

THE NEW CANADA.

FRANK G. CARPENTER BEGINS A SERIES OF LETTERS FROM THE LANDS BEYOND THE LAKES.

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

MONTREAL, Nov. 7.—I have come to Canada to investigate the industrial revolution going on in the northern part of our continent. The United States is largely developed. Our public lands are almost all taken up. We have

as the Israelites did before the golden calf. Canada is at its beginning. It was born at about the same time as the United States, but it has been sleeping until now. It is, in fact, an undeveloped country, its resources almost unknown and to a large part unexplored.

CANADA'S ENORMOUS EXTENT. Have you ever thought how much

Canada's Enormous Extent and Its Vast Unexplored Regions—The New States and Their Possibilities—The Wheat Belt or the Canadian Granary—What Americans Are Doing—A Look at Montreal in 1905, and an Interview With His Worship the Mayor—Boodling in Canada and Municipal Ownership

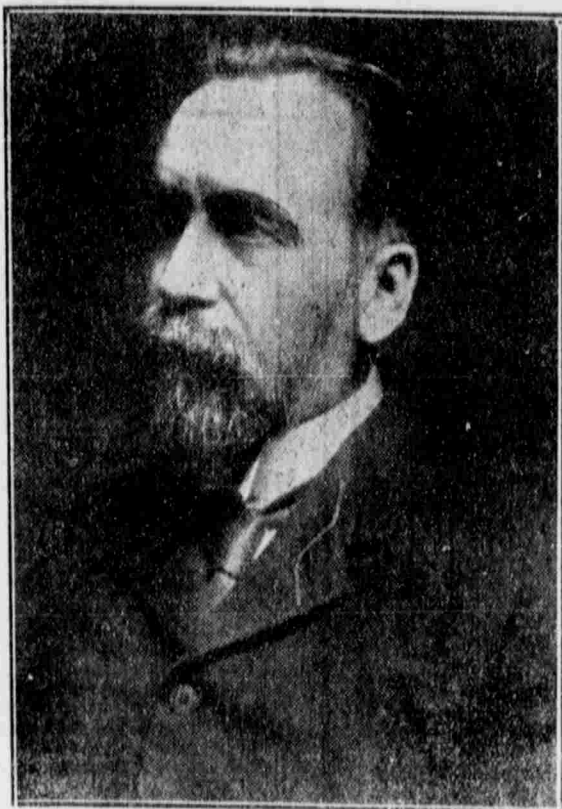


Photo Secured for the Saturday "News."

HIS WORSHIP H. LA PORTE, MAYOR OF MONTREAL.

chopped down the trees and dug up the soil. We have gridironed our country with railroads and established great cities. We have gone down into the mines and erected mighty factories and foundries, and as a nation, are growing so rapidly that the other powers upon earth are bowing down before

land Canada has? The possessions of John Bull on this continent are greater than those of Uncle Sam. His Britannic majesty is the land grabber of the universe, and his properties here are bigger than anywhere else in the world. Canada is twice the size of India; it is bigger than Australia and it is 30 times as big as Great Britain and Ireland. It contains one-third of

the land of the whole British empire. Indeed it is a continent in itself; for it is almost as large as Europe and bigger than the United States, including Alaska, Porto Rico, Hawaii, Samoa and the Philippines all put together.

AN UNKNOWN EMPIRE.

Canada has states the names of which we hardly know. We put ourselves on our backs when we think of Alaska and its fast developing resources. It contains about one-fifth of all the land that we own. The province of Mackenzie, which borders the Arctic ocean farther eastward, is almost as big as Alaska, and Yukon, which lies just west of it, containing the Klondike, would make four states as big as Ohio.

Have you ever heard of Ungava? It lies between Labrador and Hudson bay, just north of the province of Quebec, and it is bigger than Texas, Kansas and New Jersey combined. Keewatin, on the western side of that bay, just north of Ontario and Quebec, and Mackenzie, has 400,000 square miles, or enough to make in states the size of New York; while the territory of Franklin above, with its great whaling grounds, is larger still.

Washington or Oregon, and the mountains are said to be rich in gold, copper and other minerals.

CANADA—A NEW COUNTRY.

