

FARM AND LTRY YARD

ORTH KNOWING

RUN TO ALBERNI

Excursion of Auto Club to Alberni Dealt With Exhaustively—This City the Motoring Centre of the Pacific Coast

re doctors differ," says an old patient when set well. Ar- along parallel lines, it may be a that where good authorities English style disagree, the no uses English words in his is may be permitted to take his

A MOTURING CENTRE

Victoria Is the Most Advantageous Point on the Whole Coast

It is demonstrated that when occupies a milking stool for the of extracting the universal ment from the interior of a hatting and passionate hen has ner for concealing eggs. De- ner feathers, she "sets." De- at all—when a ship or a scow ed up at the front of a pier she though whenever a man goes he "lies" though unfortunately is not the only way a man and some of them are fast fied when on their feet. t that the year a good preeders find plenty of time to plate whether the word is used or wrongly, for they are con- ned by the fact that the ma- mined hen that wants to set is a hard proposition. et—which seldom is the case— for it is the setting hen that elled out all the eggs during the hen eggs were at a premium, as she is done laying and her exhausted by the effort. In- o incubate and nature has o this habit to prevent a total

Whether the breed is a breed is broody or not, it does not the average hen of all when the litter is laid takes a period; it is nature's way cannot be helped. high record hens without ex- make poor breeders—and after a continuous strain on her hatch, and when they do, the comes out puny and weakling; very height of foolishness; good results to come from a which overproduction of eggs in the chief aim all winter. In- ing such eggs are of no value, as chicks from of any merit

Never before in the history of the country from the summit of the Sooke mountain to the Alberni canal, was such a panorama of excitement and occasioned by the passing of fifteen automobiles one after the other over the dry and dusty road. One or two motor cars had at times disturbed the rural tranquility, and when the first one had whirled by on Saturday, June 29, without regard to hills or holes, the people felt that a period of danger had passed, and that they could breathe freely again for a day or two, but their pulse had only commenced to resume a normal beat when a second car sped along and alarm reigned once more. Then on the hill tops and in the hollows dust began to rise, and it appeared that a period of danger had again been chosen for the road for a free-for-all contest. When the fifteenth came along at a moderate speed in an effort to pick up all the news time to remove the car. The children had nearly all been gathered to shelter, but the beasts and birds were making frantic efforts to save themselves from calamity. Horses pranced and reared, and clear of hurdles into the woods, sheep scrambled over logs and boulders, cows cleared branches of trees, and a spirited bull, who before the automobile invaded his territory, had mas- for a couple of days, showed fight just a wild jump for the timber where he turned and snorted furiously at the to weaken. Chickens, geese and lazy pigs roared and squealed as there was scarcely enough space to allow passage for a rabbit. Dogs showed a disposition to make rear stacks on the flying machines, but they lacked the necessary speed. The press car stopped for water, and gave the fourteen children that there would be nothing more to fear for a couple of days.

On I am so glad," she said with an enormous sigh of relief. "I did not mind the chickens so much, but it was an awful time keeping the children ranging from me to fifteen years of age, gazed from windows and doors out at the stationary machine but did not venture from the cover of their home. When asked by the chauffeur how many cars had passed her place that morning the anxious mother said there must have been fifty at least. When the excitement was at its height she be- gan to think that sober and dignified had overtaken Victoria and that she alive was on a mad race for safety. All the fright however, was due to the fact that the people and their live stock had not become accustomed to automobiles. The danger was all imaginary. The drivers of the motor cars were experienced men and capable of bringing their machines to a stop at any time almost within their own length. The only damage done on the entire trip was to the cars themselves, was mainly due to the condition of the road. One accident was caused by a driver's generosity in trying to give an Indian with a horse and buggy too much of the roadway in passing. The result was the loss of a wheel. The laurels, both for speed and daring, were won by the Red Humber of the Plimley company's garage, driven by the Holton, and it can also be said that a machine the driver was entitled to the bouquets. To the uninitiated it was the most daring chauffeur, but the fact that he was able to bring up without once having to stop and in- ter with his car, or allowing the heavy wheels, up or down, to cause him any worry, while he was able to bring up with the greatest ease and suddenness when occasion called for it, demon- strates the fact that he was not taking any reckless chances. He whole- heartedly the mechanism and capa- bility of his car, and seems to antici- pate what it may have in good store to do for him. It was nothing short of wonderful to see that big red car climb to the summit of the mountain and Goldstream and down into the valley where the beautiful lakes are. Over the hill into Alberni and back again it was the same thing. In addition to carrying off all the honours, Mr. Holton proved him-

