

Foreward

by

Richard de la Giroday (grandson)

This document holds the resounding voice of my Grandfather (Marie Joseph Emmanuel Boyer de la Giroday), sharing with the youth and leaders of his day, his experiences of traveling throughout Canada, the grand opportunities that awaited those with the courage to immigrate, a glimpse into his reasons of choosing British Columbia to immigrate to, and his love for the country of his birth, its people, and especially the young people of Mauritius. May he be forever blessed for his courageous and adventurous spirit that prompted him to find this new home for us, and establish us a birthright in this great country, Canada.

It is a translation of a book containing his presentation to the Club de Curepipe, in Mauritius. This translation is provided by myself¹. As I am not a qualified translator,

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nor well versed in the French Language, and given that the text being translated was from the time circa 1926, it is inevitable that the exactitude and perfection of the translation are fully in question. I have attempted to maintain the exact words and phrasing of my Grandfather throughout. I have maintained the original presentation of material, only making changes where necessary to provide a clear understanding of each passage. When faced with a word that was difficult to translate I have sought to maintain the intent of the presentation. Each such choice, was made after much pondering and analysis of the passage. If a word was encountered that would not translate I have left it in its entirety in the translated version. If a word was encountered that has various meanings or interpretations, a final decision of what to use was made after much analysis of the meaning of the original words and the intent of their use.

In spite of these shortcomings, this translation provides enough completion to allow those who do not read French to sufficiently understand the original document.

It is my hope that a relative or family friend will have the skill and desire to provide a fully correct translation of this memorable document and share it, that we may better understand the thoughts, feelings, and vision of our fore-father, contained in these precious and choice words.

Background

The following information is provided as background information to help the reader better understand three things. First, why my grandfather decided to leave Mauritius in the first place. Secondly, to explain the economical and social circumstances that were occurring at the time he gave this presentation to the Club de Curepipe, that saw the need for his words to be published in book form for the continued use of the people it was intended for. And thirdly, to provide the information each Mauritian would have acquired through living in Mauritius, regarding the size and location of the Island they called home.

Facts about Mauritius²

Location: 20 17 South, 57 33 East³

Area: 2040 Sq km⁴

Highest Elevation: Mont Piton 828 metres

Population today: 1,200,206

Population 1926: approx 400,000⁵

The Island of Mauritius is a very small island (figure 1.2) off the coast of Madagascar (figure 1.1). In size it is roughly 23 km wide and 27 kilometers long. Keep this perspective of size in mind as you read the Canadian informational statistics presented to the young people of Maritius. In 1926, Mauritius was in the throws of overpopulation, and the lowest depressed economic state ever.

My Grandfather's very formative years were the ages of 15 – 25 (1886 – 1896). In those

² CIA World Factbook,
<http://www.cia.gov/cia/publications/factbook/>

³ On the globe this is almost diametrically opposite to Vancouver, BC, Canada, halfway around the world.

⁴ includes Agalega Islands, Cargados Carajos Shoals (Saint Brandon), and Rodrigues

⁵ Ministry of Health and Quality of Life, Mauritius Island,
<http://health.gov.mu/yrbk2000/download/tabb2.xls>

years, 1886 – 1896 a number of significant events occurred that set the stage for his emigration from Mauritius. His younger brother was born in Port Louis in 1883, which indicates that his family was in Port Louis in 1883. His conference presentation that follows shows he spent time growing up in Curepipe, where he met my Grandmother.

A series of disasters struck Mauritius in 1891 – 1899. Three epidemics occurred in 1891, 1893, and 1899. And a series of disasters struck Port Louis in 1892 – 1896. A disastrous cyclone struck in 1892, followed by fires that laid waste parts of the town in 1893 and 1896. And Grandfather's mother died in 1900. These events if not directly affecting his family would have at the very least awakened a grave concern. The decaying economic opportunities, the serious health conditions, and increasing overpopulation provided, I believe, the impetus for my Grandfather to search afield for a location to emigrate to.

Figure 1.1

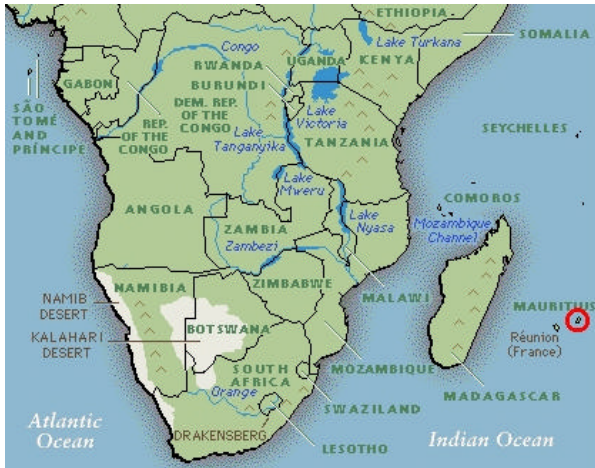


Figure 1.2



CONFERENCE

BY

Mr. Emmanuel Boyer of Giroday

Sunday May 2, 1926 at the Club of Curepipe

M.J.A.DUCLOS, C.M.G.
PRESIDENT

The General Printing & Stationery Company Ltd.
Port Louis , Mauritius
1926

A Conference on Canada made by Mr. Emmanuel Boyer of Giroday in the Parish of Ste. Thérèse, with the Club of Curepipe, Sunday, May 2, 1926.

Speech Of The President

M. J. A Duclos introduces the presenter in these terms:

Messieur LE CURÉ⁶,
Ladies, Gentlemen,

I have the very great honor to introduce the presenter to you: Mr. EMMANUEL BOYER de la GIRODAY . He will inaugurate today a series of many attractive conferences which the activities committee of our Circle will be organizing.

