

Published at Vancouver, B. C.—Canada's Perennial Port

Established 1911

THE BRITISH COLUMBIA MONTHLY

The Magazine of The Canadian West
Devoted to COMMUNITY · SERVICE · FEARLESS · FAIR & FREE

Volume 24

MARCH, 1925

No. 2



PRESIDENT J. K. MACRAE *Wadd's Photo*

Vancouver Board of Trade

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Publishing Office:
1100 BUTE ST., VANCOUVER, B. C.

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The Twentieth Century Spectator of
Britain's Farthest West

Editor

Managing Editor

D. A. CHALMERS

with an advisory editorial committee
of literary men and women

Editor

One Year, \$1.75 Two Years, \$3.00

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The Magazine of The Canadian West
Devoted to COMMUNITY SERVICE FEARLESS FAIR & FREE

"Be British" Columbians!

Publishing Office: 1100 BUTE STREET
VANCOUVER, B. C.

Our Base is
VANCOUVER

Our Province
BRITISH COLUMBIA

and

Our Field of Service

The CANADIAN WEST

AN OPEN LETTER
TO WESTERN CANADIAN BUSINESS MEN

MANUFACTURING & MERCHANT LEADERS IN EVERY LINE.

YOU may be seeing this Magazine for the first time. But this not the place to refer to its history.

It NOW aims to be the REPRESENTATIVE MAGAZINE of the CANADIAN WEST; but it cannot become so, in the increasing measure the times require, without more PRACTICAL CO-OPERATION from Business Leaders.

Like the Board of Trade, and other community service organizations, we are not concerned about political party affiliations: but we are earnestly interested in all that affects the healthful development of Western Canada, and particularly the two westmost provinces. If, therefore, you are among the REALLY BIG BUSINESS MEN of BRITISH COLUMBIA and the West - with an interest in ideals and western progress as well as dollars—we ask you to use some space regularly in the BRITISH COLUMBIA Monthly Magazine.

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Sincerely,

THE

per

D. A. Chalmers

Managing Editor.

DAC/S

Publishing Office:
1100 Bute Street, Vancouver, B. C.
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Seymour 6048



D. A. CHALMERS
Managing Editor and Publisher
With an Advisory Editorial
Committee of Literary
Men and Women

The Twentieth Century Spectator of Britain's Farthest West
For Community Service—Social, Educational, Literary and Religious; but Independent of Party, Sect or Faction
"BE BRITISH" COLUMBIANS!

VOL. 24

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EDITORIAL NOTES

THE THRILL OF A LITERARY "FIND" was conveyed in some measure to the members and friends of the British Columbia Branch of the Canadian Authors' Association, who heard Dr. Lorne Pierce (editor for the Ryerson Press, Toronto), address a meeting at the home of that prince of book-lovers, and always cheery host, Mr. Robie L. Reid, K.C. Perhaps only those with strong literary instincts can fully appreciate the experience of Dr. Pierce in first handling so many precious letters and MSS. of literary and historical value. The promised publication of that Kirby collection will be anticipated with much interest.

MR. R. L. REID'S RESTORATION to health, following a somewhat serious operation, was subject for congratulation. His own story the other evening of how a literary treasure-hunter, who when he thought a prize collection was within his grasp, learned that the MSS. had been burned, was just the kind that creates something of "holy horror" in the imagination.

DR. PIERCE MENTIONED ONE DOCUMENT which he had examined as of outstanding interest from a British Empire point of view, and ventured an opinion as to what should be done with it. Opinions may differ as to how far and how long revelations bearing on national or international affairs should be kept "secret." But in these days when the dominant idea of most newspapermen (whose training has not been qualified by other experience), is "news," and "free-lance" writers may somehow gain admittance almost anywhere, it may be timely for such organizations as the Authors' Association to consider whether reports of meetings should not be supplied officially to the press. This is not meant as a reflection on the responsible feature writers of the Dailies, a few of whom were in evidence at that last function, and one of whom indeed (a member of the Society), amused the gathering with a clever rehearsal of the adventures of "Zero Tom" & Co.

PITHY POINTERS IN LITERARY CRITICISM are inseparable from any address given by Professor Sedgwick of British Columbia University. His lecture on "The New Wordsworth" before Vancouver Institute the other week was an analytical review of the man and the Poet, and contained a wealth of suggestion and enlightenment for those whose time for study of standard writers may be all too short in these days. One can without difficulty imagine how some witty paradoxical, or epigrammatic observation of this quick and bright-brained teacher may be (mis)-reported to his doubtful advantage, but the outstanding impression usually left by his expressive

interpretations—in which a shrug of the shoulders or a toss of the head, occasionally conveys a good deal—is that Dr. Sedgwick is a man intensely in earnest about revealing—as he himself sees them—the truth and worth in the works and lives of Men of Letters. Accordingly, whether or not hearers agree with him in detail, they are always assured of an arresting and entertaining exposition.

AT THE RISK OF BEING ACCUSED of scattering bouquets, we must, at this time supplement the foregoing by complimenting another University Professor—Professor John Davidson—on his "canny" ways and pawky humour, as exercised in addressing Vancouver Scottish Society on the flora of Canada and Scotland. Like a certain careful "gillie" in one of Scott's novels, Professor Davidson comes from "Aberdeen-a-way," and he has the happy knack of making even dry roots and kindred subjects interesting—though, of course, his topic teems with beauty in flower and scenery.

THE USE OF GLENCOE LODGE as an auditorium for lectures, concerts, etc., becomes more frequent, and though the "hall" is literally a big vestibule or room of the Hotel-entrance kind, it has a few features that commend it. It is central and can be made tolerably comfortable. Without wishing to be among captious critics, however, we venture to suggest that the management of Glencoe Lodge could greatly enhance the attractiveness of their "auditorium" if they would: (1) go to the comparatively small expense of putting sliding doors at the back and side—so as to cut off the continual noise from the Lodge's own parlor guests, and (2) stop, as far as possible the frequent conversations and movements to and fro, evidently of house servants, in the quarters adjacent to the pro tem lecture room.

"NOTHING TO WRITE HOME ABOUT," is one of those expressive American phrases—used to indicate that the speaker did not hold some event or certain conditions worthy of special comment. But in its literal meaning, as is suggested by the facts noted in the Board of Trade President's report in this issue, its use is seldom warranted in such a rapidly growing new country as this Western Canada of ours. Usually, and indeed almost continually, to people who are disposed to "write home"—to Eastern Canada, the British Isles, or elsewhere—the first difficulty must be to select one topic or line of interest from so many, and the second problem to arrange to get the time for correspondence.

A RECENT EXPERIENCE NO DOUBT COMMON to most readers prompts that reflection—in the receipt and review of special "Annuals" published in what was once a "home town," and city of early newspaper connection for the writer. The life of a young reporter has much of variety and attraction in it, and perhaps in no place was that more true than on the staff of one of the newspapers in a central city of considerable size in the Homeland. Breadth of sympathy and interest is assured. For probably in no other work can one come into contact with so many conditions of life: judges, including "Pailies," doctors, lawyers, ministers;



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(See Page 16)

"Uneasy Lies the Head" — That Father Wears!

railway officials, and, of course, the police department—from the chief to the latest recruit—all come within the ken of newspaper writers who may begin with paragraphs and end with editorial or other notes.

BUT, CURIOSLY ENOUGH, the turning over of these well-illustrated "Annals" reminded one of ideas commonly associated in certain districts in other days—if not still in these days?—with America and American; and—let the sad truth be writ!—they involved, particularly, a disposition to "discount" many stories sent over the Atlantic in writing or print, and to hold them more or less exaggerated, if not indeed positively incorrect. . . . The reason or justification for such an attitude of mind on the part of Britons toward American, or, to be more accurate, United States reports of one kind or another, we need not enter into at this time. But we are concerned to know whether such a disposition still obtains in certain parts of the Homeland, and especially whether our Dominion of Canada has to any extent, been drawn into that qualified association.

LEST THESE LINES SHOULD, IN A BRITISH LIBRARY or newspaper office, come under the eye of those interested in this subject, the writer (British born) wishes to emphasize with all the earnestness possible that, without exaggeration, "the half has not been told" of the potentialities of the vast Canadian portion of this North American continent. Even at the Pacific Coast we are only beginning to get something like a fair idea of the natural wealth of the extensive Peace River country, a "district" which, though only a comparatively small part of the Provinces of Alberta and British Columbia, is, in itself, so vast that it exceeds the area of ten Great Britains! Of course we remember that size alone does not matter much. But—well, that is but a bit of the "hinterland" of the Port of Vancouver, but a bit that, though six or seven hundred miles away from the "Perennial Port," is,—or will be, when direct rail communication is established—relatively about as near as, say, the Highlands of Scotland to Edinburgh!

APART FROM THAT PREAMBLE, an acknowledgment is due Mr. Lloyd Owen for the illustrated and excellent address on the Peace River District which he gave at the Annual meeting of Vancouver Board of Trade. Such a lecture was a fitting supplement to President McRae's Report, and capped a memorable meeting.

BECAUSE OF THE CRITICISM sent us by one Vancouver business man, we think it right to emphasize here that this magazine is not out to take sides politically with any man or party—apart from such "Community Service" as we believe makes for the good of the country. In common with others who put men before parties, we believe the present Premier of British Columbia is one of those rugged pioneers of whose enterprise and achievements in several ways his fellow citizens may be proud. Incidentally we are proud of him as a prominent British Columbian who was born in Britain. At the same time we are confident that Premier Oliver himself would be among the last men to object to that criticism which is inseparable from public office; and "the Wayside Philosopher," or any other regular contributor is just given that freedom of comment which he and we alike will allow to any

opponent interested in public affairs and not actuated by any personal animus.

THE EXCEPTION TAKEN is welcome and shall (with other replies), be passed on to "the Wayside Philosopher" who, however, (as his notes in this issue clearly indicate), is not as our correspondent assumed "an old country conservative," but a very much alert Canadian-born British Columbian. We leave him to speak for himself, but are tempted to re-echo here his query of the other month—WHO IS A CANADIAN? . . .

MEANTIME WE ARE PROMPTED TO ASK of our own accord—following information that reached us while we were exercising ourselves in the interests of the "Community Service" open to this magazine,—Is it the case that a well-supported plan for development of that same wonderful British Columbia section of the Peace River district was submitted to Premier Oliver, and that he, or his government did not take it up—thereby passing by an unexcelled Opportunity for this Canadian West? Assured that there is truth in that story, we ask the question "more in sorrow than in anger" because we believe that if the present government has missed, or misses, such an opportunity, the name of another Premier or Government will, at no distant date, be associated with the opening up of that remarkable territory. (Herein observers may note that we ourselves disagree with "the Wayside Philosopher's" theory about Peace River development being premature).

