REPORT OF THE COMMISSIONER OF DOMINION PARKS FOR THE FISCAL YEAR ENDING MARCH 31, 1918.

During the fiscal year 1917-18 the work of the Dominion Parks Branch was expanded to cover responsibility in connection with the Northwest Game Act and the Migratory Birds Convention Act.

In connection with the first act which deals with wildlife matters in the Northwest Territories it was found that changed conditions required a complete revision of the act. A new act was drafted and was passed in August, 1917. The outstanding features of the new act are the provisions by which both the trapping and fur trading are put under the control system. Through these provisions it is expected that the fur resources of the North can be adequately conserved without any interference in reasonable commercial exploitation. Evidence had accumulated that alien stems, without any concern in the future, contemplated introducing large numbers of furs into the North country with a view to a clean-up, utterly regardless of the fate upon the future, either as regards the wild life or the native population, which is almost entirely dependent upon the wild life for its food supply. The new act provides means of effectually handling such conditions.

The new act also provides special protective measures for musk-ox. Investigation showed that only such measures could prevent the extermination of this characteristic inhabitant of the North.

BARREN-LAND CARIBOU.

As promulgation of the Northwest Game Act it may be of interest that the parks branch made very extensive investigation as to the possibility of utilizing the vast areas of barren-land caribou to supplement the meat supply of the Dominion. It is stated that there are at least 20,000,000 to 30,000,000 caribou in the North. As a rule, caribou meat is of first-class quality. The hide when tanned is equal to the best hides. It is only a question of time when these vast herds will constitute a valuable asset for the Dominion. The only difficulty in the way of the utilization of the animals today is one of transportation. After full investigation, it was felt that while undoubtedly, caribou meat could be brought out now at fairly reasonable rates, the meat situation in the Dominion is scarcely such as called for immediate action. The caribou today constitute a great meat reserve for the country which can be made available if food conditions should continue to grow worse.

Throughout the preparation of the act and regulations thereunder the department desired gratifying co-operation on the part of the Hudson Bay Company, the Northwest Trading Company and other interests concerned in the fur trade.

The administration of the new act is being carried on under the direction of the Government. The actual administration on the ground is being carried on by the Royal Northwest Mounted Police.

MIGRATORY BIRDS CONVENTION ACT.

The Migratory Birds Convention Act was passed to give effect to the Canadian-American treaty providing for the protection of migratory birds. The treaty was passed into because it was recognized that the bird life of North America could be greatly conserved only by joint action of the United States, where the birds spend the winter, and by Canada, where the birds breed and spend the summer. The act was passed during the session of 1917 and the regulations thereunder were subsequently drafted and enacted.
Before the treaty was made all the provinces were consulted and all agreed to its principles. The supervision of the administration of the act rests upon the Department of the Interior. It is expected, however, that the actual administration on the ground will be carried on by the provincial authorities. The understanding is that the provinces will amend their legislation whenever necessary to make it conform with the terms of the treaty and that therefore when administering their own laws the provincial authorities will be administering the Federal Act.

So far as the Dominion is concerned it is felt that its most important duty at the outset, at all events, will be to carry on a campaign of education throughout the Dominion in order that the public may be made to realize the necessity of every one interesting himself in the subject of adequate protection of bird life.

THE PARKS AND THE WAR.

The parks service has been carried on with an appropriation equivalent to 45 per cent of the appropriation available before the war began. Naturally, this has resulted in very little more than ordinary maintenance being carried on.

The war has also caused a diminution of tourist traffic from other countries. However, so far as Canadian tourist traffic is concerned, there has been a very substantial increase. This increase was very gratifying when it is considered that, primarily, national parks are maintained in order that the people of Canada may obtain in a maximum degree that recreation and relaxation in the out-of-doors which are essential to the well-being of the individual. The remarkable influx of people from the Prairie Provinces indicated that when our own people have brought home to them the opportunities their own parks offer they are quick to take advantage of them. In the spring of 1917 the Department sent a lecturer to the West, who gave illustrated talks on the parks at Brandon and Regina, and in almost every picture house in Alberta. The effect of his address was: “These are your own parks. They are right at your front door. Come and enjoy them.” The result was that native tourist traffic was much below the average, towns like Banff in Rocky Mountains park never before had such a prosperous year. The most satisfying feature of this is the feeling that thousands of our own people obtained the benefits parks have to offer in the form of renewed vigour and efficiency, mental and physical.