⁶Le Chanoine Martin

He was to speak, already three weeks ago, when he was reached in his most beloved affections, in a way so dramatic that the Mauritian heart will ponder about it a long time endeuilleé.

He will speak to us today with all his vibrating and enthusiastic heart.

He will speak to us about his new adopted fatherland, which he likes with the same love that he has for his small fatherland Mauritius; of this love which is divided, but however remains entire for each one of them, as well as the maternal love, said large and poetic.(applause).

Canada! What an inexhaustible subject of reappearing interest! Who is there among us who did not charm his first youth, avid, adventurous feelings, with the accounts of Ceour de Bois? Who does not have feelings of anguish, seeing them caught with the savage Red Skins, these men so different from our race,

clothed in animal skins, with piercing sight and with delicate hearing? Iroquois, Sioux, Huron, Indians wild and sanguinary, vast snowfields, frozen ways, animal with furs: here are some of the visions which filled up our young imaginations. They made run in us shivers of the unreal, so far away from the objects which were familiar to us. (applause)

And after, when we had the heroic history of these French colonists who wanted to ensure the settlement of the Canadian grounds; when we knew, by their authentic accounts, which treasures of energy, of charity and faith were spent by the monks and the nuns who have ensured the evangelisation of these thousands of souls that it was necessary to inform and save, our interest for Canada did not know any more ends.

And from the political point of view, we did not always find a narrow correlation

in our reciprocal destinies? There is not an ideal family tie which links the two countries, one so small, the other so vast; both fertilized, as of the origin, by the energy and the work of French colonists started from Dieppe , Le Havre or St Malo?

I do not know what guided my friend de la GIRODAY towards this ground lontaine. I remain convinced however that his idealistic brain was even more deeply impregnated than ours, by these feelings and these feelings from which I come to evoke disconcerting savour. (applause)

And then he left with his family for Canada, thus showing a not very common energy; and when I think that since he traced the way, others will follow him, others already followed who live happy and prosperous over there, I say to myself it is only right to greet him as a professor of energy who is also, you see well,

a bell ringer of hope. (Sharp applause.)

Mr. de la Giroday rises. He is highly acclaimed and said:

Mr. President,

The words escape me to express to you my satisfaction for the honor that you gave me, by inviting me to address myself to a similar audience, and while presenting me to them in such flattering terms.

I am particularly moved, Ladies and Gentlemen, by your benevolent reception.

I would however be tempted to regret having dared to agree to present you this talk whose subject is a voyage through CANADA; because really for describing the impressions well that one experiences in this marvellous voyage which offers the crossing of CANADA , it would be necessary to have at the same time the talent of elocution of an Adolphe Duclos, the captivating eloquence of one

Maurice Martin, the clearness of exposition of our most famous lecturers.

Instead of all these talents, it does not remain alas! that the goodwill of an improvised lecturer, who will try, with the assistance of your indulgence, to describe you simply, but imperfectly, the spectacles which he contemplated and the impressions that he kept.

Du Bellay says to us, in his immortal sonnet: —

Happy which like Ulysses went on a beautiful journey,
Or as that one which conquered the fleece,
And then is turned over full with use and reason,
To live with his parents the remainder of his age.

Mr. le Curé, Ladies and Gentlemen,

I am far from being Ulysses, *however* happier than him, I went on more than one beautiful journey, *without however conquering the fleece* .

But just like Ulysses, I had happiness to return to live in my beloved

small country, among my parents, my friends, and my compatriots, of the exquisite hours, like this one, for example, of which I will keep I assure you, an unforgettable memory.

It is particularly pleasant to find myself among you in this parish of Holy Thérèse where I lived the happiest years of my life.

It is here, indeed, that I met this gentle and admirable partner who is not only the joy and the happiness of my home, but with which I have, by her devotion and her renunciation of any praise, to have been able to overcome the painful tests which I have known in life.

You will want to excuse well, Ladies this intimate and personal allusion, but while paying a homage deserved to my wife, is this not at the same time paying a right tribute to yourselves, *exquisite flowers of the company Mauritian* , that I

then call without exaggeration, most beautiful jewels of our dear Mauritius.

Also, before leaving our country to invite you to travel with your mind through CANADA , let to me say to you as I have seen a good beautiful country for 18 years; I have been a witness of admirable virtues, and even of many acts of heroism; but nothing exceeds in my eyes the sites of laughing and enchantments of our small island, as no virtue exceeds in size that of the wives and especially of the Mauritian mothers. (appl)

We here now coming from Europe, in sight of the coasts of Canada; and then, quite naturally, as it is appropriate to brothers of race, with the respect and the emotion that one especially meets in Mauritian hearts, let us greet together this old ground of Canada, colony older than ours, but on which, just as with our land here, FRANCE , our common first motherland, left

her soft and ineffaceable imprint. (appl).

In this country formerly called New France, like here the old Island de France, we see the same courage, same heroism to govern the foundation of the country, with its colonization, to fight against difficulties even larger than those met here; and this, because of the very bad weather of a rigorous climate and of the deaf and perfidious opposition of the natives.

And then, there were the same heroic fights as those constant in the old Ile de France to defend the ground, step by step, countering a frightening adversary, and, a little later it was the conquest under the weight of numbers.

But torn off from their fatherland, the Mauritians, like the Canadians, were conquered by the heart, after they had been by the weapons.