FOR THIS CORRESPONDENT and others whom it may concern, we repeat that we are sure "the Wayside Philosopher," like the Editor of the "British Columbia Monthly," will welcome any statements on "the other side" of any debatable question, and that such statements will be given attention as soon as "time and space" permit.

"ABOVE ALL, MAY WE HAVE BETTER WEATHER!" With such an exceptional phrase ends the New Year Greeting to Citizens by the Lord Provost (mayor) of the "Fair City" of Perth, Scotland. His message appears in one of the "Pictorial Reviews" of the year passed on by friends. What wonder that such a wish expressed in a publication causes questioning to follow a train of reminiscent thought. One wonders, does life, even after the great war, move on in much the same routine in "the dear Homeland?" Some pictures suggest that it does. Here one finds the newspaper-work companion of early years, now editor and publisher, like his father before him, and evidently equally genial, and bright and beaming as a "Baillie" (alderman-magistrate). Others have trod the well beaten paths. In public civic service, Lord Provost Dewar himself has followed in his father's footsteps as Lord Forteviot (as he now is), once occupied the same honourable office.

But in reflecting on them and the conditions of life there—not forgetting the weather!—we wonder how they think of other parts of the Empire? Do any of them think of us, in British Columbia for instance, as in the "Colonies," in that far-away, rather detached manner, not unfamiliar in other years? . . . Well, we should not like to express ourselves in any form that would even remotely suggest a disposition to be superior in any objectionable sense, and yet—what must we say for instance, of the weather! We do not advise ANYONE to prepare to

rush off to Canada, or its best Province, British Columbia, in a hurry, or without investigation, but it is a fact that we can count on about six to eight months in the year of weather that is much more than tolerable.

Then, as to conditions of living here? Naturally ALL KINDS OF RELIABLE INFORMATION should be obtained by people of any parts of Britain before they decide or plan to emigrate. But—to close this subject for the present—those Britons with years of experience at the British Pacific Coast will not fear fair and full comparison in climate, and in most other conditions, with any other portions of the Empire, the Central Homelands included. With widening experience, patriotic Britons-born may not love England or Scotland less, but they come to love their adopted Homeland with a kindred devotion, and, above all, LEARN TO THINK IMPERIALLY!

THE CHINA INLAND MISSION

Interdenominational, International, Evangelical, Evangelistic.
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Founded in 1865 by the Late J. HUDSON TAYLOR, M.R.C.S., F.R.G.S. General Director—D. E. HOSTE. Shanghai, China.

Director for North America—HENRY W. FROST, D.D., Princeton, N. J. PRACTICE—The Mission does not go into debt. It guarantees no income, but ministers to workers as funds sent in will allow. All members are expected to depend on God alone for temporal supplies. No collection or personal solicitation of money is authorized. Duly qualified workers are accepted irrespective of nationality and without restriction as to denomination, provided there is soundness in the faith on all fundamental truths. Correspondence from earnest young men and women who desire to serve God in China is invited.

OBJECT and AIM—The preaching of the Gospel to every creature in China.

EQUIPMENT (Jan. 1, 1924)—Missionaries, 1,101; Paid Chinese helpers, 2,211; Voluntary Chinese helpers, 2,150; Stations, 258; Outstations, 1,764; Hospitals, 13; Dispensaries, 91; Native Schools, 545; Schools at Chefoo for missionaries' children.

RESULTS IN THE FIELD—Churches, 1,165; Baptized in 1923, 5,892; Communicants in fellowship, 64,350; others under regular instruction, 65,428; Baptized since commencement, 99,041.

Main Offices: Toronto, Philadelphia, London, Melbourne, Shanghai. Pacific North-West District Secretary:—Rev. Charles Thomson, home and office, 1464 Eleventh Ave. W., Vancouver, B. C. Phone: Bay. 1681.

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Vancouver Board of Trade

President's Annual Report

NOTE.—As a clearly-stated and concise review of Community affairs, including industries, developments, etc., this report of Mr. J. K. MacRae, President of Vancouver Board of Trade, is so notable that we have satisfaction in publishing it verbatim. We leave it in the "first person," as delivered at the meeting on 10th March. We believe that not only members of the Board of Trade, but many other British Columbia citizens sensible enough to let their reading and other interests "begin at home," will welcome this complete copy for record and reference.—(Editor B. C. M.)

It is my privilege to present for your consideration the 38th Annual Report of the President of the Vancouver Board of Trade. In doing so, I will not disguise the fact that the past year has in many ways been a difficult one, but a review of world and trade conditions at the end of 1924 shows us much to be thankful for, and gives us good reason for optimism for the future.

Since the beginning of 1924 there has been a rise in the value of sterling exchange of over fifty points, with every indication that it will be stabilized at par within a short time. The heavy discount on the Canadian, as against the American dollar, has been eliminated, and we have even seen the Canadian dollar at a small premium in the New York market. These factors alone must have a stabilizing effect on business conditions in the future.

Canada has her problems to face, problems of changed and changing conditions, for which we have no precedents to follow for our guidance, and problems which can and will only be solved by the united effort of all her citizens. It seems to me, however, that many of our troubles are of our own making, and if we make them, is there any sound reason why we cannot also find a remedy for them?

It is the first duty of each Province to work out and overcome its own problems, and difficulties, for whatever bring prosperity to one portion is both a direct and indirect benefit and gain to the rest of the Dominion. In seeking to do this, however, we must take care that we do not seek an unfair advantage for our own locality, at the expense of the rest of the country, for, if we do so, we shall gain nothing, and we must surely "pay the piper" in the end.

I am proud to say that in my experience in the Vancouver Board of Trade I have always found that it has consistently followed this principle in all its deliberations and actions, and I believe that therein largely lies the strength of this Board to-day.

I make no apology for declaring that I am an optimist, and although I do not wish to weary you with statistics, I am going to give you a few figures to show you what Canada in general, and this Province and City in particular, have done in the past twelve months, to prove to you that this optimism is fully justified.

Before doing so, however, I cannot refrain from expressing a thought which has come to me many times during the past year. I do not believe that any of us yet fully realize what the growth of Vancouver is going to be, or the extent of the future expansion of her trade and commerce, but we must not forget that that growth and that expansion will only take place in exact ratio to the efforts of each individual citizen. There is a solemn duty on each of us to do what we can to help our community in some way, no matter how small that help may appear to be. There is a wonderful increase in the number of men, and especially young men, who are taking a keen interest in our community affairs,

and who are always ready to help in any work for the general good; but that number should be added to by every man who claims the right and protection of citizenship.

Now for some figures:—

Canada's Total Foreign

	1914	1924
Trade	\$1,129,744.725	\$1,878,807.189
Exports	478,997,928	1,070,611,616
Imports	650,746,797	808,195,573

or a favorable trade balance at the end of 1924 of \$262,416,043, while in 1914 we had an adverse trade balance of \$171,748,869.

The Dominion Government estimate of the value of all field crops in Canada in 1924 is \$948,663,400, or \$49,497,200 greater than in 1923. The total wheat crop for 1924 is estimated to be 262,097,000 bushels, being 212,000,000 bushels less than the banner crop of 1923; but owing to the high market price, the value of the smaller crop of 1924 was \$316,934,700, compared with \$320,362,000 for 1923, or a difference in money value of only \$3,427,300.

I will now deal with some of the main items of British Columbia's trade figures:

MANUFACTURING: British Columbia is the third manufacturing Province in Canada, and the total number of industries located in the Province is 2,470.

The number of employees is 28,700.

The total value of the investments is \$210,798,000, and the 1924 production amounted to \$163,212,000.

MINING: The total mining production in 1924 was \$45,116,285, being an increase of \$3,811,965 over 1923 production, and there are many indications of a continued increase and a rapidly growing interest in this one of our most important industries.

LUMBER PRODUCTION for 1924 was 1,235,000,000 feet. It is worthy of note that the Provincial Legislature has amended the Royalty Act so that the royalty payable to the Crown has been stabilized for a period of ten years.

SHINGLE OUTPUT for 1924 was 2,200,000,000 shingles.

PULP AND PAPER production was approximately \$16,000,000.

AGRICULTURAL PRODUCTION for 1924 was \$61,000,000, according to Government estimate.

FISHING: The Salmon pack for 1924 was 1,745,313 cases, compared to 1,341,699 cases in 1923. The 1924 pack was the largest salmon pack in the history of the industry.

The Halibut catch for 1924 was 32,200,700 pounds, compared to 30,000,000 pounds in 1923.

For the City of Vancouver the following returns are instructive:

Bank Clearings: 1924—\$803,051,359.

1923— 750,693,482

Building Returns: 1924—\$ 6,230,774

These figures would be doubled if we include the area of Greater Vancouver.

IMPORTS AND EXPORTS: Imports, \$201,011,919, compared to \$224,000,000 in 1923. Exports, \$169,513,963, compared to approximately \$133,000,000 in 1923.

CUSTOMS DUTIES: 1924—\$14,098,717.94

POST OFFICE: \$1,135,000.

SHIPPING: There are 42 regular steamship lines operating out of the Port. 1009 deep-sea vessels entered the Port during 1924, as compared with 807 in 1923.

The gross tonnage was 14,473,518, over one million tons in excess of 1923.

In view of these figures, gentlemen, is there any reason for pessimism or doubt as to the future? I say there is not.

I will now deal briefly with the work of the Board. You have already had the reports of the various Bureaux Chairmen published in the Board of Trade News; so I will just touch on some of the more important happenings of the past year which are of general interest:—

HARBOUR DEVELOPMENT: A great deal of construction work has been done in the way of improving and increasing the facilities of our Port and still more is under way. The additional grain elevator accommodation and improved handling and loading facilities have provided us with the means necessary for handling a very large quantity of grain with speed and cheapness. During the crop year ending 30th September, 1924, 55,873,788 bushels of grain were shipped through this Port, but owing to the very reduced crop in the Western Provinces we will not ship anything like that amount this year. However, we are to-day, with our increased facilities, in a much better position, and we can confidently look forward to the time when all the grain from the greater portion of the Western Provinces will find its way through its natural outlet—the Port of Vancouver. The Second Narrows Bridge is nearing completion, and work on the C. P. R.'s massive new pier is being rapidly pushed forward. It is also worthy of note that within the next sixty days five new modern passenger vessels specially built for our Coastal trade will arrive in Vancouver to ply from this Port.

