

Salmon Fishing on the Fraser River—Taking the Salmon out of Spiller in the Fish Trap.

Gathering the Wealth of the Pacific

THE salmon run is again in full swing. The Indians, the Chinese, the Japanese, and the whites with their fleets of boats, their spears and nets, their furnaces and mountains of tins, are working overtime gathering in the wealth of the Pacific for the tables of the world. The annual jealousies and tiffs between the Canadians and Americans as to fishing rights is again a feature of the industry. Rumours of complaint from the Canadians that their neighbours are pulling more than their share of the sock-eye have appeared in western despatches to the press. Investigation proves that there is nothing in the stories over which to lose a minute's sleep. The momentary suspension of the virtue of patience and reason to the clamour of avarice in the struggle for gain is the cause of the whole trouble.

The salmon fishing industry is one big gamble between us and our neighbours. On the face of it, we appear to be getting the better of the deal, though we do not seem to realise it. We get two chances at the prize to our partner's one. The Canadians have their first opportunity when the fish strike in from the great Pacific to the west coast of Vancouver Island. Then the traps of the fishermen gather in thousands of the pink and white beauties. When the run reaches Puget Sound, the Americans have their busy season with the traps. The salmon are gradually maturing for spawning, and making for the mouth of the Fraser River; they then sweep up that stream to their spawning beds many miles from the sea. Now, comes the second turn of the Canadians, which impatiently they have been awaiting, while their competitors at Puget Sound have been having a short monopoly. But this time they must labour at a disadvantage. The mouth of the Fraser is too narrow and shallow to admit of the use of traps. If these were used it would permit too small a proportion of the fish to pass up to the spawning grounds. The Canadians are here, therefore, compelled to depend upon gill nets of a regulation size, and this handicap in the race with the Puget Sound fishermen leads to a misconception of American methods. Canadians should remember their compensations. They have, at least, the first and last look at the fish.

The vexation over Puget Sound is an old story. In bygone days there was a great deal of ill-feeling because it was claimed that the Puget Sound traps demoralised the Canadian catch. That grievance was remedied four years ago when the Dominion Government made it legal to employ traps west of Vancouver Island.

Another incident of the salmon activity this summer is that Canadian packers are agitating for a longer season. This side of the situation is presented in an interview with the manager of the Packers' Association of British Columbia, recently published in the *Vancouver World*:

"The only way that we can be helped out of our present predicament is by inducing the government to extend the open season this year for some weeks. The Canadian packers so far this year have not yet secured 25 per cent. of their pack. Four years ago, when we had one of the worst seasons in our experience, at this late date over 80 per cent. of the pack was secured, so it can readily be seen that unless the necessary extension is granted by the Dominion Government the losses to the canneries will be enormous.

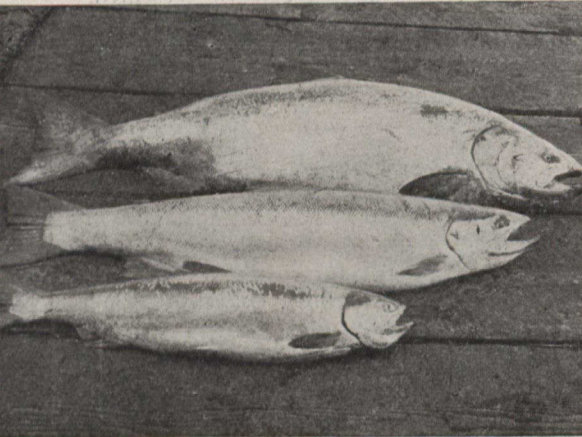
"We are already labouring under a disadvantage in comparison with the Americans, while we have a close period of 42 hours to their 36, and

now we have added to this the phenomenally short small run.

"Canneries on the Sound have all the fish that they can handle, and the salmon are still running through the straits, but of this year's run Fraser River canneries are not getting their fair share. All around Bellingham and neighbouring ports the packers have all that they can well handle, and in some cases more than they can properly take care of.

"It would not be asking too much if we can obtain this concession because the salmon will reach the spawning grounds in the usual proportion any way. The run is small, and so the proportion which the canneries secure will be small and the hatcheries will receive the usual number of spawn-bearing fish."

One would naturally regard the effort being made to prevail upon the government to lengthen the season in which the fisherman may toil as a good business omen, but if we are to believe the manager of the Packers' Association of British Columbia such is not the case. This magnate of the salmon fishing industry entertains an opinion of the size of the run which is a direct and flat denial of the glowing reports which have been spread broad cast by the press that this year the canning fraternity



From the top—The Spring Salmon, the Steelhead Sea Trout and the Blueback or Sockeye Salmon

would roll in prosperity due to the unprecedented favourable conditions of the great B. C. coast industry.