The noble hostility of the beginnings quickly traded place with benevolence on the part of the

victors and with an honest attachment and recognition on behalf of the conquered (appl.) So well, that the French Canadians and the Mauritians who saw their beliefs, their language, their traditions respected and their country developed, quickly became, while remaining well themselves, it is to say faithful by the heart and the spirit, solidly attached to their traditions and their origins and are still counted among the most honest subjects of the British Empire. (appl.)

With the course of a talk inevitably limited, it is not possible for me to speak about the history of Canada, where however we would recall features, glorious common to our history of Ile de France; and then only to evoke the great figures of Cartier, of Champlain, of Moncalm, to which Canada must owe so much!

But I would miss an elementary duty of gratitude if I did not speak to you, even briefly, of

the devotion without end, of the spirit of abnegation, of those admirable monks who did so much for Canada.

As of the first days of colonization, they did not cease penetrating through these wild areas, under a climate most rigorous. They were the true scouts and the pioneers of civilization and have to Him, in fact, opened vast areas, having in their hands only the crucifix, as arms to defend themselves, and in the heart, to guide them, the love of the sacrifice and thirst to conquer hearts with Christ.

Without them, Canada would not be today what it is.

Their devotion and their abnegation were often pushed until martyrdom.

Elsewhere, the Church canonized in 1925 five monks, the first to redden the snows of Canada with their blood. A fertile seed which did raise a marvellous and abundant harvest. (appl.)

It would be necessary for me to speak for a long time

to describe the struggles and the sacrifices of these monks, French almost all, at the beginning, traversing Canada from the east to the west, and penetrating, far to the north, these vast areas, in the great white silence of frozen lonelinesses.

I forget to add that the works of the apostolate started with these men of God would have been incomplete, without the competition of holy women, the nuns, who, just like the monks, came, for the most part, from our soft and immortal old soil of France, to work at the creation of the orphanages, the schools and the hospitals, from the east to the west of Canada and also in the frozen areas of the north. (appl.)

These angels of the earth bring this true treasure which is the heart of the religious to lavish on the small, on the orphans, on the patients, on the old men, in hundreds of institutions, the most maternal care.

The rest, our Christian brothers of the other Churches, under various dominations, recognize the utility of all these Catholic institutions and sponsor them.

Here I believe is the most beautiful testimony which I can give to the size and the success of their works. (appl.)

A last testimony to the devotion of the monks:

We read in the ILLUSTRATION of February 13, 1926 on the subject of the official mission of Mr. Louis Frederic Rouquette, delegated by the French government to visit Monseigneur Grouard, bishop of the vast area from north of the Mackenzie to Hudson Bay, to give the medal of the Legion of Honor to him..

Mr. Rouquette says to us:

“—I had the occasion to carry – in the name of the French government – the Cross of the Legion of Honor to this admirable man. My hand trembled

while hanging on his violet robe, this cross of men near the cross of God. My voice broken with emotion said: Came to Canada in 1860, always resided there from then; made known and to like the name of France, in Alberta and until the far ends of the north ; a great many geographical names are French thanks to him. Zealous priest, untiring missionary, navigator, geographer, explorer, builder of cities, architect, painter, type-setter, writer, farmer, he is, for 85 the most intrepid pioneer of the far North.

Is there a more beautiful thing? And what a lesson for example!

His life is not an exception. Other French monks, did what he did, English, Canadian, obscurely achieving this by a miracle of will each day renewed with a patience every moment?"

While arriving at Canada to cross it from the east to the west, two alternatives are left to us:

First is to disembark in Halifax, capital of the Nova Scotia , (Old Acadie) cradle of the French colonization of Eastern Canada.

Halifax is the one of the four largest seaports of the whole world.

From there, to take the railroad to cross Nova Scotia and New Brunswick and to visit their delightful sites, their large, mining and forest industrial centers, their fishing and agricultural centers.

From the double point of view of industry and tourism, Cape Breton is one of the most interesting areas of Nova Scotia.

With an Eastern point of location the Port of Sydney covers an extent of 25 square miles and where easily all the fleets of the universe could be anchored.

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During the war, it was the one of the principal ports for the ships convoyed through the Atlantic.

On banks of this port is one of the largest establishments of the British Empire Steel Corporation.

By continuing our voyage until Quebec, one can almost go as the crow flies to Winnipeg and from there, towards the northwest, to Prince Rupert, or more to the south, Vancouver.

The second alternative would be to continue by steamer through the gulf of St Laurence and wind up the river until Quebec and Montreal..

From Montreal to Ottawa, which is the capital of Canada, towards the south to Toronto, then we cross the great lakes, to meet in Winnipeg our first route.

From Winnipeg, capital of Manitoba, we will carry on our route towards Regina, capital of Saskatchewan, Edmonton,

capital of Alberta and the station of Mount Robson, where the line forks to Prince Rupert in the North and Vancouver in the South.

It is necessary to give you a short description of the cities and areas which we have just crossed so quickly.

The spectacle which is offered to the eyes in the gulf and the course of the St Laurence is imposing.

The ship goes up the current of this immense river between two lines of visible buoys, night like day; and many lights guide it at night and the hazards signal to her, along its route.

On the two banks which sometimes descend softly sloped until the water of the river, or which sometimes stop at the edge of steep cliffs, are spread out, as far as the eye can see, some of the splendid farms, which appear like as many truly gardens, giving one gripping impression of prosperity and poetry.

From time to time, it is a village where always, as with the ancestral country, the bell-tower dominates.

Ah! this bell-tower! that eloquent testimony of the beautiful survival of the ancestral virtues which distinguish the French Canadian. Here is a description of the French Canadian which appeared recently in the Daily Mail :

“—Since one and a half centuries these Habitants of Canada – East (as they name themselves), passed from the domination of Louis XV to that of George III, thanks to the great liberality of the British, they completely preserved the admirable qualities of their French ancestors, the same language, the same laws and the same religion; they also preserve a major attachment to the land which nourishes them; they still have the provincial spirit.