self useful and helpful as an auxil- iary to the Red Cross car. When a few of the motors had arrived at Dun- can and another, that was supposed to be following close behind, failed to report within a reasonable time the Red Humber chauffeur went out to re- mediate the injured. He found the disabled car about three miles from the village, took it in tow and brought it in at the rate of thirty miles an hour. The chauffeur of the disabled machine, who had to stay with his own steering gear during this sprint and face all the dust that Holton's car could not wait to admit when he was landed in front of the Quam- ichan hotel that he had had the ride of his life. On the way back from Alberni the Red Humber man who was in the lead, met one of the smaller cars with a broken axle stranded by the roadside, could not tow it back, but he turn- ed back and brought out the necessary material for repair. While he was en- gaged in this work a couple of cars were able to get a considerable lead next day, and four arrived at night on a freight train of the E. & N. railway. The arrangements for the accommo- dation of the party on the tour were looked after by B. G. Prior, who trav- elled in the Red Humber, and was al- ways at the stopping place in time to see that the wants of those who fol- lowed could be immediately attended to. The people at the various places were most obliging, and hotel keepers suspended their regular dining room rules, and provided meals at all hours. Enough has been said about the con- dition of the road and worse it could be improved. The desired improve- ments would create a paradise for au- tomobilists which would no doubt be sought by tourists from many parts. The result would also undoubtedly be a more active demand for motor cars than now exists in Victoria. Every- body who could afford to purchase a machine, and probably some who could not, would possess one. Should the motor club not be very successful in its present endeavors to have the roads made fitter for automobilizing, the main

ing incidents of a fairly fast motor trip, and who have absolutely no knowledge of what is transpiring in the mind of his driver, or of his skill or judgment. His feelings therefore can be imagined as his chauffeur, when he gets fairly started on his trip, opens his throttle to chase the ordi- nary every day E. & N. train that is five minutes ahead of him. The pas- sengers begin to think all kinds of things, but it really does not matter much, because they have no time to think. The chauffeur, however, com- plete the "think" before they find themselves at Goldstream. An en- quiry for the E. & N. train, as to how much she is ahead of us, brings the rather surprising reply, that she has not yet put in an appearance. This was a matter of satisfaction to one of the party at that rate. So after the usual process of getting rid of the dust in a man's throat, the trip is re- sumed. From here on, as everybody knows, the character of the road changes and it was for the purpose of pointing out the disadvantages of such a road that the trip was taken, and the efforts of the chauffeur were, for the time being, simply bent upon making the best time possible over the Sooke hills consistent with allowing such photographs to be taken of the had places and of other features of the trip which were worth preserving, and to arrive at Duncan ahead of everybody else, even though they started hours before us. As we passed the water tank beyond Goldstream we heard the train whistle for Goldstream station a mile behind us. This certainly was a record and one that will rarely be equalled. The same member of the party who had been mentioned as being especially so some two hours after- wards, when we pulled into Duncan at least half an hour in front of all the cars that had started before us. This standing the fact that we left thirty minutes behind the car immediately preceding us, without mentioning those that started much earlier and that took nine photographs on the way. This is just a record of the first part of our journey and a fairly good sam- ple of the whole trip. We had the honor of being the first into every place, with the exception of from Alberni to Nanaimo, when our friend Ferguson slipped in ahead of us. But this is not depicting the experiences of the passengers.