The authorities who have charge of the situation should look into the matter, discover the real state of affairs, and if it is discovered that the packers have just causes for dissatisfaction, take whatever steps the exigencies of the situation demand.

Ottawa as the Washington of the North.

EVERY Canadian is interested in Ottawa, because it is the national capital. Every nation has its national centre in which all the people are interested. The Governor-General and the Premier, the two great national figures, reside there. The Supreme Court of Canada settles the greatest legal and constitutional questions in a national court-room. The officer commanding the Canadian army makes his headquarters there. The national art gallery, the national library and the

national archives are there. The biggest men of the nation—law-makers, railway-builders, manufacturers, heads of labour organisations, bankers and agriculturists congregate there to make laws, modify laws, and discuss all the more important affairs of the Canadian people. It is the nerve-centre and the heart of the people, and its growth and development must ever be a matter of national interest and pride.

One of the most noticeable features in the development of Ottawa during the past ten years, is the work performed by the Ottawa Improvement Commission. In 1899, Sir Wilfrid Laurier appointed the Commission to carry into effect his intention of making Ottawa the "Washington of the North." It at first consisted of four members and a secretary—Messrs. H. N. Bate, chairman; Joseph Riopelle, C. R. Cunningham, and a representative named by the City Council, the Mayor being selected. Mr. Stephen E. O'Brien, of the Public Works Department, was appointed secretary. In 1902, four additional members were appointed—Sir Wm. H. Hingston, and Hon. J. P. B. Casgrain, both of Montreal; Hon. F. T. Frost, of Smith's Falls, Ont., and Mr. Geo. O'Keefe, of Ottawa. Sir Wm. Hingston died in 1907 and was succeeded by Sir Sanford Fleming. These members and the secretary serve without remuneration.

The Commission receives \$60,000 from the Dominion Government, which sum is in lieu of taxes and water rates on all government buildings in Ottawa. The period of payment was first fixed at ten years and was afterwards extended another ten years, being terminable in 1919. Power was also given the Commission to borrow \$250,000 on debentures.

The principal work of the Commission is a beautiful driveway running along the bank of the Rideau Canal. It is laid out on Government Reserve land and is bordered on both sides by boulevards, and embellished with trees, shrubs and flower beds. This driveway, with King Edward Avenue and Minto Bridge, both constructed by the Commission, forms a connecting link over five miles long between the Dominion Experimental Farm at the south-western end of the city and Rockcliffe and National Parks at the north-eastern end.

Rockcliffe Park, containing an area of eighty acres, is a piece of natural woodland overlooking the Ottawa River, along which it extends for over a mile. From it many beautiful views of the Laurentian Mountains to the north may be seen. Along the river, east of Rockcliffe Park and forming a continuation of it, lies the National Park, a tract of one hundred and eleven acres purchased at a cost of \$35,000.

Driveways, bridle paths and walks extend through both these parks, large areas are laid out for playgrounds, and in the National Park there is a mile speedway, oval in form and constructed after the most approved methods. A natural ravine, beautifully wooded, traverses the National Park and is spanned by several boulder and rustic bridges.

Other works are Strathcona, Somerset Street, King Edward, Bronson and Sapper's Bridge Parks, Monkland and Clemow Avenues, and the Patterson's Creek Parks, the latter now under construction.

The most notable of these is Strathcona Park, containing eighteen acres situated along the Rideau River, and lying between terraced elevations at either end. Prominent in this park are two small lakes joined by a miniature canal spanned by a boulder bridge. The park is protected from spring floods by a boulder wall surmounted by a concrete coping. Trees and shrubs have been freely and effectively planted throughout the park. Recently, Lord Strathcona, with characteristic thoughtfulness, presented Chairman Bate, who was visiting England, with a cheque for \$2,500 to provide a fountain for the park.

The Commission is now about to undertake the construction of a park on Nepean Point, a high bluff of the same natural formation as Parliament Hill, and, like it, overlooking the Ottawa River. This work and a driveway extending north-eastwardly from it along the Ottawa River, will be paid for with the \$100,000 received by the Government from the Grand Trunk Railway for a small piece of Major's Hill Park, on which the railway company is now building a palatial hotel.

Later on, a driveway is to be constructed from the western end of the Experimental Farm to the Ottawa River to connect with the Prince Arthur Islands, which were acquired from the Ontario Government. This will form a continuation of the Rideau Canal Driveway and when finished will complete the first general plan outlined by the Commission for the beautifying of Ottawa.

The total expenditure by the Commission to the 31st March, 1909, was \$852,409.21.