“The French recognize that the French Canadians more than them, preserve

the ageless national traditions.

Though inevitably their communal tendencies continue more particularly on the subjects of local interest, they are not any less aware of their general role as citizens of the British Empire.

Beneath the feelings of rapport, the French Canadians who populate mostly the provinces of Quebec and Ontario, unite themselves much more with the United Kingdom than with the remainder of the population of their own country; because their affinities and their aspirations differ primarily from those of the long network of 4,000 miles of human groupings which constitute inhabited Canada. They have less of the stirred up activities of the New World, than the habits of prudence of the Old Continent?.

While disembarking at the City of Québec, the capital of the Province of this name, we are in the largest of the

nine provinces which form the Dominion.

Starting with 1534, Jacques Cartier landed there and took possession of these new lands, in the name of Christ and of the King of France.

The port of Québec, provided with an excellent system of quays and warehouses, receives the largest ships that arrive from the ocean.

Quebec is also famous for its historic buildings, its old fortifications, its old church of St. Anne, well known place of pilgrimage, its clubs, its hotels, its universities, its promenades at the foot of the famous Château Frontenac where it towers over the St. Lawrence and an immense and marvellous landscape.

The Province of Quebec is very rich in natural resources. Its mining and agricultural richnesses and its hydraulic force resources are immense.

The population of the Province rises to 2,500,000 souls.

In the vast forests of the North which extend to Hudson Bay, one

encounters all kinds of big game.

The main points of interest of the province are: — the Gaspé Peninsula, broadside by the Gulf of St. Laurence and the breathtaking Chaleurs Bay; it is famous for the grandeur of its sites and its renowned fisheries.

At the end of this peninsula is the Basin of Gaspé, a very well known vacation point from where left the first quota, 33,000 men for the great war, October 3, 1914.

It is close to the Basin of Gaspé that one can see the famous Pierced Rock, reddish block of stone with a fantastic effect where nature cut out an arch of 1, 500 feet in length and 300 feet wide, 280 feet heigh.

It is also necessary to quote:

The famous parks of the Laurentians and Algonquin where are still huge tracts of virgin forests.

The chain of Laurentians which

some geologists say are the oldest mountains of the world.

Montmorency Falls and the Wolf River which rush into the St. Laurence River at a height of two hundred feet.

Two remarkable structures deserve attention:

10. – In Levis Port, on the southern bank of the St. Laurence, opposite Quebec, is one of the largest dry docks in the world, it measures 1,150 feet long .

20. – The Victoria bridge which connects the two banks of the St. Laurence, this bridge is one of the wonders of the world.

Is has a length of 3,240 feet and is, at its center, a height of 150 feet above the water level, which allows the largest oceanic ships to pass below, without difficulty. The central span measures 640 feet and weighs 5,000 tons.

From Quebec let us go up the river until Montreal:

Montreal is the most important city of the Dominion; it has a population of 1,000,000 souls.

This port which has eight miles of frontage and quays in a sufficient number at the same time to receive a hundred oceanic ships is one of the best equipped on the continent.

As it is a thousand miles from the Atlantic, it is the port farthest, into the interior of the land, in all the world.

Montreal is the principal port of expiditing grains from the American continent, until Vancouver soon becomes it.

Montreal is touted to have the most beautiful hotel of the British Empire; this hotel is surmounted by a restaurant and a ballroom representing a public place of some old French city. There exists neither in Paris nor in New York, in this style, nothing that is comparable.

The streets are quite lit up; and there is on the mountain which overhangs the city an iron cross 200 feet high, illuminated completely by means of electric lights, from dusk to dawn. This resplendent emblem above the roofs of Montreal, detached in the night, like a sacred sign ⁷suspended in the heavens.

A proud and beautiful city, filled with originality, historical memories and riches⁸; here are what our Empire gained while absorbing a hundred and fifty years ago, 70,000 French Canadians!

Montreal is the most significant industrial center of the Dominion. The last statistics gave to the products of its industries a value of approximately 594,000,000 dollars.

It is no less significant than Quebec, from the point of view of its monuments.

Its institutions of education are famous; most famous are the Universities

⁷ meaning symbol

⁸ affluence, prosperity, wealth

Laval and McGill and the University of Montreal.

One counts there remarkable churches in good number.

One of them, Our Lady, contains 15,000 people — that makes it the second in size on all the continent .

Mount Royal, the original name of Montreal, is bored by a tunnel with double tube for a length of 3 and a half miles, which belongs to the Canadian National Railroad.

The city was founded in 1642 by Mr. de Maisonneuve. The places of historical interest in the city are numerous. The main offices of the Canadian National Railroad are in Montreal.

I now consider, as an elementary duty, to speak to you about the Canadian National Railway, institution to which I have the honor of belonging.

This institution counts 100,000 civil servants and has a network of 22,663 miles.

It is the largest Railway in the World, under a single administration, at the head of which is a man of genius: Sir Henry Thornton K.C.M.G.

Its service is remarkable, in all regards; every possible comfort and luxury is found there.

In these truly travelling home, one can cross Canada, in the most modern Pullman Cars, for a hundred dollars, quite a moderate price, if one considers the distance of 4,000 miles in the crossing of Canada which is accomplished in four and a half days.

The very richly decorated parlour cars are equipped with Radio Telegraphy which informs the passengers of the news of the whole world and allows them by the Radiophones, to listen, comfortably sitting

in the library-coach, to concerts given in the large cities of the United States and Canada.

