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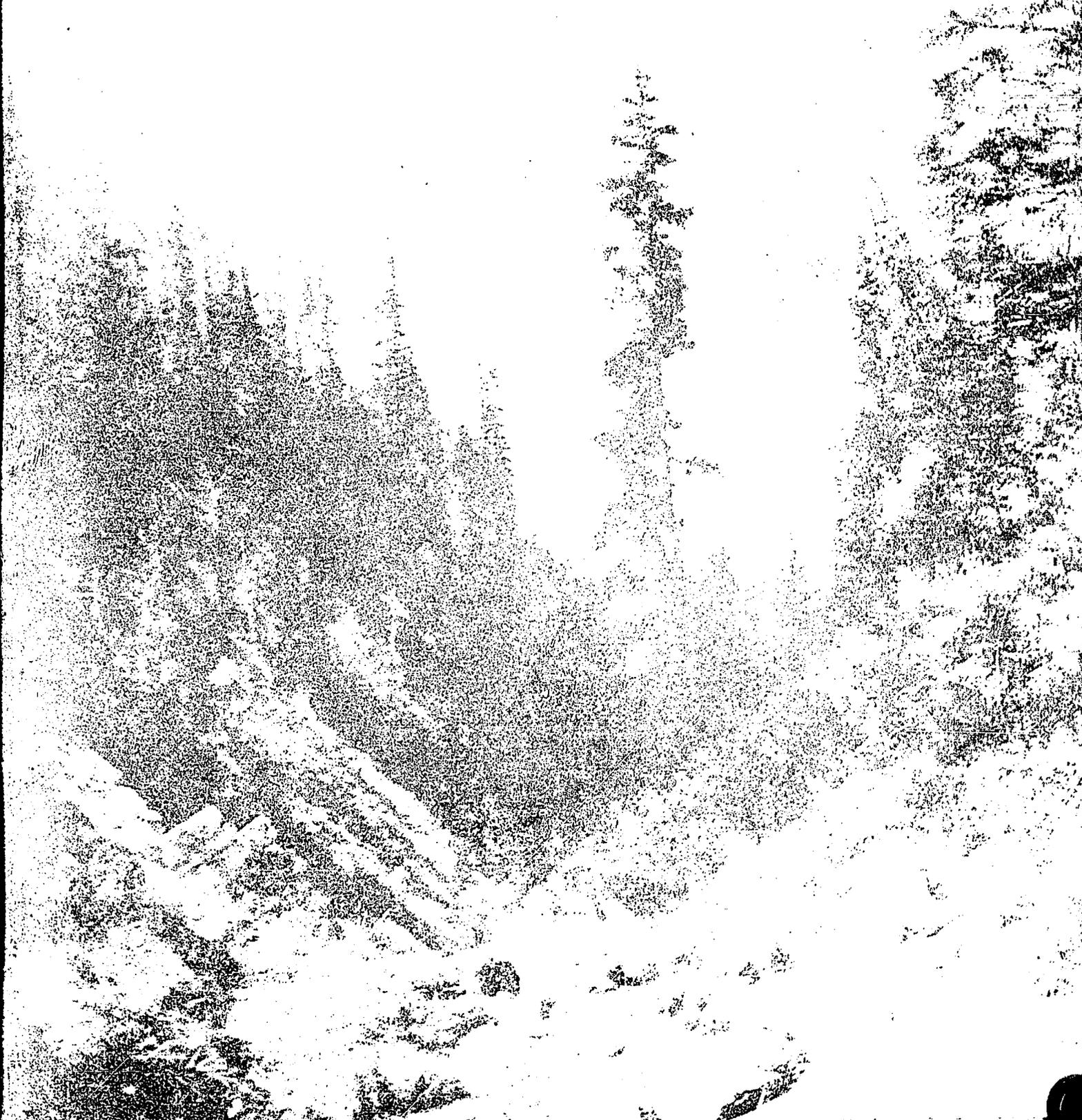
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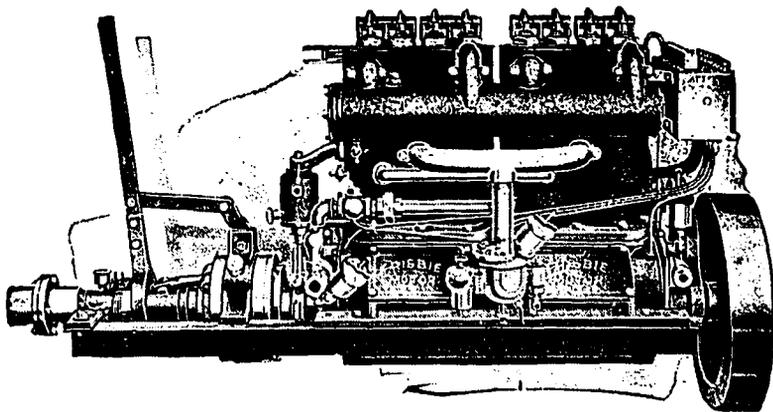


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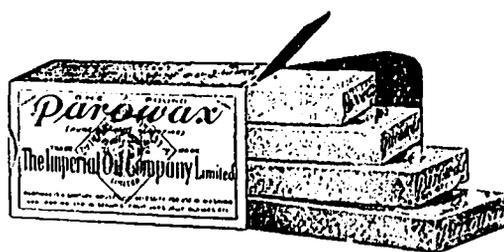
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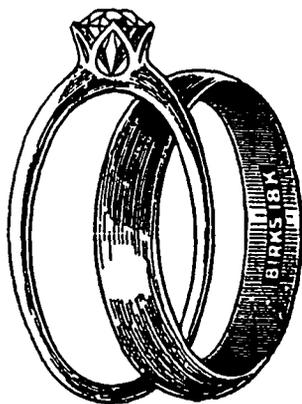
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THE BRITISH COLUMBIA MAGAZINE

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On leaf and flower imprinting ardent kisses,
Till soon the maple blushes fiery red.
And slowly o'er the forest waving tender
Thou stealest, with thy magic brush in hand,
Painting in russet every leaflet slender,
Till grove and dell soon bear thy golden brand,
And Dryad, with a soft-resounding whisper,
Meets thee with a sigh for other days,
Seeing her realm derobed, the breeze grow crisper—
Her bower unroofed, a sadder season-phase.
O beauteous nymph, why dew thine eye with tears
When there is One who guides the cycled years?

—*R. F. Adams*



LAKE O'HARA AND MOUNT VICTORIA
(ILLUSTRATING INTRODUCTORY ARTICLE IN THIS ISSUE)



Vol. IX.

SEPTEMBER, 1913

No. 9

In Camp with the Alpine Club of Canada

By Frank Heim

"GOOD LUCK to you, sir," called the wharf-cerberus of the Canadian Pacific Railway Co. as I boarded the Vancouver boat in Victoria. A few farewell words to friends, and the palatial steamer glided through the warm summer night and the picturesque Straits of Georgia to the western metropolis of the mainland.

After a short breakfast in one of the Quick Lunch restaurants the time arrived for departure for Hector, the starting point for this year's expedition. The journey in the comfortable Pullman cars has been sufficiently described, nevertheless the scenery along the track and the Fraser and Thompson Rivers is always of new interest.

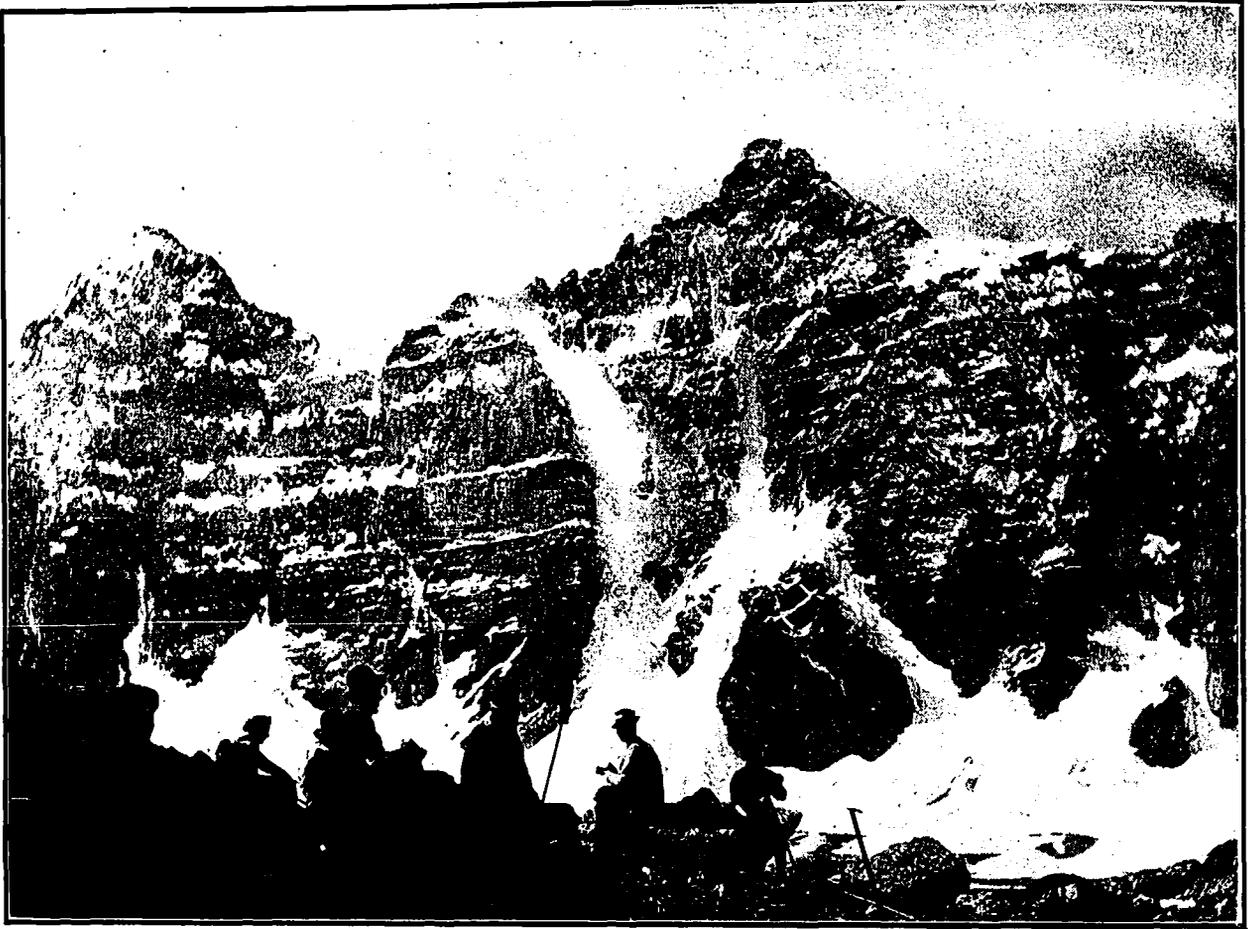
From the train one can observe the construction work of the new Canadian Northern Railway line, and it is astonishing to see what tremendous difficulties the engineers had to overcome at this work. This line runs almost parallel in many places with the C. P. R.

