

# PEOPLE AND PLACES

*Little Stories by Land and Sea, concerning the folk who move hither and thither across the face of a Big Land.*

## GRAVEL AND GOLD

THE old Saskatchewan has all sorts of commercial possibilities. Once it was used for nothing but to catch fish from and to float York boats on. Now most of the fish are gone; the boats and scows are more numerous than ever—and there has been discovered a source of revenue inside the river that ranks as one of the commercial assets, of Edmonton at least. That is gold and gravel. Years ago the gold-grizzly man was one of the figures on the Saskatchewan. He has been written about on this page before. He was a pathfinder and an exploiter. Daily with a pail on a stick, a sieve set in a frame and a blanket below, he extracted from the mighty Saskatchewan anywhere from two to five dollars; more often two. He passed into a relic; the gold dredge came—that scooped up tons of gravel in a minute and looked as big as Noah's Ark. These gold dredges were in operation a few years ago; four or five of them right around Edmonton. But they cost more to equip and maintain than could be got out of them. Now the new way is to make an asset of the gravel and take the gold as a by-product. So Mr. James Huff, who used to live down around Chatham way in Ontario, and who ten years ago was a teamster hauling sand and gravel and coal, hit upon a method of scooping up the gravel for building purposes and letting the gold drizzle off on blankets. The gravel alone pays him a big profit. The gold is clear gain. In the old way the gravel all went back to the river. But Edmonton needs gravel now more than it needs gold. Mr. Huff's plant cost him about sixty thousand dollars.

## A GENTLEMAN GONE.

CHEVALIER HENEY has left a hole in the human activity and character of Ottawa that nobody will ever be quite able to fill. He was one of the men whose character and personality belonged to time—when perhaps such things were more sought after than they are now. He was nearly ninety years of age; called "Chevalier" by the late Pope Leo XIII because of his services in establishing the Irish Catholic Temperance Society of Ottawa. That was more than fifty years ago. He was born in County Cavan, Ireland; came to Canada when twenty-two years of age—when Ottawa was Bytown. He never pretended to be other than a quiet business gentleman who had the moral welfare of the city and country at heart and who thought more of his friends than of amassing a fortune. No man ever died as a private citizen of Ottawa who left behind him more regrets than old man Heney—"Honest John." As one of his friends said, he was part of the history of Ottawa. His memory ranged back to the days when almost every man in Bytown knew almost every other man; when timber was the big way in Ottawa Valley—the days of the river-driver and the mill, the epic of the huge pines, when Ottawa was a place to appeal to the imagination, because in those days they had not so much politics and Parliament Hill was not even discovered.

## OFFENDED DIGNITY.

AS an illustration of how the stubbornness of mankind sometimes rises up stupidly against law, take—no not smuggling, which is mainly confined to woman-kind—but that first cousin to it, the trying to get into the United States from Canada without being inspected at the border. Not long ago a peculiar example of the vested dignity disdaining to pass muster before the law came to light in the Great Northern night train known as the "Owl." This train runs to Seattle. But an hour before the train leaves an inspector comes up from Blaine to look over the passengers so as to give them a chance to go to bunk and rest undisturbed while the train crosses the border. This man is an assistant to the regular inspector at Vancouver. On the night in question the man from Blaine met something of a match in a couple of people who refused to be inspected in the usual way. They went to bed—warned that in an hour or two they would be in the United States where it would be legal to put them off the train. Being British subjects they objected to being inspected by U. S. authorities on British soil. After the train had crossed the boundary the couple in question regardful of their dignity got up from their berths and submitted to the examination.

## FAKE WARSHIP STORIES.

THIS warship scare on the great lakes has become serious. The Simcoe is the latest Canadian acquisition to the fleet of Commander Kingsmill. She has arrived, a fully-equipped Canadian warship armed to the teeth, plated a foot and a half thick with armour in the bow—for she expects always to expose her bows to the enemy and not the stern as is the case with some warships. Technically the Simcoe is a light-house supply vessel, similar in intention to many of the others in the fleet. Potentially she is a convertible cruiser; somewhat on the principle of a folding bed that may be turned into a cupboard. It takes three days to convert the Simcoe into a fighting machine—but when she is converted, beware! And there is reason. Not long ago the Nashville, which is a United States lake gunner, took on guns at Buffalo and shipped up to Chicago. At that very time the Simcoe was in Halifax awaiting orders. She got orders to proceed to Georgian Bay, where it is rumoured her guns were in waiting.

## THE TOUGH TOWN ON THE FRONTIER.

ENTWHISTLE is the real thing by way of a frontier town. This is the end of the Grand Trunk Pacific construction in the Pembina country west of Edmonton. So far several thousand miles of railway have been put down in the Canadian West without any bad-man or bad-town symptoms developing. People have been too busy to make trouble. Now that the prairie is pretty well gridironed and the Transcontinental pushes into the foot-hills country, symptoms begin to develop. Entwhistle has become a tough town. Four hundred grade labourers put up there. They all but own the town. There is but one mounted policeman and he would have a far better chance with as many Indians. The graders have been cutting loose. They do about as they feel like doing. So says a Methodist parson who comes down from there to a district meeting. He is the sky pilot of Entwhistle and knows of what he is talking.

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