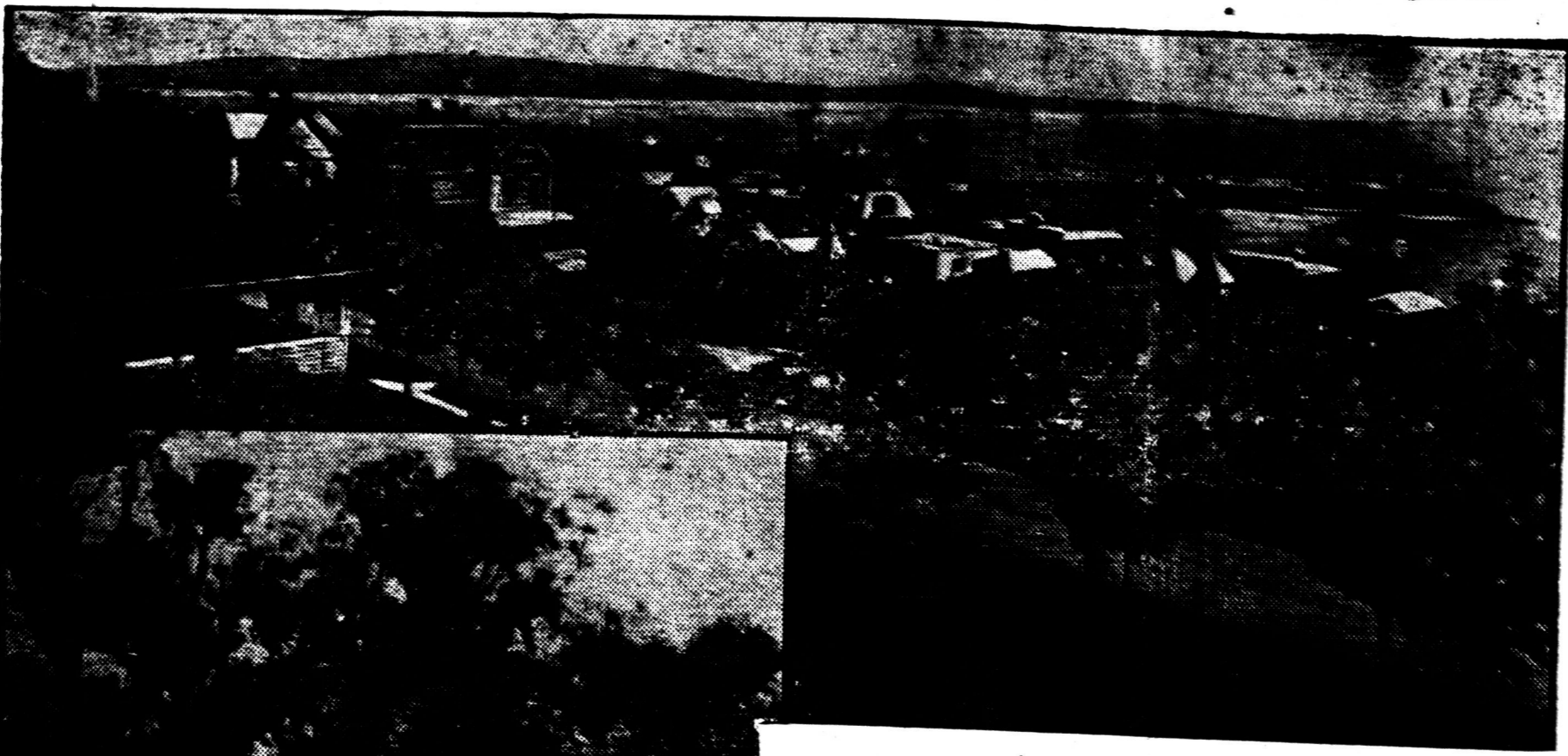


# Digby and Evangeline's Land



**A View of Digby, Nova Scotia, and a Close View of the Willows Under Which Evangeline Used to Rest.**

The Pine at Digby is the first Dominion Atlantic Railway hotel to be opened in Nova Scotia. During the tourist season of 1919 it will be in full swing under the management of the new owners. The acquisition of the Pine by this railroad is a dis-

ting advantage to tourists and to Nova Scotia for a good hotel attracts visitors almost as much as a good scene does. Hotels and scenes go together in the eyes of the tourist. To enjoy the beautiful scenery of Nova Scotia must be comfortably housed and

well fed. One might aptly parody Thomas Moore's lines and write: The rooms where we dwell, and the meals that we eat Make every sweet scene of enchantment more sweet.