In Golden, two enormous mountain engines were attached to our train, and, puffing and throbbing, these twelve-wheeled monsters carried us to our destination. Hector is the highest elevation on the whole line, and is 5,190 feet above sea level. We were now over a dozen mountaineers, ladies

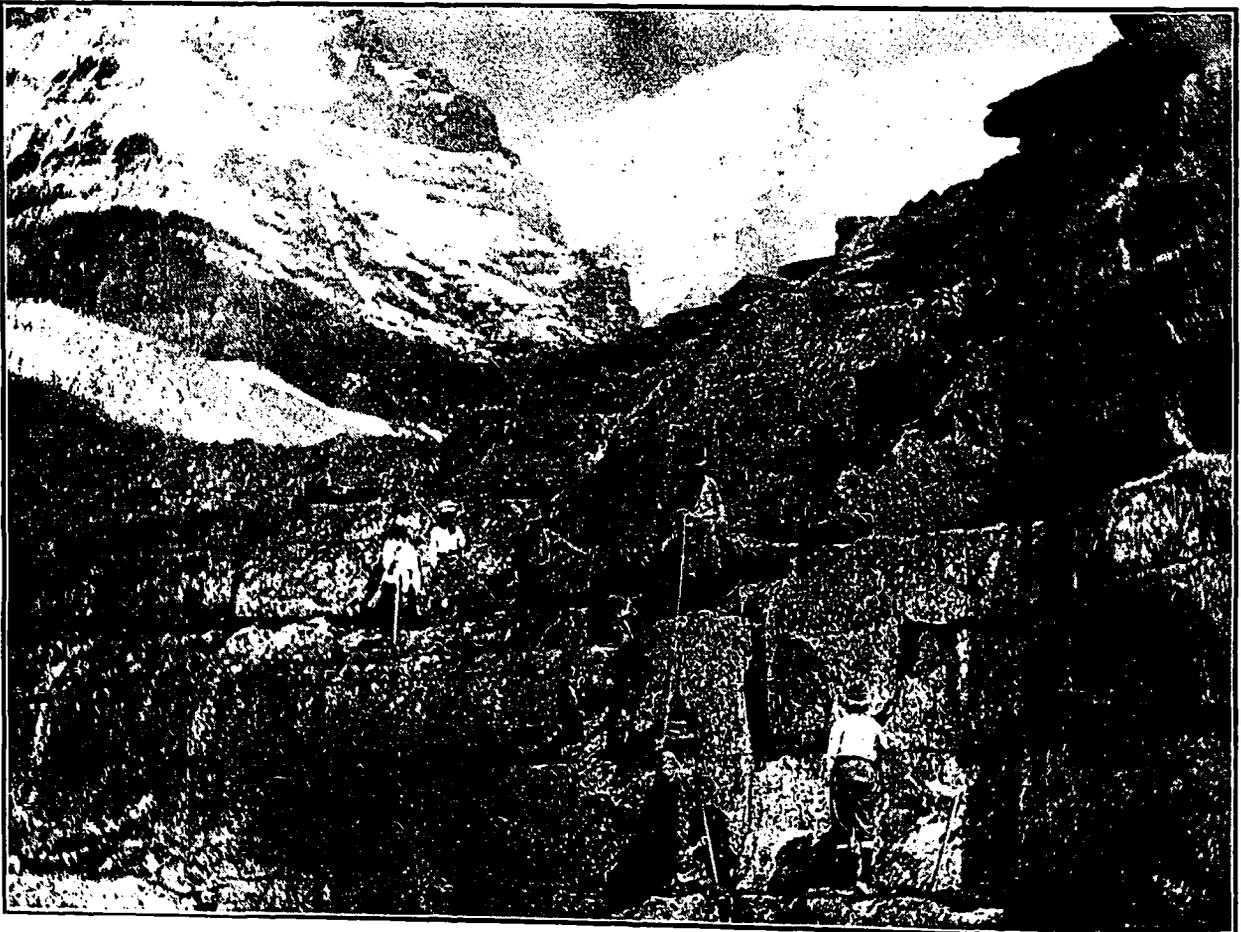
and gentlemen, and the former disappeared for about ten minutes in the waiting room, where a general transformation took place. When they again became visible the skirts and modern blouses had vanished and before us, men of the Creation, appeared a troupe of young ladies in "knickerbockers" and sweaters. The typical prudery also had gone, or was put aside for a fortnight, and, with the motto "to have a good time," we marched along the trail to the camp.

Our baggage, sleeping-bags, blankets, etc., were transported on pack ponies, and the two hours' tramp along the picturesque trail passed quickly. About noon we reached the camp, which, with its eighty tents, looks like a small village. Ladies and gentlemen have their separate quarters. Beside these there are about a dozen tents pitched for married couples. The big dining-tent accommodates about one hundred people, and is decorated with English, Canadian and American flags. Around this tent are tents for the press, committees, management, kitchen and a tea tent.

The grandest spectacle and most interesting part of camp life was the camp fire—the eternal light of our camp. I never saw anything more picturesque and romantic. On both sides of the camp dense forests



LUNCH TIME, OPABIN PASS



ROCK-CLIMBING NEAR LAKE OESHA

surrounded us with snow-capped mountains and glaciers, while the continuous rippling of the mountain stream was heard, and at night the scene was illuminated by an enormous log fire around which young and old gathered from all parts of the world were lying. We looked like a big, happy family who had come to spend a jolly time

and to forget all the cares and sorrows of life. In the evening, the beautiful airs of English folk songs and lively American snatches filled the air. Speeches were made and other entertainments held, and at ten o'clock the King is duly "saved" each evening. Then the ladies were given a hint to retire, serenaded with the charming air of "Good-night, Ladies!"

Special features were the various entertainments of the different sections of the Alpine Club. Thus there was a Toronto night, an American night, a Victoria night, etc., all filled with life and laughter. Most extraordinary figures appeared round the camp fire in these entertainments, and you might see the full complement of the German band, dressed in the quaintest fashion, with striking effect. There, too, were Romeo and Juliet, and the minstrels of the camp gave us the love songs which have still the old magic power to move the heart.

Early in the morning the different parties, under the leadership of the Swiss guides, would depart for their various excursions. The mountain sons of Switzerland have a very strenuous time during the camp season, as often they have to take charge of twenty to thirty people, and if these excellent guides had not the assistance of some experienced, active members of the club, it would really be a difficult problem to satisfy everyone.

The "Herr Director" has his hands full. He does the calling in the morning—some-



CROSSING A GLACIER, MOUNT ODEROY

times a hard job—arranges the various parties, and checks their names before they depart. All know that they have to follow the orders of the guides and those in charge when they are en route, and everything works perfectly. The most pleasant excursions are the two or three days' trips. The "grub," tents and blankets, etc., are sent ahead with the faithful pack ponies, as the tourist camp is miles away from headquarters.

All the arrangements were excellent, and no accidents occurred during our stay, so that the "First Aid Class" was fortunately *de trop*. In the afternoon and evening the different parties wander into camp. The guide reports his party, and after a refreshing bath in the mountain stream we sit down to a well-earned dinner. Sunday is observed as a complete day of rest for all. A service is held in the morning round the camp fire, and the afternoon is spent in writing letters, washing, or mending. We were about one hundred and eighty people, and the five Chinese cooks had plenty to do to satisfy our voracious appetites, which assumed alarming proportions.

A young lady has the management of this department, and is assisted by five others who act as helps. Everyone is treated like a hotel guest. He receives his tent number, but no key, and his mail is posted up on a board. Last, but not least, there is also a Lost and Found Bureau.