A large number of the visitors came to the parks in their own automobiles and camped out during their visit.

The number of automobiles which registered at the Kananaskis gate, Rocky Mountains park, were:

<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1916</td>
<td>...</td>
</tr>
<tr>
<td>1917</td>
<td>...</td>
</tr>
<tr>
<td>1918</td>
<td>725</td>
</tr>
<tr>
<td>...</td>
<td>2,000</td>
</tr>
</tbody>
</table>

This remarkable increase emphasizes the fact that the automobile is destined to be a dominant factor in parks tourist traffic. And it, therefore, also emphasizes the necessity of attention being concentrated on road development in parks.

THE BANFF-WINDERMERE HIGHWAY.

During the year negotiations were carried on with the province of British Columbia in regard to the completion of the Banff-Windermere highway. This road, when completed, will provide one of the most memorable roads in the world. A motorist will be able to make a 500-mile round trip during every month of which he will either be in the mountains or within sight of them. The route proceeds from Calgary via Banff across the main Rockies by Vermilion pass, proceeds down the Vermilion valley to the Kootenay valley; then via Sinclair pass to the Columbia valley. From there it proceeds along the Columbia to the Crowsnest Pass district by that it enters the prairies, proceeding thence to Calgary. Only about 50 miles of new construction remains to open up this wonderful route. The unfinished work

is in British Columbia. That province is not in a position to proceed with the work and has made proposals looking towards the Dominion undertaking this work. The direction the proposals have taken is that in return for completing this road the province should grant to the Dominion a 10-mile strip along the highway in British Columbia for parks’ purposes, and that an amicable adjustment should be made in regard to various matters of jurisdiction within Dominion Parks, concerning which there has been conflict as between the province and the Dominion. The subject has been gone into very completely and there appears to be no reason to anticipate anything but an adjustment satisfactory to both the province and the Dominion.

EDMONTON-VANCOUVER HIGHWAY.

Just as the Banff-Windermere Highway project is capable of completion by the linking up of constructed roads at comparatively little cost there is another automobile highway project which can be developed with very little new construction. This is a highway connecting Edmonton with Vancouver. The consolidation of the Canadian Northern and Grand Trunk Pacific railways from the vicinity of Edson, Alberta, to Moose Lake, British Columbia, and the consequent abandonment of a first-class road grade between these points has made the project of a motor-road between Edmonton and Vancouver a practicable proposition. Edmonton is already connected with Edson by highway. From that point the abandoned railway roadbed will carry the highway across the main Rockies into British Columbia. The balance of the route to Vancouver is merely a matter of linking up existing roads. Last autumn Mr. Alfred Driscoll, C.E., an engineer in the parks service made a reconnaissance survey of this route. In his report he says:

“The distance between Thompson river and Trout creek is 36 miles and this is the only stretch between Edmonton and Vancouver where an entirely new road is to be built, a remarkable fact, when the distance, some 500 miles, and the nature of the country between these two places is taken into consideration.”

Mr. Driscoll’s estimate of the cost of this highway is $1,000,000, a remarkably small sum when the results are considered. When it is realized that the twentieth century is to be the century of automobiles the next century was the century of railways, and the huge automobile traffic which originates along the American-Pacific coast is borne in mind, one cannot fail to be impressed with the view that a highway of this kind across the entire Rocky Mountain system will attract tourism in tens of thousands and thus provide huge returns upon the actual cost. The abandonment of the railway roadbed has given Canada an extraordinary opportunity to construct a transcontinental motor road. At the request of the Department of the Interior the Department of Railways is leaving the bridges, culverts, etc., on the abandoned roadbed intact. The advantages and the potentialities of this highway are bound to command attention in the years of readjustment at the conclusion of the war.