The courtesy and politeness of the personnel deserve a special mention.

The ladies and the children especially are the object of the special attention of the employees.

This is not astonishing, because in all the Dominion the woman, the girl, and the child are particularly protected and respected. (Sharp apps.)

From Montreal we move towards Ottawa, the Federal capital.

Ottawa is the capital of the Dominion; but the city has other titles of interest. The site is charming.

From the level where the imposing buildings of the Parliament are built, one has a splendid sight of the very broad Ottawa River and the Laurientians which take shape in the distance.

The arrangement of the parks and of the

Public walkways, with one a total of thirty miles in length, is excellent.

Among the most interesting public buildings, in addition to those mentioned above, count the National Victoria Museum, the national Gallery of Arts, the royal Hotel de la Monnaie, the Library of Parliament and Rideau Hall, official residence of the Governor General

The first city hotel, the Château-Laurier, is one of the most imposing constructions and the most beautiful of its kind in the Dominion.

It is the property of the Canadian National Railway.

The central station, located at the heart of the city, is a construction with elegant lines.

At one of the approximately thousand hills of the Parliament, tumbles the picturesque falls of Chaudière, where one

produces the electric power which lights the city and supplies its driving force⁹.

⁹ energy

Ottawa is a particularly significant industrial center for the lumber and paper industry.

The railway angles towards the West by leaving the capital and crosses the Ottawa River, below Fitzroy.

One of the interesting places one reaches before entering Ontario is Portage-du-Fort where, in the first time of the colony of New France, reigned considerable activity.

The rapids and the cataracts have a fall of one hundred feet there.

Pembroke, located at the confluence of the Ottawa and Muskat Rivers is a significant industrial town.

Some miles further from Pembroke, the railway enters the Algonquin Park.

The Algonquin park, that the railway crosses for a distance of more than eighty miles, is a provincial reserve for forests and game.

Its vogue, as a holiday place is big, and moreover it has many rivers, more than one thousand lakes, it offers exceptional attractions to the fishermen, to the hunters and to the amateur canoeists.

One finds within the limits of the park, superb hotels.

Beyond the Algonquin Park, the railway descends the long slope leading gradually to Lake Nipissing, crossing on the way splendid landscapes, close by the Laurentians which turn blue at the horizon.

Lake Nipissing, at the North-Eastern end where the town of North Bay is located, has a surface of 330 miles and is, under more of a rapport, engaging for the tourists.

One cannot advance towards the west without visiting Toronto, the capital of the Province of Ontario, located on Lake Ontario.

This city was founded in 1793 by Governor Simcoe and was named York.

The city accepted its current name in 1834, when it was incorporated into a city.

It is not only the political capital, but also the educational, academic, and legal capital of the province with a population of 750,000 souls.

The port of Toronto is most significant on the two sides of Lake Ontario and, for its development, the federal government and the municipal authorities spend jointly an annual sum of 25,000,000 dollars on the construction of quays, on the digging of the channel, the establishment of new sites for industries, new parks and new promenades

Toronto is one of the most significant industrial and commercial centers of the country.

The prettiness of its suburbs and its

residential districts, just as the architectural beauty and the majesty of its public buildings are worth its continental reputation.

It has in addition the highest skyscraper of all the Empire.

Its network of parks, playgrounds and its race courses are admirable.

The provincial Museum is the most significant of its kind in the Dominion.

During the summer season, Toronto is the starting point of vessels which cross the lake to go to Niagara and the other ports on the Southern bank, to the Thousand Islands and various other cities and interesting places on the St. Lawrence.

Toronto is the “quartier-général??” of the central network of the National Railway.

From there many lines put you in communication with all the points of the Dominion and certain points of the States in the East and the center of the United States.

Leaving Toronto in a westerly direction, a line which follows the northern bank of Lake Ontario, passing through industrial and commercial towns of great importance, roaming the famous fruit zone of the Niagara peninsula and seeing the cataracts with a universal reputation and merging with the Buffalo lines connected to New York, Boston, Portland and other significant centers of the United States

FROM TORONTO TO WINNIPEG

The direct convoys called the “Trans-Canada” from Toronto to Winnipeg taking a Northwest direction pass on the way through some of the most significant industrial districts of the city.

Once out of this one, the line crosses an area of the province devoted to mixed cultivation.

The course follows very close the old route which followed “les traiteurs”¹⁰ et les

¹⁰ caterers

Sauvages¹¹” while travelling from Lake Ontario to Lake Simcoe, always towards the Northwest until the Longlac divisional point.

From Longlac, the train heads on to the twin cities of Port Arthur and Fort William, taking gradually a southwestern direction, crossing many rivers and circumventing several small beautiful lakes.

The places favourable to hunting, fishing, and canoeing abound there.

One can admire from the train Lake Nipigon with its waters sifted with blocks of houses and its proud cliffs tapestried in green.

Port Arthur and its own neighbor towards the southwest, Fort William, occupy a strategic position with at the head of the great lakes.

The dominant characteristic of these two cities, is that they jointly have the most complete arrangement of grain elevators of the whole world.

They are the arrival and distribution point of the west.

¹¹ savage, untamed, wild

One finds there, more than thirty elevators with a total capacity of 65,000,000 bushels.

One of these elevators, which is the property of the Canadian National Railway is the largest in the world; it has a capacity of 9,500,000 bushels.

In addition to the large fleet of grain ships which leave these two large ports during the season which lasts eight months, there is also passenger services which go to nearby places via Lake Superior, the Sault Canal, Lake Huron and the St. Claire river, in Sarnia, where one can correspond by rail with Toronto and other points to the east of Canada.