Reginald Graves is associate manager of The Pine, and he is one of the most experienced hotel men in America. He was manager of the Place Veier Hotel in Montreal for twenty years.

Tourists to Evangeline's Land generally make a tour of all the beauty spots of the region. Yarmouth, beside the sea, offers many attractions to the visitor. A colony of French-Canadians, whose ancestors were expelled from Grand Pré, is in the vicinity of Yarmouth, and still retains the traditions of the past. Yarmouth is the headquarters of the Dominion Atlantic Railway, which serves the entire district. Grand Pré was the site of the three great dykes which the Acadians were built in 1755. The well which the Acadians dug to get water in the marshes is still there, and is a monument to their industry.

meadows are green on the dykelands and the dykes keep out the sea, and a little inland the gentle hills are patched with luxuriant orchards. Wolfville, the headquarters for tourists to Grand Pré, is built in the midst of one of the greatest apple growing localities in the world. The late King Edward was amongst those who visited and loved this spot. It is only a short walk from Wolfville to Grand Pré, and the marshlands extend from one place to the other.

The Dominion Atlantic Railway has purchased the "big field" where the Acadians made their village, which was their capital, and this has become a public park. A memorial monument stands there on the site of the ancient burial ground, and a statue of Evangeline sculptured by Joseph Herbert and his son Henri, will soon add the grace of art to the spot. It is a rarest charm of the Dominion Atlantic Railway and the Dominion Atlantic Steamship Company have been successful in their campaign to have the monument erected.

# Humor Of J. W. Leonard

His Scrap Book and His Well Done Work

The late James W. Leonard, formerly general superintendent of the C. P. R., in Toronto, was one of that picturesque type of railroad man which is passing into history.

The older generation will recall the figure he made a quarter of a century ago when he was superintendent for the C. P. R. He wore a frock coat, a wide-brimmed slouch hat, and smoked a pipe of slight proportion.

The hat became a sort of landmark. It was a symbol around the C. P. R. To see one come for the brief, business-like "yes" or "no" that characterized "Leonard's abrupt and efficient administration. But the hat began to show signs of decay. However jauntily "J. W." cocked it over one eye, it wilted and faded. So his good friend, W. R. Callaway, now general passenger agent of the Soo line, took Mr. Leonard up on the hat question and urged him to get a new one.

"What for?" demanded J. W. "Nobody would know me in another hat. This is my crown! Nothing doing!"

Mr. Callaway finally offered to buy a new hat, and J. W. said: "You're on."

A new derby was purchased, sleek, and in the latest fashion of the eighteen nineties. J. W. put it on, and ordered the famous old slouch hat to be sent home.

Next morning, J. W. appeared on the job in the old slouch hat!

Another anecdote indicates the late Mr. Leonard's quiet but effective method of brushing away the vanities of human nature. A young man applied for a job to him. This young man was sporting a walking stick.

"I'm afraid we can't do anything for you," said Mr. Leonard. "We can't use a lame man."

"But I'm not lame!" protested the applicant.

"Then why the cane?" asked J. W.

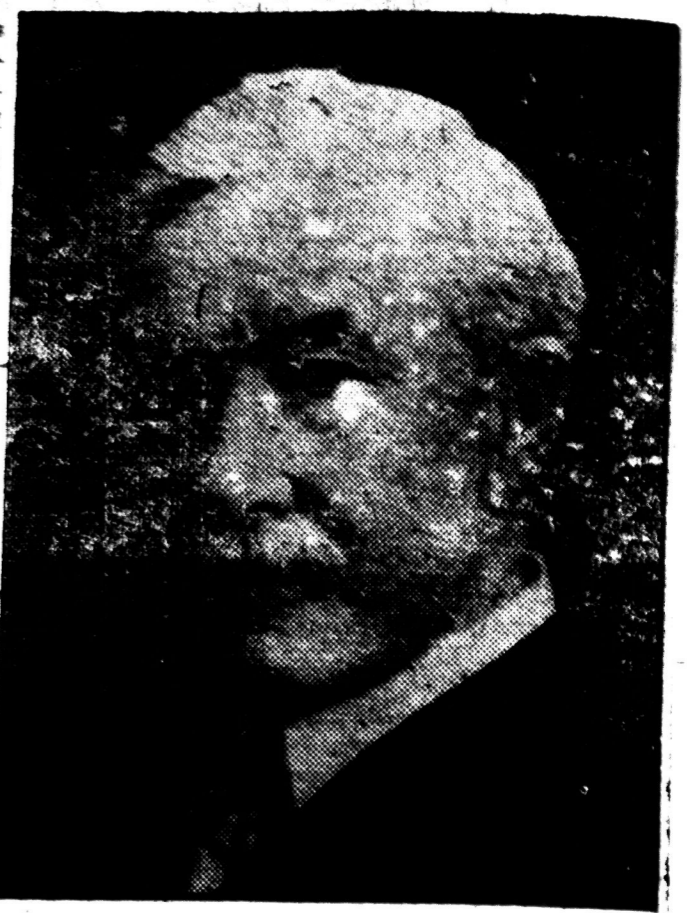
The applicant got the job, but he discarded the stick and also a certain frame of mind out of which the stick arose.

