

to most of the material broadcast by the new device, of interest lies in its manner of transmission."

At a fashionable Long Island party recently, radio was brought into play and station CKAC, Montreal was tuned in. H.R.H. the Prince of Wales was attending this party and was surprised and delighted to hear J. C. Smith's orchestra, to whose music he had had the pleasure of dancing on his previous visit to Canada. It was immediately decided that the Smith orchestra be summoned, and the Orchestra was sent for and attended a lawn party given in honor of the Prince by Mrs. Ambrose Clarke at her Westbury, Long Island residence.

Station CKAC is one of the most powerful stations in the world and has a total power of 7,500 watts now

in use, and, according to one writer, has been heard in Alaska, Denmark, France, England, and other European lands.

A famous singer writes:

"I am consumed with a great aspiration. Some day one voice will sing to the world. I want, above all things, that that voice shall be mine. I pray that when that day comes I may not have grown too old to sing a song which shall be heard in the back-blocks of Australia on the lonely sheep runs of New Zealand."

With these writers, geography does not appear to be a favorite subject like unto a friend of the writers whose only claim to a knowledge of geography is that he remembers the map of Italy is in the shape of a gum boot.

The Wayside Philosopher

ABRACADABRA

NOTE: Because we believe in giving regular contributors to this magazine the fullest freedom of expression, we pass, with other notes for this issue "The Wayside Philosopher's" reference to the Peace River Country. But this is a case in which we think that, while there is something to be said for his line of reasoning, his conclusions may be questioned.

(Editor, B.C.M.)

AN ALTERNATIVE ROUTE TO VANCOUVER

The Pacific Highway has now been completed and in operation, as far as its British Columbia section is concerned, several months. It has been greatly used during that time. Holidays and special occasions have found it overcrowded, with consequent long delays at the border.

It must be apparent that, with the natural increase in traffic and the dependence of Pacific Highway transportation on the New Westminster Bridge, subject, as all bridges are, to delays, accidents, etc., a further route must be furnished North-bound Motor Traffic if Vancouver is to get its share of this variety of tourist travel.

Why delay till accident at the bridge, or fire in New Westminster, blocks traffic to recognize the need of an alternative route? Why not provide one which would, also, be of use in opening up a further section of our hinterland to the blessings of a paved highway?

Suppose the B. C. Provincial Government paved a road which, crossing the border from Lynden, followed the Brown and Sperling Roads, say, to Fort Langley, a bridge to Haney on the North side of the Fraser and then the Dewdney Trunk Road through Port Moody and Barnet? Would that not give the desired route?

This road would have no city on its side to add to the risk of congestion. Its one weakness would be the bridge. Langley District would have a new and valuable outlet and Vancouver and Langley gain accordingly.

THE PEACE RIVER COUNTRY

Hon. W. L. Mackenzie King has spoken! He has decreed that the Peace River Country shall receive "adequate transportation" whatever that may mean. He likens the results to flow from this blessing to the results that followed Sifton's policy in the Northwest and the more remote opening of the Northwest when the writer was a boy. This is picturesque and striking, if nothing more.

In the earlier days when the Northwest was opened, Government and C.P.R. waged a vigorous campaign of education. The quality of the land available, the promise of substantial rewards to the practical farmer, then possible, under the existing economic conditions, attracted men. Eastern Canada, the United States and Europe contributed their quotas to the tide of new settlers rushing westward and Canada reaped a lasting benefit.

Later, Sifton, one of the three, or four, men who really knew Western Canada, took advantage of good conditions in Canada to bring to the Northwest farmer settlers from certain parts of Europe. Knowing his land; knowing the advantages he offered his immigrants, he used his knowledge to advantage. When the history of Western Canada is finally written, his wisdom comprehended, his faults little remembered or forgotten with the passage of time, Sifton will stand with Dr. Robertson, MacDougall and one or two others who can well be called "the fathers of the Canadian Northwest."

The situation to-day is much altered. The Peace River country may be rich, indeed, but, granted this, what of the price to be paid to make it available to settlers? What of the cost of providing these settlers with the needful comforts and conveniences of modern life? Is it worth while?

It is primarily agricultural lands. To the farmer we must look for its development. What will be the compelling urge? In what section of Canada, to-day, is farming so remunerative that its votaries would welcome a chance to farm elsewhere? Not in B. C. certainly!

Take dairy farming in B. C., at present, 146 dairy farms, touched by the U. B. C. agricultural work are reported as making one half of 1 per cent. profit in 1923, with the expectation of "doing something better," "a slightly better percentage" in 1924. 300 of the better general and fruit farms tell a similar story. Add to these the hundreds of less fortunate ones, who have lost from some part to all, and B. C.'s quota to the Peace River can be described as consisting of speculators in oil, get-rich-quick schemers, tin-horn gamblers, broken business men, and the other poorer elements of the Yukon trail hunters of 1898. With these, of course, will go the political henchmen and place hunters.

The prairie shows no more hopeful promise. With schools closed in many districts because the farmers cannot pay their taxes; with loan companies, etc., withdrawing from Alberta and elsewhere because loans