PEACE RIVER DEVELOPMENT: Continued pressure has at last resulted in a declaration from the Federal Government that they are prepared to seriously consider some definite plan for railway communication to this territory, and the Presidents of the Canadian National and Canadian Pacific Railways are at the present time conferring on recommendations to be made to the Government. It has been a long struggle, but your board has never relaxed its pressure upon this important matter. The great possibilities of this territory as the centre of a tremendous colonization effort are incalculable, and the ultimate value which this connection will be to the Coast cannot be estimated.

OKANAGAN: Your Board has continued to lend assistance to the fruit growers and I am pleased to tell you that conditions in that territory look more favorable to-day than for some time past.

NATIONAL ECONOMY: Your Board, together with the larger Boards throughout Canada, joined in a delegation urging upon the Prime Minister the need for the utmost economy in public expenditures.

FREIGHT RATES: As in previous years, your Board gave the strongest support to British Columbia's case for equalization, and the thanks of the en-

tire membership are due to the Provincial Government for the manner in which they have consistently kept up the pressure. It was at the instigation of this Board and other organizations that they took the case up, and we are at last beginning to feel that some results are in sight. In the Hon. H. A. McKeown, K.C., the Board of Railway Commissioners have a capable and fearless chairman, and you will all remember the message that he left with us on his last visit to Vancouver. He is an avowed enemy of unjust discrimination, and we sincerely believe that he and his Board will find a practical solution of this question.

GRAIN RATES: Both at the hearings of the Board of Grain Commissioners and the Dominion Royal Commission on Grain Questions, your Board was represented with other organizations in pressing Vancouver's claims.

CROW'S NEST PASS AGREEMENT: Your Board realizing that the above Agreement was due to come into effect in July of last year made representations to Ottawa, urging for a further suspension of these rates for a period of two years, or until such time as the whole question could be fully investigated by an independent and impartial tribunal. Notwithstanding the attitude of British Columbia the Agreement was allowed to come into effect. After this Act again became law, it was discovered by certain parts of Canada, both East and West, that very serious discriminations were involved, and the Board of Railway Commissioners, in subsequent hearings, set aside the Agreement, except that portion dealing with grain. The question was then taken to the Supreme Court of Canada, and by its recent decision the Crow's Nest Pass Agreement has been held to be in force, but only as applying to those points of origin and destination to and from which railway lines were actually operating in 1897, the year the Agreement was entered into. This leaves the situation in such a chaotic and anomalous position that the Federal parliament must take early action to remedy it.

CUSTOMS OFFICER AT NEW YORK: This question remains in abeyance, and although a Customs Officer has been appointed at New York his certificates are limited to shipments of Canadian goods sailing in British bottoms. A great improvement is noticed, however, in the sailings of the Canadian Government Marine vessels from Montreal and St. John and Halifax to Vancouver. These vessels, together with the Kirkwood Line, are now giving a little better than a monthly sailing. If this can be still further improved, and the rates now quoted can be kept as they are, nothing would please British Columbia better than to be able to ship all her goods by an All-Canadian route and by All-Canadian or British vessels. I would recommend that this question be closely watched during the coming year.

HORSE RACING: The Horse Racing program in Vancouver and Victoria had assumed such proportions that your Board decided to make representations and upon a report of a special committee a resolution was adopted calling upon the Government to so restrict same as to make it impossible for the past unsatisfactory and uneconomic conditions to continue. The legislature, as you know, limited the number of days racing to 44, and to certain tracks, and this action, I feel, is satisfactory to the majority of our people.

PERSONAL PROPERTY TAX: Notwithstanding the pressure brought to bear, the Provincial Government, for economic reasons, have so far been unable to eliminate this method of taxation, but we still contend that it is unsound in principle and should be entirely abolished.

TOWN-PLANNING BILL: A bill has now been prepared and the Government has consented to make it law at the next session of parliament. The long fight for this necessary legislation is about ended, and I am confident that the Government will bring same into effect.

GREATER VANCOUVER: Considerable progress has been made during the past year in the development of the idea of an amalgamation of the adjacent municipalities with the City of Vancouver. This year will see South Vancouver taken into the City, and it should not be long before some at least of the other Municipalities also decide to join in.

PACIFIC GREAT EASTERN EXCURSION: A very successful excursion of the members of the Board was made over the line of the P. G. E. Railway, and to those Members who had never made the trip, the tour was a distinct revelation. The citizens of the various sections visited vied with each other in making our trip both interesting and instructive. It is proposed to visit central British Columbia this summer with a large party of members, covering the territory from Prince Rupert to Prince George and returning by Cariboo.

NEW ZEALAND AND SOUTH SEAS EXHIBITION: Through the courtesy of the Hon. Downie Stewart, Minister of Industries and Commerce of New Zealand, your Board has been invited to send six delegates to the above Exhibition. The New Zealand Government on the arrival of the representatives, will act as hosts on a six weeks visit through the North and South Islands. The invitation has been accepted, and full particulars can be secured from the Secretary.

CAPILANO CANYON: It is with great pleasure that I am able to report that through the generosity and public-spiritedness of the British Columbia Electric Railway Co. and their President, Mr. George Kidd, this wonderful beauty spot has been handed over to this Board to be held by us in trust for the people of Greater Vancouver for all time. The property consists of approximately 150 acres, and covers and protects both canyons and the intervening river. Our thanks are also due to the Municipality of the District of North Vancouver, who have declared as a Park area a portion of adjoining land belonging to them which was required to complete the protection of one portion of the Park. A trust fund has been provided by your members and a committee of management has been appointed to administer the trust.

INDUSTRIAL BUREAU: Your Council has felt for some time that there is a great need in our City for a central bureau where reliable information could be obtained and circulated for the purpose of assisting in the establishment and development of new industries. With this end in view we approached the City Council for assistance and found them very sympathetic to our proposals and thoroughly alive to the value of the proposition, and I feel confident that in a very short time we will be able to report the establishment of this very essential bureau, with financial aid from the City Council.

Your Board during the year had the pleasure of entertaining amongst others, President E. W. Beatty, Vice-President D. C. Coleman, and a party of Directors of the Canadian Pacific Railway; Mr. D. R. Clarke and a party of visiting officials of the Bank of Montreal; the Honourable H. A. McKeown, K. C., Chairman of the Board of Railway Commissioners, and Mr. Frank Oliver of the same Board; Mr. J. A. P. Edgcombe, of the Department of Overseas Trade of Great Britain; Mr. A. O. Dawson, President of the Montreal Board

(Concluded on page six)



Mr. W. E. PAYNE,
Secretary, Vancouver Board of Trade

"Only those who have worked closely with him have any conception of the value of his services, or of the amount of work which he performs in the interest of the Board and of the City of Vancouver."

That quotation, taken from the President's report, hardly needs to be supplemented, but it may be timely to incorporate here a few facts gleaned by us concerning Secretary Payne. "W.E." came from Newcastle-on-Tyne, in the Grammar School of which he had his initial education. His business training was begun with Joicy & Co., coal operators (Lord Joicy's firm), and continued with Sir Charles Parsons & Co., turbine manufacturers. He came to Vancouver in 1909, and joined the Board of Trade as an assistant under the Secretaryship of the late Mr. William Skene. In 1912, Mr. W. A. Blair succeeded Mr. Skene, but when Mr. Blair, in 1918, went to London, Mr. Payne was appointed secretary.

Though still in the prime of young manhood—he looks about 35, and it is surprising to learn that he can claim to have entered the "forties"—there is reason to believe that, with his fifteen years of continuous connection with the Board, he is, in point of years of service, the senior among Canadian Board of Trade secretaries.

In comparing notes with him as to how British Columbia came to be his second homeland, we learned that an uncle of Mr. Payne's, a mining engineer, who visited Britain, conveyed such an impression of Canada to "W.E.", that he forthwith made plans to follow the familiar advice "Go West!"

The BRITISH COLUMBIA MONTHLY does not approve of flattery, but believes in passing on due compliments when men are here to receive them. We therefore take this opportunity of adding that Mr. Payne is not only, as his portrait suggests, more than "presentable" in appearance, but is one of those good-natured men who are never too busy to be friendly and obliging in intercourse with their fellows.

Crowded with details of secretarial work—as all really active secretaries must be—Mr. Payne is fortunate in having for his right-hand men, Messrs. Herbert Beeman and W. G. Welsford, who, with their assistants, radiate the goodwill and extend the willing service characteristic of the Board's busy office. Mr. Beeman, as readers of this Magazine may remember, is one of those men who, from minutes of meetings and other business cares, finds relief and recreation in literature, and his own ventures in verse and prose alike are notable for their humour.

As will have been noticed from the daily press, Mr. Payne will, this month, accompany the new President of the Board of Trade, Mr. A. M. Dollar, to Ottawa, where they will act as representatives of Vancouver Board in connection with various questions of interest to Western Canada.

(D.A.C.)

of Trade; Sir Maynard Hedstrom, and the Hon. Mr. Rushton, of Fiji; a party of forty Australian cadets returning from the British Empire Exhibition, and the victorious "All Blacks" Rugby Football team of New Zealand.

The Board lost through death the following members: Messrs. T. P. Wilson, John Barnsley, O. Bowman, D. Downie, D. Grant, Dr. R. H. Mullin; Messrs. J. E. Powis, Wm. Ralph, E. E. Rand and O. Y. Russell.

I would also take this opportunity of referring to the very great loss that this Province sustained in the death of the late Mr. F. C. Wade, Agent-General for British Columbia in London. Mr. Wade's good work for the Province and the Dominion is widely known, and his services to many of our members will be long remembered.

FINANCES OF THE BOARD: You will have noticed from the "News" the healthy condition of the Board's finances. A great deal of the credit for this happy situation is due to the Board's Finance Committee, under the Chairmanship of Mr. R. Kerr Houlgate. When the Board moved into its present quarters, it involved an expenditure of over \$3,000 of the Board's Reserve. Ending last month, your Finance Committee, by setting aside a sum of money every month from Current Revenue, have been successful in placing back in the Surplus Account of the Board the entire sum so borrowed, and a few days ago they had the pleasure of purchasing Bonds of the value of \$3,000 for that purpose.

MEMBERSHIP OF THE BOARD: The present membership of the Board is 1,190, and you will be gratified to know that nearly 900 of this number have paid their dues for the current half year.

In conclusion, I wish to thank the Council and the whole individual membership for the loyal and whole-hearted support and assistance which they have at all times given during the past year to the work of the Board, and to myself as its nominal head. For your incoming president I confidently bespeak that same support. In Mr. Dollar I am glad to say that you have a president upon whom you can safely rely to live up to the best traditions of the Vancouver Board of Trade, and one as to whose ability to carry on the good work there can be no question.

