

How Canada Booms Canada

LIVE METHODS OF DOMINION GOVERNMENT TO ATTRACT THE AMERICAN FARMER

Vast Sums Spent on Literature and Advertising—Aided By Cartoons and Preachers—Canadian Geographies For American Children—An Immigration Romance—How Settlers are Handled—The Story of a Movement Which is Costing Uncle Sam Millions.

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

WINNIPEG.—The Canadian government is after the American farmer. It considers him the best of all men to develop and build up a country, and it is spending vast sums to get him. It has inaugurated an immigration campaign bigger than any ever backed by any government, and it is now working the United States just as a wholesale dealer works his territory. It has our country divided up into districts, and there are immigration agents at every center with instructions to drum the neighborhood for pioneer farmers. In this it is aided by the railroads and real estate agents. The latter have mapped out the territory, just as a book-publisher firm lays out the field which it expects to sell, and land agents, like book agents, are moving from farm to farm, and getting subscribers to settle upon the lands and pay by installments.

SOME GOVERNMENT IMMIGRATION METHODS.

The magnitude of this work is extraordinary. During the last year the Canadian government has published advertisements in 7,000 American newspapers, and it has distributed more than 3,000,000 maps and book documents. The interior department has sent out carloads of books in colors, cartooning the relations between the United States and the Dominion. These tell the story of the land. As Ross Tweed said about Tom Nast's pictures of him, any one can read them. One shows Uncle Sam and John Bull carrying great bags of money into Canada; another presents Uncle Sam leaning over the international boundary fence and watching the trains of canvas-covered wagons in which his subjects are moving across these British prairies, while a third pictures Canada crowding Uncle Sam out of the English markets by feeding John Bull with a spoon. The government issues one class of publications which are intended to catch the American children as well as the grown-ups. This consists of geographies, with first-class maps and pages of text, describing the material resources and the great possibilities of the new Canada. These have been sent to the American schools throughout our land, and they are distributed by the train load.

Indeed, the government is even trying to work our preachers. The immigration agents have been writing to the country pastors of the United States, pointing out the moral and other advantages which prevail in the wheat belt, and asking their co-operation in getting good immigrants. At the same time the farmers are being worked by the personal testimonial scheme. Some of the publications contain pages of letters, some in type and some in autograph, showing what individual farmers, who have tried Canada think of it. Indeed, they are much like our patent medicine almanacs or advertisements, and show the effect of this country upon the settler before and after taking.

AMERICAN MILLIONS GOING TO CANADA.

The results of this work have been enormous. I am told there are more than 200,000 Americans here now, and that \$5,000,000 are expected this year. Those who have already arrived have brought in many million dollars' worth of goods, stock and actual cash, so that it is a low estimate to put their value to the country at \$20,000,000. It is said that they would have been worth two-thirds that amount to the country had they come without a cent, but they have brought so much with them that their personal possessions run into the hundreds of millions. Indeed it makes one think of the children of Israel, who moved out of the land of Egypt, taking with them jewels of silver and jewels of gold and raiment, save that the money taken into Canada by the American immigrants belonged to themselves, while that of the Israelites was mostly borrowed from the Egyptians.

I have before me the report of the minister of the Canadian interior department, giving some items from the immigration agents as to just how much money was brought in last year from certain United States points. The agent at Detroit says that he issued cheap tickets to 2,500 Americans who went to Canada to settle, and that they took with them in actual cash and other effects about \$1,200,000. C. J. Bronghton, the Dominion agent at Chicago, says that 1,140 emigrants started by him took along ninety-one carloads of goods, and that the settlers were mainly well-to-do. One man carried

away \$250,000, four had together \$225,000, and one had \$5,000. Benjamin Davies, the Canadian agent at Great Falls, Mont., wrote that 1,987 settlers were sent by his agency to Canada, and that they took with them goods and cash to the amount of \$2,500,000, and in addition 3,000 head of cattle. The agent at Salt Lake City says that he sent 724 people with 11 carloads of stock and \$150,000 in cash, while the agent at St. Paul states that the average American farmer, going to Canada, takes with him a carload of farm stock and implements, and about \$1,500 in cash. One American who passed through St. Paul en route for Saskatchewan had \$35,000 in his inside pocket. The agent from Omaha sent 2,359 emigrants, and they had with them about \$3,000,000 worth of stock and goods. One family from Kansas City carried away \$100,000, and instances are common where the Americans who are settling in Canada are bringing in \$5,000 and upward.

