

SE BOY TAKES HONORS AT MCGILL

Hing, Educated in Vic-
a, Does Remarkably
Well in East

from Saturday's Daily)
success which he achieved dur-
course of his studies in the
the schools has been followed
eter Hing, the Chinese youth
bright college career. After
rough the public schools here
uating from the high school
ht to McGill college where he
aking a course in the faculty
with what success is indicated
cent announcement of the re-
the past term's examinations,
ho has completed his second
second in the race for hon-
ing a first rank, general
and a scholarship of \$400
ly beaten by a Canadian boy
the Alex. Muir exhibit, who
is now in Vancouver and will
his summer holidays on this
fore returning to the faculty
his studies. During his course
central school here he showed
to be an industrious student
application to his studies, al-
variably brought him out at
of his class, and his success
l, against the large number
ian students, is a source of
ion to his Chinese friends in

SE LINE WILL START NEXT SUMMER

of Chicago, Milwaukee & St.
Railroad Tell of Arrange-
ments for Service

aka Shosen Kaisha steamship
his port and Seattle will be
next summer, according to
ent made by J. H. Hillard,
director of the Chicago, Mil-
St. Paul railroad, and P. A.
moral passenger agent of the
to were passengers to San
o on the steamer Korea, ar-
n Thursday. They came to
o make arrangements with
steamship companies for fu-
enger and freight service con-
at Seattle, the Western fer-
which the extension of the
Milwaukee & St. Paul road
y reaching. The company has
a deal with the Osaka-Sho-
usha, a Japanese steamship
which will put on the run to
next summer six passen-
ers, which are under construc-
ion arrangement was approved
board of directors of the Japa-
pany, and the promise made
itional steamships, including
s, would be put on, so as to
complete service in time for
the world's fair in 1912.

RTA PRESBYTERIANS

Annual Session of the Provin-
al Synod in Progress at
Edmonton.
Edmonton, April 30.—The second
session of the synod of the
rian church in Alberta
its first sitting in the Pres-
church last evening. A large
of ministers and elders from
of the province being pres-
ed Patrick, of Manitoba col-
covered a very eloquent opo-
on. At the conclusion of this
some preliminary business of
d was transacted. Rev. Mr.
of Lacombe, was elected mod-
of the synod for the ensuing
a committee was appointed
a programme for the meet-
the synod.
nod held its first session this
in the First Presbyterian
Rev. Mr. Whitte M.A., of La-
he moderator, presiding. Rev.
amilton, of Cowley, was cho-
sary.
Dr. Shearer, of Toronto, was
speaker, delivering an ad-
on the vital need that exists
chmen to take more active
p in labor affairs and to let
ingman know of the church's
y with them in solving their
s. He also spoke about the
of temperance.
ome Mission society, com-
ladies of the Presbyterian
is holding its second annual
on in the First Presbyterian

REGULATING HACKS

aw to Be Enacted by Vancou-
er Authorities as Result
of Conference

ver, April 30.—A conference
esterday afternoon between
of the city and a civic com-
posed of Ald. J. Cavanagh
and Chief of Police Cham-
As a result a new by-law
the cab business will short-
roduced in the council.
easure will cover the location
lands, declare the tariffs which
charged and in general regu-
business in every way with-
power of the city.
int which will be included
ngly insisted upon by Chief
lin to the effect that all cabs
must be licensed and that the
of their licenses shall be in
ession of the police.
question of the amended tariff
considerable discussion, and
a the preparation of a pre-
chedule of rates, based on
ime and distance footing.
wer to the protest of the
that the police were inter-
ing cabs standing on main
while waiting for customers. It
eed that on Granville street,
street and Westminster ave-
s should be allowed to stand
minutes waiting for cus-
transacting business. After
ne the drivers should proceed
the block.

eatened With Destruction
n, W. Va., April 30.—The town
esbury, W. Va., on the Bal-
and Ohio railroad, about 25
here, is threatened with de-
by fire which started late to-
y.

gh Times in Martinique
n, France, Island of Martin-
ril 30.—Several persons were
and a number wounded in a
disturbance here yesterday
n. One of those killed was the
t Fort de France.

Victoria City and the Island of Vancouver



N this page is reproduced a
photograph showing the busi-
ness section of the city of Na-
naimo, as it appeared in the year
1868. While the view is one
which will prove extremely in-
teresting to all "old timers," it
ought to be explained to others
that it does scant justice to the
pretty Coal City, in that it conveys no idea
of the splendid harbor. In the right centre, close
to the end of the bridge, will be seen the old
Hudson Bay bastion, which, in the early days,
was a distinguishing characteristic of all Hud-
son Bay posts, and a very necessary protection
against the treacherous Indians. This old bas-
tion is still standing at Nanaimo and is an ob-
ject of never-failing interest to tourists and
other visitors.