It is very difficult indeed to compare the Rocky Mountains with the Alps in Switzer-



FLY-CAMP, NEAR LAKE M'ARTHUR

land or the Tyrol. Whilst the Rocky Mountains, with their immense, majestic appearance of rocks, glaciers, and snow-clad mountains are striking in their effect, one misses the harmonic and picturesque beauty of the green valleys and meadows, in the midst of the Swiss and Tyrolean mountain giants, which are so refreshing to the eye of the tourist. The silence here is more profound, and even the picture of a flying porcupine, or a lonely mountain goat, cannot put much life into this enormous wilderness. The rocks are more slippery than those in the Alps, and do not afford the climber such a safe footing.

Now a few words about the Alpine Club of Canada. The club was founded in 1906, in Winnipeg, and has now over nine hundred members in all parts of the globe. The idea of the founders was to give the mountain regions of the Rockies, which run from the United States through Canada to the Arctic Circle, a wider publicity. The club with its excellent work is assisted by the provincial governments of Alberta and British Columbia, which contribute each year to the expense of building trails, etc.

The two railway companies, the C. P. R. and the G. T. P., help also in the work of general development. All tourists who leave either from Montreal or Vancouver, the starting point and terminus of the railway (nearly 3,000 miles apart) are allowed a free journey one way, which means a great saving for many. The C. P. R. has built an idyllic Swiss village for the guides in Golden, and from the train one can see their picturesque cottages and the name, "Edelweiss, C. P. R. Swiss Village."

The indefatigable packers also deserve a word of praise. With skilful hands they fasten 200 to 250 lbs. on the back of each pack horse, and if one meets these eight to fourteen cayoose ponies on the trail with Jimmy in a Mexican cowboy saddle, one thinks regretfully of the stories of Red Indians which one read in bygone school days. The holidays are nearing their end now, and many are leaving already for the comfortable club quarters at Banff. A merry "farewell" evening around the camp fire, the impressive tunes of "Should Auld Acquaintance Be Forgot," are sounding for the last time, and the camp of the Alpine

Club of Canada, Anno Domini 1913, has reached its official end. The mountain hotels and chalets at Banff, Lake Louise and Glacier offer the tourist another stop-over for rest and recreation, until the chase after the Almighty Dollar starts again.

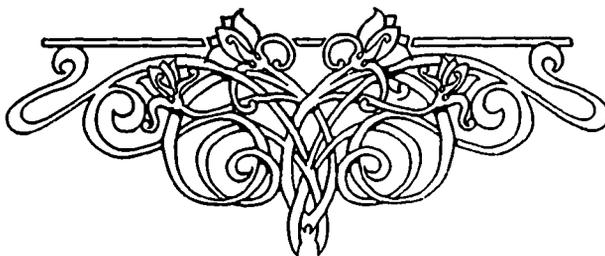
But ever and anon, as we follow our daily round, there comes the memory of the glorious days and nights spent in camp, and we find ourselves unconsciously going over the words and tune of the camp song, "All Through the Night," of which Miss Mary L. Jobe has presented us with the beautiful lines:

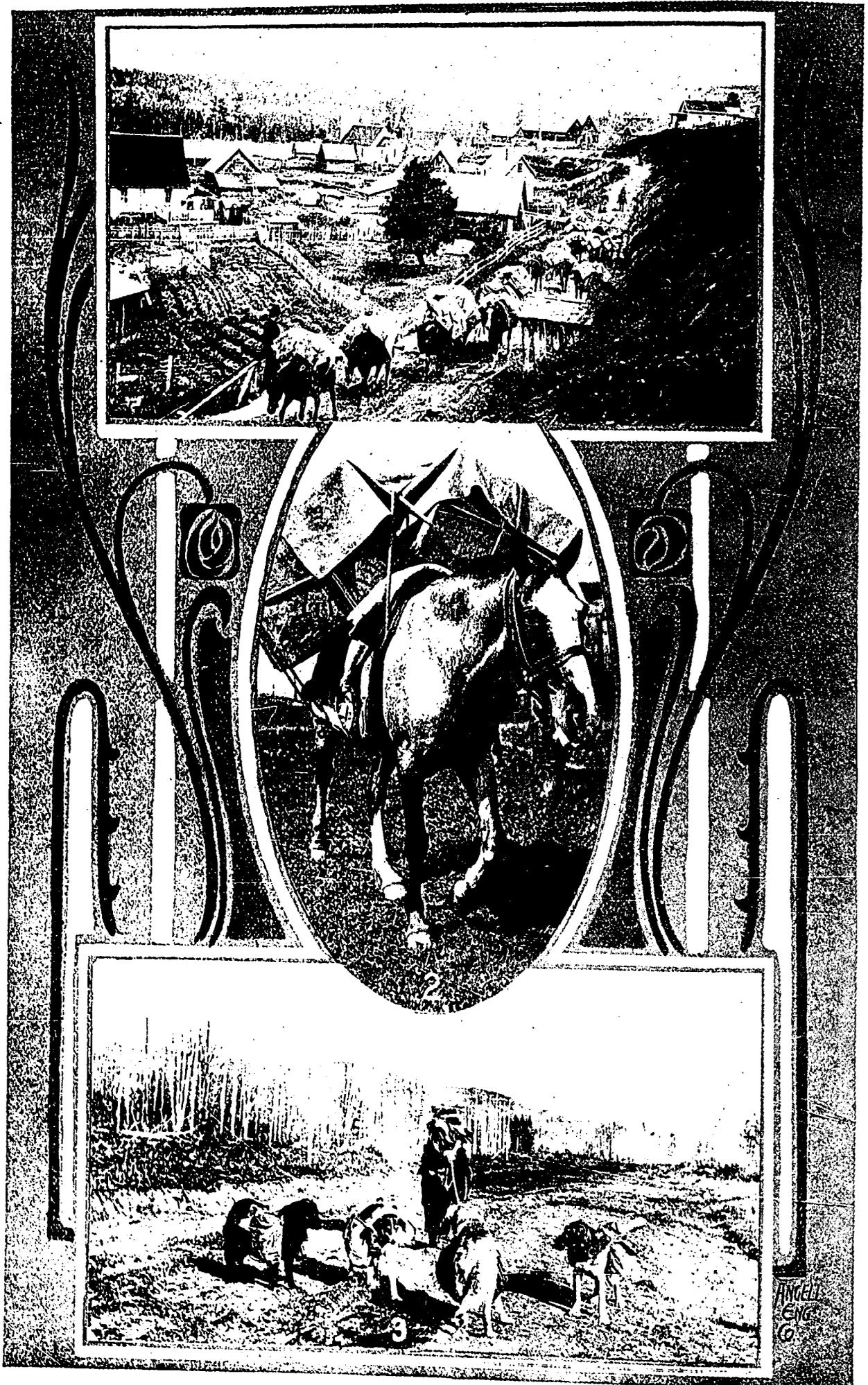
While the embers bright are gleaming,
All through the night:
While the weary camp is sleeping,
All through the night:
Through the trees the moonlight's stealing,
Beauties of the night revealing,
High above the stars are keeping
Watch through the night.

Fondly then we dream of mountains
All through the night:
Waking, hear the rush of fountains
All through the night:
So when Day's hard toil is over,
Will the Mountain Spirit hover,
Over every Alpine rover
All through the night.



THE AUTHOR, ON THE ROCKS





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SUGGESTED SMELTING PLANT FOR NEW HAZELTON

R. C. Campbell-Johnston

[General statements concerning the richness of the mineral resources of British Columbia have been made so often that they have lost much of their piquancy and interest. The need of the province is definite scientific research and the publication of ascertained results. It is one of the aims of the Progress Club to promote such research and the following article is offered, written by a qualified and expert mining engineer, as one contribution to this important subject.—Progress Club.]

I PRESENT in this article certain deductions and conclusions regarding the commercial future and financial success likely to ensue subsequent to the installation of suitable smelting and reduction works in the Bulkley Valley of British Columbia for the treatment of local highly argentiferous and auriferous lead and copper ore. Without hesitation, one must determine that the most suitable and central position for such a plant is at or near the town of New Hazelton, on the main Grand Trunk Pacific Railway, and near the confluence of the Skeena and Bulkley Rivers.

MINING CAMPS TRIBUTARY TO NEW HAZELTON

In order to select a point central, to where can be conveniently assembled ores, fluxes and fuel, also one suitable for the transmission of electricity generated from water powers in the neighboring mountains, it is necessary to tabulate the various surrounding mining camps in their correct positions.

To commence with Cariboo Mountain on the north side of Shegunya (Salmon) River, opposed on the south river bank by Nine-mile Mountain, and nearer in by Glen Mountain above Glen Vowell. Here lie the Silver Standard group, Surprise group and Canadian King, these being among the best known, more extensively developed, of the very many prospects located all over these mountains.