Mr. Leonard was a man of few words, a trait that endeared him to his many friends and which secured him in the high esteem of the thousands of business men with whom he dealt for the railway.

Of his old comrades in the old Credit Valley Railway enterprise, only four are left: Mr. R. M. Callaway, general passenger agent of the Soo line; Mr. Alf. Price, general manager of the C. P. R.; Mr. E. E. Suckling, treasurer C. P. R., and Mr. A. L. Herzberg, divisional engineer.

**HIS GREAT LOVE OF WORK.**

Deep down in the recesses of his nature, it would appear that the late J. W. Leonard, whose life motto was, "I want to do the work entrusted to me in the very best way that I can," should have been eager for the approval of his fellows. In a scrapbook, containing the clippings of newspapers for the past twenty years, there is a letter from Lord Shaughnessy, congratulating him upon the manner in which he had moved the wheat crop out during his first year as assistant superintendent of the western division. It is evident that he valued the letter as an evidence of work well done, rather than as the approval of the head of the system.



**THE LATE J. W. LEONARD**  
Well-known Railway Man, for Many Years a Leading Official of the C. P. R.

Leonard's abrupt and efficient administration. But the hat began to show signs of decay. However jauntily "J. W." cocked it over one eye, it wilted and faded. So his good friend, W. R. Callaway, now general passenger agent of the Soo line, took Mr. Leonard up on the hat question and urged him to get a new one.

# The Silo In Western Canada



**On a Western Cattle Ranch.**

To raise two head of cattle where only one could otherwise be raised—that is what thousands of farmers all over the American continent have been able to do with the help of silos. It is no wonder, then, that as the land in Western Canada is becoming more settled, silos should be making their appearance in greater and greater numbers there. Already in Manitoba many farmers are beginning to look upon the silo as a necessary part of the farm, and more than a hundred of them are in use in various parts of the province. Saskatchewan and Alberta, together have probably about half the number as Manitoba, and the number in all the provinces is being slowly but surely added to every year.

With plenty of unoccupied prairie land growing an abundance of nutritious grasses the cattle feed problem in Western Canada has not been a really difficult one in the past. During the summer months the stock could forage over a large section of the country and there would be no need for the owner to compute how many acres would support a cow. The obtaining of winter feed was just a matter of energy—a man could have as much hay as he could cut, free for the cutting. With such conditions as these, and they still prevail in many parts of the country, the need for silos has not been greatly felt up to now.

But the days of free range are drawing to a close. Already there are parts of the country where little or none is to be had. And as the country is getting more and more settled, and, moreover, as a system of mixed farming is becoming the rule throughout every province, even in those parts where for many years straight grain growing was practised, the need for some additional means of ensuring a steady supply of feed all the year round is beginning to make itself felt in various parts of Western Canada.

Silos will, therefore, continue to spring up throughout the country. Near Lacombe, Alberta, a ranching company, which has had a great reputation for the country of beef it produces, is contemplating the erection of four new silos this year. This company has found with the silos it has in use that it can maintain a larger area of land. Many smaller farmers are having the same experience. It is, as one farmer aptly expressed it, "like getting another arena for nothing." In times not long past it was not difficult to get a "crop" of nothing or "next to nothing" almost anywhere in Western Canada, and although land is still very cheap compared with its productive capacity, it is not always easy for a farmer in older settled districts to expand, and the only thing for him to do to increase his production, and thus his prosperity, is to intensify his methods. That this stage is being reached in some districts is a good sign for the future development of the country.

In the large irrigated area in Southern Alberta east of the growing city of Calgary, there is on foot a movement that may eventually lead to the establishment of silos on most of the farms in this territory. It is a country admirably suited for dairying and other



**One of the Recently Built Albertan Silos.**

branches of the livestock industry, capable of producing sufficient food for the support of hundreds of thousands of horses, cattle, sheep or swine. Most of the farms are for Western Canada, on the small side, generally from 80 to 320 acres each. But the soil is wonderfully fertile, and with an assured supply of moisture made possible by irrigation, will grow abundant crops of grain and fodders, including wheat, oats, barley, alfalfa, various kinds of grasses and clovers, and sunflowers, alfalfa, peas, oats, and many other crops can be grown. In years to come this part of Alberta will be one of the greatest food producing areas in the world.

