

prospector takes his pack on his back and hikes it into the hills. Without the rugged pioneer there can be no development and no building up of trade centres, and the pioneer, therefore, is entitled to some consideration. In that connection I would review very briefly some of the utilities which are of great importance in a pioneer country. In the first place, the pioneer expects that he shall have access to the centres of business. He must have methods of communication with the outside world. A great many years ago the Western Union Telegraph Company, in their endeavour to reach Europe by telegraph, prior to the laying of the Atlantic cable, tried to establish communication by way of Siberia. They started the construction of an overland line and got the work completed as far as the fourth cabin north of Hazelton. Repeated attempts had been made to lay the Atlantic cable, and at last, after the construction of that wonderful ship the Great Eastern, another attempt was made to lay the cable, and the transatlantic cable became an accomplished fact. The company therefore abandoned that overland line, and many years afterwards the right of way of that line as far as the fourth cabin north of Hazelton was utilized for telegraphic communication with the Yukon Territory when it was opened up. That line was completed some twenty-five years ago. Wireless was not even dreamed of as a possibility at that time. Had wireless been a commercial fact then, I am thoroughly satisfied that the overland line would not have been built. It was built, however, and to-day the upkeep of that line is a tremendous drain on the resources of this country. From Hazelton north to the Yukon there is one thousand miles of territory. This wilderness of a thousand miles is divided into stations twenty miles apart, each of which is manned by two men. The supplies that are needed for that telegraph line are largely carried on the backs of pack horses. Now, when you consider that the specifications in calling for tenders for those supplies stipulate that each package must not exceed a certain dimension and must be of a certain width so that it may be properly handled and be easily carried on the backs of these horses; that each parcel must be sewn in burlap and properly stencilled for the particular cabin for which it is destined; when you consider that the sugar and flour intended for these cabins must be packed in sacks each separately sewn in strong canvas, and when you take into consideration the value of canvas to-day—when you consider all these things you can easily appreciate the tremendous cost entailed in the

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upkeep of that overland service from Hazelton to Dawson city. I am told that in the interests of true economy this line cannot be kept up under something like three-quarters of a million dollars per year. I am fully satisfied that this line could be abandoned and a better service instituted if there were placed along the coast of British Columbia, at Stewart, at Alice Arm and at White Horse, wireless stations, the initial cost of which would not be greater than the cost of one year's upkeep of the present line. Such a system as I suggest would give the Yukon an uninterrupted telegraphic service that could be kept in operation at all times and under all conditions of weather.

Among other things which a pioneer country requires are lights, buoys and aids to navigation. It was my privilege during the recess to visit Queen Charlotte Islands, and I was struck by the wonders of that country. I found in Queen Charlotte Islands a vast inland sea known as Masset Inlet, which to-day is just as dark as when Columbus discovered America. A great deal of development is in process there. The country around Queen Charlotte Islands is wonderfully rich in timber. A company is operating at Buckley bay and is doing a big business exporting lumber. It is highly essential that there should be placed in Masset Inlet some aids to navigation, for they are badly needed. But all pioneers are not clamouring to the government to have something done for them. I notice with a great deal of pleasure that some of the railroad employees along the line of the Grand Trunk Pacific have organized a company of their own under the direction of Mr. Len Bell and Mr. George Biernes. They are true pioneers in every sense of the word. Believing that up-to-date methods are the order of the day, they have filled a tremendous want in that country by inaugurating a hydroplane service between Hazelton Head and Finlay river. The locality around Finlay river is very rich in minerals, and I have seen splendid samples of gold from that region. But it has been almost impossible to reach that country in the past, because the only means of transportation has been by pack train. The snow does not disappear from the trails until the middle of June or early in July, and the rivers being in flood it is difficult to ford the streams. It therefore takes six weeks by pack train to make the trip from the railway into the mining district. These people, however, have inaugurated a hydroplane service, and the trip that formerly took six weeks now occupies but two hours. They are so enterprising that at the present time,—they have