I also wish once again to pay a tribute to the ability and loyalty of your Secretary Mr. W. E. Payne. Only those who have worked closely with him have any conception of the value of his services, or the amount of work which he performs in the interest of Board and of the City of Vancouver. I wish personally to thank him and each member of his very efficient staff for the assistance which they have given to me and for the loyal manner in which they have carried out their duties during the past year.

One word more and I am finished. A year ago tonight when I had the honour of being sworn in as your President, I gave a solemn pledge that I would at all times fulfil the duties of my office to the best of my ability. I little knew then what those duties involved, and if I have at times fallen short in my efforts to carry out that pledge, I can only ask you to believe that I have failed through lack of ability and not through lack of desire or effort on my part.

GEO. T. WADDS

PHOTOGRAPHER

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Verse by Western Writers

SPRING GOSSIP

(By Bertha Lewis)

I know the way Spring went last night,
This morn the banks where the streamlet races,
And the hillside up to the wooded height
Glitters with spangles spilled from her gown.
Tonight she will try to hide her traces
And turn the gold to dandelion down.
I know who attended Spring last night,
Kissed her cheek with airy graces.
Plucked spangles off with fingers light,
And skipped away lest she should frown—
Is Spring baffled now her torn laces
Tell the tale to the gaping town?
To-night she will try to hide her traces
And turn the gold to dandelion down.

APRIL 23rd.

(By Jean Kilby Rorison)

In Stratford's leafy lanes the cuckoo calls,
The Avon winds through meadows all ablow,
The lark sings on, and when the evening falls
The nightingale will tell his tale of woe.
These Shakespeare heard in the sweet April weather
By many "a bank whereon the wild thyme grows,"
When he and love and Spring were young together,
And in Life's garden—Anne the fairest rose.
A little dust lies in the churchyard grey,
Death hath no power to still that mighty mind;
Like an unfading Spring he lives, to-day
And for all time the joy of humankind.
O Star of all the poets God hath sent,
None shines like thee in England's firmament.

LULLABY.

(By Alice M. Winlow.)

O sleep that closes baby's eyes
Whence come you when the day is done?
I come from shadowed forest paths
Where shining silver webs are spun.

I tiptoe in among the trees
And gather webs of silk and mist,
And these I dip in moonlit pools,
And so sweet eyes a-dream are kissed.

O sleep that kisses baby's eyes
Whence comes the smile on her sweet lips?
I come from where the crescent moon
A finger of light to th' water dips.

Slender and curved to points of flame,
In summer seas her radiant youth
Lovelier seemed, and as she passed—
I caught her smile for baby's mouth.

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Charles G. D. Roberts, Poet and Novelist

(By R. L. Reid, K.C.)

Canadian Literature in the early eighties was at low tide. Sangster and Mair had ceased to sing: Story-tellers like Mrs. Leprohon and Mrs. Ross had finished their work: Most of what was being written was coming from those who had been immigrants from the old land, whose ideas were adapted to the surroundings of their old home. Suddenly there came a clear call to Canada and Canadians; a call that thrilled the young blood of the day; a call that was answered by those who heard it and resulted in what a prominent writer on Canadian Literature calls "the First Renaissance in Canadian Literature."

This call came from a young Professor of Literature in Kings College, in Windsor, Nova Scotia, C. D. G. Roberts by name. He was not a Nova Scotian by birth, but a native of the sister Province, New Brunswick. Born in Fredericton in 1860, of Loyalist ancestry, the son of a clergyman, he received his education in the picturesque old Capital. After graduation he taught school for some little time, and later was editor of "The Week," in which the first poems of Archibald Lampman appeared. He then accepted an appointment at King's College which he held for many years, carrying out his professional duties and in addition doing an enormous amount of writing, both in prose and verse. After leaving King's, he went to New York for some years and thence to London. He took his part in the Great War, although well along in life, and now he is coming back to Canada to renew old acquaintance and to make new friends among those who had not the privilege of knowing him when he was a resident of his native land.

Roberts has excelled both in poetry and prose; in poetry in his younger days; in prose in later years. In view of his approaching visit it may be opportune to make a short review of his writings as a preface to his appearance on the platform.

His earliest work was in verse. In 1880 he published "Orion," a volume principally classical studies, but including some poems with a Canadian flavor. Dr. Logan very properly calls it "an academic exercise in verse." And yet it was distinctly superior, especially in technique, to the current Canadian verse of the day. In 1887 he published "In Divers Tones." In this appears, with other Canadian themes, the

poem "Canada" which stirred the blood of young Canada from Sydney to Victoria. There are few readers of that time who did not feel a thrill of patriotic pride when they read:

"O Child of Nations, giant-limbed
Who stand'st among the nations
now

Unheeded, unadored, unhymned,
With unanointed brow,—

"How long the ignoble sloth, how
long

The trust in greatness not thine
own?

Surely the lion's brood is strong
To front the world alone!

"The Saxon force, the Celtic fire,
These are thy manhood's heritage!
Why rest with babes and slaves?
Seek higher

The place of race and age.

"But thou, my country, dream not
thou!

Wake, and behold how might is
done—

How on thy breast, and o'er thy
brow,

Bursts the uprising sun!"

It has been called "Magniloquent." Perhaps it is. Youth, in its freshness and passion is apt to be. But it had and has a tremendous appeal and would that we had more of the same kind of magniloquence in Canada today.

Then followed "The Book of the Native" and "Songs of the Common Day," full of the common life and soul of the Maritime Provinces, simple and true and beautiful poems that no lover of Canada can fail to read and re-read and appreciate. Roberts is at his best in these. He knew the life and the people, and he feels their joys and their sorrows as no other writer has done. One that is most striking in its stark terseness is his:

AN EPITAPH FOR A HUSBANDMAN

"He that would rise
Before the crowing cocks,—
No more lifts his eyes,
Whoever knocks.

"He that before the stars
Would call the cattle home,—
They linger at the bars
For him to come:

"He at whose hearty calls
The farmstead woke again,
The Horses in their stalls
Expect in vain.

"Busy and blithe and bold
He labored for the morrow,—
The plow his hands would hold
Rusts in the furrow.

"His fields he had to leave,
His orchards cool and dim;
The clods he used to cleave
Now cover him.

"But the green, growing things
Lean kindly in his sleep
While roots and wandering strings,
Closer they creep.

"Because he loved them long
And with them bore his part
Tenderly now they throng
About his heart."

His "New York Nocturnes," written when he resided in that city, fail to reach the sheer beauty and force of his Maritime Province themes.

He soon turned to prose. The early history of the country around Windsor fascinated him and he published a cycle of novels dealing with the French in Acadia, "The Forge in the Forest," a study of Abbe Le Louvre, sometimes called "The Black Abbe," the opponent to English rule in Acadia; "A Sister to Evangeline;" "The Prisoner of Madamoiselle;" and "The Raid from Beausejour." They were not a great success, not so much perhaps from the writer's lack of skill, for they are well written, but more because they had no great appeal to those who had not some knowledge of the historical setting in which the tales were placed.

He soon found the setting which did appeal. A lover of the woods from his boyhood, he began a series of tales of the denizens of the forest. These had an appeal to everyone and as Dr. Logan says: "In imaginative sweep and artistic structure they are supreme creations. As examples of a literary prose style they stand almost alone in their particular field of fiction.

The first published was "Earth's Enigmas" (1896), and this has been followed by a great number of others all of which have had an enormous circulation. Roberts has an uncanny knack of picking good titles, titles that appeal to the imagination. To name just a few: "The Kindred of the Wild;" "The Watchers of the Trails;" "The Feet of the Furtive;" "The Haunters of the Silences," etc.

Roberts will be with us in April. We will all be glad to see him and to welcome to our city one who has been in his books, our friend for many years. His visit will be an inspiration to our growing body of writers in Vancouver and afford great pleasure to those who, though not themselves the servants of the pen, love good literature and especially that which sheds lustre on our beloved Canada.

Educational Notes

(By Spectator)

We British Columbians are surely a wise and understanding people, and to us it is given to look upon our simple-minded neighbours to the South with condescension and pity. Brother Jonathan says in his simplicity, "My children shall not look upon the wine when it is red; my children shall grow up a sober people." We British Columbians have chosen the

more excellent way. We go to the polls, and as free-born citizens choose our wisest to represent us, to speak for us, to act for us, in our historic Witan, our assembly of the wise men at Victoria. And what is their highest wisdom, their rendering of "Get wisdom, get understanding?" It is this: "Patronize liquor if you want more funds for education, if you want more funds for hospitals: the more money you spend on strong drink as private citizens, the more money will flow into the public treasury: practice drinking until you can drink enough, and we may be able to abolish taxation altogether."

Meanwhile thousands and ten thousands of our own simple-minded people push their way across the barrier to the South, that they too may be reckoned with the simple-minded sons of Jonathan. Shall we not rejoice in their going; shall we not speed them on their way, these children of Canada, blind to their own highest interests, these deserters from the oodly Land where Old King Alcohol holds eminent domain, these faint-hearted refugees from country, home and duty?

* * *

Mr. Herbert Gray, the "Henry Drummond of this generation," calls attention to two evils of present day college life; first distraction, or dissipation of vitality by touching lightly a multitude of things; second, a soft docility of mind, a mind undisciplined, ready to be amused, to listen listlessly, to reject nothing but that which is hard. He goes on to say that men and women who for four years think chiefly about dances, athletics, societies and gossip are not the citizens our country needs.

Happily there is a saving remnant, possibly in college halls; certainly outside of these cloisters of learning. Extramural courses leading to university degrees, are now provided by numbers of the foremost universities of the continent. The extramural student must almost of necessity deny himself the pleasures of distraction, the dissipation of vitality by touching lightly a multitude of things. His pursuit of athletics must be in moderation, not in excess; dances, societies and gossip must for the most part be forgotten; he who would reach the goal and win the prize must learn "to scorn delights and live laborious days," aye, and laborious nights as well.

Again, one who is forced to wrestle by himself with the subjects of a university course, with the deep things of the mind, is not likely to retain for any length of time "a soft docility of mind, a mind undisciplined." Toughness of mental fibre will be developed by the daily mental effort and labor necessary in such a student, if he is to succeed, just as surely as the soft palm and dainty tapering fingers are lost to the man who for six days in the week wields pick and shovel, so that in the sweat of his brow he may eat his daily bread.