Another highway proposition which has been given consideration is one which will make available for automobiles the unparalleled scenic splendours of Glacier park made famous by the Canadian Pacific Railway “Hoover” in the Selkirks. The construction of the Connaught tunnel between Bear Creek and Glacier has brought about the abandonment of the Canadian Pacific Railway tracks between these points, including Rogers pass, which was the highest point in the Canadian Pacific Railway system. With the granting of title to the railway company for the tunnel site, the old roadbed reverts to the Crown. The transformation of the roadbed into an automobile road is necessarily neither expensive nor difficult, and it will give about eighteen miles of highway among the towering peaks and marvellous icefields of the Selkirks.
JUVENILE PRISONERS' CAMP.

Early in the summer of 1917 the last of the internment camps in the parks was closed down. This was necessitated by the release for industrial purposes of a large proportion of the alien enemies. It was not considered that the comparatively small number remaining would justify the continuation of the working camps and, therefore, the balance of the prisoners were transferred to camps in Northern Ontario. While the operation of the alien camps in Renfrew, Yukon and Jasper parks did not yield as great results as anticipated, nevertheless substantial progress was made on works that could not otherwise have been undertaken during the war.

UTILIZATION OF PRISON LABOUR.

In connection with the question of road construction a great deal of investigation has been made upon the subject of the utilization of jail and penitentiary prisoners with the idea that this class of labour might eventually be secured for parks work. This investigation showed that in the United States most satisfactory results have been attained in many of the states in connection with road construction by prisoners. One of the problems which those who deal with the prisoners must meet is the provision of suitable employment. It is generally admitted that it is very injurious to maintain prisoners either in idleness or in unproductive labour. The difficulty is to find employment which is productive and yet which does not compete with free labour.

I understand that in so far as possible Canadian prisoners are given productive work, but I note that the superintendent of Canadian penitentiaries says in his report for 1915:

"Our officers are obliged to utilize labour at stonebreaking and other industries that are neither desirable nor profitable. For the insufficiency of suitable and productive employment the officers are in no way responsible."

In this connection I would point out that there is an immense field for the employment of labour in the construction of roads in Canada; that this is work which is undoubtedly both necessary and productive and which at the present time, owing to the shortage of free labour and the high cost of wages, is almost impossible to undertake.

It is, moreover, the experience of other countries that this form of employment not only does not interfere with the ends of prison discipline but that it is the best which can be adopted, not only economically for the state, but also in securing the reformation of the prisoner.

A considerable part of the roadbuilding in the United States in recent years has been made possible by the use of convict labour and the system is gradually being adopted throughout the entire country. Ten years ago only about one per cent of the prison population in the United States was engaged in roadwork; today over 12 per cent are so employed and all but two of the states have laws authorizing its use. For the most part the system was adopted primarily not for economic reasons, but to meet the problem stated by the superintendent of Canadian penitentiaries, the need of finding suitable and productive employment for prisoners. It was found in most states that the great majority of convicts were drawn from the ranks of those engaged in outdoor occupations. Their employment in prison shops had not only the disadvantage of competing with free labour but it resulted in a physical deterioration and prisoners were often unfitted when released to resume their former occupations. Prison farms, although offering suitable and healthful employment, were seldom remunerative and unless very large could not absorb all the available supply of labour.

Road construction, on the other hand, is work which is very necessary to the state but which it is often impossible to undertake because of the expense involved. In addition, it has three advantages—it competes less than any other form of employment with free labour, it absorbs all available labour, and it has excellent physical and mental results and in so far as the prisoners themselves are concerned.

As the system has been in practice in a number of the states for several years, under widely varying climatic and other conditions, there is now a considerable body of evidence as to its success. New Jersey, Michigan, New Mexico, Arizona, Utah, Texas, New York state, Washington, District of Columbia, Florida and Alabama all use prisoners for road construction.