At the present moment there is no point
on Vancouver Island with a more assured fu-
ture than Nanaimo. The immense coal deposits
which lie adjacent to the city are being de-
veloped on a scale greater than ever, the strat-
egical position it occupies as a distributing
point is being emphasized more and more, and
the construction by the C. P. R. of an immense
ferry slip is a guarantee that it is destined to
play an important part as a shipping point. Mr.
C. A. Sutherland has recently compiled some
interesting and valuable information about
Nanaimo, which will serve a useful purpose if
reproduced here.

The Nanaimo mines are now producing at
the rate of almost 500,000 tons per year, which
is more than double what was being taken out
last year. This year the Western Fuel com-
pany will pay out fully one and a half millions
of dollars in wages, almost double last year. At
present 1,300 men are employed, an increase
of 60 per cent over last year.

Manager Stockett of the mines states that
he expects to take out 600,000 tons this year,
and by 1910, one million tons. The supply of
coal is almost inexhaustible, not only in the
Western Fuel property, but in other holdings
all through that district of which Nanaimo is
the centre. Mr. Stockett was asked recently,
"How about the supply of coal? Is it likely to
give out?" He replied, "No, there is scarcely
even a possibility of such a thing. We have
now in sight more coal than has been produced
in all the time the Nanaimo mines have been
operating, and there is every reason to believe
that further prospecting will prove the exis-
tence of far greater fields than have yet been
touched."

So much for coal. What about Nanaimo-it-
self? The subject is a large one. To begin
with, a more beautifully situated city does not
exist on the Pacific coast. Nanaimo, with her
hundreds of pretty little homes, masses of
roses, and flowers of every description in gen-
erous sized gardens, lies in a perfect land-
locked harbor, with Protection and Newcastle
Islands flung up against the rough waters of
the gulf. There is a charm about this portal
to Vancouver Island that is indescribable, a
touch of the Arcadian, a suggestion of the
poetical in the little city with her broad out-
look on the deep, blue waters of the gulf, a
procession of islands fronting her beautiful
harbor. Nanaimo with her historical tradi-
tions reaching back into the dim past, with its
vague enticing glamor of antiquity; there is
the repose and serenity of an older civiliza-
tion than is found in any part of British Col-
umbia, and yet underneath the surface there
are strong evidences of the Western spirit,
Western enterprise, hope and boundless am-
bition, the symptoms of a city having just dis-
covered her own.

All this amid the sweet and fragrant blooming
flowers that are scenting the atmosphere,
within easy reach of the secret nooks of the
wildwood and the stream; less frequented
spots in the woodlands, where one can hide
away from the ceaseless grind of everyday
life, and enjoy the fullest happiness of the
life of the unfettered and unconventional in cool
spots in the wilderness by the waters of the
Great Gulf, by mountainside and stream.

Nanaimoites themselves have been recruited
largely (those who have not been born
there) from the British Isles. They have that
hearty old English cheer that flings wide the
door to the stranger; they have the strong
physique of John Bull, and to see the muscular,
well-knit frames of the long line of men who
tramp to the mines each day, is to see as fine
a regiment of Canadians as can be seen from
ocean to ocean. A distinctly Nanaimo charac-
teristic, not found, perhaps, in any other West-
ern community, is the fact that those who have
been born in Nanaimo have been there for
many years. Nanaimo is one of the oldest
cities in British Columbia, established in 1853,
and it is not an unusual thing to meet people
who have resided there for twenty, thirty and
forty years. Indeed, this is rather the rule than
the exception. They wander away sometimes,
but, like Resselas in search of happiness, they
have come back to their own again.

Commercially Nanaimo is in good shape at
present. Of late there has been a large in-
crease in population. Almost daily families are
leaving the coal centres of England to take
up their residence in the more favored city of
Nanaimo. Houses are at a premium, and find-
ing a residence is a matter of some serious
moment. No better investment can offer itself
there at present than the building of new
houses. Much of the impetus of the general
trade of the city is due to the increased num-
ber of employees in the mines and the develop-
ments undertaken by the Red Fir Lumber
Company, the new whaling station nearby,

A Glimpse at Nanaimo (Past and Present)—Roseate Future of Thriving Coal City on East Coast

recently established by the Pacific Whaling
Company, and to other expanding local in-
dustries and the settlement of the surround-
ing district by arrivals from Manitoba and other
prairie provinces. These have not been the
only factors, however. Nanaimo is so situated
that she is the central distributing point of the
Island. All roads of travel on Vancouver
Island meet there. Trade to Cumberland and
Alberni Valleys and to the southern point of
the Island, in the centre of which Nanaimo is
the pivot, passes through Nanaimo. With all
of the Island awakening and renewed activity
general it is natural that it should have a cor-
responding effect on Nanaimo.