This gives some idea of the new Canada. I say new because the oldest things are new when first known, and Canada is just becoming known to the world. As far as the original discovery is concerned it is the oldest part of North America. Let Britain, a Norwegian, discovered Newfoundland and Nova Scotia by sailing down from Iceland almost 500 years before Columbus came across the Atlantic and landed upon the West Indies. John Cabot was the next arrival, a little after Columbus, and it was about a generation later that the French sent out Jacques Cartier who discovered the mouth of the St. Lawrence and sailed up through it to Quebec. The next year he made his way as far as Montreal and gave the French their title to Canada by right of discovery. The French settled that part of Canada. There are a million and a half French Canadians today and the people of that region still speak French and have papers published in that language.

Every American knows of the conquest of the British. His story has been that of a British colony from then until now and it is a British dependency today. The country has grown slowly in population, but it has had more than 10,000,000 American immigrants within the past two years and people are coming in by the thousands. The different parts of northern Europe. What this immigration amounts to, the settlements of the Americans and what they are doing, and the general development of the far western lands of the country will form a large part of my writing during the tour.

NEW THINGS IN CANADA.

I want to tell you something about the new things going on here. The country is being opened up by railroads and there are all sorts of new lines of transportation proposed, by water and by rail. Canada has now more than 12,000 miles of railroad track. In proportion to its population it has done much more than the United States in building railroads and it has some of the greatest of modern railroads. I shall go along the line of the rail and water routes from the Atlantic to Manitoba, and shall mention the schemes proposed for fast ships from England through Hudson Strait and Hudson bay.

IN THE GRANARY OF THE NORTH-WEST.

Among my letters will be some from the granary of the northwest. I shall go through the new Ontario, which is rapidly developing, and thence on to Winnipeg and on to the great wheat fields, which are now opening up to settlement. In a talk that I had with the Canadian world's fair commissioner at St. Louis he told me that there were 17,000,000 acres surveyed, but not yet taken up, and that a large part of it would probably be settled by Americans. Three-fourths of that land is wheat land. The wheat belt is a tract 400 miles wide and 1,000 miles long; so large that Canada claims she will eventually be able to supply the mother country with food. She is doing this more now than ever before, and is competing successfully with us in our best markets. Agricultural Canada extends between the Atlantic and the Pacific for a distance of about 2,500 miles. We already know that the farming belt is several hundred miles wide, but the recent experiments show that crops can be raised farther and farther north, and no one yet knows where the possible farming regions of Canada may end.

AMERICANS IN CANADA.

The Americans who are rapidly coming to Canada are creating new political conditions here. At present the great west is a tail of this new empire, but the tail grows and grows, and with

its vast wheat region yet to be opened up it may in time be heavy enough either to wag the dog or to break off and have an independent existence of its own. I shall tell how Canadians are feeling about this matter, in the colonies in different parts of the Canadian west.

There are hundreds of Americans who have settled in Canada and become prominent here. The great trunk lines of railroad are managed by them. They have opened up the biggest iron mines and they have all sorts of investments in the way of factories, pulp mills and forests. What Americans are doing and what they can do should be interesting reading. The same is true of our trade with Canada. We are spending vast sums sending commissioners to all parts of the world to look up trade openings while we pay but little attention to the big possibilities near home. Canada is one of our best customers. We sell her twice as much goods as we buy from her. She has a commerce worth half a billion dollars every year, and it grows like a green bay tree. It is more valuable to Uncle Sam than his trade with Japan, China or any other country outside Europe, but he takes little pains to cultivate it. What that trade is and how it may be bettered is worth the consideration of our government and business men.

MONTREAL IN 1905.

I came to Montreal from Boston. It is only a night on the sleeping car, but that night brings you into John Bull's dominions and into the New York of his Canadian possessions. Montreal is like New York and not like it. The chief resemblance is in location. Both cities stand upon diamond-shaped islands, and both are surrounded by great rivers. The St. Lawrence and the Ottawa here flow together, embracing the town. Montreal Island is 20 miles long and the city rises from the shores up the slope of Mount Royal, a wooded-covered hill from which Montreal has its name.