Those who go are of all ages. There are many young men and families with young children. The St. Paul agent says that one of the Minnesota state senators has 19 sons, brothers and nephews now settling in western Canada; and that the senator himself has bought land. Another agent states that one of the farmers to whom he issued tickets was seventy-six years old, and that he went to Canada to make a home for his mother, aged one hundred and four. It will be a wonder if the old lady does not get chilled when the thermometer drops down to 30 degrees below zero.

AN IMMIGRATION ROMANCE.

Indeed all characters and classes of our people are coming out here to make homes, and the movement is full of romance. Some young men settle and lead the lives of bachelors, "eating and sleeping themselves." Others marry before starting and spend their honeymoon in tents until they can get for cabins built, while others fall in love with the sweet Icelandic and Swedish maidens already here and marry soon after settling. An interesting case was that told me the other night by Mr. W. J. White, the inspector of United States agencies, who has done so much to bring Americans of all classes into Canada. Said he:

"We had one old love affair which began at a hotel not far from the Canadian border here we stopped with an immigration party over night. Among our would-be settlers was a pretty girl of twenty-one who was traveling with her mother to make a fortune in the Canadian West. As we waited for dinner the girl sat down at the piano and began playing a sentimental strain. As she did so a young well-to-do farmer, who had already made a little fortune and was stopping at the hotel, heard. As he listened he looked, and as he looked he loved. Indeed, he was so much stricken that he came to me and begged to be introduced to the lady, and that with a view to a proposal of marriage. I referred the matter to the mother, and she not objecting, the introduction was made. Before we left the hotel the next day the two had made up their minds, and when we went on our way they were engaged. The lover returned to his home in the south, where he sold his farm and other possessions. A few days later he followed his sweetheart to Canada and married her. The two have now a big farm in central Alberta and are raising turkey red wheat in large quantities."

HOW THE MOVEMENT STARTED.

Returning to the immigration movement, Canada has been trying for years to develop its country by settlers from Europe. It has brought in colonies of all sorts, including some from Ireland and many from southeastern Europe. It was not, however, until about nine years ago, when the Liberal party came into power, that the campaign was carried into the United States. At that time a Manitoba lawyer, Mr. Clifford Sifton, who had lived in the west and saw its possibilities, became secretary of the interior. Mr. Sifton knew the United States and the story of its colonization. He realized how fast our west was filling up, and that the land would soon be all taken. He knew likewise the desirability of our farmers as immigrants, and he laid out a scheme to bring them across the border. He turned the immigration money from Europe to the United States, opening a score or more of offices in the best parts of our farming regions. In each office he had an agent with a staff of clerks, who were instructed to organize the country and distribute information. The first thing done was advertising in the agricultural and weekly newspapers. Then tons of literature were distributed, and



HOW AMERICANS ARE YANKEEZING CANADA.

at the same time the lecture system was adopted by which Canadians and Americans went from farm village to farm village, taking up the New Canada. Whenever a lecture was concluded the agent would say:

"Now, we don't ask you farmers to take our word on this matter. What you want is to have one of your men go to Canada to examine the lands we have described and investigate their possibilities. He can then come back and tell you, and you can do as you please. If you will select a delegate we will pay his expenses, and you shall be under no obligations to buy."

This was done in many communities. After the delegate had returned and given his report the immigration agent would again appear and offer would-be settlers special rates on the railways to go to Canada with a view to the selection of lands. The rate made was one cent per mile with a return rate of a cent and a half if they did not stay.

HOW IMMIGRANTS ARE HANDLED IN CANADA.

