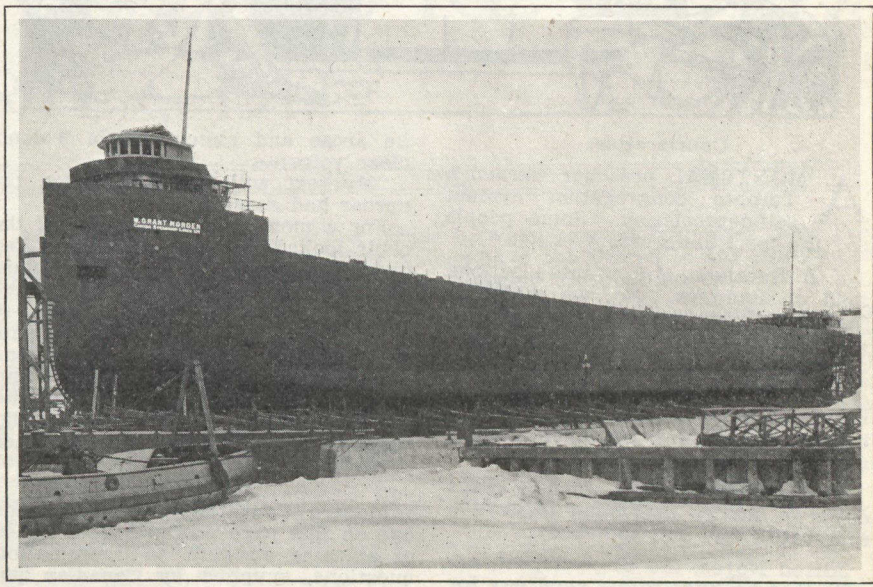


News Events in the Great West



A graphic picture of the Scott Block fire in Winnipeg, on March 23rd. This fire cost \$250,000, and might have been much more serious but for an excellent fire-fighting service.



Broadside view of the W. Grant Morden, said to be the largest bulk freighter in the world, launched at Port Arthur on April 4th. An example of Port Arthur's initiative and progress.

GREAT fires have as yet done comparatively little to undo the work of the West. Winnipeg has had a few considerable fires, but none to compare with the Toronto holocaust of April, 1904, or half a dozen other great fires in various parts of Canada. One reason for the relatively low damage by fire in Winnipeg is an excellent fire-fighting service. The causes of fire are probably more numerous than in eastern cities, especially in winter, when the thermometer is forty or fifty below zero and red-hot stoves number thousands at a time. With such high winds as often sweep across the prairie a fire is often hard to check. A shrewd Winnipegger, wishing to impress a tenderfoot from Toronto with the magnificent strength of winter climate in the 'Peg said to him: "Why do you know—that in the coldest weather we have here it's so congested cold that the smoke freezes into a hood over the chimneys and makes 'm smoke at the fireplace? Fact. The water in the smoke condenses out of the vapour and lodges right there." There was no answer.

LAST Saturday, April 4th, was in some respects the biggest day that Port Arthur ever had. The picture above shows the reason. The largest bulk freighter in the world was not only launched at Port Arthur in the presence of more than a thousand on-lookers, but she was built and made there, by the Western Drydock and Shipbuilding Co. There may be nothing significant in this. And there may be. Ten years ago Port Arthur was scarcely on the railroad map at all, and was by some people expected to be a mere suburb of Fort William for all commercial purposes such as ships and shipping. In 1914 Port Arthur builds and launches and expects to keep full of cargoes coming and going the biggest vessel of its class in all the ports and shipbuilding yards of the known world. It is not stated whether or not the Minister of Marine and Fisheries and the Minister of Public Works were on hand to see the W. Grant Morden take the water. But the fact will probably not escape their notice when it comes to any extension of the Government programme in the matter of drydocks and shipyards. Our great lakes cities are giving the St. Lawrence and coast cities a tight race in the business of shipbuilding.

People with long memories sometimes wail over the decadence of the old wooden shipbuilding days when our eastern harbours were alive with sails and the dock-yards busy with timber-wallopers that built as good hulls as could be built anywhere. And those were marvelous days; when the lumber-man and the shipwright were big figures in Halifax and St. John and Quebec and Montreal and even in a few ports on the great lakes. But the ships of long ago, with all their poetic charm and busy workers were scarcely a circumstance to the ships and shipyards of to-day. There is more workmanship and raw material and invested capital in one W. Grant Morden than in a dozen of the old wooden vessels that made the glamour and the glory of the wooden age.

There is no reason why Port Arthur should not, in years to come, be a very formidable rival to the Eastern ports. It has most of their advantages. But it has what is perhaps every bit as important, a body of men at the head of its affairs, who are determined that if human



The new C. P. R. Hotel at Calgary, the Palliser, one of the most luxurious hotels in the West, contains 300 rooms.

ingenuity and perseverance and unassailable optimism can do it, Port Arthur shall be second to none in the country as a shipbuilding centre. If it has done so much, along these lines, in ten short years, there seems to be no limit to its progress, and

on the mercy of the court, pleading guilty to unlawful assembly. The sentences meted out were comparatively light, ranging from four years to suspended sentences, according to the seriousness of the offence.



Photograph of the 120 jurors who sat for five months at New Westminster on the longest Assize Court case in the history of Canadian justice.

subsequent prowess. The citizens of Port Arthur have the best asset, confidence in themselves.

THE longest assize court in the history of Canada came to a close on March 23, in New Westminster, when sixty-two men implicated in the coal strike disturbances on Vancouver Island last year stood up to receive sentence. This culmination of a prolonged legal battle denoted the inevitable capitulation of the United Mine Workers of America to the authority of Canadian justice, and brought to an end a dreary assize that had lasted for five months, during which one hundred and forty prisoners stood in the dock, three hundred witnesses gave evidence, and a hundred and twenty jurors discharged their sworn duties. The trial of the 140 prisoners cost the Province of British Columbia over \$150,000, an average of \$1,200 a day for every day of court session. Only a few of the men brought to trial were found not guilty; a majority were found guilty of unlawful assembly only—a comparatively venial offence—while about twenty were adjudged guilty of rioting, some on several counts. The disturbances occurred at Nanaimo, Cumberland and Extension, last August, those at Extension being the more serious, a number of houses being burned and the inmates, strike-breakers, compelled to flee into the bush for safety. In Nanaimo only a few serious clashes occurred. After the assize had lasted for almost five months, the defence capitulated and all the prisoners yet untried threw themselves