One can ride to the top of this hill on an inclined railroad and have one of the finest views of the North American continent. Standing upon the lookout, the Ottawa and the St. Lawrence wind for miles below you, the latter filled with great steamers and other craft. Looking to the southeast and

southwest, you can see the green mountains of the Adirondacks rising the sky and marking the existence of God's chosen country, while right under you is Montreal with its wide streets, its many trees, its mighty churches, its myriad factories, its enormous grain elevators and new docks and wharves. The city covers, I judge, between 10 and 15 square miles, and it has numerous suburbs which are now coming in.

Montreal is a substantial city with plain, business-like English blocks. It has no skyscrapers, and it has not as yet been afflicted with the apartment house craze, although I am told some large flats are in contemplation.

A CHAT WITH THE MAYOR.

In order to give you the latest information as to the new Montreal, I called upon the mayor. I found him in his office in the city hall, a four-story light gray stone building opposite the French market and not far from the river. I heard nothing but French spoken as I passed through the market on my way to the mayor's office. There were notices printed in French posted by the side of the English notices in the hallways and every door had a French and English sign over it. The mayor was speaking in French to a delegation when I entered, and I was not surprised to find that he himself is of French-Canadian descent. His name is H. La Porte, and in addressing him one calls him "your worship." Mayor La Porte speaks English as well as French. About two-thirds of the city over which he rules is French, but the other third is English, and the business must therefore be conducted in both languages.

I opened the conversation by asking him to tell me something about the Montreal of 1905. His worship replied: "Montreal is thriving as never before. It has increased in population 120,000 in the past five years. It has more than 400,000 citizens now, and it will soon have half a million. We are taking in the suburbs just as your great cities have done, and are creating a greater Montreal. We shall add several suburbs to the city today. We have a large outside population, which is now governed by its own little municipalities. Within a short time these will all be a part of Montreal."

A COSMOPOLITAN CITY.

"Give me some idea of the character of your people, your worship," said I. "I believe we are the most cosmopolitan municipality on the continent. About 70 per cent of us are French, and a large part of the balance English Canadians. We have also many Americans, Germans, Belgians, Italians, Chinese and a great number of English, Irish and Scotch. Our people are of all classes. We do an immense deal of manufacturing, and have the workmen with their turbulent elements. We are the Atlantic gate to Canada, and a large proportion of our immigrants from Europe pass through here.

We are also a residential city, and a city of the rich. Many Canadians who have made fortunes have their homes here, and magnificent homes, too. We have residences which have cost in the neighborhood of a million dollars or more. This is a city of many churches and many schools. Indeed, it is a world in itself, and it is a wonder that it is so quiet and as orderly as it is."

MONTREAL IS WELL MANAGED.

"It must be a costly city to run, is it not?" said I.

"Yes. We collect taxes to the amount of three or four million dollars a year, but the money is well spent, and I doubt if Montreal costs as much as any city of its size in the United States. We have an excellent police force, numbering four or five hundred, and this has not increased more than one-third within the last 20 years. We have a good water service, and are gradually improving our streets. A few years ago our sidewalks were almost all made of boards. We are now putting down 15 miles of new pavement every year. There was an attempt some time ago to widen the old thoroughfares, but it cost so much that we had to call a halt. We are now going more slowly, but we are improving."

"How about graft, your worship?"

"I don't think I had better answer that," replied the mayor, "although I might safely say that Montreal is perhaps better than its sister cities of a similar size throughout the world as regards such matters. However, I don't want to discuss the graft question. If I say there is none here, I shall be charged with blowing my own horn, and those who think differently will not believe me. If I say graft does exist, it will be even worse. You will have to ask others that question."

MUNICIPAL OWNERSHIP.

"How about the city owning the franchises for great public utilities? Is there any movement here in that direction?"

"Yes," replied the mayor of Montreal. "I think we are slowly drifting toward municipal ownership, and the day may come when the city will own the street railroads, the lighting plants, and other things of that nature. We are now having trouble with gas companies, and we demand that they cut down the rate to consumers. We want a reduction of 40 cents a thousand and off the present rate of \$1.20 a thousand. Gas can profitably be manufactured at 70 cents a thousand, and if Montreal will pay 30 cents the companies should not complain."

"Are you a native of Montreal, your worship?" I asked.

"No. I was born within 15 miles of the city, but I came here as a boy and have lived in Montreal all my life. I like the city, and have every confidence in its immediate and ultimate prosperity." FRANK G. CARPENTER.

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