Virginia employs an average of about 750 men in roadwork and is building nearly 200 miles of roads at a cost of $300 per mile, where free labour had been costing $3,000 per mile, a saving of $2,800 per mile. The state legislature appropriated $250,000 for this division of the highway department. Georgia, employs approximately 5,000 of its prisoners in roadwork, and has built 1,500 miles of hard-surfaced roads. Missouri, Greene county, has built 3 miles of standard 14-foot road, and has erected a bridge of 200 feet. Colorado has been employing a daily average of about 200 men and has built 2,000 miles of road, ranking with the best in the world, at about one-fifth the cost of free labour and an estimated total saving to the state of over $2,000,000.

The general consensus of opinion appears to be that, properly conducted and managed under suitable conditions, the use of convict labour for this purpose permits of the construction of roads at a considerable saving to the state and offers the best solution with regard to the employment of prisoners.

Mr. G. P. Coleman, State highway commissioner for Virginia, said in his last address to the legislature:

"I can say here, from an experience covering eleven years, that I know of no work on which convicts can be used which is of greater benefit to the state, first, in the upbuilding of the character of the criminal himself, since he soon learns that the work he is doing is of value to the state as a whole, and he takes pride in it as he grows to feel that he is instrumental in the development of the state's resources."

Mr. J. B. Pennybacker, Chief of the Division of Road Economics, Washington, in a recent report published by the Department of Agriculture:

"No field can be selected in which the expenditure of prison labour can be applied with greater benefit to the state for the reason that as a whole there is no greater need than the improvement of highways. It is true that the value of such labour cannot be measured readily in dollars and cents as the industrial labour within the penitentiary, but there is every reason to believe that, properly conducted, the roadwork may be carried on with as much efficiency as the penitentiary industries, while the former has the advantage of requiring no sale or transfer to place it in public use. At this point let it be noted, that although the convict labour, so applied, may be of very great benefit to the state, it also is of benefit to the convict himself in that it brings to him the realization he cannot grim in the prison shop grind, that he may be of real importance in life as a producing agent."

The 1914-15 Biennial Report of the State Board of Prison Directors, California, contains the following:

"During the last year embraced in this report the experiment of working prisoners in the construction and repair of highways in remote and sparsely
settled sections of the state has been tried. The result has been gratifying.
One hundred and eighty-eight prisoners from San Quentin and 60 from Folsom
prison were at work on roads at the close of the fiscal year.

"The percentage of escapes has been very small. We are advised by the
Highway Department that the standard of efficiency is as great, if not greater,
than that of free men employed in the construction of highways. It is appropri-
ately estimated that the cost of construction is considerably less than one-
half of the cost of constructing roads with free labour."

Extract from report of the state warden in connection with the above:—

"At the session of the legislature in 1915, there was passed a law pro-
viding for the use of prisoners in the building of highways. Immediately after
the law became effective preparations were made for putting it into immediate
operation. In September, 1915, through the co-operation of the highway com-
missoners and the board of directors, the first group of men were selected and
sent to the camp established for them near Cam arco in Mendocino county.

"The first group of men, 128 in number, were carefully selected and sent to the
camp established for them near Camarillo in San Luis Obispo county. The
choice was made with the care that the men should be placed in work that
would make their work the most effective. The men have been well selected,
the work has been done by good men, and the system of building highways by
prison labour under the honour system is a success." The chief objections usually presented against this form of employment are:—

1. That it exposes the convict to the public gaze and tends to harden
both the public and the prisoner.
2. That it is more expensive than free labour.
3. That convict labour is less efficient than free labour and that it is difficult
to make prisoners work.

The first two objections have no force with regard to the proposed to utilize
prisoners on roads in the parks, for the prisoners would be engaged in such remote
districts that they would come in contact, practically, with no one, and the character
of the country would make escape almost impossible.