On Nine-mile Mountain is the American Boy group; on No. 1 vein a general sample of two and a half feet of ore gave as

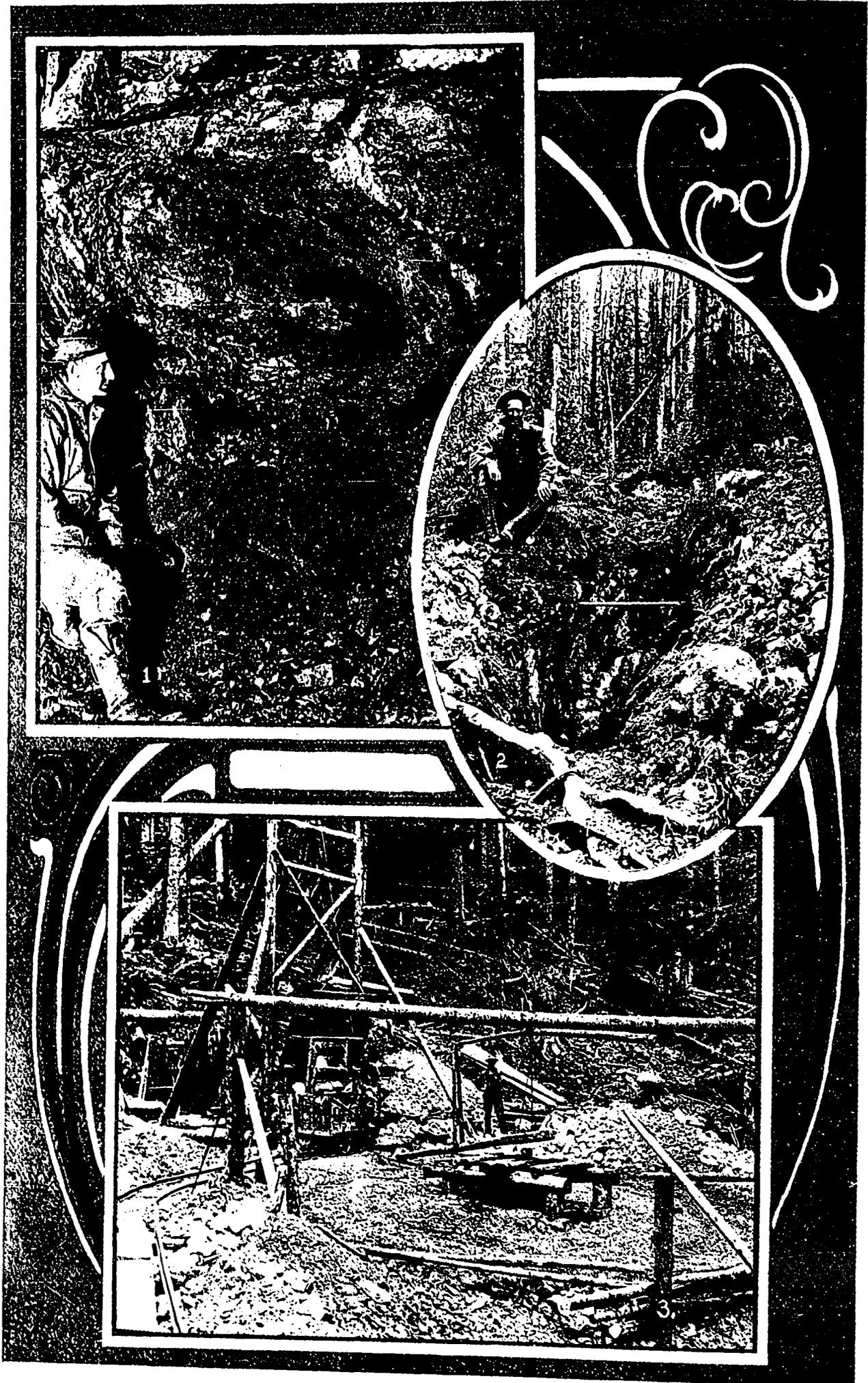
under: gold, 0.08 oz.; silver, 192.5 oz.; lead, 31.7 per cent. Other properties are the Silver Cup mines, Lead King group, Silver Cup extension, Silver Pick group and Sunrise group, among many other mineral locations.

Near the junction of the Babine and Skeena Rivers, in the Kishtnagasht camp, are many prospects worthy of mention, which, despite being fifty miles distant from the proposed smelter, will have a spur line serving them later.

On Four-mile Mountain is the Eric group, among the numerous other claims covering Two-mile Creek and this mountain.

Up along the Skeena River on the west side, above the Kispiox Valley, are kindly mineralized rocks, similar to those carrying ores in the vicinity, across the big river.

On Rochers de Boules Mountain, soaring into the skies, on Juniper Creek, on the headwaters of Mission and Mud Creeks, is comprised a large mineralized area, all adjacent to New Hazelton on its south. Among the leading locations are the Juniper group, Highland Boy group, Great Ohio group, Amargosa group, Copper Hill group; on Mission Creek side of the mountain are Reservoir and Ingenika groups. Down the main Skeena River come Meanskinisht Camp, still lower down Lorne Creek and its extensive back country, and at the big canyon are the Kitsalas mines on Bornite Mountain, on Gold Creek, Crown Mountain and up the Copper or Zymoetz River over into the Telkwa basin. All this country mentioned



1, 2 AND 3—VIEWS OF MINING OPERATIONS NEAR SOUTH HAZELTON

affords most promising mineral belts to become tributary to a smelting plant at New Hazelton.

Again leaving New Hazelton to follow up the Bulkley River, to the east we encounter Hudson's Bay Mountain and the Telkwa Aldermere districts, full of minerals. The Telkwa includes Milk Creek camp, Hunter Basin, Hankin Basin, Goat Creek, Howson Basin.

To the northeast is the extensive Babine Range, Babine Lake, Driftwood Creek, Tuchi River and Suskwa River. Stuart and Tacla Lakes have both many locations of great promise now staked and highly developed, which already show abnormally rich ores in quantity. Francois Lake has the same encouraging rock formation, and should equal other nearby camps in value.

NEW HAZELTON

Now, having cursorily mentioned the various camps from which ores will be drawn in the near future, it is self-evident that New Hazelton is the most central point where to erect smelting plants and mutually benefit its projectors and the surrounding mining districts in general.

The country is, on the whole, mountainous, although intersected by many comparatively wide valleys: such as those of the Bulkley, Kispiox River and parts of the Skeena River and Babine Lake. The greater part of the district is drained by the Bulkley River, the largest tributary of the Skeena. To the south and west the watershed between the Bulkley and the Kitse-guecla and Zymoetz Rivers consists of the Rochers de Boules Mountains and the Hudson's Bay Mountains respectively; both of these are large isolated blocks of mountains, reaching elevations of from 7,500 to 8,000 feet, and are cut off on all sides by low valleys. To the east and north the Babine Range divides the waters of the Bulkley from those of Babine Lake. This range reaches its greatest height to the northeast of Hazelton, the highest peaks attaining elevations of 8,000 feet. About ten miles above Hazelton the Suskwa River enters from the east, taking its rise in a comparatively low pass (3,500 feet). Southeast of the Suskwa the Babine range reaches heights of from 6,000 to 7,000 feet; until in the neighborhood of Moricetown (thirty miles from Hazelton) a region of much lower timbered ridges is met with, gradu-

ally rising again to culminate in a group of high, rugged peaks, in which head Twobridge, Driftwood and Canon Creeks.

The valleys of the Skeena and Bulkley, and of the lower portions of the Suskwa and Telkwa Rivers, are, for the most part, terraced, and the rivers have in many cases cut through the ancient valley floors forming secondary, deep, canyon-like channels. The country is, on the whole, well wooded, the principal trees being spruce, poplar, jack-pine, balsam and birch, with a little hemlock and cedar.

GENERAL GEOLOGY—TABLE OF FORMATIONS

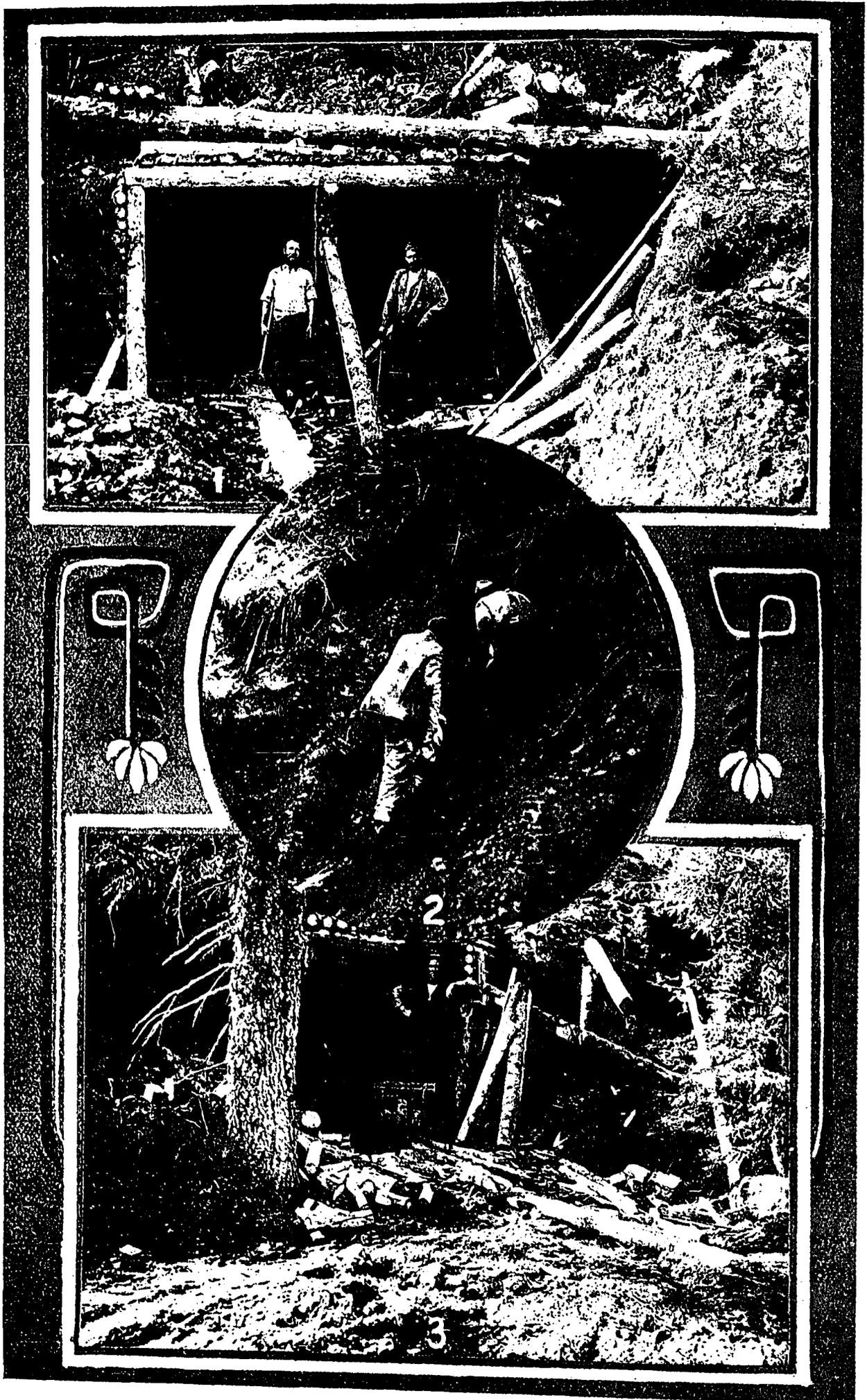
1. Quaternary—Glacial deposits.
2. Tertiary (Oligocene?) — Sandstone, conglomerate, shale and coal.
3. Tertiary—Bulkley eruptives.
4. Lower Cretaceous — Skeena series (coal bearing).
5. Jurassic—Hazelton group.