More than five thousand ships enter and leave Fort William and Port Arthur during the navigation season, while the value of their exports is of more than 149 million and a half dollars per annum.

Before leaving the twin cities, last significant ports on the great lakes it is important that I indicate to you the vastness of these truly inland seas which constitute the great lakes, Superior, Michigan, Erie, Huron and Ontario. All these lakes connect the ones with the others until the St. Lawrence River. These lakes are crossed back and forth for eight months by great luxury steamers and large steamships of six, eight and ten thousand tons, which, progressing in any mists, remain sometimes 36 and 48 hours without discerning the land.

TWIN CITIES TOWARD WINNIPEG

While progressing towards the west, one encounters Fort Frances, on the “Rivière-à-la Pluie”¹², the most significant city of the line between the head of the lakes and Winnipeg.

Before leaving Ontario and reaching

¹² River at the Rain

Manitoba, here are the characteristic features of Ontario:

The province of Ontario is known for the diversity of its attractions.

Its colonization started up on the arrival of the Loyalists in 1783 to which the British government had conceded the vast tracts of land.

Its population exceeds that of all the other provinces; it amounts to 3,000,000 souls including a great number who are French Canadian.

The surface of the province is 407,262 square miles, its southern border is pressed against Lake Ontario and its northern border on Hudson Bay.

The value of its manufactured goods exceeds that of the products of all the other provinces. It is two billion dollars.

The principal products of its manufacturing are: flour, lumber, pulp and paper, iron and steel,

automobiles, rubber items, textiles, furnishing, butter and cheese preserves, leather, shoes, aluminum .

Ontario still surpasses all the other provinces for the extent and variety of its mining resources, if one takes account of what they report to him annually .

As regards the production of gold it exceeds also all the other provinces, and all the other States of the North-American continent.

The province is richly equipped in hydraulic forces which amount, for the already domestic forces, to nearly seven million horsepower .

Continuing the route towards the Northwest by traversing the border line of the United States, one reaches Manitoba whose capital is Winnipeg.

We enter now the prairies, the great wheat breadbasket of the world.

Winnipeg, which was not, approximately a century ago, that small border village of 200 inhabitants, became a town of 300,000 souls. Winnipeg is today the marketplace of wheat, the most considerable of the world. The city is also the important seat of houses of education and Universities

The edifice of the provincial Parliament is at the same time an imposing and elegant structure .

For the beauty of its parks, for the width of its streets and its avenues, Winnipeg enjoys a deserved reputation.

Always towards the west, we enter Saskatchewan.

Saskatchewan has a population of approximately 800,000 souls and a surface of 251, 700 square miles. It occupies the first place amonth the provinces that cultivate cereals.

This is particularly true in regards to wheat, barley, flax and oats.

All harvests, in 1924 had a value of 250 million dollars, which exceeds that of the harvests of any other Canadian province.

The carbon based resources of the province are considerable, the reserve being estimated by the geologists at 59 billion metric tons. It is also known for its vast layers of sodium sulphate estimated at 20,000,000 tons and for its beautiful kaolin¹³.

There is, in the north of the province, susceptible hydraulic forces of considerable development.

One also finds in the north, a vast big game hunting territory.

Regina, the capital of Saskatchewan, is an important commercial center and its factories have an output of a great value.

The city is very beautiful, the Parliament buildings, located on the bank of an artificial lake, are of an elegant architecture..

¹³ A fine variety of clay.

Saskatoon, second of the cities in importance of the province, is located on the southern arm of the Saskatchewan river and borrows its name from Saskatoon berries that one finds on the banks of the latter.

Saskatoon is the seat of the University of Saskatchewan and the provincial College of agriculture.

From this last point, let us carry on our route towards Alberta.

Alberta is a province which counts many distinctions to it. Its carbon based reserves are estimated by geologists at a thousand billion metric tons.

The province has approximately 90,000,000 acres of arable land, surveyed, that awaits cultivation.

Edmonton, capital of Alberta, was at the beginning, the trading post of the two largest fur companies.

It is today a considerable industrial

and commercial center, mainly for the warehousing of meats, and its creameries produce about half of the total production of butter in the province.

The Hotel Macdonald, operated by the Canadian National Railway which is the owner, a beautiful stone building of size, overlooking the river, is recognized as one of the most charming hotels of the continent.

Two transcontinental railroads pierce the city, and the Canadian National Railway has seven junctions which go from there towards various parts of the country.

One junction from there goes away towards the south until Calgary, which is the second significant city of Alberta.

In the region of Calgary are significant coal layers from which one extracts every year more than one million tons.

The E.P.ranch property of Prince de Galles, is approximately sixty miles from Calgary.

Past Edmonton, the ground becomes increasingly wavy¹⁴, until one reaches the abutments of the Rockies .

One suddenly sees the Athabaska river, famous for the historical memories which it evokes, as one leaves Dalchurst, and, during more than forty miles, the railway crosses the beautiful and magnificent Athabaska valley that will be lost in the Artic at a distance of 765 miles.

One is soon in the sight of Mount Edith Cavaell, the most interesting mountain of all the Jasper park.

It is difficult not to distinguish Mount Edith Cavell, although it is surrounded by several other elevations, because it is not only the highest of all the park, but still because it imposes itself with regard to cause the snows of which it is

¹⁴ wavy

unceasingly capped, and of its immense glaciers.

Among the latter is the Phantom glacier thus named because of its striking resemblance to an angel with wings spread.

Jasper, located on a plateau in the Athabaska valley, at the place where it reaches its greatest width, is the seat of the headquarters of the Jasper national park, which has 4,400 square miles of surface and which was constituted a reserve by the federal government for the benefit of all those who are said to visit it and enjoy its many attractions.

