

THE INDIAN CANOE

Its Construction is a Matter of Great Skill and Patience.

When the Canadian red man of the old type wants to construct a canoe, he fells a cedar tree or else seeks a prostrate trunk of the dimension he fancies. In either case he proceeds to cut out a section of the desired length, peels off the bark, and hollows out the log, leaving a smooth surface upon the sides and bottom from end to end. Next the log is turned over and the outside fashioned.

The log is followed by burning and chipping. A fire is built on the top and is so carefully watched and so skillfully directed that when the burning is finished the big piece of timber is neatly hollowed, with wonderful symmetry from bow to stern. The whole canoe, surfaced, is left so recently and nicely charred that when the surface is worked down by the buckhorn adze there remains but little alteration to be made.

The log is turned over, with the hollow side down. A slow fire is employed to shape the interior and once the surface is nearly worked until the sound timber appears.

Since the coming of the white man the Indians have, for the most part, felled trees for their canoes with axes; but in the old days this was accomplished by burning and by stone implements, the fire being so handled as not to injure the portion whereof the canoe was to be built.

When the interior and the exterior of the canoe have been finished to the liking of the builder, his next step is to "stretch" it. Without this operation the craft would be entirely unseaworthy. To make the canoe seaworthy, it is set level on a firm solid foundation and then filled with water. A fire is then built and stones at a red heat are thrown into the canoe until the water boils.

This boiling is maintained until the sides of the canoe, which are more than an inch thick, become as pliable as sole leather and capable of being stretched to or more beyond their normal width.

The builder's attention is now turned to the adjustment of cleverly fitting staves in its transverse along the gunwale, increasing in length from the ends to the middle. By reason of these stretchers a cedar log of, say, two feet and a half in diameter will furnish a canoe of three or four feet in beam. The width of the canoe varies, of course, with the length.

The sides of the canoe having been brought to the desired curvature, the water is then emptied out and the shell allowed to dry thoroughly, but without backing.

The finishing touches consist of a smearing, inside and out, with fish-oil, together with artistic decorations in brilliant colors.

Doctors and Their Pay. Doctors are noted for disagreements, lawyers likewise, but the poets eclipse both professions in this respect.

In going over the poetical works of the late Archibald Lampman, and of Charles G. D. Roberts, a careful student will note a wide divergence of views on the topic of poets and their pay—the divine afflatus and its relation to coin of the realm.

Rogers found financial recognition slow in Canada, and went to New York to sell his wares. At the time he wrote a little poem entitled, "The Poet Bidden To Manhattan," explaining his removal. This is one verse: "You're piped for those who will not pay."

Till now, I trust, your wits are riper— Make no delay— come whither you may— And pipe for those who pay the piper."

Then turn to Lampman and list to his answer: "What do poets want with gold?— Grinding slaves and cushioned ease? For not crusts and garments old— Better for their souls than these— Who wins?"

To Protect Forests. The secretary of the Canadian Forestry Association suggests that a number of forest fire protective associations should be formed all over the country to co-operate in guarding against fire. The limit holders in the St. Maurice valley formed a co-operative fire protective association last year, taxing themselves one-quarter of a cent per acre raised in the form of the erection of telephone lines. Look-out stations are to be erected next year, on the highest points throughout the territory. These will be connected by telephones, so that a force of men can be sent instantly if a fire is discovered. Similar co-operation on the part of lumbermen throughout the country would prevent waste of both labor and valuable property. The Canadian Forestry Association will take up the linking matter of the provinces of Ontario and Quebec in the co-operative fire protective scheme and hope to produce good results.

A Merger in Glaves. Economy is a blessed thing when intelligently applied and an astonishing instance of its successful application was recently encountered by a traveler over what used to be the old Canada Atlantic Railway which runs through Algonquin Park. At one point on the line is a telegraph operator who has had the misfortune to lose his right hand; at another there is one who met with a similar catastrophe to his left hand. Now to both of these men a pair of gloves would be unnecessary; yet it is impossible to buy a single glove. These two friends have therefore formed a combination for mutual interest. They ordered a pair of about, one wears the right hand one, the other the left hand one. Or rather the buying is done in Ottawa by a tradesman on the train who when ever a new pair is purchased throws one of the gloves of the train as he passes one station and the other at the next. It is a large amount of the brakeman not to get them mixed.

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A DOG-POLICEMAN

"Spot" Has Just Naturally Adopted the "Foorca."

In the centre of the bias street car intersection at College and Yonge streets, Toronto, stands six-foot-five of traffic policeman (counting his bushy) and a big black and white dog.

This particular corner is about as dangerous as a rest for the sole of your rubbers at Toronto holds, since the imminent car threatens you diagonally with a cross between a head-on collision and a hit-you-in-the-back. But the big Englishman and the collie are as unconscious as though they were sitting on a park bench.

