

PEOPLE AND PLACES

NEW YORK has news of a find of diamonds in Quebec at the Mottaway River near Lake Metagami. Pockets of rare stones are found scattered over the blue clay. This is a revival of a story concerning diamonds that were once found in Northern Ontario as far west as Mine Centre. The new fields were located by a young United Stateser named John A. Mackenzie and an Indian guide.

CAFE cars will soon be running on the railway from Regina to Prince Albert. This is a parallel to the diners on the C.P.R. from Calgary to Edmonton. Merely getting back to the days, however, when between Regina and Prince Albert and between Calgary and Edmonton there were all sorts of stopping places and half-way houses where four-horse stages hauled up for over-night. The new service on the line from Regina will be finely appreciated—for that journey of two hundred and fifty miles in the former days on one of the slowest trains in the West was as dreary a ride as could be found in that country.

VICTORIA has lost the tallest totem-pole in the world. In three pieces, this pole has been packed from the English city on Vancouver Island to Trinity College, Cambridge. This pole is a relic of the Haida Indians on the Queen Charlotte Islands and has been standing for many years before the residence of one of the citizens—the property of the city government, by whom it was sold to Cambridge.

A STEAM motor car is to be tested on the Intercolonial for probable use both on Prince Edward Island and for suburban traffic about St. John, N.B. The car will seat forty passengers and will be propelled by a steam motor mounted on the forward truck and driving on the rear axle.

THE ancient and honourable name of Hudson's Bay has lately been under discussion in the Saskatchewan Legislature. A company known as the Hudson's Bay Insurance Company made application in the House for an increase of capital. Two members representing the Hudson's Bay Company at Winnipeg opposed the motion on the ground that the name "Hudson's Bay" belonged by patent to the ancient and honourable company.

THE movements of population from the Maritime Provinces westward is commented upon by a writer in the Sydney Record. He says: "We know a man in the farthest west who longs to be back on a Nova Scotia farm, where he could make more money. There was a time when Ontario took all the best youth from this province of Quebec. Then came a time when there was a backwater of population. The Northwest was unknown and out of reach. At that time almost every vacancy at Montreal desks was filled by a youth from Ontario. The opening of the West completely changed all that. The time will come when the boom of the West will be less resonant; when men in the older provinces shall have learned to renew their old farms and by tidy and mixed husbandry to make large profits where now there are losses."

THE cache keeper on the new northern and western railroad lines is one of the most useful factors in development and often one of the most peculiar in character. He keeps the store. He is the commissariat. To him all hands look for camp



Cache-Keeper's Shack, along the route of the T. & N. O. Railway.

supplies. His cabin or "cache" is pitched in one of the loneliest spots along the line of construction. But if he is an easterner or a university man—which is very often the case—he gets a love for outpost life that eventually makes him forget books

and telephones and causes him to drive stakes in the country.

THE tribulations of a British Columbia mail carrier are graphically told by one of the out-posters who has the job of carrying His Majesty's mail from Log Cabin to Atlin, which is only forty miles by geography, but measured by experiences would make a great deal over four hundred. An



A voyageur drying out money wet by the rapids along the Peace River.

extract from this western Postie's story reads very much like romance. He says:

"We found the ice was not strong, but we put the canoe on a sleigh expecting to meet open water higher up. In this, however, we were disappointed and had to take the shore ice, and went on one mile farther, when suddenly the load broke through into the water, carrying the mail with it. At this point I was forced to jump into the water to rescue the mail and throw it ashore into the snow so that it would freeze before it got soaked. I found it cold, as the temperature was then between twenty and thirty below zero. We decided to leave part of the mail here, and continue with a lighter load, until we came on the opposite shore to Butler's roadhouse. Here we found it impossible to cross the lake as the ice was too thin. There was a cabin there where we got shelter and blankets, and decided to camp till moonlight and then return for the balance of the mail which we had left eight miles farther back. So far we had had one meal since breakfast, which we brought with us from Kirklands, and the poor dogs had to go hungry. We were both wet through and frozen, and decided to see what difference a fire would make to us. In building the fire we had the misfortune to break the axe handle, and had then to break limbs off the trees with our hands and dig in the snow for dry wood to keep the fire alight. We still suffered from the cold which was intense, and we found in drying our clothing that they would freeze on the side away from the fire and burn on the other. When we turned we achieved a like result. As soon as the moon came up, we commenced our return journey and got the balance of the mail from eight miles away and returned with it by 4 a.m., still without food and with very tired and hungry dogs, and the thermometer still about thirty below."

