

expense of going underground only, and not of resultant betterments. Mr. John Markey, for the G.N.W. Telegraph Company, declared that in a municipality of only 80,000 population the revenue derived by the company was insufficient to warrant the change. The gross revenue from outgoing telegraph business in Hamilton was \$18,486, and the expenses within the city were \$15,147. In addition, the office had to bear its share of charges for overhead wires. The Hamilton office actually stood the company a net loss, and other cities had to assist in paying its deficit. Mr. Edward Beatty, for the C.P.R. Telegraph Company, said his company was not making great objection except on the question of principle. He estimated his company's cost at \$12,000.

AN OLD GEORGE WASHINGTON LANDMARK.

The house shown in the accompanying illustration was built by George Washington in 1790—122 years ago. It is located in Glasgow, Barren County, Ky., although when it was built that section was located in Fairfax County, Va. Mr. A. L. Harris now owns and occupies the house.

George Washington, at the time the house was built, owned all that land which now comprises Virginia, Tennessee and Kentucky, it having been granted to him by a grateful American government in consideration for the services rendered during the Revolutionary war.

George Washington built this house as a residence for his cousin, General Spotteswoode, who was governor of



House Built by George Washington in 1790.

Virginia at that time. General Spotteswoode was, by nature, of a very retiring disposition and later became a recluse. He occupied this house until his death, the exact date of which we were unable to learn, and is now buried at Knob Lick, a small hamlet about five miles from Glasgow, Ky.

The architecture of the house is a wonderful combination of the frontier's man precaution and the city type of dwelling. The walls are solid brick, 36 inches thick. The floors are of hardwood, two inches thick, made of chestnut and laid with dowel pins. The original roof was hand-drawn chestnut shingles, one-half inch thick and fastened with wooden pegs. There is not a single nail in the entire building, for nails were not manufactured at the time when this house was built.

The windows are of glass that was brought over from France, for glass was not made in America at that time. The wear and tear to which a building is subjected in the course of the years is here given full proof, for this glass is worn so thin that many of the panes are no thicker

than an ordinary piece of tissue paper. In late years, light rain storms have at times been sufficient to break out some of the panes.

The portion of the roof shown in the accompanying illustration, is still covered with the original hand-drawn chestnut shingles. A small part of the roof was replaced with a tin roof by Mr. Harris a few years ago. Lately, Mr. Harris has covered the kitchen with J-M asbestos roofing, manufactured by the H. W. Johns-Manville Co., New York.

With the exception of this roofing on the kitchen and the tin roof, the house has not been remodeled during its 122 years existence, and only such minor repairs have been undertaken as were absolutely necessary for its preservation.

CANADA'S PACIFIC COAST ACTIVITIES

With the calling of tenders for the erection of its smelter at Granby Bay, Observatory Inlet, the Granby company is making a start in the practical initiation of a large mining industry in the northern part of the province. Much preliminary work has been done, and much money spent, and it is now proposed to have the smelter in operation inside of another year. It will be able to handle 2,000 tons of ore daily, and will have three copper furnaces, the expenditure to be over \$1,500,000. After the copper furnaces are in commission a lead stack will be installed so that custom ores from the Hazelton district can be treated. Already 400 men are employed by the company, which means quite a little town.

Industries are steadily being established on the coast, the operation of which mean much to business and supply men. Close to Vancouver there is the Britannia mine; at Texada Island two or three good mining propositions are being exploited; at Powell River a pulp and paper mill is in operation; at Swanson Bay is another pulp mill; at Ocean Falls, another, along with a large sawmill; mining prospects at Hazelton are bright, while on the Portland Canal the Granby Company will have a mining town of its own.

Although conditions have been reported quiet in Vancouver, figures of different public departments do not show much diminution. Building returns had new records this week; the new Canadian Pacific Railway depot created a record for the largest permit. Just what the Canadian Pacific Railway has in view on the Pacific coast is indicated by what it proposes to do in the way of hotel accommodation in this city. Some time ago plans were submitted to the city building department for a new Vancouver hotel to be eleven stories in height and to cost \$800,000. These plans have been cancelled, for it is proposed to make the structure sixteen stories high at a cost of at least a million dollars. Besides these two items just mentioned, there is the Canadian Pacific Railway tunnel under the city to its yards on False Creek. The Canadian Northern Railway has agreed with the city to expend several millions in connection with the improvement of the head of False Creek, the expenditure to be made within a specified time. The Great Northern will spend another million or two. Several other schemes involving large expenditures have been suggested.

Surveys have been begun by the British Columbia Electric Railway Company for a line to be constructed between New Westminster and Port Moody. When this line is built it is hardly probable the construction will stop there, for it would be an easy matter to complete the belt line via Vancouver. The utilization of these routes would