One finds, within the limits of this park more than one hundred mountains and a considerable number of lakes or alpine marches, several thousand mountain goats and good number of sources, of caribou, black bears and deer, likewise that long horn mountain sheep. It is the hunters paradise.

They classified so far in this park more than 700 varieties of flowers and plants. Roads for cars, and the paths in the mountainous area have an overall length of several hundred miles.

A few minutes hardly after having left the Jasper station on the way to the Pacific coast, one breaks through into the valley of the Muette river..

We are now given there to Mt. Robson, in British Columbia.

During the continuation of the journey starting from the mount Robson Observatory, the attention is drawn by commendable hilly and mountainous sites, animated often by pretty falls which emerge from the close glaciers.

At two miles and a half towards the west, one encounters the longest tunnel of all the Canadian National Railway; it is 2,837 feet.

We arrive at Ashcroft which is the

center of a region where mixed farming and fruit-bearing cultivation is practiced; it is also the door of entry of the famous Caribou mining region.

At approximately three miles below Ashcroft, the railroad enters the Black Gun (Black Canyon) of the Thompson which unfolds swirling shapes and the torrent dug little by little until a depth of 200 feet.

Here we are at the canyon of Hell's Gate, one of the most formidable phenomena of nature that one meets in the course of the route.

There are two remarkable characteristics relating to these canyons a length of 14 miles

The first is the depth of the water – 250 feet on average – that runs, between its walls at its peak. The other, is Hell's Gate, the one point of the canyon, where the passage narrows with a width of one hundred feet, the canyon being overhung by enormous rocks which are in contours on the side walls.

Here, the waters of the Fraser pass by like a waterspout making an hellish noise and misfortune to the boat which would become involved in this terrible current!

Further to the west the large Fraser valley and its Delta with a surface of 1,500,000 acres.

From this valley one sees Mount Baker of 10,827 feet of altitude in the south of the State of Washington.

To communicate with New Westminster, it is necessary to cross the Fraser river on a bridge which is a mile long.

New Westminster is the third city in importance of the province, it is the seat of several very considerable industries among which note the sawmills, the canneries for salmon, fruits and vegetables.

This city is located on the Fraser river.

As its quays are built in deep water, the city is a port of great importance which is in communication by the river with the Pacific Ocean.

New Westminster is approximately twelve miles from Vancouver.

VANCOUVER – THE COMMERCIAL
METROPOLIS
RAILWAY TERMINAL ON THE PACIFIC

Although its foundation goes back 40 years, Vancouver is today the metropolis, with a population of 260,000 souls.

It ranks among the largest ports of North America.

The city was built on Burrard-Inlet, an arm of the sea twenty one miles long.

With each turn, so to speak, the gaze is delighted by panoramas of mountains and the marine landscapes have a finesse and an unsurpassable charm.

VANCOUVER is made, for several reasons, the delight of the tourists. On its periphery flourishes STANLEY PARK, where stands a gigantic forest of Columbia pines and immense cedars.

One still finds there a famous zoological park.

English Bay , at the interior of the limits of the city, is the site of a very sought after recreational place¹⁵.

Note also MARINE DRIVE , or promenade, which skirts the sea for a distance of 21 miles.

VANCOUVER counts three splendid racetracks.

To tell the truth, VANCOUVER and the suburbs have three seaports: Burrard-Inlet, False Creek, and the Fraser river, which gives a span of quays of 88 miles and a water surface of forty square miles.

¹⁵ plaza, square

The activity of the port increased considerably since the opening of the Panama canal and the shipping of wheat harvested in the neighboring prairies; the total for 1924 being 60,000,000 bushels, whereas it was only 250,000 four years earlier .

Regular lines of ships serve between VANCOUVER and the coast of the Atlantic, Europe, via the Panama Canal, the Orient, Australia, New Zealand, and the Hawaiian Islands; also from this port the ships used by the Canadian National Railway serve the interior coast until Hyder, Alaska and Stewart, B.C. at the head of the PORTLAND canal, making stopovers on the way at Prince Rupert and other points.

Many of the fiords on the coast attract the American tourists who do not tire in admiring the beauty of it.

From VANCOUVER, to go to Victoria, capital of British Columbia, located

on Vancouver Island which faces the mainland at a distance of 75 miles, the service is provided by cruiseships from 5,000 to 6,000 tons of great luxury.

These steamers, in exchange for the moderate amount of 450 dollars ensure you an outgoing trip and return.

VICTORIA – THE PROVINCIAL CAPITAL

VICTORIA , which was at the beginning a fort of the Hudson Bay Company is since 1868, two years after the political joining of VANCOUVER Island to the mainland, the capital of British Columbia.

Located on the Saanich Peninsula, southeastern end of VANCOUVER Island, it dominates the gulf of Georgia with its archipelago of the San Juan Islands numbering 172, and the strait of Juan de Fuca.

VICTORIA was nicknamed “the city of the sun” because it is claimed the city of the Pacific with the most constant serene sky.

The charm of its houses and the splen-

dor of the flowers and the shrubs which decorate its gardens, carried far the reputation of this city.

The Parliament buildings, located on a hill which dominates the port, appear among the most beautiful monuments of architecture of the Dominion.

A road for cars known under the name of Marine Drive covers a distance of approximately fifty miles; it offers at any moment, a superb sight on the gulf and on the straits.

At the top of the small Saanich mountain, at approximately eight miles from the center of the city, rises the Astrophysical Observatory of the federal government.

It is one of the most considerable of its kind in the whole world.