Our experiences in the back seat over that Sooke road reminded us of nothing more than the proverbial cork in a rough sea. Not for a moment will we believe that any one ever took the grades and curves like it be- fore. The car seemed a living thing that could surmount any difficulty and dodge any obstacle. As one of our passengers remarked on the home run, it was the experience of a lifetime and no one could have persuaded him that such a thing could be possible. Of course there were limitations on a road of that kind which there were not in the open country highways. Whenever we came to a fine stretch of road where we could see ahead of us and upon which there was no travel, we, on the back seat, instinctively fixed our goggles more firmly, pressed our hats over our eyes, braced ourselves in our seats against possible bad holes and resigned ourselves to the will of the wizard in front. Occa- sionally there would come from the front a remark about the beautiful scenery or something about the beau- tiful lake we were passing and of the

Photo by H. Cuthbert

Overlooking Cameron Lake.

Autos Which Finished First and Second.

said as we were, whereupon we were entertained with a little ditty about a certain little sparrow. There were many amusing incidents on the trip, but space will not permit us to mention them here. One or two, however, are too good to ignore. As we were spinning alone between Duncan and Ladysmith, we passed a car laden with bottled beer and at the earnest and kind invitation of those in charge, we came to a full stop, got rid of the accumulated dust, but just as the wizard had the bottle to his lips the driver of the wagon mildly reminded us that we were the second car ahead of us; sure, was the reply, about ten minutes. Putting the bot- tle back unopened, the wagon and with the exclamation: "We're off with other car," he made a break for his machine, and with the wild tooting of his horn called the bunch of us back to our seats. We certainly caught that car, and my impression at that

BREAKING THE RECORD

How It Feels to Ride With An Expert Autoist

(By H. C.)

The Chinaman's description of the first electric tram car he ever saw is perhaps more applicable to our auto- mobile than any other. It is "a duck," something like this. "No shoes, no pushee, all the same go like H—". Every man is, or ought to be, proud of it. He takes a natural pride in

work of which consists of building a new road around Sooke mountain, there is one other proposition that might be considered. Send that magnificent Red Humber over that summit once a day for the rest of the summer. It ought to be able to wear it down.

On him in the direction of Nanaimo, but this order of travel did not last long. The Red Humber was soon to the front again. Mr. Holton's car started out from Victoria behind all others, with the exception of the one in which the press car was represented and was first into Duncan, first into Nanaimo, first into Alberni, and first back to the starting place. The first car to return from Alberni was an Oldsmobile driven by Ferguson and carrying J. A. Mara, Dr. Garesche, Keith Wilson and F. El- carty, but it came back by a shorter route, and did not allow as much time along the way for refreshments. Fer- guson's Oldsmobile did itself credit, kept the whole trip without missing a car of any kind, and covering the distance on level road in remarkably fast time. The Winton, driven by Theo. Fisher, was the second in the race, and was not mentioned because of respect for the enforcement of the speed regula- tion act. T. O. McKay, W. L. Foote, L. A. Finch and H. E. A. Courtney, who were the passengers in the Winton were content with second honors on the way and made no attempt to outclass anything on the way home. The car was driven all the way back at moderate speed while its occupants en- joyed the ozone and the scenery stop- ping to make sociable calls at various hospitable places. The press car was an Oldsmobile driven by J. T. Wood, and its actual running time was as good as any, ex- cept the Red Humber, but it was out for a record. Being the last car in the procession it was held up at times by others that had met with trouble. Dr. Garesche and White Sooke might have distinguished itself but for an unfortunate breakdown near Duncan which caused it to be shipped back to Victoria by railway freight. The Doc- tor was, however, not deprived of the delights of fast travelling. After abandoning his own machine he took passage in the Red Humber, for the rest of the journey, to Nanaimo. The Thomas Flyer, the most expen- sive and most comfortable car, owned by Mr. Butchart, had some minor mis- fortunes which prevented its ability for such a trial becoming known. The smaller cars sped along merrily as long as they could stand the strain, but the run to Alberni and back is a trifle more than they should be called upon to make until the road is im- proved. There are differences of opinion as to some of the speed records made, but the one of two hours and 23 min- utes from Nanaimo to Alberni, a dis- tance of 60 miles, with a mountain and many small hills to be negotiated, made by the Red Humber, is undisputed. The driver of this car who did not try for a record on the return trip, ex- pressed himself as confident of being able to make it in one hour and 45