A campaign like that described has been carried on for some years throughout our central states, and it has resulted in tens of thousands of Americans coming here. The government, however, does not drop the immigrant as soon as he crosses the boundary. It has its agents ready to meet him, and in many cases it sends men with him to his location. There is a force of immigration guides, and there are government rest houses at all the chief railroad centers, where settlers may stay for a day or so if they cannot make proper train connections. Here in Winnipeg great buildings are being put up, which will lodge from 1,000 to 1,500 immigrants at one time. They will have cooking, bathing and laundry arrangements on each floor, although the immigrants will be expected to buy their food and do their own cooking. The immigrants will be cared for free during their enforced wait here en route to their farms.

There are resthouses in Winnipeg now, but they are old buildings that had to be rented for the purpose. I have gone through some of them. The settlers sleep on iron beds on mattresses of straw, and the quarters are so limited that they are necessarily crowded in the thick of the season. A whole family is often restricted to one room, in which there are several beds, but everything is scrupulously clean, and the people who take advantage of such accommodations do not object.

LAND GUIDES.

There are agents in charge of all such buildings at the various stations, and the land guides go with the settlers and aid them in selecting their homesteads. Such guides serve without charge, although the settler pays the livery bills. Even after the man has taken up his homestead the gov-

ernment asks that he complain if anything goes wrong, and the immigration bureau will stand between him and the railroads and others in case of oppression. As a rule, however, the railroads are glad to help the settlers. They carry immigrants from the Atlantic ocean to the Northwest for one cent per mile, and if they go back for their families the return trip is at the same rate.

A TALK WITH THE COMMISSIONER OF IMMIGRATION.

I have met the chief officials of the Canadian government who are carrying on this movement. They are all under the secretary of the interior, and

more especially the deputy secretary, W. W. Corey. They have offices at Ottawa, as well as a large bureau here in charge of Mr. J. Obed Smith, who is the commissioner of immigration and who has control of all the work in the northwest. Mr. Smith has been with the movement from its start, when he was private secretary of the Hon. Clifford Sifton. He had something to do with it as railway commissioner of Manitoba, and he now controls all of its machinery between Lake Superior and the Rocky mountains.

In my talk I asked the commissioner how the Canadian government could afford to spend so much money bringing in settlers. He replied:

"Our government does not expect to make money out of such things except through the development of the country. We are charging nothing for the land, but we want Canada prosperous and believe she will become more so as more land is brought under cultivation. With more people there will be more business for our factories. There will be more importations through the custom houses, and, as most of our revenues come from tariff duties, the government will have greater receipts."

"About how fast are you settling the new Canada?" I asked.

"We have such a 30,000 new homesteaders every year. This is in addition to men who come to buy land. Each of these homesteaders takes up 160 acres, and that altogether means 30,000 new farms annually. If you figure the families at three members it means a new population of 90,000 possible taxpayers and consumers."

NEW RAILROADS.

"Another important feature of this movement is its effect upon the railroads and railroad building. Thirty thousand homesteaders means a new farming area of 7,500 square miles. If that were in one solid block on two sides of a railroad, reaching back for 10 miles on each side, the strip would be 35 miles long. The government, however, allots only the alternate sections as homesteads, so you must double the territory over which the homesteads are planted, and your tract is 70 miles long. Such a tract would reach from New York to Fort Wayne and beyond. It would mean a continuous line of farms covering a strip 10 miles wide from Philadelphia to Detroit, or thereabouts, and railroads have to be built to accommodate those farmers. The settlement of such a tract is a part of what is now going on here in one year. It is true that our lands are not in a solid block. They are scattered all over the country, and the homesteads are here and there and everywhere. The railroad building goes on all the same. "All these new settlers are new customers for our stores and our factories. They add to the value of the lands belonging to the government near which they settle, and to the general wealth of our country. They mean everything to our future, and we feel that the money used to bring them here is among our best expenditures."

CANADA WANTS UNITED STATES CITIZENS.

