafia leaf will produce in fiber and wax, the chief products of this palm. The following are the quantities obtained by

experimenting on 10 rafia stalks of three and a half to four and a half yards long, ordinary dimensions, for some leaves attain seven and eight yards (the weight kilo being 2.2 pounds):

Total weight of 10 leaves.....	194.500
Weight of green fiber skinned from 10 leaves.....	9.200
Weight of same when dry.....	4.660
Weight of refuse (leaves and rejected green).....	22.550
Weight of same dried.....	11.000
Weight of powder unprepared.....	.810
After making up the refuse into a waxy substance from 10 leaves.....	750

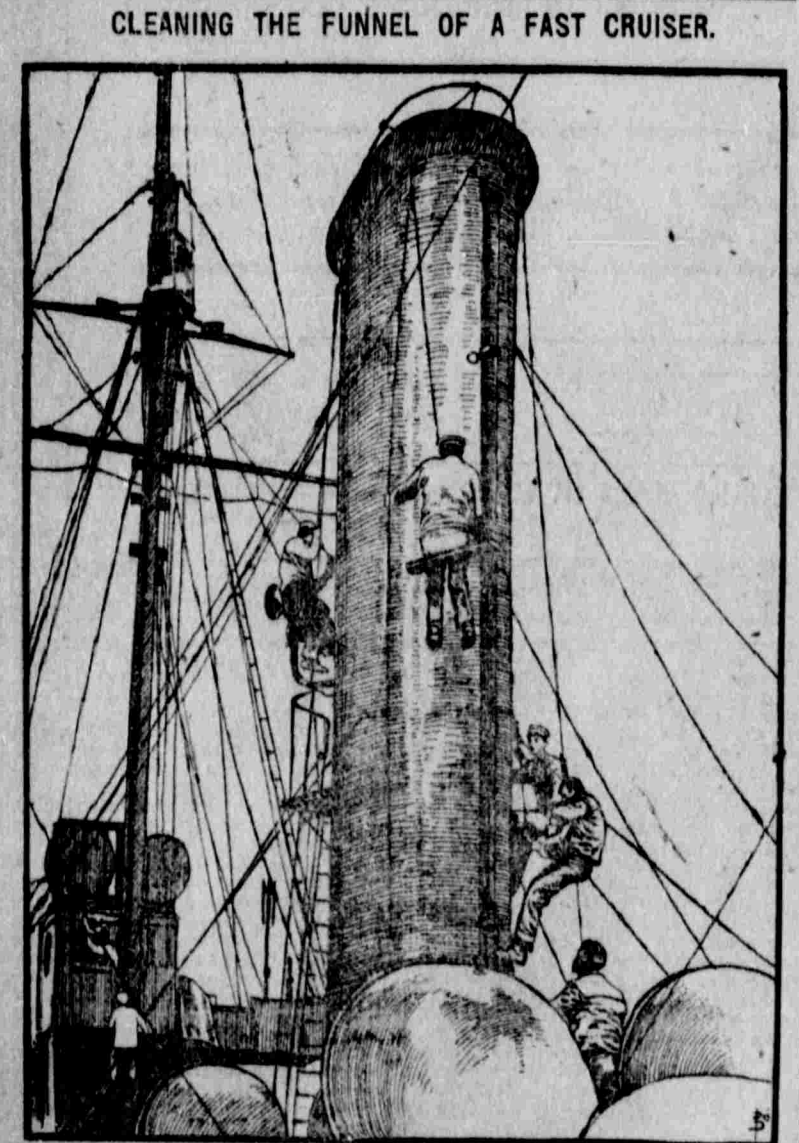
Hence it appears that rafia can yield in wax theoretically some 16 per cent of the prepared fiber, but the experience of a laboratory would not be the criterion of production in actual practice. The natives allow the leaves to remain on the ground to dry, entailing a loss according to the inclemency of the weather or want of care. In fact, the moment when the leaves are shaken or rubbed in order to remove the wax, this excessively fine, light powder remains suspended in the air, and it is impossible to collect it all with only a cotton sheet to work with. In any case, however, it can be said that the average production of wax would be about 100 grains for every kilogram of fiber obtained.

The labor of gathering the leaves can be reckoned a negligible quantity, as the wax is not the primary product taken from the tree, but a refuse product obtained from the leaves already cut down for the preparation of rafia fiber. Supposing that rafia wax turns out to have a value about equal to beeswax, this means a yield of wax equal to three-fifths of the value of the rafia exported. Certainly a very valuable new resource of produce which the natives are likely to take to. In fact, the process implies no great difficult innovation, being merely the utilization of the refuse of an already well-established and remunerative industry.

Nothing is yet decided as to what may be the possible use to which this wax can be put. It might possibly be utilized in the manufacture of bottling wax. Its consistency has led some to think it might be used for gramophone cylinders. In any case, several commercial houses have sent home samples to their firms, and probably in a short time we shall have reliable information on its market value.

AN ENGLISH AUTHOR WRITES:

"No shade, no shine, no fruit, no flowers, no leaves—November! Many Americans would add 'no freedom from catarrh,' which is so aggravated this month that it becomes constantly troublesome. There is abundant proof that catarrh is a constitutional disease. It is related to scrofula and consumption, being one of the wasting diseases. Hood's Sarsaparilla has shown that what is capable of eradicating scrofula, completely cures catarrh, and taken in time prevents suffering. We cannot see how any sufferer can put this medicine in view of its radical and permanent record of its radical and permanent cure. It is undoubtedly America's Greatest Medicine for America's Greatest Disease—Catarrh."



The picture shows an operation which goes on quite frequently on board ship, especially in the navy, where it is considered the proper thing to keep the men employed as much as possible. As soon as the exposed surfaces of a vessel are covered properly with paint it is scraped off and the process is repeated. Thus it is the Uncle Sam's bill for white lead and linseed oil amounts to a very large sum every year.

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