The Englishman you can understand. Even the Toronto Street Railway would hesitate to mow down the majesty of the law. But why the collie bears a charmed life is a mystery.

"No, sir," the officer tells you, "he doesn't belong to me, nor yet to the switchman. No, nor he doesn't live in any of the stores. Fact is, we don't know anything about him, except that he lands about eight o'clock every morning, coming from the east. He's here all day, and usually goes off duty about seven o'clock."

"We call him Spot," the policeman says, "and he's a collie. I should altogether blame for his doings—he is hereby referred once more to the red-bound official documents of which the Chief Constable is the conscientious and thoroughly reliable editor. It labels each of the four 'Presbyterians,' and it has it on the word of honorable gentlemen themselves."

Two of them sit on one side of the house, and two of them on the other. To the right of Mr. Speaker may be found Angus A. McLean, the silent man from the little maritime island of Prince Edward, and William Findlay Macdonald, the never-silent exponent of all and sundry things in the province of Ontario. To the left are located Alexander K. Maclean, the cautious and canny financial critic of the Opposition, who hails from Nova Scotia, and Hugh Havelock McLean, the freerating militarist and Imperialist, from the neighboring province of New Brunswick. Any one of the four is capable of focusing the attention of Parliament on a McLean, and two of them have recently been doing it to their own detriment and incidentally to the discomfiture of the Opposition.

Forty Feet of Snow. The man with the snow shovel has been a recent visitor to the coast, the busiest little person in B.C. this winter. Citizens of Revelstoke are kept busy these days shovelling the roofs of their houses and other buildings while the city snow-plow is kept going almost continually in an effort to keep the sidewalks passable. Already over fifteen feet of snow has fallen in the city since the still coming down. This is a record snowfall for this city.

While fifteen feet of snow may seem like a record, it is not so compared with forty feet which is approximately the amount of snow which has fallen at Glacier since November last, and which is all there yet as there has been no rain or sun since then to melt any of it. The O.P.R. is having the time of its life attempting to keep its main line, switches and tracks open for business. An old-timer in the mountain railway service claims that he never seen an equal amount of snow on the ground.

Between Glacier and Rogers Pass, where is visible the trains at many points but the smoke from the locomotive, and should the weather change suddenly, as is quite possible, many and large snow slides are looked for.

On the east slope of the Selkirk the snowfall has not been so heavy, but the weather is much colder.

A Mistake in N.E.'s. A good story is going the rounds of the lobbies at Ottawa concerning George Bradbury, the militant C.P.R. man, and the fact that he is now in the hands of the law. Bradbury, the irrepressible Free-trader from Red Deer. In the main entrance round of the buildings is an admirably executed model of the new steamship Albatross, now being built on the Clyde for the Allan Line. An engraved plate under the glass case, both in French and English, reads: "N.B. is a common abbreviation of the term 'North British,' and many Scotch towns have the initials affixed to their names. The genial medicus, George Bell, is shaving his chin in a meditative fashion, he said, 'Well, doctor, if for one didn't know they could build ships in Canada, I'd be sure to buy a ship from the province of 'New Brunswick.'—Saturday Night."

Homestead Entries Decrease. Homestead entries in Western Canada for the last calendar year totalled 35,616, a decrease of 3,344 as compared with 1911. The decrease indicates the increasing difficulty of finding suitable homestead land in the Prairie Provinces still within reasonable distance of districts now served by the railways.

Alberta's Growth. Eleven new villages, five new towns, and fifty-five rural municipalities were established in the province of Alberta during 1912. The province was inaugurated in 1912, and many of the thirteen towns and thirteen villages in Alberta. At the close of last year there were 53 chartered cities, 54 towns, and 73 villages, and in addition the 55 rural municipalities organized under the new act.

Labrador. Labrador has an area of 200,000 square miles and a population of 4,000.

THE CLERK'S LEAN

It is Always Well Represented in the Dominion House.

Take a poll of the directory in almost any Canadian town or city, and the Smiths, the Browns, the Robinsons, or the Joneses will have it by a generous majority. Take a peep at the delicately-scented social columns of almost any Canadian periodical, and the Smithson-Browns, the Robinson-Johns, or some other hyphenated combination is an odds-on favorite. But in Parliament from time immemorial the Macleans have had it. There is said to have been no less than seven of them in the House of Commons at one time. For many years there were five. And in the year of our Lord 1913 there are four. Two of them write it Maclean; the other two stick to McLean, that is, at any rate, in subscribing their signatures or on the record of the carefully-compiled Parliamentary Guide. It doesn't make much difference for the links of creed, which are broken, and unfortunately seem to stand for so much in politics; weld them together. They all declare themselves to be adherents of the Auld Kirk. If the reader doesn't believe it, he should go to the altogether blamed for his doings—he is hereby referred once more to the red-bound official documents of which the Chief Constable is the conscientious and thoroughly reliable editor. It labels each of the four 'Presbyterians,' and it has it on the word of honorable gentlemen themselves."