In these days in Vancouver we hear much of city-planning and of the proposed civic centre. City-planning in Vancouver is forty years overdue; but, better late than never. Much good work can still be done. Real estate offices are by no means an institution outworn; the vacant lot is still with us; the grass-grown street allowance still tempts the vagrant goat.

The civic centre; where shall it be? The Central School grounds are, in the minds of many, the site most suitable for a noble city hall. The choice may be ideal; but two things must be remembered. In the first place the Central School grounds are not the property of the Municipality of Vancouver, nor yet of the Vancouver School Board. These grounds are the property of the Province of British Columbia.

In the second place, granting that the provincial government is ready to surrender to the city its right, title, and interest in and to the Central School grounds and buildings, we must not forget to ask ourselves what is to be done with the seven or eight hundred children in attendance at this school. Before crowding these little ones out of the home that has sheltered them so long, we must prepare for them classrooms, as many and as commodious, as those now in use, and playgrounds just as extensive. In addition these must be very near the present site.

To move the school to the Cambie street block, facing the drill hall, is a solution not altogether satisfactory. We have already, for grownups weary and worn in body and mind, far too little breathing and playing space in the middle of the city, and it would be a thousand pities and a civic calamity to surrender thoughtlessly any part of the little we have. A civic centre by all means: by all means a noble city hall, a museum, an art gallery, a public library. But, now



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that we have sinned away forty golden years, let us not plunge recklessly "in medias res"; let us look and think all around the question, with our eyes on the distant future as well as on the absorbing present. Let us not be sorry only once, a once that may endure for generations, nay, for centuries.

* * *

The visit to our city, some time ago, of Sir Henry Newbolt, Sir Michael Sadler and Sir Baden Powell, under the auspices of the National Council of Education in Citizenship, was an inspiration and an uplift to many a man, woman, boy and girl privileged to hear them. The very recent visit, under the auspices of the same society, of Dr. Paton, for twenty years headmaster of the Manchester Boys' Grammar School, was no less an inspiration and an uplift. A week's round of addresses, in which there was the repetition of scarcely a sentence, left the impression of a mind packed with wisdom, rather than with information, a thoroughly trained understanding, the almost all-seeing eye, a heart tender as a woman's, with practical sympathy, and a straightforwardness and courage marking the noble fighter in the battles of a people's true freedom and true life. So long as the Old Land produces a saving remnant of men such as these visitors and guests, there is hope for the Mother Country, hope for the Empire, and hope for the world.

Among perhaps minor matters touched upon in Dr. Paton's addresses was the subject of school buildings. In this connection he made bold to say that our view of education was undergoing such changes that no one could prophesy the kind of building most suited to the needs of teachers and pupils a generation hence. Therefore in Britain buildings of one story with temporary dividing walls, were at present being erected, so that at any time and at slight expense the interior could be made over to suit new conditions and new demands.

Dr. Paton stressed also the need for playgrounds of sufficient area. He considered Vancouver's present provision of these quite inadequate. This amazed him in a young country and in a young city where vacant space is so much in evidence. In the congested cities of England far more generous provision for schoolboy and school-girl recreation is constantly being made. Meanwhile, through Vancouver's neglect of opportunity the time is fast approaching when our schools will be much larger and our playgrounds much smaller than those we see around us at present. Let us devoutly pray that the city-planning commission may have eyes to see, hearts to feel, and courage and force sufficient to make right ideals prevail in a city that should be, in the centuries to come, one of the loveliest gems on the bosom of our beautiful Mother Earth.

Literary Notes

By Roderick Random.

President Burpee, of the Canadian Authors' Association, is making use of the radio for the promotion of one of the objects of that organization, the stimulation of the reading of good literature and more especially that of our own country. He will cover a wide range, grouping the books he deals with under such headings as — Romantic Quebec — Books for Boys — The Lure of the Rockies — Lives of Great Canadians — Down by the Sea — Notable Canadian Verse — Canadian Humor — The Spirit of Ontario, etc.

* * *

The Canadian poet and novelist, Charles G. D. Roberts, is now on his way West, on a lecturing and reading tour which will land him in Vancouver sometime in April. He has been accorded an enthusiastic reception everywhere in the East, where he is, of course, among his own people, although since the war, he has been living in England. He has produced a considerable body of poetry of a high quality and a number of novels. As a writer of animal stories, he was a pioneer in the field. His visit here is looked forward to with much interest and if his recital proves as popular as did that of his cousin, Bliss Carman, a year or so ago, he will have no cause to complain of the welcome he receives.

* * *

Two important contributions to the literature of criticism in Canada

have recently been published, the first "Headwaters of Canadian Literature" by Dr. Archibald MacMechan, and "Highways of Canadian Literature," by Dr. J. D. Logan and Donald French. Both works were reviewed by John Garvin in a recent "Bookman," and criticised somewhat freely. In a later number, Professor MacMechan, in a short letter, hits back and objects to Mr. Garvin disqualifying him as a critic because he is a professor. He writes: "His syllogism runs:

All professors are frumps.

MacMechan is a Professor.

Therefore he is a Frump.

Q.E.D."

* * *

Apropos of professors, that is an interesting series of reviews being published weekly in the "Daily Province" by Professor Sedgwick of our own University. Whatever laymen may say in derogation of the critical powers of gentlemen of his profession they have trained minds and some power of analytical judgment.

One of the most noted books of literary criticism recently published is "Taking the Literary Pulse" by Joseph Collins, which deals in a big way with some of the most popular American writers, such as Sherwood Anderson, Frank Swinnerton, Edith Wharton, Agnes Repplier and others. This book follows up the success which was achieved by "The Doctor Looks at Literature" and both books

are to be highly recommended to anyone who is interested in the trend of present day letters.

* * *

Dr. Lorne Pierce, editor for the Ryerson Press, has just made a visit to the Coast. We understand that his memorial volume on Marjorie Pickthall is now in the press and will soon be available. This is a deluxe edition, very beautifully bound and illustrated and will be of the greatest interest to those who know and admire the poet's work, as well as to collectors of Canadiana.

* * *

Dr. R. G. MacBeth is to be congratulated on the appearance of his new history of the Canadian Pacific Railway, which is now in the book stores. I have not been able to read it as yet, but have just glanced through the volume and it is certainly a fine example of book-making. Indeed, the publishers, The Ryerson Press, claim that in point of format, it is one of the best that has ever been put out by their firm.

* * *

Robert Watson, formerly of Vancouver and now the editor of "The Beaver," the organ issued by the Hudson's Bay Company, who has his headquarters in Winnipeg, has just published a small paper-covered book which gives a good account in rhyme of all the fur-bearing animals in Canada. The book was brought out by

(Concluded on page sixteen)

The Wayside Philosopher

ABRACADABRA

THE PREMIER AND SECONDARY EDUCATION.

The Honourable John Oliver in his address at the formal opening of the Lord Byng High School—took the position, first, that there was too much book-learning as he called it, in the secondary schools and, secondly, that those who received University educations should bear the cost of them.

That the Premier is a man of ability is shown by the career he has had, politically and otherwise, in British Columbia.

One would naturally expect to rather find him conscious of his shortcomings and inclined to emphasize the value and necessity of what is sometimes called secondary education.

Usually we appreciate those things we have been denied. It is, however, probably the fact that, not having had an education himself, the Premier is only able to judge of education by its commercial or, what some would call it, its practical value,—and therefore he does not understand the real value of education and cannot rightly gauge its value and effects.

Even from the standpoint of practical or commercial value, probably he is unacquainted with the actual case for the University men. Perhaps it would surprise him greatly to find that, in all lines of endeavour in which they are interested, University men have an earning power altogether disproportionate to their numbers and far in excess of that of their less fortunate competitors.

Take the Premier's own line of labour,—farming, and he will not go far into the statistics of agricultural incomes in the Dominion of Canada, before he finds that the income of the University-trained farmer constitutes a considerable total, in percentage, of the total agricultural incomes, whereas their number is relatively a comparatively small one.

The writer is unacquainted with the facts regarding University men engaged in agriculture in British Columbia, but is quite confident that an investigation into the facts of the case would show that the afore-said educated farmers of British Columbia are earning at least double the income that their numbers would warrant, and that if there are 10 per cent. of the farmers of British Columbia University-trained and educated, they are earning 20 per cent. of the total return to farmers in the Province. At that they would only be maintaining the average of what University-trained farmers are doing throughout Canada.

Turning to other occupations we find the case still stronger in favour of the University-trained man. When the writer graduated from his Alma Mater years ago, the Westinghouse Electrical Company had the policy of looking for practical men. University graduates were at a decided discount, and found it hard to obtain a position with it. One has only to look at its policy today, and the percentage of University graduates in those lines that were formerly closed, or practically closed to them, to see that the University graduate has been able to take care of himself in the less theoretical lines of electrical industry.

If the Premier wishes a further illustration, let him turn to rail-roading which was for years so much the "stamping-ground" of the practical man that the idea of a University graduate being able to hold his own in such a field was thought too trifling to be worth attention. It is true that, in this department of work, the practical man still holds a large portion of the field

but step by step his regime has been "cribbed, cabined and confined," until today, even in railway work, there is no particular portion in which he can say with assurance "I hold this field for all time to come, no matter what your Universities may do or say."

Let us now look for a moment at what the Premier's policy would mean to the country in many instances. The attendance at our colleges and universities is largely made up of the sons and daughters from our poorer families. Here and there, we have those who are unfortunate enough to have their education provided for them without any financial struggle on their part, and one has only to look at University history in Canada to realize that as a rule it has been an untoward thing for those who might otherwise be called the favoured of fortune.

It follows, therefore, that the large majority of Canadian college boys and girls are either in College and University at a tremendous strain upon their families, or working their way through by their own labors, and the proportion of College students who are earning their own money to put themselves through, is four or five times as great as those who are able to attend college without any demand upon their earning powers.

Not only is this latter a large group comparatively among Canadian students, but it is an important one and comprises the majority of those who have a high conception of what education means, and are willing to sacrifice greatly to secure its benefits.

It would be an easy matter to select, off-hand, a number from this class whose services as University Presidents, business men, political leaders, farmers, merchants, authors, poets, etc., have been of incalculable value to Canada—and the writer knows personally of more than one beside whose services to their country, the services of the Honourable Premier himself would look decidedly scant and insufficient.