DESCRIPTION OF FORMATIONS

Hazelton Group: These rocks were originally named by Dr. G. M. Dawson the "Porphyrite Group" (vide "An Exploration from Port Simpson to Edmonton," Report of Progress 1879-80). Where originally met with by Dr. Dawson, in the Francois Lake district and on the Skeena near Kitselas, they consisted almost exclusively of porphyrites; whereas, in the vicinity of Hazelton, tuffs, sandstones and shales are extensively developed. Generally speaking, it may be said that to the south this formation is built up almost entirely of flow rocks, chiefly andesites, massive. . . . At the top of the series, a few thin beds of fossiliferous sandstones and shales appear, a number of fossils from which have been determined to be of Jurassic or early Cretaceous age. These are overlain directly by the coal-bearing Skeena series.

Skeena Series: This series is of great economic importance, inasmuch as all the known coal of commercial value is contained therein.

Bulkley Eruptives: These rocks, consisting chiefly of granodiorites and diorites porphyrites, have evidently played an important part in the deposition of the various mineral deposits in the district, since it is in the immediate neighborhood of these intrusive masses that all the principal ore bodies have been discovered. Numerous areas of these eruptive rocks are found at various points in the district, almost in-



1 AND 3—TUNNELS IN GROUNDHOG COAL FIELDS. 2—GOVERNMENT GEOLOGIST EXAMINING COAL SEAM AT GROUNDHOG.

variably accompanied by more or less mineralization near their contacts with the intruded volcanics.

ECONOMIC GEOLOGY

The essential points in economic geology, as occurs to the writer, to be studied by the prospectors when developing their properties and blocking out ores, are to follow the main tertiary intruding dykes, and not to be led away by fissures, fault-planes and slickensides caused only by movements in the country rock, and to neglect joint or cleavage planes due to lateral pressure, or even irregular short-lasting radiating spurs from the main upcoming dyke. The Hazelton group of rocks, and, judging from other neighboring coast districts and the Queen Charlotte Islands, the still deeper underlying Triassic basic intrusives all are of considerable thickness, and so insure deep-seated continuous ore deposits, but which ores probably culminate into auriferous copper with some silver, whenever change of bedding formation takes place.

By never leaving the tertiary dykes and avoiding offshoots, the ore lenses seem more likely to be laid bare, rather than by branching out into the country rock, since it is along the contacts of the tertiary dykes with the older rocks that fresh channels through the sedimentaries were opened for the ascension of enriching mineral solutions from below, and also to permit of lateral secretion from volcanic flows or sills as laccoliths. Secondary enrichment, caused by descension from surface solutions leaching out ore and from glacial erosions, do occur in the district, but it has been already demonstrated by development that their existence is only superficial, and that the real character of the original ores is soon again met with at a short way below ground.

In order successfully to turn prospects into mines locally, it requires a careful knowledge of geology, but with that science there can be no doubt that this district has a most important future before it in furnishing a very large tonnage of commercial ores.

CHARACTER AND VALUES OF ORE

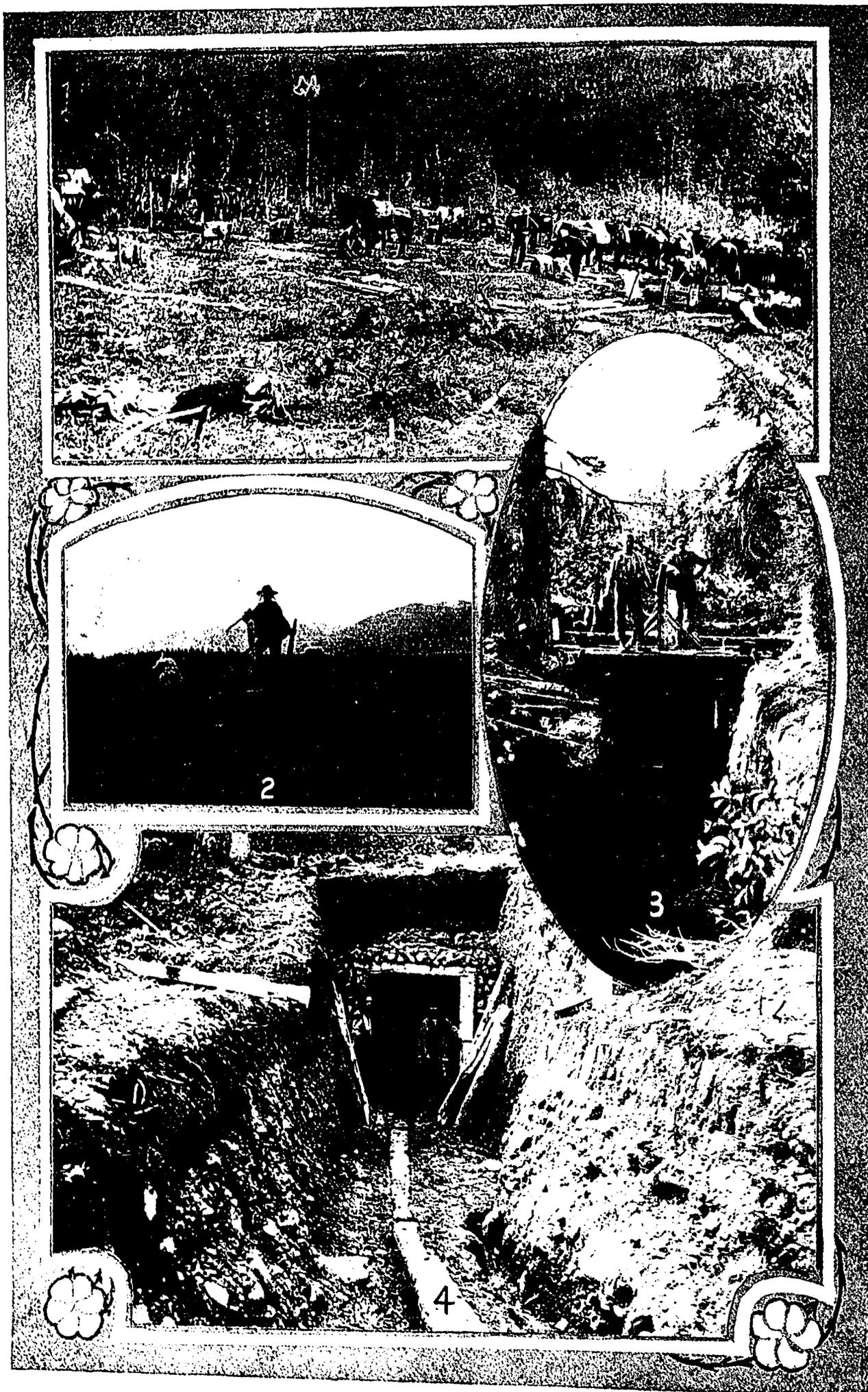
Noting the distribution of the suggested name of the Hazelton group of rocks, and how a porphyry in one place was a tuff, sandstone, or shale in another, or yet again andesites in other spots, we see that group-

ing all these varieties of rocks into one jumble as similar ones is only a tenable convenience for the nonce. After microscopic slide-work has been later carried out more extensively in order to determine the actual matrix, and so confirm the period of the deposition of these sundry successive, but massed species, an accurate accounting for the occurrence of lead, or zinc, antimony, tetrahedrite (grey copper), chalcopyrites, chalcocite or bornite in the various camps by sublimation or other processes in nature, all will be as an open book, and will much expedite development along trained lines, accompanied by more assured successful results. Further, the acid dykes of the Bulkley eruptives also require more careful divisions as to precedent of ascension, and so, from an acquired scientific knowledge of their paste and groundmass, we can with more certainty recognize their influence on the different metals as to sublimation or deposition by contact with lime. Returns from the Silver Standard and American Boy groups show the splendid values of first-class hand-sorted ores locally. However, no mine anywhere can last for long, when having its eyes only picked out, and all the second and third-class ores thrown away on the dump. It is the treatment of the bulk, or rather whole of the gangue of an ore body, that procures good results. By reducing bulk and eliminating the superfluous quartz gangue low-grade ore bodies in quantity can be made to pay handsomely.