THE Ottawa River is on the rampage, with danger that another foot rise will close down lumber mills along the shore. The present height of nearly twenty-four feet above normal is the highest in thirty years except that of 1904.

ONE of the most traditional quarrels in Canada was revived the other day near St. Thomas, Ont., when at the little old red schoolhouse of Yarmouth on Talbot Road there was a wordy fight among the ratepayers concerning whether or not a new central school should be built to replace three schools now controlled in School Section No. 18. A writer in a St. Thomas paper thus hits off the

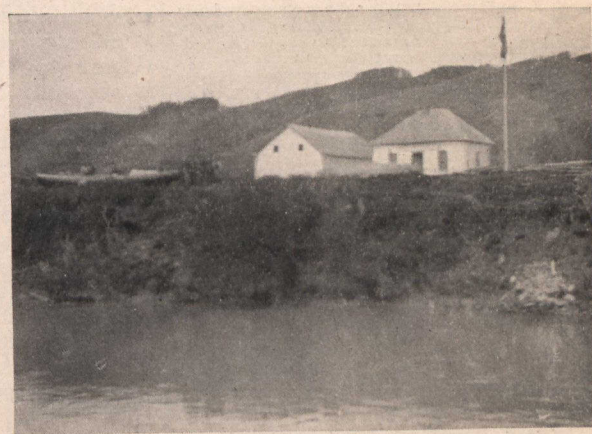
situation, which may have suggestive memories for not a few who know what rural schools in Ontario are like:

"Never before in its over half a century of existence had the sober little red schoolhouse on Talbot Street, west of Yarmouth Centre, experienced a more exciting meeting. Generations of Yarmouth citizens had therein acquired the rudiments of knowledge; fond parents had assembled to applaud their offspring as they 'said their piece' at examination time; political speakers have thundered forth fervid campaign ammunition from its blackboard end, until the very chalk turned pale; but none of it was a patch on the scenes of excitement enacted within those tradition-haunted portals on the occasion of the memorable battle between the East and West on May 11, 1908."

LIEUTENANT-GOVERNOR FRASER of Nova Scotia has been the guest of honour in Boston, where he was entertained by the Intercolonial Club, the leading Canadian club of that city. Meanwhile the Canadian Club of New York has had a banquet in the metropolis at which several orators from Canada delivered speeches, including Hon. Justice Longley of Halifax, Mr. George T. Blackstock of Toronto, Mr. Hugh Guthrie from Guelph, and Honourables R. L. Borden and Rodolphe Lemieux.

S T. JOHN River steamers are indulging in the good old-fashioned game of racing such as used to be all the rage on the Mississippi. On Washade-moak Lake two of the regulars, the *Sincennes* and the *Aberdeen*, that leave Indiatown for Cole Island at precisely the same minute, invariably get into a race on the wide water. As the boats are nearly even match for speed, there is a great deal of rivalry among land lubbers, each of whom has his favourite. The people enjoy the sport and the passengers get quick service—but the companies lose money.

JOHN NORRIS, of New York, representing the American Newspaper Publishers' Association, charges before Congress that American papermakers have bought up large tracts of Canadian pulp woods and have artificially inflated prices of pulp, in order to command a high price for paper. He says that nearly half the paper used in the Eastern States comes from Canadian pulp. In the year 1906 the exports of pulp wood from Canada to the United States amounted to 614,646 cords at an average value of \$4.31 per cord.



The old fur-trading post of Dunvegan, on the Peace River, the best-known town in the great valley, to which so many people will be trekking this summer.

EDMONTON has held a music festival. This is a new thing in the West; somewhat after the fashion of the Welsh Eistedfods—competitions of all sorts conducted by a musician from Winnipeg and winding up with a grand outburst of musical joy in the skating rink. Edmonton has always had a great deal of musical talent; for years used to consider itself ahead of anything western outside of Winnipeg; travelling choirs and quartettes from Edmonton used to tour as far out as Banff, which is nearly three hundred miles from Edmonton. Much Old Country talent is to be found in this city of the furs. There are many Cornishmen and they have formed a choral society. Always ambitious, Edmonton was the first town in the Saskatchewan valley to hear Albani; this was in the spring of 1901 when the faded old queen with a fine company went up there and gave a concert to a thousand-dollar house. Last summer, still ambitious, Edmonton included as one of its three-days-fair attractions an engagement of Mrs. Fiske in the skating rink. The "props" were late in arriving so that the show began at peep of dark and ended at peep of day.