In his University days the writer remembers meeting with one student of an Eastern University who, by working at farm labour and by teaching school, had earned enough money to pay his first year's expenses at his University. At the conclusion of the year he was obliged to return to his work of school-teaching to secure the money to pay the further expense of University education. Some years after the writer had graduated and entered upon his life's work in the West, he saw in an Eastern University Chronicle the record of this student's graduation. To-day that student is the president of a leading University and occupies a secure position and reputation as a scholar. Yet, had it not been for the aids that endowment and other sources offered, that student would have been today a struggling school-teacher filled with a wonderful conception, wonderful ambition and totally unable to realize the one or achieve the other.

A university education is not a "sine qua non." Of that there can be no question, but no one can look at our Canadian history for a moment without seeing that secondary education, so-called, is a highly-paying investment for Canada and one only regrets that the Premier of our Province should prove himself incapable of appreciating its importance.

The University of British Columbia requires, and will require for some years, to get an appreciative and intelligent support from our Provincial Government. Such a support can not be given by a man whose ideas

are such as those expressed by the Premier in his Lord Byng speech.

One could well imagine though, the earnestness with which he would have adjured the pupils, then present before him, to follow the gleam and pay the price, resting only when a university education had showed them how little their Known, how vast their Unknown—had he himself been the fortunate possessor of a University education.

Certainly one has no difficulty in coming to the conclusion that however expert may be the Premier's opinion on matters of agriculture—on matters of education he is anything but a safe guide.

MODERN EFFICIENCY

We are told that this an age of efficiency. We read it in the names of our 100% and other Clubs. We read it in the perfervid addresses of service speakers. Concentration, power, service, efficiency,—these are our watchwords, and, in many ways, we are persuading ourselves that we are "the heirs of all the ages in the foremost files of time."

The question sometimes arises, are we too efficient? Let us take a recent example. Some electrical wiring apparatus, designed for use on a crane erected on one of our local piers, was imported recently from England. It came packed in straw from an area which was not recognized as being a free area as far as foot-and-mouth disease was concerned.

Its arrival created a problem. What was an efficient health administration to do under such circumstances?

In the old, ignorant, inefficient and less organized days, the addled-pated dolts of 20 or 30 years ago, or perhaps less, would immediately, upon the discharge of such a bundle, have fumigated it by proper process and have burned the straw, and then, due no doubt to the care which always seems to be exercised over the child-like and the ignorant, they would have refused to have suffered any outbreak of foot-and-mouth disease among their cattle.

Such a procedure is too crude for an efficient age like the present. Modern society can no longer be controlled by outworn methods, and so the decision was arrived at that the bundle should remain where it was, still wrapped in its unfumigated straw, until a boat should be available to return it to England, where it could be unpacked from the straw and repacked according to modern requirements, and again shipped to Vancouver. The only charge which efficiency would then have to contend with being the fact that, in the meantime, the crane could not operate.

Fortunately, from the standpoint of an antiquated old fogie like the writer, who believes that a system which provides safety is perfectly O.K. even though it does not conform to the latest text book on the scientific care and preparation of things, or conform rigidly to the latest edicts of this or that governmental bureau—some old-fashioned fogie, survivor of a by-gone day, took upon himself the terrible risk of daring to conclude that after all the English were a people of some sense and sensibility, and that they had some regard for infectious possibilities in packing their goods for shipment, particularly to other lands. Accordingly, daring further to conclude that some of the simpler old-fashioned ways of handling things, which had proved effective in many years of experience, might still retain their effectiveness notwithstanding that they no longer conformed to the latest decrees of a highly efficient and thoroughly scientifically administered society, he, upon these daring conclusions, which gave credit to his good sense, if they did not reflect upon his scientific erudition—gave instructions that the bundle

should not be returned to England, but should suffer the indignity of being treated to ancient methods for the prevention of the particular disease feared.

We suggest to those efficient guardians, who sought to return the bundle, that electric cranes are not generally subject to foot-and-mouth disease; that motor cars of different sorts and kinds which constitute our usual means of transportation, are equally immune; and that the human cattle with whom alone the bundle would come in contact during its process of fumigation and the burning of the straw packing, would be the highly-trained representatives of an ultra-scientific culture, and would likewise be unlikely subjects of attack by such a disease.

We may also suggest that, in order to conform with the most exacting scientific demands of the times, the Dean of Bacteriology of some outstanding English University might be employed to inspect all machinery, hardware and such-like articles, leaving a supposedly infected district in England, packed in straw, and might write a certificate in English, in Latin and in Greek, setting forth that the particular bundle shipped under that certificate was harmless so far as foot-and-mouth disease was concerned. The only difficulty such a course might entail would be that the English itself, if of a purely classical variety, which it no doubt would be, might itself prove Greek to this highly specialized, highly-organized department which in its ultra-efficiency has doubtless neglected to cultivate its English as well as its common sense.

THE DEWDNEY ELECTION APPEAL.

Before this number of the B. C. Monthly issues from the press, the Dewdney Election case will have been heard and decided by our local Court of Appeal.

Counsel for Mr. Smith are men of eminence and standing at the bar and one cannot presume to foresee what their exact attitude or plea in law is likely to be. A guess haphazard would be that the provisions of the Elections Act violated as shewn in the lower court were mandatory—it is hard to see how else they could hope to keep within the principles which in the past have apparently dominated election cases.

Opposed to this view is the simple alternative that the provisions violated are directory, and not mandatory, and being directory have not in their breach vitally affected the issue of the election.

It may well be that one like the writer unversed in law, has misapprehended the situation, particularly as press reports of legal matters are usually as misleading as press reports of any other enquiry of a scientific nature, but to the uninitiated it would appear that on previous occasions the Court of Appeal has leaned to the directory construction in regard to similar provisions.

Whatever the outcome, let us hope that the judiciary will not be a party to thrusting upon any candidate the responsibility of the election machinery over which he can, in the circumstances of the case, have little or no control. The decision of the Court of Appeal will be awaited with interest, and will be welcomed by all believers in Constitutional Government if it refuses to allow political ideas and political machinations to prevail over legal equities by the simple means of having legislation passed by the Legislature which is interested in the political possibilities of its legislation rather than in its beneficial effects upon the public.

THE PETERSON SUBSIDY SCHEME.

Mr. Preston, who stands sponsor for the organization and effective arrangement of the Peterson Subsidy Scheme needs no introduction to the Canadian Public—nor will the supposed scheme be more acceptable because he is the accredited author. Few Conservatives will feel any confidence in anything emanating from such a quarter. Many Liberals will doubtless share in the distrust of the Conservatives even if their distrust finds no expression in word or action.

It is somewhat hard therefore to understand the Hon. Mackenzie King's attitude that he will stand or fall politically by this agreement and still further hard to understand why the steamship interests operating steamships on the Atlantic other than those under the control of Peterson and his associates should be regarded as a combine, ring or attempted monopoly.

It is perhaps fortunate that the discussion of this matter should have been begun in the House from a political angle,

and it is perhaps equally unfortunate that the discussion outside of the House seems to be assuming an equally partizan basis.

One can never feel certain that one is never moved by political bias under conditions such as these, but there are many opponents of the Peterson scheme who, like the writer, would like to see the Premier of Canada take quite a different attitude and accept in the ordinary usual way the fate of the Peterson scheme.

This would prevent the Liberals really opposed to the scheme from having to support it because their defection might imperil the existence of a Government in which they have confidence. Conservatives of the broader type could oppose it more freely if their opposition led to the defeat of the measure rather than to that of the Government. It is hard to see who outside of Mr. Peterson and Mr. Preston would not be benefitted by such a change in the situation and the writer is far indeed from suggesting that either Mr. Peterson or Mr. Preston are bosses of the Mackenzie King administration.

Let us hope for a change for the better in the present situation at Ottawa respecting the Peterson subsidy measure.

THE NEXT DOMINION CONTEST.

Apropos of the last item, it may be well to know that indications point to an early Dominion Election.

Shut off as we are from practically all information regarding Federal news and politics, it is hard at this distance to know whether Eastern conditions, as we know them, import confidence in or disaffection toward the Government.

Commercial and other conditions in Eastern Canada are certainly unsatisfactory, but whether these have led the people to look with distrust upon the trend of the present Government trading policy, or whether it has led them to hope much from an extension of the Government changes in our former tariff, one dare not say. Only one thing seems certain. If the East is disaffected, as one would think it should be, the present Government will be short-lived. If the East has any confidence or belief in the potentialities of freer trade relations with our neighbours to the South, then the present Government should be sustained by such a majority as will ensure them control for at least two more terms of Parliament.

WHO DARES CRITICISE THE DAILIES?: (Ed. B.C.M.)

In passing may we express the hope that our daily press will consider our Federal situation and doings and our Federal Parliament at least as important as the matrimonial troubles of some more or less prominent resident of New York, Chicago or other portions of the United States, or the hundred and one numerous acts of lawlessness from differing sections of the neighboring republic, with which they regale us, whether to win our sympathy for our friends and neighbours or to show us that we should consider ourselves fortunate that conditions are no worse with ourselves.

No doubt many readers of the daily press will agree with the writer that the policy of our legislators in regard to the Peace River, our Railway situation, the Canadian Merchant Marine, our fiscal policy, present and future, our position within and relation to the Empire—is of slightly greater importance to us than the activities of the Klu Klux Klan, the existence of rum-running in this or that particular State or the prevalence of immorality in this or that section of Society in some more or less remote section of the great Republic to the South of us.

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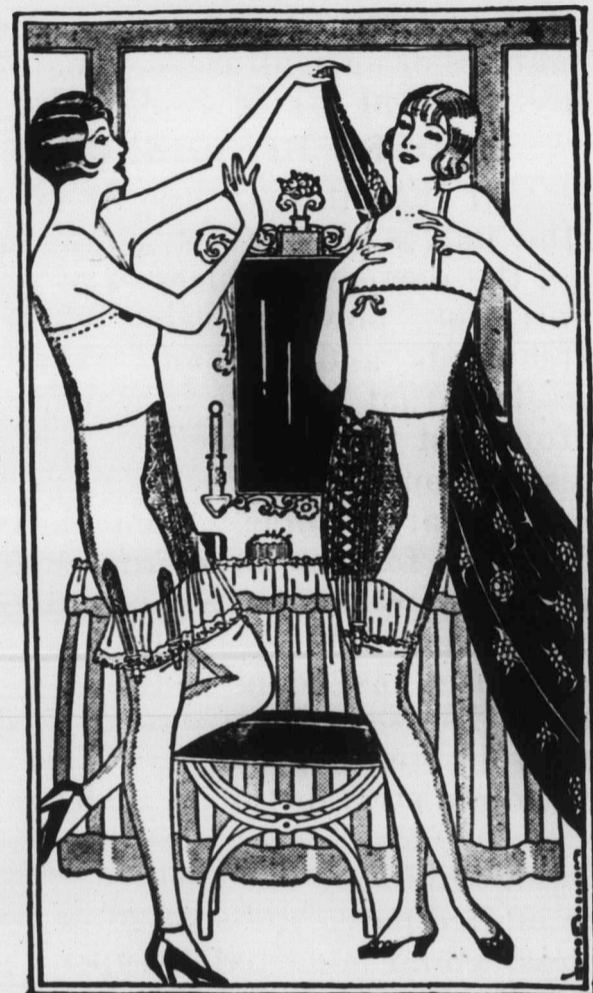
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The Origin of the Canadian Pacific Railway:

A Political Retrospect

(By His Honour, Judge Howay, New Westminster, B. C.)