Mechanical treatment through fine crushing in tubular or conical mills to separate completely each piece of mineral from each piece of rock—this treatment, followed by the "Elmore" oil process, or the Flootation arrangement, has proven very successful elsewhere in this province and other countries in recovering over ninety per cent. of the values present in any sulphide ore, and in simultaneously producing a mineral product easily and cheaply smelted in a reverberatory furnace. The costs of mechanical concentration, and of covering by a sinking fund all capital outlaid in plants, are less than one dollar per ton of ore mined and so treated.

FLUXES

Next the question of basic fluxes is one of some importance. When an ore becomes neutral, a technical term meaning that the acid (siliceous) contents are sufficiently re-



1—PACK TRAIN IN GROUNDHOG DISTRICT. 2—STAKING COAL CLAIM AT GROUNDHOG.
3 AND 4—TUNNELS IN GROUNDHOG DISTRICT.

duced in quantity to form a clean slag free from values in commercial metals, when combined chemically with bases as iron, lime, aluminum and other useless ingredients, in the first melting, while throwing a copper matte or lead bullion, either of these products carrying all the precious metals as gold and silver, then no extra fluxes are required. In these local ores it is anticipated that probably some limestone, however, will be required.

Mr. Leach calls attention to such a deposit in the Telkwa district, giving an analysis as follows:

	p.c.
Insoluble matter	1.31
Fe 2 O 3, Al 2 O 3	1.30
Ca Co 3 (carbonate of lime)	92.41
Mg Co 3 (carbonate of magnesium)	3.63

By bedding the irony ores carrying copper in low tenor with gold and silver values to offset their cost of treatment, and at first also to dilute the troublesome excess of zinc and antimony present in some of the lead ores, until the thermo-electric process is later installed to successfully treat such ores, then suitable mixtures for smelting are possible.

FUEL

Since reverberatory furnaces are the kind to be recommended, and also electro-thermic shaft furnaces for some of the metals present in these ores, therefore coke, as used for fuel in blast shaft furnaces, will not be required here. In the grates of the reverberatory furnaces coal, if of a fair quality, is the usual fuel in vogue. When, however, the product is dirty and high in ash, or crushed and so dirty from some geological disturbance after its deposition, then in order to utilize these inferior kinds of fuel it will be necessary to erect a gas producer, and afterwards consume the product so obtained through burners or jets in the grate of the furnace to procure the long reverberatory flame required. There is ample coal that will be suitable for either of the processes mentioned close at hand, till later Groundhog or Copper River coal-fields receive railway transportation, and so deliver their output at any smelting plant.

WATER POWER

Because the country is a mountainous one with peaks rising to great elevations, also many glaciers permanently remaining in

some of the higher basins, so an ample supply of water is obtainable throughout the year, and under sufficient head to generate thousands of horse power. This can be transmitted economically as power to work mechanical concentrators, to carry ore in cars or over belts, to light mines and buildings, and to supply the current for thermo-electric smelting, when separating zinc-blende from galena (lead sulphide) ores, by maintaining the requisite low degrees of the different fusing temperatures constantly and evenly maintained for required periods, or to finally refine copper anodes as blister, or refine lead bullion by the Bett's process, to separate the gold and silver from the settled muds of the electrolyte tanks, and to utilize antimony, bismuth and other bye-metals as type metal or otherwise on a commercial scale. In fact, as at Swansea and other European smelting centres, in time all metals present in these ores should be recovered commercially by their various methods.

MARKETS FOR METALS

Copper and zinc (spelter) for the manufacture of brass when combined, or separately as copper trolley wire, and zinc as white paint or for galvanized iron, both have an ample market in Canada, or in the Orient. Lead as white paint, acetate, pipe, sheet and other forms can find a local market. There are uses in type metal for antimony, bismuth, tin and such metals. Gold has a market anywhere, and the Orient will absorb silver in great quantities.

By installing one or more reverberatory furnaces, each capable of smelting sixty or more tons of ore every twenty-four hours, a unit of duty is established for a comparatively lower amount of capital. This unit can be multiplied as the amount of ores offered increases.

CONCLUSIONS AND DEDUCTIONS

The mineralized area tributary to a smelting plant which might be erected at New Hazelton is very large and extensive. The values of the sorted ores are high, and with the erection of a mechanical concentrator the tonnage of ores in sight would be immensely increased, and also save smelting costs by reducing the siliceous contents. Fluxes, fuel and water power are handy, and a blend of ores by bedding would introduce neutral furnace charges.



AN EXHIBIT OF ORES FROM THE HAZELTON DISTRICT, SHOWING ITS VARIED MINERAL RESOURCES

The Gold Trail of '13

VANCOUVER, AT THE SOUTHERN TERMINUS OF A NEW GOLD TRAIL, MAY REAP
A HARVEST IN TRADE AND TRANSPORTATION RICHER IN OPPORTUNITY
THAN THE KLONDIKE DISCOVERIES OF '98

By Ing. D. Carson

Assistant to the Commissioner, Progress Club

"Gold! Gold! Gold! Gold!
Bright and yellow, hard and cold."

—*Hood.*

"Who seeks, and will not take, when once
'tis offered,
Shall never find it more."

—*Antony and Cleopatra.*

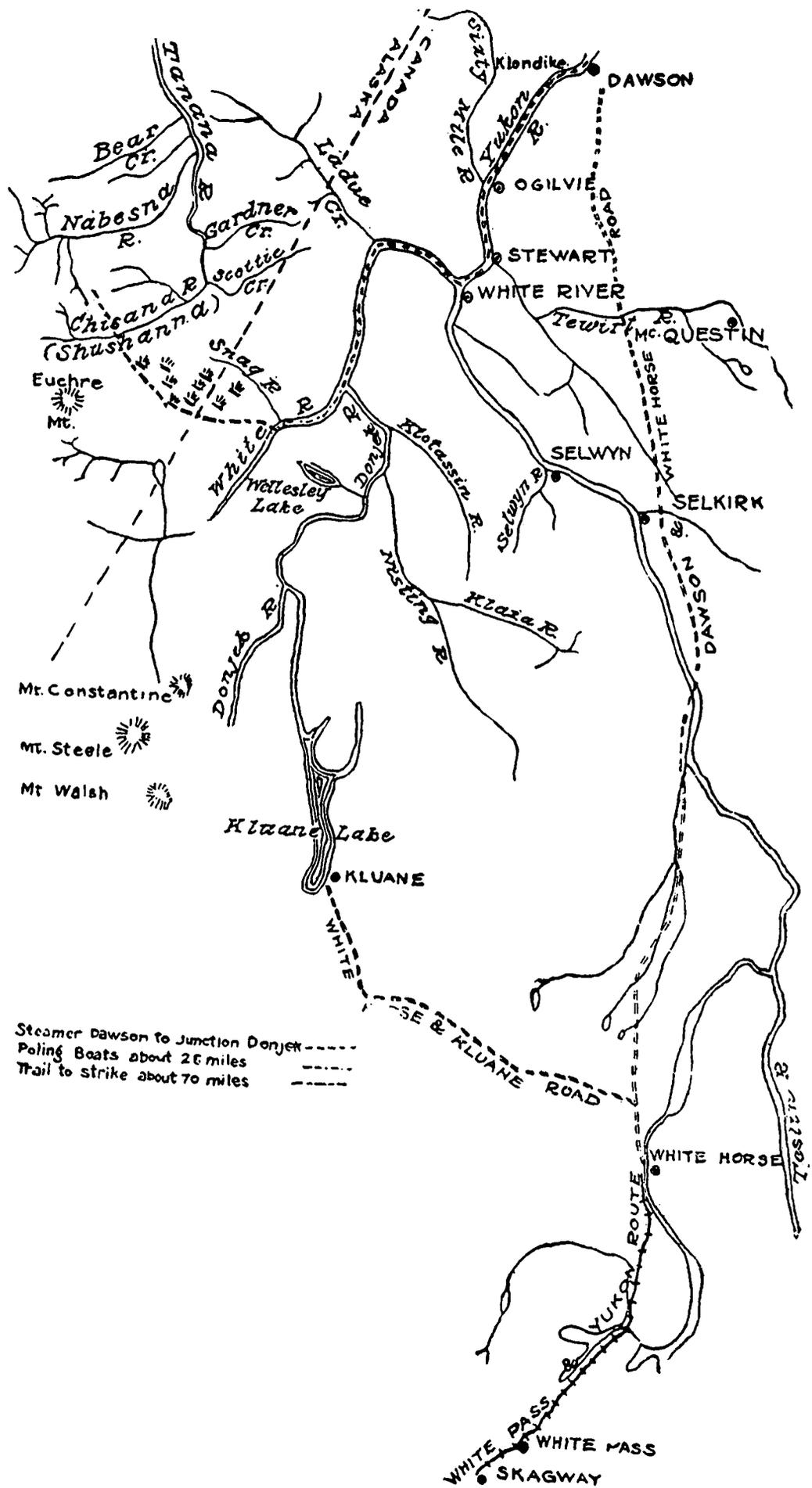
"GOLD!" the master key to trade and transportation, to civic building and the growth of commerce. "Gold!" the cry that has echoed and re-echoed from scenes of discovery along the Pacific Slope, at least once in each decade during the past sixty years, has once more come down from the sub-Arctic country. Again the pulses of strong men have been quickened by vision-arousing messages of successful prospecting. Young men have been inspired with a magnificent confidence in their prowess when confronted by unknown conditions and dangers. Old men have been intoxicated by the dream of lost opportunities returned. Fortune-seekers of all ages have been enchanted by the possibility of a chance to live again in the golden days of "Ninety-eight."

