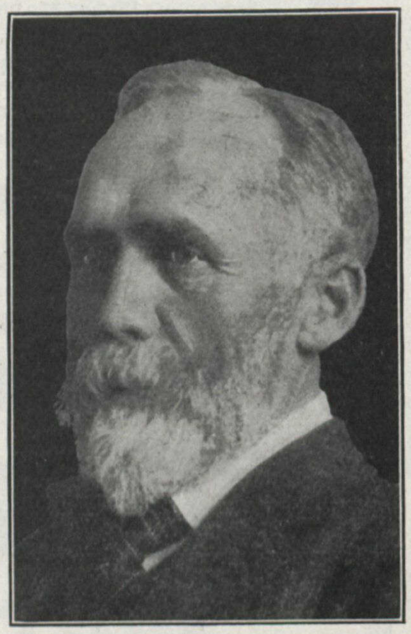
MONEY AND MAGNATES

The Man to Whom a Trip Through Western Canada Must be Most Interesting of All.

OF course a trip through Western Canada is of interest to every Canadian, but after running into Mr. James Ross, one of the pioneer contractors of the Canadian Pacific Railway in the heart of the Rocky Mountains, it was not long before I decided, that such a trip must be most interesting of all to the man who, back in the early eighties, fought the way through across the prairies and into the mountains in order that little lines of steel might run across Canada from the Atlantic to the Pacific.



Mr. James Ross.

At that time James Ross, the railway contractor, who has since achieved such great success in so many other industrial fields, had the contract to build the entire section from Swift Current on the prairies to the mountain heights about Field, B.C., a distance of well over 500 miles.

Some contract to tackle, more especially in a country that had scarcely been more than explored and into which it must have been very difficult to get the rail and bridge materials. Think of the transformation Mr. Ross must have seen, when he looked back upon the virgin country and wild mountains through which he fought his way from 1883 to 1885, and compared them to the prosperous country studded all the way with fast growing towns that he found to-day.

Mr. Ross simply seemed to revel in it all, evidently just as satisfied as he was proud that he had been able to play such a prominent part in the enterprise that had so much to do with the creation of the vast Empire of Western Canada.

That Mr. Ross and his great armies of men must have kept on hustling all the time in their endeavour to lay that 500 miles of track may be gathered from the fact that the whole 500 miles were completed in just two years' time, while even with the assistance of modern machinery it has taken over four years to build the 500 miles of the Grand Trunk Pacific from Winnipeg to Edmonton.

Talking over the many difficulties that he had had to overcome I ventured a question as to just how it had been possible to achieve so much, more especially as all supplies had to be brought in from one end of the line, and in reply to my question he quietly retorted that through it all he would not admit there was a difficulty. Some motto, sure, "to know no such thing as difficulty," and a realisation of its full meaning makes it possible to see how the pioneers of those early days of C.P.R. were able to accomplish all that they did.

And just as the Ross of those days took pleasure in the opening up of an Empire that was to be the Ross of to-day, apparently takes just as much pleasure going about leisurely visiting the various industries, such as pulp, electric power, lumber, and many others, all of which are destined to play their part in the creation of a still greater country than has been. In those early days, Mr. Ross formed a love for the rugged mountain scenery of the Rockies that has ever since been calling him back to a further enjoyment of it, and when he can, he harkens to the call.

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Water Power and the Industrial Possibilities of Vancouver.

THE location of gigantic water-powers about the principal commercial centres of Canada go a long way towards indicating that they had been so located in order that they might contribute to the fullest extent in the industrial development of the cities near which they may be situated.

Taking such a view, a visit to the Stave Lake Falls, situated about thirty-five miles east of Vancouver at once forces the opinion on the visitor that such a magnificent power must indeed mean that Vancouver, in addition to becoming a great steamship and railway terminal, is also destined to become one of the great industrial centres of Canada.

Eastern Canadian capitalists who for some years past have been paying particular attention to the development of water-powers in different parts of the world, are now busy harnessing the great power at Stave Falls, situated up on the Stave River, just about six miles below Stave Lake. The company which they have formed to carry out their project will be known as the Western Canada Power Company. The Fall is a beautiful one, some one hundred and twenty feet in height, and the volume of water which rushes over it will enable the company to secure at low water well over 50,000 horse-power.

At the present time the work in the construction of the development as well as in the power-house, is being rushed forward in a way that will result in two units of 10,000 horse-power, each being in operation early in May next. The whole plant, however, is being constructed in a way that will permit of the additional units being installed just as rapidly as they may be needed.

After passing over the Stave Falls the water rushes down towards the Fraser River and about three miles before it reaches it passes through a canyon about thirty feet wide. Here at some future time the company will be able to erect a dam some 120 feet in height which will make it possible to secure another 50,000 horse-power.

Think of it, 100,000 horse-power, less than thirty-five miles from its market. At first thought, one would be inclined to think that such a large