One has not to remain long in Nanaimo to
realize that while her present largely depends
on coal, her future will have many more sub-
stantial assets. Take the fisheries, for instance,
Nanaimo, as everyone knows, is the centre of
the greatest herring fisheries on the continent.
The herring simply swarm into the harbor,
suffocating each other by their number, so at
times they are packed several feet deep on the
shores. It is only three years since the worth
of the herring was realized, for starting from
nothing the production of herring for food pur-
poses came in the first year up to nearly four
million pounds, in the second year became
eight million pounds, and last year nearly
eighteen million pounds. Such a result in the
course of so short a time is little short of mar-
velous, but Nanaimo has other fish besides
herring, and valuable fish, too. Salmon fishing
and cod fishing are carried on almost all the
year round, but only in a small way, and one
of these days an expert will drop into Nanaimo

on their climate. Nanaimo has an average
rainfall of 33 inches, practically no snow, and
little if any wind. It is a climate eminently
adapted for fruit growing, and one that is in
every way congenial to health. Richly endow-
ed with natural beauties, blessed with an
equable climate, Nanaimoites are prone to
boast of the day when their city will not only
be known as a coal city, but as a health resort,
a rather incongruous combination at first sight,
but one the facts will bear out, nevertheless.

MAKERS OF BRITISH COLUMBIA (Concluded)

Canada (London, in its issue of April 11,
has the concluding article on "Makers of Brit-
ish Columbia," which is accompanied by a
picture of the Royal Engineer Camp at New
Westminster, from a water-color by J. C.
White, late R.E. The article is as follows:

Much of the matter in the "Emigrant
Soldier's Gazette and Cape Horn Chronicle"
has no longer a glint of interest, though we can
well understand that it was all highly appre-
ciated by the crew and passengers of the
Thames City which left Gravesend on October
10th, 1858, and reached Esquimalt on April
12, 1859. Most of the more personal allusions
are cryptic to a degree, and it is impossible to
laugh at an "Alleged Murder and Mutilation
of the Body," which refers to the slaughter of
a sheep, without the help of a little sea air.
But each number contains an admirable instal-
ment of "The Natural History of the Voyage,"
evidently the work of a trained scientific ob-
server, and the editorials—as we have said be-

fore—are excellent in tone and style, and might
well have been written by a well-equipped
journalist. A selection of conundrums was
given each week, advertisements appeared of
the pieces to be played at the "Theatre Royal,"
and there are amusing notices to the gentle con-
tributors—e.g., that in which it is hoped "that
contributors of songs will also sing them for
the better appreciation of their merit. N.B.—
One week allowed for preparation." It would
appear that those in command did everything
in their power to lessen the tediousness of a
long voyage. To this fact and the carefulness
in regard to sanitary arrangements, when
crossing the tropics, must be attributed the
excellent health enjoyed by the crew and the
contingent with their wives and children.

Here is a charming picture from an article
entitled "A Sketch from Real Life of Two
Very Old Soldiers."



NANAIMO IN 1868

THE COLONIST ENGRAVING DEPT.

bian). "W-i-e-a-t-h-e-r, Weather." "Well,
Thomas, you may sit down," said the school-
master; you may be a sharp lad, but that must
have been the sort of weather you had on com-
ing round Cape Horn."

Whereupon the "tea bugle" was heard!
On one occasion a dramatic criticism annoyed
a Mr. H. W. Hazell, who wrote to the paper and
received an editorial apology. This gentleman
had played the part of Miss Hardcastle in Sheri-
dan's famous play, and some jocose allusions to
the beauty of his ankles and other charms had
brought on him a burden of chaff, so that, as
must often have happened on a "wind-jammer"
making a long voyage, Mr. Hazell's temper
got a little worn round the edges. In the last
number there is an excellent farewell to the
ship, which is worthy of quotation in full—
which, however, space forbids. We give the
last few lines, which may help people to un-
derstand how greatly the comfort of traveling has
increased in the last fifty years:

Farewell to the hammocks, farewell to the clews
Farewell to the would-be Irish stew,
Farewell to cockroaches and thieving cats,
And a long farewell to those horrible rats,
That screech and quarrel every night,
And make one shudder and feel in a fright,
Farewell to parades with hard necks and feet,
Farewell to lime-juice that's hardly sweet,
Farewell to the water of rusty hue,
Farewell to the "Abstract of Progress" too,
Farewell to our everlasting view
Of cloudy sky and ocean blue,
Farewell to the petty quarrel, warning note
Farewell to our dreary life afloat.