From the country along the Chisana River, up above the timber line, about thirty-five miles west of the Yukon-Alaska boundary, comes word that gold has been found in rich quantity barely concealed in the shallow soil of the upper benches. Two men, working four days, have actually taken two hundred ounces of gold from this shallow soil, state the despatches. This statement, coupled with the assurance that the area is an extensive one, and that little prospecting had been done before the find was reported, has been responsible for a rush into the new district that promises to equal a similar migration in search of precious metal in the days of the Klondike and Nome fifteen years ago.

A tendency to conservatism on the part of banking and commercial houses, a constant quantity in matters of this kind, is having a wholesome effect. Results will tell in just how far this strike may be considered an epoch-making event in the development of the North. This is a wise view of the strike, let us say, and adds commonsense to caution in directing the forces of popular impulse. It can not be denied, however, that the residents of every city on the Pacific slope are awaiting with impatient interest further authenticated news from this newest gold discovery. A word will start in motion all the complicated machinery of transportation and commerce for the ready supplying of a demand while there is a demand to supply.

In no city on the Coast is the development of the new gold diggings receiving closer attention than here, on Burrard Inlet, in the city of Vancouver. Vancouver is the southern terminus of this new gold trail. Lines of transportation are established between Vancouver and Skagway, the only practical entry port to the mineralized area. The wholesale and outfitting companies of Vancouver are ready to supply the needs of the north country. The Dominion assay office in Vancouver offers the most profitable gold-selling market in North America. The business men of Vancouver are fully conversant with the trade demands of the Yukon. They realize the importance of Vancouver in the scheme of supply and demand. They are prepared to take effective action at once.

It is not often given to either individual or community to embrace a second time the opportunity of exceptional trade conditions once passed by. Vancouver does occupy that position at the present time, however. It will be remembered that,



MAP OF THE SHUSHANNA DISTRICT, SHOWING ALTERNATIVE ROUTES FROM SKAGWAY

following the strike of '98, a great influx of northern travel with a tremendous increase in outfitting trade created trade conditions of the utmost importance to the Pacific Coast cities ready to supply the



PROSPECTORS LEAVING DAWSON EN ROUTE FOR SHUSHANNA GOLD FIELDS

demand. Seattle and San Francisco reaped enormous profits in the gold rush days of a decade and a half ago. It is estimated that ninety per cent. of the outfitting and gold-selling business went to Seattle. Vancouver and Victoria each received five per cent. of that business. There was no assay office in Vancouver in those days, and the wholesale and outfitting concerns of the city were, with few exceptions, in no position to cope with the demand for food, clothing, and machinery supplies. Seattle grew 150,000 in population as a direct result of the last gold rush. The same opportunity is now presented to Vancouver.

Realizing that the "Shushanna" strike,

if genuine, will mean millions of dollars worth of new business to Vancouver, the Progress Club called a meeting of business men for Thursday, August 21. About twenty-five representatives of the provision, clothing and hardware trades attended; the prospects of this strike and its effect upon commercial conditions was fully discussed, and the need for concerted action recognized.

On the following Wednesday, at the regular mid-week luncheon of the club, attended by over two hundred business men, a lively discussion of Vancouver's opportunity took place. The Progress Club placed itself in communication with the Hon. Louis Coderre, Minister of Mines for the Dominion, and permission was secured for Dr. D. D. Cairnes, a member of the Dominion Geological Survey, then southward bound from the Shushanna district, to address a meeting of business men of the city.

Dr. Cairnes arrived in Vancouver the following day, and ad-



VANCOUVER'S WHOLESALE DISTRICT, WHERE THE GOLD STRIKE IS GIVING AN ADDED IMPETUS TO BUSINESS



MUFFLE FURNACE ROOM, ASSAY OFFICE, VANCOUVER

dressed a mass meeting in the Progress Club rooms on Thursday, August 28. Dr. Cairnes said in part:

"The first gold was found at 'Shushanna' on May 3. An Indian named Joe found the yellow dust and showed James, the first white who discovered it. They prospected about and began washing. They made \$300 the first day.

"With the exception of that gold taken out by James, no great amount has been taken out since. But a half-hour's work with the spade showed the prospectors that there was more in the ground than what appeared on the surface, and so it was decided to go ahead, and good results have since been secured by hard work. I have to state that so far as my knowledge goes all the land in the discovery field has been staked out since August 1 in an area of not more than ten square miles, including the mountain tops between Wilson and Johnson Creeks. Men were rushing in after August 1 in large numbers, but everything in sight had been staked in advance.

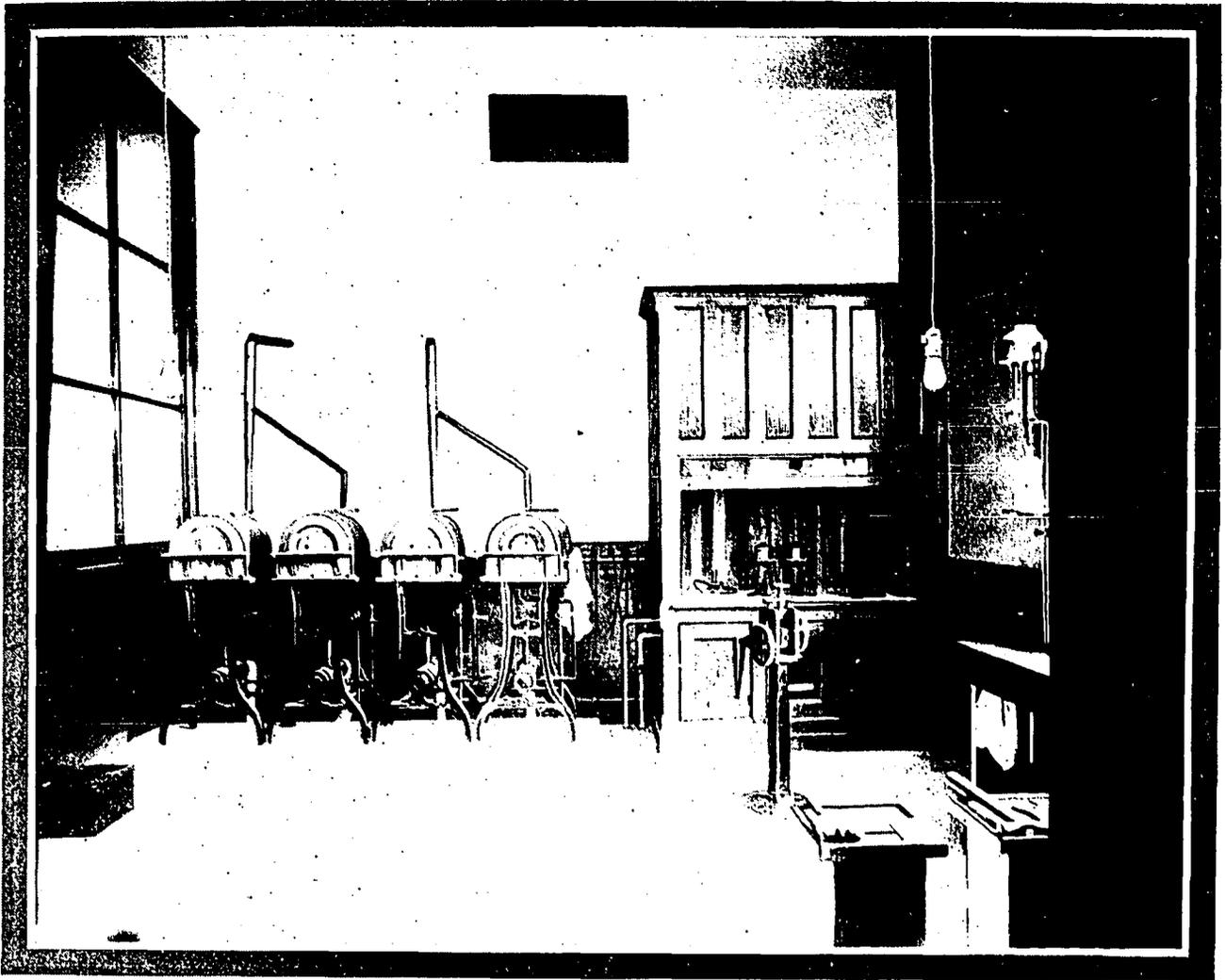
"There were not many benches to the discovery, although it is quite possible that

with further prospecting there may be further developments and other finds."

Dr. R. W. Brock, director of the Dominion Geological Survey, also addressed the meeting, and in the course of other addresses it was pointed out that the mineralized area was very extensive; that considerable prospecting would be done on the Canadian side of the boundary, some thirty-five miles from Chisana River, and that as a result the magnificent deposits of native copper known to occur at the headwaters of the White River, in Canadian territory, would doubtless receive attention and possibly extensive development in the near future.