It is universally true that the dreamer precedes the actor. Who was the first to dream of a transcontinental railway through Canada? Stephenson's "Rocket" had proved itself in 1829; the Royal William, first of steam vessels, had crossed the Atlantic ocean, from the west, eastward—that is from Quebec to Liverpool in 1833. Canada, having thus applied steam to water transportation in terms of vast distances, was naturally and properly prompt to contemplate its application to similar distances in its own territory. The Northwest Passage would be found at last, the long-dreamed-of short route to the Orient, not in the tortuous ice-encumbered channels of the North, but across the broad prairies and through the narrow passes of the Rocky Mountains.

Mr. Amor De Cosmos (whose real name was Bill Smith) in speaking during the Confederation debate in the British Columbia Legislative Council in 1870 said: "I will take occasion to do justice to the memory of the gentleman who proposed the Overland Railway through British America. It was during the administration of Sir Robert Peel in 1844 or 1845 that A. W. Godfrey, a bookseller of Halifax, addressed letters to Sir Robert Peel about a railway from Halifax to Vancouver Island." How far this suggestion may have been a reaction from the stimulus of Sam Slick's suggestions in the "Clockmaker" I leave to others to determine. Certainly Nova Scotians were among the earliest to dwell upon the possibilities of the overland railway and its national importance. Joseph Howe, "the Tribune of Nova Scotia," in May, 1851, uttered this prophecy: "I am neither a prophet nor the son of a prophet, yet I venture to predict that in five years we shall make the journey hence (i.e. from Halifax) to Quebec and Montreal and St. John by rail; and I believe that many in this room will live to hear the whistle of the steam engine in the passes of the Rocky Mountains and to make the journey from Halifax to the Pacific in five or six days." In the same year application for a charter to construct a transcontinental railway was made to the legislature of Canada. The promotion failed, not because the scheme was regarded as visionary, but because of the indefinite rights of the Hudson's Bay Company in the intervening territory.

The story of the various plans and suggestions that were made during the next twenty years is very interesting as all gropings are, but is of no real value in this sketch. People in Eastern Canada who dreamed of a vast British nation arising in northern North America, and people in England who thought deeply upon the defence of our far-flung empire, or upon the commercial chain that should bind its distant parts, or upon the questions of criminality and colonization — two things, strangely enough, quite closely associated in the public mind—all evolved schemes for its construction. It is so easy to do these things on paper and by one's own fireside. Paper is indeed, in combination with a pen, a great wizard; and the only time that many people have anything of the necromancer is when they are equipped with pen and paper.

But to the rank and file in Eastern Canada, to those ordinary persons who constitute the great bulk of the voters, the question was one that was looked upon with unconcern or at any rate with the same academic interest that we take in the canals of Mars. With a thinly-settled country even in those parts which had been the home of civilized man for generations it seemed to them the height of madness to talk seriously of a railway into vast, unpeopled areas of prairie, which they looked upon as a part of **the great American desert**; and when to that was added the suggestion of carrying it across the great backbone range of the continent, these sensible and sober-minded people were apt to discontinue the discussion, step aside, and look with suspicion upon the mentality of the person, and perhaps even to tap their foreheads and smile significantly.

In only one place in British North America was there a real live interest in the railway, an interest in which all shared; and that was in the far away colony of British Columbia. This colony had had a mining boom and had drawn to it many adventurers from all parts of the globe, but principally from the United States; to govern the land, to carry on the public service, to build roads, trails, and bridges, and to maintain a perfect army of civil servants had cost far more than any reasonable form of taxation would or could produce. Yearly deficits, declining business, decreasing popu-

lation, a depressed, if not a dispirited people, all combined to make talk of union with the new Dominion of Canada a common topic in every place where men forgathered. Such a union would probably effect two objects: (1) It would relieve the colony from its burden of debt, (2) it would afford some form of material connection with Canada. It is with this latter phase that we are now concerned. At first the public thought went not beyond a wagon road; only the most roseate dreams included a railway. Gradually the dream took on the form of something tangible. Hence the people of British Columbia in the tentative terms submitted to the Canadian Government in 1870 as a basis of union asked for a wagon road at once, and a railroad in the dim and distant future. When the proposition was placed before Sir John A. Macdonald and his associates they demurred to the double expense of a wagon road and railroad and came out boldly for a railway, to be begun within two years after union had been consummated, and completed within ten years, connecting tide water in British Columbia with the existing Canadian railways. It was indeed more than a bold move. Sir Richard Cartwright is right in saying: "One thing is certain, that never was a great project undertaken with less knowledge or consideration than the union with British Columbia and the construction of the Canadian Pacific Railway." Sir Richard goes on to doubt "if there was a man on the Treasury Bench who so much as knew whether there was one range of mountains or three to be crossed before we could reach the Coast." Sir John Macdonald had, months before the delegation left the Pacific coast, in a letter dated January 28, 1870, written to a personal friend "Many thanks for your letter of 26th giving me an account of your conversation with ———. It is quite evident to me not only from this conversation, but from advices from Washington that the United States government are resolved to do all they can, short of war, to get possession of the Western territory, and we must take immediate and vigorous steps to counteract them. One of the first things to be done is to show unmistakably our resolve to build the Pacific Railway."

Sir John rightly viewed the railway as a commercial and a political

necessity. His letter shows that he knew more than we now do, of the aspirations of our American cousins for a continuous coast line from Mexico to the Arctic ocean. He had the vision; and he realized the necessity of taking a step which exasperated his enemies and almost staggered his friends. He knew the exact feelings of British Columbia, and realized that financial desperation may lead to regrettable results. Possibly he knew more than other people of the inner history of the Banks Bill and of the Annexation Petition. Surely nothing but undiluted spleen could cause Sir Richard Cartwright in 1912 to write: "He was also guilty of contracting a very improvident and dishonest bargain with British Columbia."

With the promise, then, of a railway connection, British Columbia became on 20th July, 1871, a part of the Dominion of Canada.

But now that the railway was promised, how was it to be constructed? In 1871, on the motion of Sir George Etienne Cartier, it was decided that it should be built by a state-aided company. Two companies came forward clamoring for the contract; one was headed by Sir Hugh Allan, the founder of the Allan line; the other was formed by Sir D. L. Macpherson and his associates. An attempted fusion having failed, a new company, including members of both the old companies, was formed under the presidency of Sir Hugh Allan. Sir John Macdonald in the elections of 1872, claimed, not like Augustus, that he had found Rome brick and left it marble, but that he had found Canada a mere parish and made it continent-wide. He was returned, but with a diminished majority. During the session of 1873, Mr. Huntingdon, the member for the County of Shefford, made charges against him in connection with campaign funds received from Sir Hugh Allan. Out of this grew the Pacific Scandal, so-called,—with its celebrated telegram from Sir John: "I must have another ten thousand,"—which led in the fall of 1873 to the resignation of the Conservative Government.

Alexander Mackenzie, the new Premier, was a man of sterling worth and character; but he was a hard-headed Highland Scotsman to whom money was real, and mountains, stern and forbidding. The construction of a continuous railway, 2,500 miles in length, commencing at a point on the eastern side where no person lived and terminating at a point on the western side where very few people lived, passing through a territory almost uninhabited and but

imperfectly known, with its barrier ranges of gigantic mountains, was to his practical mind a stupendous—an overwhelming—undertaking. The promise he characterized as "the insane act of the administration here." He had not the prophetic vision, the firm faith, the strong optimism of Sir John A. Macdonald.

Of course all this re-acted upon the people of British Columbia. In opposition Mackenzie had waxed eloquent in roundly and soundly condemning the bargain; they could not look forward with any golden anticipations of his entering wholesomely into an effort to carry it through. So they protested against the failure to begin the construction within the two years; the fact that the surveys had not yet settled the line of the road seemed of no importance. One would have thought a railroad was like a doll's house that could be picked up and moved from place to place as occasion required. Year by year the surveys went on; between 1871 and 1878, every pass through the Rockies every river course, every inlet, every practicable and impracticable line was examined. Lest one should be tempted to blame Mackenzie overmuch for this leisurely examination let us take a glance at the local politics. The real politics of British Columbia from 1871 to 1901 was Island vs. Mainland. In the final analysis every question was reducible to this term. Had the province been united, instead of torn asunder by this silly local cry, it can scarcely be doubted that the location would have been settled much sooner. This will show in the sequel. The Island felt that Victoria was destined to become the terminus of the transcontinental railway. This underlay the official selection of Esquimalt as the terminus in July, 1871, and the "solemn farce" of turning the first sod; this underlay the Esquimalt & Nanaimo Railway, which, in its original conception was merely the Island portion of the transcontinental railway, extending from Seymour Narrows to Esquimalt; this underlay the war of the routes—Bute Inlet vs. Fraser Valley—the former being synonymous with Island; the latter with Mainland interests. In fact this underlay the conduct of the politicians at every juncture; they all strove to steer through the narrow passage and avoid alike Scylla and Charybdis. It would lead too far afield to point out the specific instances which support this general statement, but any close student of our history will readily discover them.

In the meantime, Mackenzie was striving for a rearrangement of the

terrible railway terms. Mr. J. D. Edgar was sent out to British Columbia to negotiate a modification, but the effort ended in a complete failure. It would be interesting, if we had time, to sketch the course of those discussions and the grand "flare-up" at the end.

British Columbia then determined to lay its grievance, arising out of the Government's failure to begin construction within two years, before the Queen. The Earl of Carnarvon, the Secretary of State for the Colonies, reluctantly accepted the office of arbitrator. Mr. Walkem, the Premier of the Province, afterwards Mr. Justice Walkem, went to England to support and explain the trouble. The award of the Earl is what is known as the Carnarvon Terms, which, in their essence, are the same as those that Mr. Edgar had offered and which had been so ungraciously refused. As these terms were continually under discussion and referred to for over ten years they may be roughly epitomized as follows: The Dominion Government was to build immediately a railroad from Esquimalt to Nanaimo; the surveys for the transcontinental railway were to be vigorously pursued; a transcontinental wagon road and telegraph line were to be at once constructed; when the surveys showed the proper route of the railroad, \$2,000,000 at least per year should be spent in actual construction; and the railway to be completed from the Pacific sea-board to Lake Superior by the 31st December, 1890.