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Memorial For a Pest. At a recent gathering of distinguished literary men of Ottawa in connection with the fourteenth anniversary of the death of Archibald Lampman, the Canadian poet, it was proposed to establish a national memorial to the departed writer and the matter has been placed in the hands of a capable committee. It was suggested that the attention of the Dominion Government be called to the necessity of creating a hall of fame or pantheon for Canadian writers, and it was proposed that it be intended to erect in Ottawa for the proper commemoration of Canada's distinguished sons.

A memorial of letters from Lampman stands high and his early death was a sad blow to Canadian literature. He was a nature of some high order and his work is full of truthfulness, simplicity and sweetness. His love of nature found expression in a large number of poems of exquisite beauty and melody and his lyrics and sonnets have a charm possessed by few writers and many are surprised by none of his simple beauty of language and thought. He was master of versification and his kindly, wise and sympathetic spirit breathed through every word he wrote, was pure and noble, and his words were filled with a wise philosophy of content. In his Canadian home and should be prized by all who love their native land and admire all that is wholesome and good in literature.

Compliment to Sir William Whyte. A special compliment was recently paid to the distinguished railroad man, Sir William Whyte, formerly second vice-president of the C.P.R. It is remembered that a year or more ago, when the C.P.R. was in an important post, but at the request of Sir Thomas Shaughnessy and other members of the executive of that great central road retained a seat on the board. Recently he was appointed sole arbitrator between the Government of Canada and the Grand Trunk Pacific Railway to determine what the latter should pay the Government for the use of that portion of the Transcontinental Railway which runs from Winnipeg to Lake Superior, and which is now being constructed pending the completion of the entire line from Winnipeg to Montreal. It is exceptional in the annals of railroading for a company to refer a question of this kind to a director of a great rival corporation, and it shows the respect and confidence in which Sir William is held.

Left Son in Canada. Baron Macnaghten, senior Lord of Appeal in Ordinary of the judicial committee of the Privy Council, whose death occurred in London recently, had one son living in Canada. This is the Hon. F. A. Macnaghten, of Calgary. Mr. Macnaghten is an old-timer in the west, having come out from England some 25 years ago. He was interested in the cattle business, becoming a partner in the ranching firm of Sampson & Macnaghten, who owned a large tract in the snow valley, close to Calgary. Some ten years ago they sold out to the Hon. William Bercow.

Four-Mile Tunnel Through Selkirk. An estimated cost of over \$12,000,000 the C.P.R. expects within a few years to have completed a two-track tunnel, four miles in length, through the Selkirk range of mountains, between Calgary and Vancouver. One object of the tunnel is to eliminate the ever-threatening possibility of interruption from snowslides, which, on the present line through Rogers Pass, have given a large amount of trouble. The tunnel will be operated electrically.

IS NOW A P.C.

Samuel Barker Has Made a Study of Railway Affairs.

Samuel Barker, Conservative member for the constituency of East Hamilton, who has recently been created a member of the Privy Council of the Dominion, is among the most prominent figures in the Canadian House of Commons and was noted long before he entered political life for his ability and business integrity. He has made a deep study of transportation problems and was a recognized authority on railway and transportation matters long before he entered the popular chamber. Even while a member of the Opposition, his counsel and advice were often sought by the general administration, when questions dealing with the big transportation interests of the country were before Parliament.

The new Privy Councilor was born at Kingston in May 1838, and when quite a young man moved to London and was educated at the grammar school in that town and soon became actively identified with municipal politics in that city. He was elected to the aldermanic board and became chairman of the finance committee of the Board of Councils. He has since been years as solicitor for the Great Western Railway and as general legal adviser, and also for a time filled the position of secretary of the Board of Northern and Northwestern Railway.

The marked ability he displayed in connection with his duties in these offices attracted the attention of the directors of the Grand Trunk Railway and in 1885 he was selected by the shareholders to investigate into the bookkeeping methods and accounts of that company.

He first ran for Parliament in 1896, when he unsuccessfully contested Hamilton, but he was successful at the general elections in 1900, being at the head of the poll in East Hamilton, and again had the honor of heading the poll in 1904 and 1908. He has been twice president of the Board of Trade of Hamilton and during his term of office performed invaluable services for the mercantile and manufacturing community in that city. He is a member of the Church of England and a member of the Rideau Club, Ottawa.

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