The term of service of the detachment was
five years, and in 1863 they were disbanded,
each of those who elected to remain receiving
a free grant of 150 acres of land and his dis-

charge. All the officers and some twenty-five
or thirty of the men went home, the rest stayed,
and of the whole gallant little body only about
a dozen remain today, but their children and
their work are among the most valuable assets
of British Columbia.

"Of the things which they were sent out to
do," writes Mr. Clive Philipps Wolley, "they
did these. They laid the foundations of New
Westminster, laid out and surveyed the sites of
Hope, Yale, Lytton, Douglas, Lilloet, Clinton,
and Richfield; made surveys throughout the
colony; built the most difficult section of our
great Yale-Cariboo road, and the wagon road
from Douglas to Pemberton Lake; built the
Hope mountain trail, and a number of other
roads, streets and trails; designed the first
churches and school house on the mainland;
the first reading room, library, and theatre;
designed the arms and the first postage stamp
of the Colony; formed the gold escort for the
Cariboo mines; kept order and set an example
of British discipline and British probity.

"One of them did more than this, for it
seems that he was more than a mere soldier,
and master of many trades. He was a prop-
het. It is written in these old documents
that "many of us will never willingly take such
a long voyage again even to get back to Eng-
land," and Colonel Moody, after his arrival,
on many occasions pointed out on the map
that a railway would reach Port Moody from
the Atlantic, that it would circle round the
back of New Westminster, and eventually
reach English Bay. In the issue of February
26, 1859, it was predicted that a railway would
be constructed from Haliifax along the north
shore of Lake Superior, through the Red River
settlement, along the valley of the Saskatche-
wan, and through British Columbia to the
mouth of the Fraser river, and should this
railway be executed, passengers will be able
to get from Liverpool to Vancouver in four-
teen or fifteen days."

"This was a bold prophecy in 1859, when
the quickest route from point to point (that by
the Isthmus of Panama), occupied from
thirty-five to forty days, and yet accurate as
it was in most points, we have done more than
accomplish what this prophet of fifty years
ago foretold for us."

These sappers were good stuff for nation-
building, and they set a stamp for ever on
their community.

ALONG THE EAST COAST

As a health resort Comox is ideal, and, with
the rapid increase of the population on the
coast, it can only be a matter of time until it be-
comes one of the most populous summer res-
orts on the Pacific Coast. Photographs give
a totally inadequate idea of this beautiful spot.
The writer has traveled in many lands, but has
seen few places that can compare with, let alone
equal, this little beauty spot of British Colum-
bia. Away to the southeast stretch the spark-
ling waters of the Gulf of Georgia, whilst to the
south the land gradually rises until some miles
inland it is bounded by the Beaufort Range.
To the east the view is limited by the thickly-
timbered islands of Denman, Hornby and Tex-
ada, with the mainland mountains rising behind.
A long sandy spit, euphoniously termed "Goose
Spit," practically encloses the whole bay, and
forms a natural breakwater, which renders
boating and fishing within the bay perfectly
safe, no matter how rough the weather be out-
side. This spit embodies about fourteen acres
of Indian reserve, having at one time been the
burial ground of the Comox tribe, but was
leased by the Admiralty for the purpose of con-
structing a rifle range for the use of the war-
ships on the Pacific station. This magnificent
range was in use for a number of years, but has
now fallen into disuse, owing to the withdrawal
of the Pacific squadron from the coast.

Near the government wharf is a mineral
spring, which is said to have very considerable
medicinal properties.

Denman and Hornby Islands are particu-
larly well situated for fruit-growing, and large
quantities are shipped to the neighboring cities
every year. On a recent visit to Hornby Island,
the writer was shown some apples by an enthu-
siastic rancher, the like of which he had no idea
even British Columbia could produce. These
apples being of the "Maiden's Blush" variety,
could not but afford, in a hazy sort of way,
some additional argument in favor of the Gar-
den of Eden theory.

Away to the north of Comox lies Oyster
river, and still further to the north—about 35
miles from Comox—lies Campbell river, per-
haps the greatest fishing ground in the world.
The sport afforded his disciples, who flock there
annually from all parts of the globe, would
make old Isaac green with envy. The "tyee"
salmon run away up in weight to between
eighty and ninety pounds, one of the record
fish, caught by Sir Richard Musgrave, of Vic-
toria, being preserved in the provincial museum
for the benefit of any "Doubting Thomas."

In 1905 a Scotchman established a record
for a single-rod catch, in two weeks, fishing
three hours per day, or forty-two hours in all,
catching two tons of salmon. But this whole
district affords other sport than fishing; grouse,
pheasant, deer, bear, panther and elk—though
the last-named are not plentiful—afford ample
occupation for the ambitious Nimrod. During
the summer months the steamer Joan makes a
weekly run from Vancouver to Campbell
river for the benefit of the enthusiastic sports-
man.