With regard to the third there is a difference of opinion. As a rule the efficiency of
the convict appears to depend chiefly upon the system adopted and the general spirit
of the camp, due principally to the character of the camp-officers. In many of the
states prisoners are worked on what is known as the "honour system" and this has
been found to produce the best results in the North and West. In the South where
prisoners are of a lower type the "guard system" has been more successful, but where
the general standards are higher, such as they are in Canada, the convicts of the
honour system. By this method prisoners are not permitted to work on roads and an incentive to work is given
by a system of rewards, by a deduction of so many days per month for good work and
some cases by paying them a small wage.

With regard to the comparative efficiency of convict and free labour the Chief of
the Division of Road Economies states that this differs according to the class of work
and general conditions. The United States Bureau of Labour has secured data in
his report from a large number of sources. In the South prison labour was found to
be considerably more efficient than free labour. The New England States reported
it about two-thirds as efficient; the Western States about equally efficient.

In this connection Warden Tyman of Colorado said:—

"Personally I believe that one may have worked far more faithfully, harder
and with more enthusiasm than the paid labourer would. Not that the paid
labourer is to be disparaged, but the convict employed on this class of work has
the following special incentives: outdoor life, sunshine, better clothing, better
food and more privileges as against the walls and rigid discipline of the prison,
and an additional allowance of 10 days per month from his sentence, and these
incentives spur the men to work with a degree of zeal, energy and loyalty
that cannot be attained by the regular grading or mining camp."

In 1913 prison labour was employed in Arizona for the construction of the Bisbee-
Campbell highway and a comparison of the work accomplished was made with that
due by free labour under the same conditions a month later. The report shows that
not only was the work done by the convicts at lower unit costs but the actual work accomplished per individual in the same time was greater for convicts than for free men.

<table>
<thead>
<tr>
<th>Activity</th>
<th>July, prison labour</th>
<th>September, free labour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total quantities</td>
<td>Quantities per man.</td>
</tr>
<tr>
<td>Grading</td>
<td>Cu. yds. / Cu. yds.</td>
<td>$ / etc.</td>
</tr>
<tr>
<td>Solid rock</td>
<td>1,489-7</td>
<td>21-42</td>
</tr>
<tr>
<td>Loose rock</td>
<td>961-4</td>
<td>12-48</td>
</tr>
<tr>
<td>Boulders</td>
<td>829-8</td>
<td>10-78</td>
</tr>
<tr>
<td>Excavation</td>
<td>388-5</td>
<td>5-90</td>
</tr>
<tr>
<td>Solid rock</td>
<td>21-5</td>
<td>1-28</td>
</tr>
<tr>
<td>Loose rock</td>
<td>143-4</td>
<td>1-98</td>
</tr>
<tr>
<td>Concrete</td>
<td>44-4</td>
<td>0-38</td>
</tr>
<tr>
<td>Masonry</td>
<td>84-4</td>
<td>1-00</td>
</tr>
<tr>
<td>Draining - Solid</td>
<td>39-8</td>
<td>0-52</td>
</tr>
<tr>
<td>Earth</td>
<td>7-0</td>
<td>0-05</td>
</tr>
</tbody>
</table>

"Acres.

One thing which adds to this form of labour is that it is absolutely dependable.

Mr. Pennoyacker says:-

"Plans for work can be made in advance with a sure knowledge that the anticipated number of labourers will be on hand to execute them. There can be noIdess in the convict camp such as is frequently the fault with free labour, and furthermore, the regularity of the force enables a competent overseer to develop the maximum efficiency of each man to an extent that is impossible with shifting free labour."

In connection with its investigations the parks branch during the past winter wrote to some of the states which have been especially successful in the use of prison labour as to their opinion of its comparative efficiency. The replies received were almost invariably favourable but I have room to quote from only one or two.

Extract from letter from Hayden Benson, Secretary of State, Utah, U.S.A., dated February 14, 1918:-

"For the past three years the state of Utah has successfully worked its convicts on the state roads and, while the expense of guarding and camp maintenance is somewhat higher than it would be if the men were confined in the penitentiary, yet the benefit derived from road construction accomplished, and particularly the benefit that comes to the men themselves through their being out in the open engaged in good hard work, is such that we feel abundantly justified and repaid for our efforts.