These Carnarvon Terms were, in part, the downfall of the Walkem Government, with its policy of "Fight Ottawa," for that Government had agreed not to allow any alteration in the railway term without the consent of the people; and by carrying the trouble to London they had not succeeded in discomfiting their opponents as the Dominion Government was regarded, nor in getting a solatium in money, nor any peremptory order to Ottawa to proceed instanter with construction, but on the other hand had effected a change whereby the time for the completion of the railway had been extended from July 20, 1881 to December 31, 1890. However these Carnarvon Terms had a thorny road to travel and did nobody any good; for when in 1875 Mackenzie introduced a Bill in the Dominion Parliament for the building of the Esquimalt & Nanaimo Railway as provided in the terms it was killed in the Senate. They overthrew the Walkem Government, but did not give the Esquimalt & Nanaimo Railway to British Columbia, nor advance by one minute

the actual commencement or completion of the much desired transcontinental road.

And thus as the years went long from 1873 to 1878 the suspicion with which Mackenzie's Government was viewed in British Columbia deepened into the darker colours of downright hostility, and the talk of secession, which had been carried on in whispers, became louder and more outspoken until finally it reached the Halls of the Legislature. Lord Dufferin was then Governor-General. In an effort to calm this feeling of hostility and to end the talk of secession, Mackenzie hit upon (or perhaps the Earl of Dufferin suggested) the idea of an official visit to the Pacific Province — pacific now in name only. The Governor-General strove to leave the impression that he had just dropped in, so to speak, but the people persisted, in spite of his constant denials, in regarding him as the emissary of Mackenzie. The mottoes on the arches showed the feelings of the Province. In Victoria they ran: "Carnarvon Terms," "The Iron Horse, the Civilizer of the World," "United without Union," "Confederated without Confederation," "Railroad the Bond of Union," "British Columbia, the Key to the Pacific," "Nolumus Leges Mutari," "Our Railway Iron Rusts," "Carnarvon Terms or Separation." On the mainland: "Which Route is Railway to Take?" "Per Vias Rectas the Fraser Valley." At Yale there was no arch, only an old horse with a cloth upon it, bearing the inscription: "Good, but not Iron." Lord Dufferin's visit, like an anodyne, soothed for the moment but failed to reach the seat of the trouble.

In 1875 Mackenzie had purchased over 5,000 tons of rails for the intended Esquimalt & Nanaimo Railway. They were lying, rusting, at the termini. In May, 1878, he cancelled the selection of Esquimalt as the terminus and settled the location of the railway as from English Bay or Burrard Inlet by the Fraser to Lytton, and thence by the Thompson River to Kamloops and along the North Thompson to the upper reaches of the Fraser and into the Yellowhead Pass—very much the route of the Canadian National Railway, and well would it have been for the Canadian Pacific Railway if that selection had never been altered. In August, 1878, Mackenzie removed these rails to Yale, where it was at last decided that the construction should commence, and called for tenders for building one hundred and twenty-five miles of railway between Yale and Savona's Ferry on the Thomp-

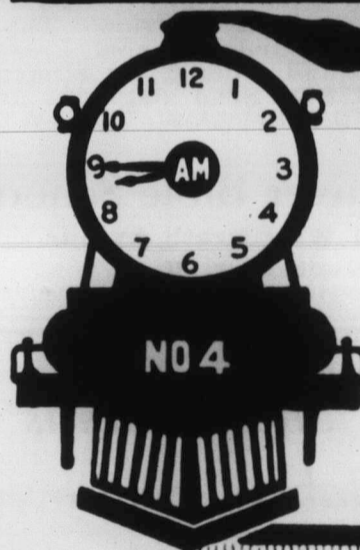
son River. Matters had reached this stage when Mackenzie was defeated in the elections of September, 1878.

Just at this time—or to be exact, in June, 1878—Mr. Walkem who, for two years had been seated on the cold benches of opposition, came once more into office as Premier of British Columbia. The local House met in July, 1878. The speech from the Throne almost smelled of gunpowder and resounded with the tread of soldiery. What step did the stern words portend? The answer came in August, 1878, when the celebrated Secession Resolution was brought down. It recited the whole long story of hopes deferred, the endless surveys, the appeal to the Throne, the Carnarvon Terms, the failure to fulfil them, and finally Lord Carnarvon's request that the Province wait patiently until the spring of 1878 when in all probability actual and active construction would commence, and that the Province had waited, that the time had elapsed without any step being taken to redeem the promise. The Resolution then went on to pray that unless the Dominion Government began construction by May, 1879, "British Columbia shall

thereafter have the right to exclusively collect and retain her customs and excise duties, and to withdraw from the union; and shall also, in any event, be entitled to be compensated by the Dominion for losses sustained by reason of past delays and the failure of the Dominion Government to carry out their railway and other obligations to the Province."

This resolution passed the House by the vote of 14 to 9. It is difficult to believe that any one was taking it seriously; it was quite impossible for the Province to live as a colony: that experiment had been tried; it was unthinkable that the Province would willingly fall like a ripe plum into the lips of Uncle Sam; the union must continue; there were only the three paths. However, the resolution was solemnly passed, carefully engrossed and forwarded to the Secretary of State at Ottawa for transmission to London. It reached Ottawa on 11th October, 1878. The Mackenzie government, having been defeated at the polls, was then busy clearing up its affairs preparatory to handing in its resignation. The fulminating resolution was carefully wrapped up

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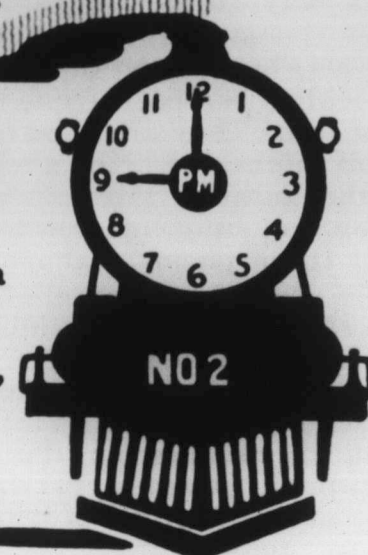
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and safely laid away in a convenient pigeon-hole and forgotten. How all the governments concerned (Provincial, Dominion and Imperial), must have blessed that negligent clerk. I have not had time to search and ascertain if he ever received due reward and proper pension for this unfaithful performance of duty.

With Sir John A. Macdonald again in office, the air seemed clearer. No more talk of secession. Nobody enquiring about the whereabouts of that resolution. In May, 1879 on the motion of Doctor (afterwards, Sir Charles) Tupper, the House of Commons resolved that it was necessary to keep good faith with British Columbia and commence the construction of the railway in that province as soon as practicable. Mackenzie's selection of the Fraser valley route was cancelled at the request of Vancouver Island—Sir John A. Macdonald was sitting for Victoria—the old Island vs. Mainland dispute once more. Further surveys were ordered. The result was that in October, 1879, the Macdonald government agreed to accept the route selected by Mackenzie in May, 1878, and to call for tenders for the construction of the same portion of the road for which Mackenzie over a year before had asked tenders. Thus the net result in this instance of the local squabble was to set back actual construction for over a year.

From this time forward it was a case of construction, engineering questions, and finance.

LITERARY NOTES

(Concluded from page nine)

the Province of Manitoba for use in the schools and may also be adopted by the city schools in Winnipeg as a textbook for junior grades. It is attractively illustrated by cuts of the different animals described, many of them by the well-known artist, Harry Rowntree.

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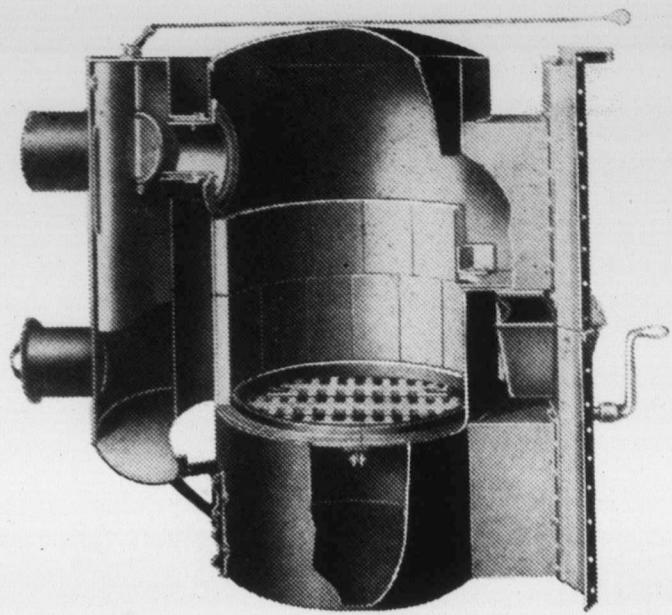
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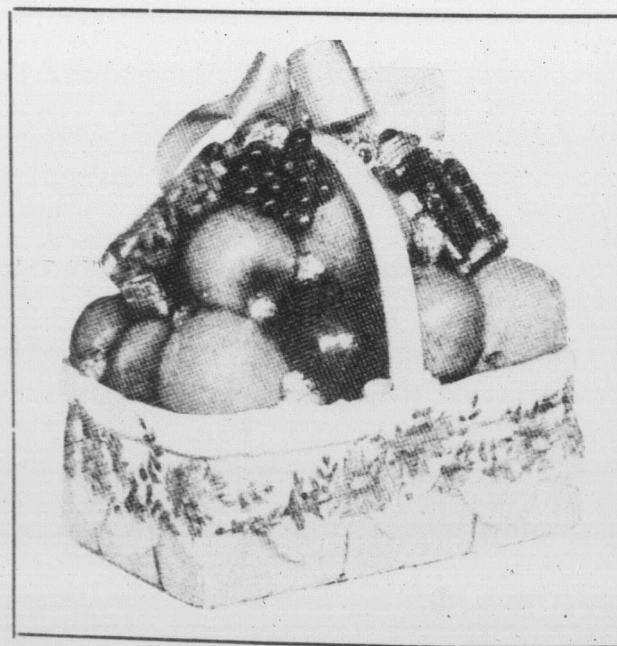
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