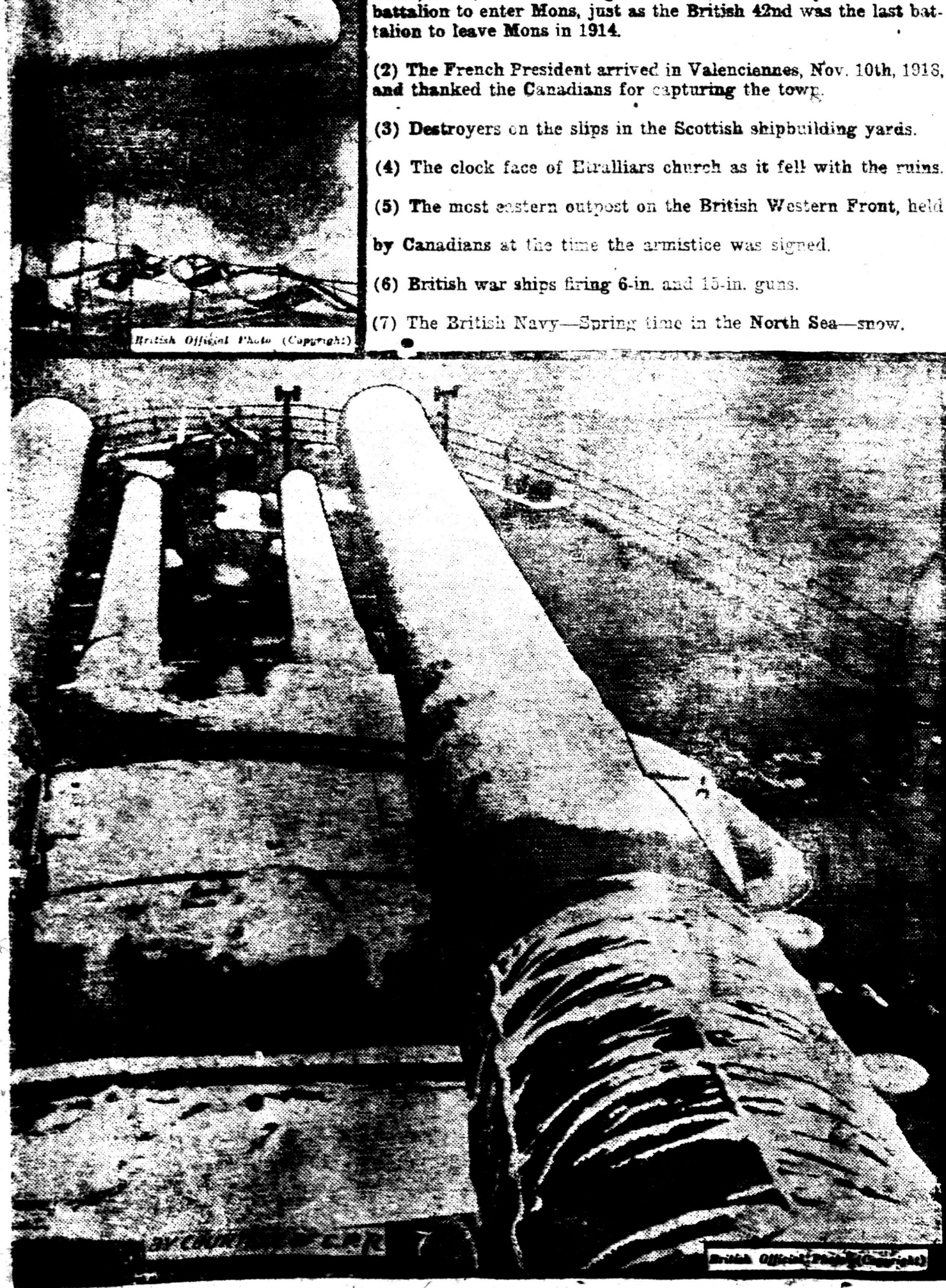


- (1) **Canadian Royal Highlanders (42nd)** resting in the Grand Place, Mons, on the morning of Nov. 11, 1918. They were the first battalion to enter Mons, just as the British 42nd was the last battalion to leave Mons in 1914.
- (2) **The French President** arrived in Valenciennes, Nov. 10th, 1918, and thanked the Canadians for capturing the town.
- (3) **Destroyers** on the slips in the Scottish shipbuilding yards.
- (4) The clock face of Euralliars church as it fell with the ruins.
- (5) **The most eastern outpost** on the British Western Front, held by Canadians at the time the armistice was signed.
- (6) **British war ships** firing 6-in. and 15-in. guns.
- (7) **The British Navy**—Spring time in the North Sea—snow.

## Shipping the Golden Grain



### Grain steamers in Goderich Harbor

**E**VEN more than California looked to her gold camps, mere than Washington turns to Alaska, all Canada anxiously watches, day by day, the progress of her annual prosperity as registered by the harvest of her prairie crops. The grain crop is like a huge river of gold, which rises through the spring and summer and then bursts its bounds, running in torrents to the sea, and, flowing with this stream of golden grain, comes an era of prosperity which finds expression in development of all kinds.

Canada has, for years, pursued an active legislative and constructive policy in keeping abreast with the ever widening development of its agricultural resources in the west. Each year has seen an increasing material average under the plow and each fall has shown vast additions to the bulk of the crop. This has been particularly true of the grain in Western Canada. Railroads have been laid in all directions, so that one of the biggest items in the Canadian Pacific's annual budget has been the extension and construction of branch lines tapping newly developed country. In this respect, it may be noted that for years the Canadian Pacific has been the premier grain carrier of the Land of the Maple Leaf and from all the Westons of the present it will probably remain so until the end of the Twentieth Century.

plants until soon they will stretch from the Atlantic to the Pacific coast. They have been built by the Canadian Pacific, by the Dominion Government, by private corporations, by individuals and by co-operative organizations.