The tube of the telescope is sufficiently wide so that a small car can be place inside, and its lenses poured in Belgium and cut and polished in Pittsburg,

are 72 inches in diameter and twelve inches thick.

The Buchart gardens have a continental reputation, because of their charm, their picturesque and their curiosities. You have to note the title of the city of the sun, given to Victoria, the capital city of Vancouver Island.

This is not without reason.

The northeast coast of the Pacific until the Port of Prince Rupert, enjoys a very moderate climate, in spite of its latitude. That is due to two factors.

The first is that the Mountains are a natural shelter which protect British Columbia from the icy north winds, which sweep the Prairie provinces and of the East, and bring about the terrible cold ones.

The SECOND factor is the presence of warm winds and warm water (Gulf Stream kind) which come from Japan and soften the temperature.

The climate being more moderate on the west, the ports of Vancouver and Prince Rupert are always open to navigation, while Quebec and Montreal, which are located at a lower latitude, are closed by ice for 4 months.

These climatic conditions have a beneficial influence on all British Columbia, except on the high plateaus where the climate is that of Switzerland; and this question of climate explains the formidable development of this province, which counts only 40 years of existence.

In spite of its recent development, British Columbia does not have anything to envy of all the other provinces of the Dominion, even the oldest.

The picturesque one, natural richnesses of the country, fertility of its soil, its mines, its forests of immense¹⁶expanse¹⁷ and filled of essences of superior attributes¹⁸ and of world reputation, its pastures, its

¹⁶ colossal, huge, immense

¹⁷ expanse, extent, range, reach, span, tract

¹⁸ attribute, feature, merit, quality, trait, value

fruit-bearing regions, its railroads, its roads, in a word, its modern organization, from the point of view of industrial, economic, religious, commercial, its system of education which facilitates the education and makes it possible to take all the university degrees there: here are the advantages which the colonists¹⁹ find in British Columbia .

In a word, it is a new country which has a prosperous future.

To have what it takes for this province of the west, these are gumption, the people of goodwill²⁰ courageous and committed to the struggle for life²¹.

Those who come to be established there with this spirit are ensured of success.

As I already said at the Chamber of Agriculture: there are not only the unique new markets for our products, but more especially the country which offers unlimited prospects to our youth,

¹⁹ colonists, settlers

²⁰ conviction, intention, volition, will, willpower

²¹ life, existence

who become weaker here in a domain²² turned overly restrictive .

Times so hard that we will soon²³ create a legion of unemployed persons, and they are numerous already, those who are victims of the situation.

Moreover, my friend, the hon Mr. Maurice Martin, in his magisterial report to the Chamber of Agriculture, emphasized all the gravity of this problem never to be solved in a complete way.

One of the great philanthropists of our country, more esteemed and respected, said to me, little after my arrival in the colony :

— My friend, if you manage to persuade only one of your compatriots to leave, you would have the good merit of your little fatherland .

The experience is already accomplished. – 18 years ago, I left for Canada with a group of young people who are all successful, after having struggled with courage .

The moment is come now to

²² field, domain

²³ nous allons traverser vont = we will soon???

Continue this movement, and here, *Sir, the president, and you, members of this Club, you that God placed at the fortune²⁴ of the businesses of this country, you that fortune has favoured. I address a warmhearted appeal to you. Think about those that watch for²⁵ the hideous spectre of misery and hunger, and who will not be able to find employment here.*

Will we let perish such great energies²⁶? Oh! non!

Well! you, gentlemen, whose generosity and patriotism are known: put yourselves immediately to work. Make a national movement to allow our young people to strive for fortune elsewhere.

The head of the country, I know it from good source, considers with friendliness the emigration of our young people.

I then also say to you that, on my personal behalf, the representatives

²⁴ Estate, fortune, riches, wealth

²⁵ look out, peek at, watch for

²⁶ energies, forces, powers, gumption

of our navigation company promised me their co-operation to facilitate this movement by a reduced tariff²⁷.

Moreover, I will engage myself, immediately on my return to Canada, to attract the benevolence and the assistance of the government of the Dominion on this flow of emigration.

But so that success crowns my steps, it is necessary at least that I can declare to the Canadian authorities that my country approves and encourages this movement.

Gentlemen,

I made myself here the megaphone of all those who cannot or dare not come up to you .

I'm asking you to constitute immediately a committee of action. This committee will be interested in the many young people who addressed themselves to me, and of which many do not have, alas! The means necessary for leaving one's country.

²⁷ cost, entry fee, fare, fee, price, tariff, toll

It is an imperious responsibility that is incumbent towards those who have the courage to leave the birthland, in order not to remain dependent on him.

I know the value of this sacrifice and I know what it costs some to move away from the ground which saw you being born and growing and where so many bonds²⁸ retain you.

I am held, naturally at your disposal, to give you all the information on the best means to be used, for the voyage of our emigrants towards Canada, and their settling in this country.

I would be happy to save them the dissappointments, mistakes of experience, I experienced over there, 18 years ago.

The time is short; because I have only two or three weeks to spend here.

I have abused a long time, Ladies and Gentlemen, your patience.

I thank you for your indulgence.

I would be happy if I had been able to

²⁸ bonds, connections, ties, relations, relationships

interest you while speaking to you about the wonders of this splendid country that is Canada; but I would have accomplished nothing, if I had to limit there, my role today.

The future of our young people holds me by the heart more than everything.

I had a patriotic duty to fill; I have filled it. (appl.)

It is with those at the head of our businesses to do the rest; they will do it, I am sure, and beforehand, in the name of all those youth which they will save²⁹, I say to them thank you. (Sharp appl.)

²⁹ save, rescue