Photo by H. Cuthbert

Descending Grade on Sooke Hills.

time was that if the flying Dutchman had been ahead of us, with the Devil as a driver, our wizard would have caught it just the same. Another amusing incident was on our return when, stopping at the be- ginning of a bridge to allow an Indian to stop his horse at the other end of it and to back off he turned his horse around, heading for the same direction as ourselves; as we came up alongside, for some reason or other, he got out of the horse and ran behind to hold his buggy, thinking probably that the lat- ter would be more afraid of the ma- chine than the former. Perhaps the intention of himself getting un- derneath it, as like all the Indians we have seen, they were certainly more afraid than their horses. In this case, however, the horse felt insulted and did what was not expected of him and started up the hill with the In- dian in a stern chase. That Siwash talked to that horse in his native lan- guage as he certainly ought not to talk to anything on earth, the horse evi- dently understood him, as he stopped and the noble red man showed his ap- preciation of us and of the ten min- utes we had spent waiting for him, in saying the same kind of things to us as he had said to the horse. This was unkind and unreserved. But joking aside, it was a great trip

STREAM AND WOOD

Notes of Movements of Sportsmen In Favorite Haunts

(By H. F. Pullen)

Anyone wanting to catch the biggest kind of trout should visit Great Cowichan lake and the Sooma river. Re- ports from there say that the fishing is excellent. A few days ago a party fishing with a fly got hitched on to a six-pounder. It took an hour to land him. Not having a gaff they improv- ised one from a stick cut with a croch in it. With one end of this they hooked the fish and the other by hitching it in his gill. There were some fifty other fish of lesser weights but just how much less I cannot say. I have been assured by those who saw him by the person who caught them, that they were fine fish. There is a cabin up at the Lake and several ho- tels at Alberni can put up visitors very well. There is still some pretty good fish- ing in the Cowichan. Last Sunday Al- bert Whittaker took thirty trout be- fore the bridge and Albert Wyde who was up with Mr. Cummings got twenty-two, the latter gentleman getting about a score. When fishing with bait at the mouth, Mr. Wyde tells of hitch- ing his spring salmon on a thirty- pounder. At first he was very docile, not showing any temper until the line began to tighten up. Then he made a dash and took out seventy-five feet of line at one dash. After playing him awhile when he thought he had him about conquered, Mr. Wyde says the hook seemed to be in the fish's mouth when the fish was on its side. At last the catfish have invaded the Cowichan. Ben Moore caught one there a few days ago. It was a good sized fish nearly a foot long. Local anglers have been dreading this ever since the catfish became plentiful in Sooma, Shawinigan, and Elk Lakes. The trolling continues to provide good sport in Cowichan Lake and the upper reaches are giving of their treasures to those who use the magic wand. It takes a grise, Jack Scott, or Cowichan to do the business. W. Cook is said to be one of those who have not been lucky on the river, that is lucky to the extent of about a basket- ful. The Siwash are spearing fish in the mouth of the Cowichan, and they are being caught at different points in the straits and Gulf. Albert Berquist struck an eighteen pound salmon the other day just between Sidney and Coal Island. Mr. Berquist is an adept at trolling as well as spearing rock cod. Anyone who cares for flounder can catch all they want at the mouth of the Cowichan, and while doing this there is always a chance of getting something that is more difficult to land. Flounder are very good if cooked well, otherwise they are of rather an earthy flavor. As an example of what our neigh- bors to the South are doing with the way of protecting the game, I quote the following from Forest and Stream: "In the Supreme Court of New York County, June 10th, Justice Green- (Continued on Page 13.)"

ers of all kinds will be spoiled if kept in the buff will pale out, not get bloom on your birds" by keeping them in the hot no shade is provided. eye on the legs of your birds during the summer. Any amount of them are this carelessness, and after care will put them in. the feet have been neg- lected, it is better to destroy them. In the feet are ruined for good and they will never regain their color.—Poultry Success.

wish his name mentioned has just returned from Bella Coola. He reports big game very plentiful up there. In his words, the country was over- run with bear, both grizzly and black. There are also plenty of coyote, lynx and other game, but of course they need to be hunted.