What crops are used for ensilage purposes in Western Canada? In Manitoba corn is mostly used, but in Alberta peas and oats are most popular. Other crops used are sudan grass, millers, rape, buckwheat and alfalfa. Sunflower is also being tried, but at present it is only in the experimental stage. The success with which peas and oats are grown, the enormous yields and high feeding value of the mixture, together with its succulence, palatability and flavour, account for its popularity and it will always maintain a leading place with the farmers of the most westerly of the Prairie Provinces, no matter what strides may be made in the growth of suitable varieties of corn. Silos are coming to stay in Western Canada. Their appearance in slowly increasing numbers is a landmark in the development of the country. As they increase in numbers the prosperity of the country will grow, and, as one far-sighted man has put it, "Western Canada will then not only be the granary of the world, but a universal provisioner as well."

## THE WAR AND CHINA.

Country's Trade Prospers In Spite of Diversities.

Once more China's foreign trade has proved itself a hardy and rapid growth able to adapt itself to very unpromising circumstances, for its adversity during the four years of the great war have been many and severe, says the Far Eastern Review.

It has withstood unusual warfare and political disturbances which threatened for a time the integrity of the nation.

It has resisted for much of the time a high silver market which would have meant its destruction in the years when China's strength was not so great.

Despite the dearth of bottoms and the prohibition of imports and lack of exports in and out of the belligerent countries, China's foreign trade has done more than exist—it has flourished and expanded.

China has once again passed through a crisis and emerged not only intact and in running order, but the better for it.

The great war has found new customers for her goods, led to direct dealing with old customers who formerly relied upon enemy connections for her produce, and created a demand for her raw products. This has brought her silver with which to buy the foreign manufactures her people need, though she would have benefited a thousandfold had she been organized to take advantage of war demands.

Her purchase of foreign goods last year reached the huge total of 585,000,000 gold dollars, despite disorganization and civil war. What she might have bought had there been peace in the land, workers in the factories at home to produce and ships to bear their product to her shores can only be guessed. Every merchant in China knows the huge trade he could have done this year had his godown been filled with goods.

The trade records made last year in the face of adversities only show what is possible this year and the next, with the resumption of normal trading facilities and the establishment of a stable government. The Chinese have learned how to buy and use new foreign goods which they will need in increasing quantities, and the high value of silver will make their acquisition easy. China has introduced her products to fresh markets and most of these new customers will still look to her for their supplies.

Considering the days to come, the conclusion is inevitable that something of China's great future is at hand.

Development will now be resumed with the removal of restraints imposed by the great war and internal strife. There are factories to be allied with machinery, railways to be built, mines requiring equipment and depleted stocks to be replenished.

Lines must be laid immediately for the securing of business in the prosperous period that will follow the resumption of normal conditions. Unfortunately for the foreign merchant trade routes have been diverted, customers have been neglected while his staff has been away on a sterner duty, old connections have been lost, and competitors have arisen. New customers must be found, old customers recovered, new connections must be made among the many manufacturers, merchants and buyers who are seeking business in this undeveloped market of great potentiality.

## New Canadian Pacific Director



**Captain the Hon. W. J. Shaughnessy** (On left) taking the bad air from his dug-out with a captured machine made for the purpose.

At a meeting of the Board of Directors of the Canadian Pacific Railway held on June 19th, Captain the Hon. William J. Shaughnessy was elected a director of the company to fill a vacancy caused by the resignation of the Hon. James Danaher, of Victoria, B.C.

Captain Shaughnessy is the son of the Right Hon. Lord Shaughnessy, who was for nineteen years the president of the Canadian Pacific Railway and is now the Chairman of the Board. Elected at Laval University, Montreal, and Cambridge, England, Captain Shaughnessy is a prominent political lawyer. During "The War" he saw three years' service

overseas, leaving Canada as Captain and Adjutant of the 199th Irish Rangers, recruited in Montreal, and was in charge of the arrangements for the battalion's notable tour of Ireland.

On the breaking up of the Irish Rangers, he was sent to France as aide-de-camp to Brigadier-General Simms, the Canadian representative at British General Headquarters. After serving with considerable distinction in this capacity for some time, Captain Shaughnessy was transferred to the headquarters of the Canadian Corps, acting as aide-de-camp to Lieutenant-General Sir Arthur Currie, the corps commander.

# Advertise--It Pays