"I have been more closely associated with this work during the past year than heretofore, but for this season we have found that our prisoners do as much work, man for man, as anybody we can hire.

"We have little difficulty in preventing their escape and we find that they take pride in the work accomplished and seem to feel that they are more nearly like other men and, above all, we find the men in a much better condition to be taken home on their own responsibility at the termination of their sentence; of course, we do not take out into the camps the dangerous or vicious men."

Extract from letter from A. C. McKibbon, Secretary State Highway Board, Missouri, January 26, 1918:—

"The State Highway Department is using labour men from the Missouri State Penitentiary in road construction. This work was commenced several months ago but we have not compiled an extensive report. We have thirty men in each camp. We find the chief advantage lies in the fact that they soon become experienced road builders, and take a very keen interest in their work. For example, we had occasion to make an eight-foot rock cut into nearly a quarter of a mile of solid rock in order to make a proclivity grade. These experienced miners accustomed to handling steam and air drills were assigned to this work. They accomplished wonders."

BUFFALO

The Buffalo herds continue to thrive and expand. The following are the figures:

<table>
<thead>
<tr>
<th>Park</th>
<th>No. of Buffalo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park</td>
<td>No. of Buffalo</td>
</tr>
<tr>
<td>Rocky Mountains</td>
<td>8</td>
</tr>
<tr>
<td>Buffalo</td>
<td>2,000</td>
</tr>
<tr>
<td>Elk Island</td>
<td>175</td>
</tr>
</tbody>
</table>

An increase of 545 over last year.

During the winter of 1917-18 the department abandoned the practice of putting all the animals in Buffalo park into "winter quarters" and feeding them hay. Most of the cows and younger animals were driven into winter quarters but the balance of the herd were left on the range.

It was considered that economy would be served and that at the same time the compelling of the sturdy animals to rustle for themselves in the winter would contribute to their welfare much more than if they were regularly fed hay. Of course the herd on the range were carefully watched. These animals came through the winter in remarkably fine condition. It is now felt that except under abnormal conditions they will at all times be able to care for themselves as well in winter as in summer.

THE FUNDAMENTAL PURPOSE OF PARKS.

In each annual report in the past I have emphasized the fundamental purpose of national parks—the conservation of human vitality and efficiency in Canada. Each year that the war has been in progress accentuates the necessity of development on the lines that parks stand for. At the outbreak of the war Baden-Powell said that 1915 would show who was really vitior. Each nation concerned is now expending lavishly the best it possesses in the way of human resources. The nation which devotes most attention to the conservation and development of the human resources which it retains is the nation that is going to stand highest in 1915.

Speaking in Montreal, in 1908, Viscount Milner said:—

"I say, ultimately greatness and power rest on the welfare and contentedness of the mass of the people. And this involves so much: the physical health of men and women, with all that is necessary to ensure it: air, space, cleanliness, exercise, good houses, good food, and all that is included generally in domestic economy. Physical health first as the basis; then of course trained intelligence, the power of thought and observation, quickness of hand and eye, the development of various forms of industrial skill and so forth."

Physical health first as the basis; then trained intelligence. It is true there are many agencies that contribute to these but none contribute more than that for which national parks exist, viz., recreation close to nature. While national parks are centers
for recreation in the wilderness it is always considered that their influence must be made to extend far beyond those who visit the parks. The purpose of parks is as much to proclaim and teach the necessity of recreation everywhere as it is to provide specific areas for recreation. More and more the public are realizing that no human being can be at his best without recreation, especially recreation close to nature in the outdoors. People are recognizing this more perhaps from observation and experience of results than from reasoned analysis. But many natures minds have also analyzed conditions and have shown why man needs this sort of recreation and why this sort of recreation produces the results it does.