Canada's method of grading grain is considered as good as, if not better than, any other method in the world. Every grain of nature, as indicated in the grain crops, which vary year by year in an amazing variety of ways, has been provided for in the classes into which the grain is separated by the laws enacted by parliament and by the sub-divisions created by the Standard Board. Therefore, western wheat often has as many as 31 different grades, and sometimes more than 40. This also applies to the other grains.

One of the Canadian ports on the Great Lakes which has recently made considerable progress in the handling of grain is Gederich, on Lake Huron. Nine grain vessels wintered in Gederich harbor, and seven of them are as fine grain carriers as will be found in any port on the lakes. Three of the vessels, the Central West, the C. G. Redding and the Megawane, are of United States registration, and the engines are kept in their places at the Gederich harbor.

It would be hard to be an optimist so many as to hold that there is at the present time less rust in the

nection with the grain trade through this port, but there is probably a conservative one. Most of all, taking the nine vessels in an average of \$500,000 the vessel property in port would amount to \$4,500,000. There are in the three millions vessels of grain in storage, amounting another \$3,750,000,000 of it. Add to this the elevators and mill property, and we have another \$2,000,000,000 of the grain trade, other property, and the true picture is a valuable for the nation and putting it in the hands of the nation of \$100,000,000,000.

The vessels contributing the greatest tonnage are the Elderberry, the Capt. Mangrove, the General Warrick, the Capt. Russell, the G. G. Brunting, the Capt. Richmond, the Magnificent, the Capt. Mackay, the Home Smith, the Capt. A. Halsey, the Agnes, Capt. J. J. Thompson, the General King, Capt. Williams, the General, Capt. E. M. Harris, and the Hawk, Capt. Wing.

And the carrying of these vessels has been the greatest factor in the growth of business growth in Chicago. The registers to be seen in the vessel that are equipped for the grain and the register on the back of some vessels with way in at least \$100,000.

The General electric the part yet has handled a very large business, the grain receipts being 1,212,000 bushels, and this record was only slightly exceeded in the last year the elevators over land the year 1916. The Western Canada Flour Mills Co., Ltd., also has

Mountains form a chain across the

worth of property at the dock is con-

2,500,000 bushels.

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