



Since the building of the Yale road ten-horse freight teams have hauled supplies over this highway to the northern interior. In a few years the automobile will replace the cayuse and the freighter. The auto shown in this picture has just completed a pathfinding journey from Seattle to Hazelton, B.C., following the trail blazed by the early gold miners.

THE OLD YALE ROAD

By P. W. LUCE

THE forty-niners must have been direct descendants of that long dead race of whom it was sorrowfully said, "They were giants in those days."

This conclusion is forced upon me every time I auto in the Fraser Valley of British Columbia along the old Yale road, that pathway hewed through the virgin forests from the sparsely settled coast points to the odd corners on the banks of the turbulent Fraser River, where the yellow metal had for countless ages awaited the coming of the argonauts.

Up hill and down dale, through grassy plains and crowded forests, across bog or rockribbed belt, the men of muscle and sinew built and hewed and bridged, performing feats that even to-day, after a lapse of over fifty years, call for intense admiration on our part.

With the scant knowledge of the country they possessed, the builders necessarily performed much unnecessary work and builded a road over many a steep grade that could have been avoided by a detour. But the orders had been given: Get from Westminster to Yale, and these men of might pushed onward, ever onward.

Gnarled giants of the forests, seeded in the days when Christoph Colombo waited patiently for the funds which were to permit him to fit out the expedition fated to discover the new world, fell before the axman's mighty blows. Rotting, beaten by the winter's storms and decayed by the summer sun's



Through the Green Timber--A stretch of the old Yale road, near Westminster, B.C.

burning heat, the trunks of hundreds of these pines and firs can be seen strewn along the Yale road to

this day, their massive bulk and extreme length a silent witness of the strength of the sentinels Nature had placed to guard this western land from ravishment by puny Man.

A little over two miles from Westminster the Yale road crosses through what is known in the district as "The Green Timber," as imposing a stretch of forest as can be found anywhere in Canada. So stately are these trees, so rank the vegetable growth, that a good photograph of this section can only be taken at noon, when the sun is shining brightly. Pines, firs, cedars, hemlocks and alders so thickly cover the ground that one is puzzled to discover how the stray deer occasionally seen crossing the road can possibly make her way into and through the thicket.

Such is the Yale road to-day, thirty-three feet wide and one hundred miles long. The Yale road of to-morrow will be a better and wider highway, built by the provincial government to meet the needs of the prosperous settler and the automobile tourist. It will be sixty-six feet wide, as smooth as crushed rock and gravel can be rolled, and will be the connecting link of the Canadian Highway, from the coast to the interior, and the Pacific Highway, extending from Vancouver to Tia Juana, Mexico, a distance of 2,009 miles.

But somehow this newer, better Yale road, cleared with blasting powder and high power stump pullers, and levelled with costly road rollers, will never appeal to the romantic or imaginative as the old Yale road, hewed with steel and sinew and pounded into shape by brute strength and indomitable energy.

City Government by Commission

By R. MEEK

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AT the outset let me remove some misunderstanding with regard to the term "Government by Commission." It has not to do with the branches of national, provincial, or local administration, such as the direction of transportation by a railway commission, of power by a hydro-electric commission, and of public utilities by a local commission. The practices of the day, in many municipalities, produce decentralization. The division of labour and the distribution of management leads to a division of responsibility. It is to remedy this state of affairs that municipal government by commission has been desired.

Government by commission aims at a centralization of power. The commission replaces the Council and levies all taxes, collects all rates, adopts all appropriations, and makes and enforces all laws. It manages the entire public business of the municipality. There is not, under the commission, a delegation of duty or power to any one under any circumstances.

Government by commission is not a new thing as some people may imagine. Centuries ago, in England, which leads in all forms of government and gives to the world the result of its experience, there

was that which was analogous to government by commission. Learned and discreet men were selected to act for the people in municipal affairs. These calculated the cost of government, collected the annual revenues, and enacted and enforced the local laws. All this was for the benefit of the people.

The same plan or form of government found favour in the earlier cities of the United States. It was a modification of the English borough government. Following the period of expansion, when municipal government seemed to require the service of a larger number, there was a decentralization of power, and this was followed, towards the close of the last century, by a return to the original conception of government in which there was a centralization both of responsibility and power.

In 1900 there was what has been called the re-discovery of Government by Commission as it was exemplified in Galveston. That city had been swept over by a great tidal wave which destroyed property to the value of about \$20,000,000. By the inunda-

tion about 5,000 persons lost their lives. Badly managed before the city was now bankrupted. In the distress which followed the business men who survived the shock counselled together, and as a result they selected a certain number to manage the municipal affairs. They succeeded beyond their expectations. They brought to bear upon their new tasks the energy, the tact, and the enthusiasm which characterized them in their own business. They gave evidence, indeed, of the qualities which marked them out for special duty, and the city at once rose out of its bankruptcy and set out upon a new and prosperous career.

Without going into details it may be said that Galveston is now one of the finest cities in the United States. Its form of government was legalized three years after the commission began its work, and it became at once the centre of attraction, the object of the closest study on the part of other municipalities. Its form of government has been imitated by many cities, and by some this form is alleged to have been improved upon.

The city of Des Moines claims to have a model charter. This charter called for a commission of

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