At the outset it is obvious that the tremendous commercial and economic changes brought about by civilization have radically changed man's habits of life. Today every one feels the everlasting urge of progress. Men of the past worked intermittently. To-day the strenuous life of civilization compels man to live under stress and tension: men by sheer will power and concentration hold themselves down for long hours to toils and machines. Their natural inclinations are inhibited and restrained. This involves continuous mental effort, nervous strain and the constant use of the higher brain centres. Such conditions result in rapid and extreme fatigue and the need for rest and relaxation of some kind becomes imperative. Otherwise there follows lowered vitality, organic nervous disease or actual physical breakdown.

It is interesting to note that investigations by the Life Extension Institute (New York) show that there is a marked decline in the power of modern workers to withstand the strain of present day life. Organic disease of all kinds is on the increase and it is appearing much earlier in life. This means that men are wearing out sooner than they used to, many of them in the prime of life. It indicates that as a race we are growing weaker.

It is possible that in a few hundred years man will have become acclimated to the new demands upon him. In the meantime he has to learn how to keep fit under existing conditions. He does this best by temporary returns to simpler and more primitive behavior in which the nerve centers in use during his ordinary occupations are not employed. Laughter, games, sport, recreation, rest, are the natural antidotes and the best.

Laughter means relaxation, games are imitations of primitive occupations, the hunt, the chase, or tribal warfare. In these old goads, nerves will, and action coordinate with so little effort as to produce a sense of pleasure. The older, the more primitive the brain patterns used in our hours of relaxation, the more complete our rest and enjoyment. That is why so many brain and city workers feel the absolute necessity of returning each year for a brief time to the wilderness. Man is after all an out of doors animal. For thousands of years he lived by the camp fire and got his living by hunting or fishing. Nature has been his home for countless generations and when the strain and stress of civilization grow too heavy he turns back to her and finds rest, enjoyment, and recreation.

J. B. HARRISON.

APPENDIX No. 1.

ROCKY MOUNTAINS PARK.

SUPERINTENDENT, S. J. CLARK.

During the past year the boundaries of Rocky Mountains park were enlarged from 1,800 to 2,751 square miles. The park now extends as far as the Clearwater river in the north, and takes in the watershed of the Kananaskis to the south. Both these areas have been protected for game purposes by the parks organization since the reduction of the parks boundaries in 1911. The northern area is one of the best game districts on the eastern slope of the Rockies and a natural breeding place for sheep, goat and deer. The Kananaskis district has long been a favourite objective for visitors to Banff. The lakes are not only very beautiful, but they provide some of the best fishing to be found in this park.

During the past season over four times as many autos visited Banff as ever before. This increase was due not so much to foreign or long distance travel as to visits from the Middle West and was largely the result of the publicity work of the Dominion Parks branch. The automobile has practically driven the more picturesque but lower tally-ho off the roads.

Owing to the small appropriation due to the war and the removal of alien prison labour to an internment camp in Ontario, little new work was undertaken, the principal being the continuation of the construction of the Castle-Lake Louise motor road.

On the Calgary-Banff motor road a gang of men was employed on the maintenance and repair of 32 miles of road between the eastern entrance of the park and Banff.

On the automobile road to Castle mountain work was opened last year on the Brown Creek canyon. A trail was made, where that was possible, low down in the canyon and a series of rustic bridges thrown across the stream, terminating opposite to first falls about half a mile from the mouth of the canyon. This spot was the original objective of many of the motoring parties which came into the park and during July and August it was a rare day on which fewer than fifty cars loads were tried to see the wonders of this spot.

There are at the present time 368 miles of roads in the park, including the town streets, and 327 miles of trails. In Banff, townsite and villa, there are 49,598 feet of wood and cinder walks, and 2,688 feet of ashphalt macadam walk. There are also 8490 feet of water mains and 49,742 feet of sewer.

A number of additional street water cushions were put in during the year which enabled the street sprinkling system in Banff townsite to be extended without extra expense.

The analysis of the Banff water supply gave uniformly satisfactory results.

END.