"There is one thing I should like to say," continued Mr. Smith, "and that is, we want your people to come here to

settle. Our American immigrants are about the best element of the new Canada. They are good men, and the most of them bring in good money, thing else. We have enormous resources, but we require capital and push to develop them, and we would rather have that from America than from any other place. Your people of the west and our people of the west are the same. They assimilate easily, and as time goes on I believe the two countries will in sympathy be closer together than ever before."

FRANK G. CARPENTER.

JUST BECAUSE

your cough is only in the throat and does not trouble you now, don't think that it needs no attention. When it has not had much of a start it is the time to check it. The slightest cough easily leads to pneumonia, bronchitis and consumption. A bottle of Ballard's Horehound Syrup will cure that cough. The price puts it within reach of all. Sold by Z. C. M. L. Drug Dept., 112 and 114 South Main Street, B.

Passengers east from Chicago to Fort Wayne, Findlay, Fosteria, Cleveland, Erie, Buffalo, New York City, Boston and all points east, will consult their interests and find advantage in selecting the Nickel Plate Road east from Chicago. Three through trains run daily, with through day coaches to New York City, and modern Pullman sleeping cars to destination. Rates always the lowest, and no excess fares are charged on any train, for any part of the journey. Modern dining cars with individual club meals, ranging in price from 35 cents to \$1; also meals a la carte. Ask for tickets via the Nickel Plate road. Chicago depot, La Salle and Van Buren streets, the only station in Chicago on the Elevated Loop. Chicago City Ticket Office, 111 Adams street. Detailed information may be secured by addressing Charles E. Johnson, district passenger agent, No. 311 Seventeenth street, Denver, Colorado.

APRIL 16th. APRIL 27th.

The respective dates of sale of 14,000 acres of Idaho school land at Twin Falls, Idaho, and opening of Bull townsite, 17 miles west of Twin Falls in the Twin Falls tract. Excursion via the Oregon Short Line April 14 and 15, \$11.65 Salt Lake to Twin Falls and return, limit April 20. City ticket office 201 Main street.



COAL PILED IN ANTICIPATION OF A STRIKE.

Rapid fire preparations for a prolonged strike have been made during the past two weeks by the operators in the anthracite coal fields, and their plans, it would seem, have been made with a view to putting their properties in the best shape possible for a long siege.

The railroads are also busy rushing preparations for a shut down. The coal-carrying roads are fitting boxcars for lodging strike breakers in the colliery yards. Coal companies are erecting buildings within the yards to be used for the same purpose. Strike breaker Farley has been notified to have the men desired by the companies ready to report when called. The most important of these are engineers, firemen and pump runners, whose

duty it will be to prevent the mines from being damaged. These will be augmented by laborers and carpenters, cooks and waiters, for behind the big fences at many of the collieries the companies will install a regular camp for the workers. Whether efforts will be made to operate collieries depends upon the number of men willing to work, but it is certain that efforts will be made to operate nearly every washery. Another indication of the operators' state of preparedness is shown by the thousands of tons of coal which have been hauled to tide-water points and stored against the possibility of a strike. The accompanying illustration shows one of scores of coal piles already established along the Atlantic seaboard. The photograph, taken at South Plainfield, N. J., shows 14 hills of coal, each hill containing from 50,000 to 55,000 tons of anthracite.

GO-CARTS THAT GO

This is true in more than one sense. As far as sales are concerned they go—but the most interesting thing to you is that they GO and do not get out of order easily.

We carry the best go-cart made. If a better one could be purchased we would have it. It is the fixed policy of this store to carry the best of everything. Best doesn't always mean the most expensive. Take these go-carts for instance. They are not high priced but they are good—good looking, strong, durable, gracefully and well built. The best rubber is used in the tires so you are not down on the rims in a few months. The springs are pliable and properly tempered—Nothing intricate about the gear to get out of order. The bodies are of Reed. The upholstery is good. Everything about these carts is meritorious. If you are going to get one this spring and you call at this store the sale is made.

Besides Go-Carts we Carry Everything to Furnish a House Complete.

H. H. WOODLEY FURNITURE CO.



\$4.00



\$10.50



\$14.50



\$15.00



\$15.50



\$16.00



\$20.00



\$22.00



\$5.50