At the close of the meeting the following resolution was proposed by Mr. F. G. Wade, representing the Wm. N. O'Neil & Co., Limited, seconded by Mr. R. W. Holland, representing the McLennan, McFeely & Co., Limited, and adopted by the unanimous vote of those present, citizens of Vancouver:

"Whereas, it has been established beyond all doubt that a new and important placer



MELTING ROOM, ASSAY OFFICE, VANCOUVER

gold field has been discovered in the Chisana District of Alaska; and

"Whereas, the only feasible route into the new diggings is through Canadian territory, and it has been proved that these Canadian trails are absolutely free from the dangers of glacial travel existing on the only American trail over the Scolai Pass; and

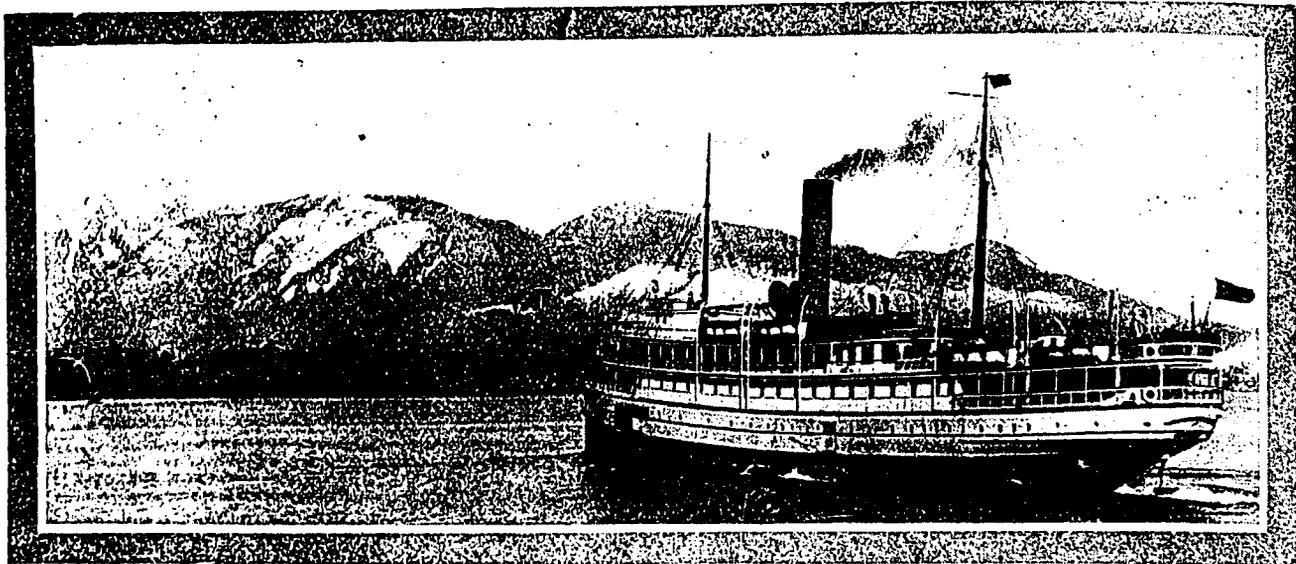
"Whereas, the governments of Canada and the United States have wisely decided to assist the prospecting and developing of this section unhampered by customs duties for one year; therefore

"Be it resolved that this meeting of business men, held in the Progress Club chambers on Thursday, August 28, 1913, urge all of the business interests and business men of Vancouver to subscribe handsomely to a monthly subscription fund to be raised by the Progress Club for the purpose of advertising the Canadian routes into the Chisana; the advantages of Vancouver as an outfitting point, the Vancouver government assay office as the most advantageous place to sell gold, and all other matters that will assist in any

way in assuring to Vancouver business men all possible advantages arising from the Chisana gold excitement; and

"Be it further resolved that we hereby constitute the Board of Directors of the Progress Club a special committee with full powers to expend all moneys so collected for the purposes so named."

The Board of Directors of the Progress Club, at the regular September meeting, realizing the importance of immediate action in dealing with the "Shushanna" trade situation, called a special meeting for Wednesday evening, September 17, when the full board representing the Progress Club and Board of Trade, for the public bodies of the city, together with representatives invited from the various wholesale and business interests of Vancouver, to discuss the question at length. The need of the moment in the popular mind is the appointment of a trade commissioner representing the business men of Vancouver at the scene of the gold strike, a man who will keep in close touch with trade conditions in the North, attracting a very large proportion



STEAMER LEAVING VANCOUVER

of the gold-selling and outfitting business that will arise to the Vancouver market.

It is now widely recognized that the only safe routes into the new gold fields, three in number, pass through Canadian territory from White Horse, at the head of the White Pass and Yukon railway. Mr. Andrew Hansen, a sourdough of Klondike and Nome days, who knows the country well and can speak with authoritative knowledge gained at the scene of the strike, says:

"Shushanna Creek is the easiest stampede, I guess, that ever happened, and any cheechako can make it without especial hardship if he has a good pair of feet, a good back, and an average pair of lungs and reasonable grit. I know that a lot of so-called strikes have been made since Klondike and Nome and a few other places, but they have not approached the proportions of the first big find. However, Shushanna does, and if it doesn't mean the biggest excitement since Klondike was discovered I don't know anything about mining or anything else. It doesn't take news very long to travel, even from the North to Vancouver, but this news has been a long time getting here, for the first discoveries on Shushanna and Chisana Creeks were in May. Sourdoughs are going in by the score, and are spreading out all over the country and reporting good-looking country all over the district, so it seems to me that Shushanna-Chisana districts are not alone to be benefitted by the rush.

"The most feasible route in either summer or winter is by the Yukon. Just now the White River can be travelled by boat, but later, and when the water is

very low, the best route for Dawson citizens is by way of the Coffee Creek trail, on which the government is working. From Whitehorse and Southern Yukon the best route is by Kluane. Whitehorse is the best gate to the fields now. There is a fair government road from here to Lake Kluane, and by taking a boat here and going down the Donjek to Klutasin to the White Creek and up to the mouth of the Snag River, one can get pretty close to the diggings. This will be about the only route in the winter.

"The maps show that the Copper River and Northwestern railroad from Cordova runs to a place called Kennecott, from 80 to 100 miles from Shushanna, but you can't get over the glacier. Of course they might go over that way, too, but there's no use in getting killed or busted up when there's an easier, if a longer way—at that this route might be no worse than some we munched in the big rush about 1897.

"Here's a tip for the oldtimers who are going back—they can't stake more than two powers-of-attorney. This is according to the new mining law. We used to stake for all the friends we had, but not any more."

The American trail over Scolai Pass is dangerous in the extreme, presenting eighty miles of glacial formation and bog-land to be passed over from the end of steel at McCarthy to the gold diggings. Miss Grace G. Bostwick, an American newspaper-woman, who has investigated the American trail, has published the following report in Seattle newspapers:

"About fifty per cent. of those who start turn back at Russell Glacier, if not before. Many of them have spent several

hundred dollars on the trip. Others go on to hardships almost incredibly painful, to brave starvation and even death, for there are several graves along the way. One young chap went what the boys call 'bugs,' the first day out—threw away his pack and was found in the woods crying pitifully.

"The going was terrible. Miles of endless bog, in which one sunk to one's knees, often climbed tree trunks, waded stream after stream.

"Horses, unused to the trail, were at times helpless and fell prone with their packs. One horse mired with a tree stump part way through its body. The owners sold their pack and horse to the Indians for \$60 and turned back. The horse was rescued and will recover. The outfit cost \$500.

"There are rivers to cross where men are drowned that no one knows about. Mountains to climb where one mis-step means you're gone. There are graves all along the way; dead horses everywhere. No one knows how many men have been lost."

Opportunity is upon the business men of Vancouver. The next few days will see

the commencement of a great movement of which the accumulated benefits can not yet be estimated. The growth of trade as a direct result of the Shushanna strike will depend entirely upon the willingness of Vancouver business men to co-ordinate their efforts with a common end in view.

The facts are these. Vancouver is the most profitable gold-selling market on the continent. The wholesale houses are stocked with the very supplies now so badly needed in the North. Two lines of Canadian steamships, one carrying passengers and freight, and the other carrying freight only, ply regularly between Vancouver and Skagway, the southern terminus of the White Pass and Yukon railway. The rush to the diggings must go through Canadian territory over Canadian lines of transportation. Vancouver, at the southern terminus of a new gold trail, may reap a harvest in trade and transportation richer in opportunity than the Klondike discoveries of '98. Baden Powell's famous watchword, "Be Prepared," must become the slogan of the moment. The directors of the Progress Club have a great work to perform, and they intend to do it.



A Thousand Years of Peace

GREAT BRITAIN and the United States have lately been exchanging congratulatory messages because of the fact that there have been no wars between the nations for one hundred years. Looking back on this period, from the hill-tops of contemplation, there is indeed cause for rejoicing on the part of both of the great Anglo-Saxon countries. Looking forward, there is already apparent on the part of both peoples a resolve not only to keep this noble peace-pact unbroken, but to strengthen, in every way possible, the ties that bind the English-speaking races together.

It is a far cry to 1776; a still further remove to the days of the Mayflower and the settlements of the early periods in the Southern Colonies or States. But Roundhead or Cavalier, whether in Massachusetts or in the Carolinas, the blood came in an unbroken and pure current from the best of British stock. The settlements in Ohio and Kentucky, the line of presidential succession from Virginia or from the New England States carried with it English, Scotch and Irish names, and the seal and earnest of blood and bone with the British peoples.

The war of the Rebellion only emphasized the fact that the participants on both sides were of the parent British stock. Grant and Lee, Sheridan, Pemberton, Jackson, Sherman, Mosby, Pickett, Custer, Longstreet, Thomas, Stuart—and scores of others—what were they but the old English, Irish and Scotch descendants of the wars of other days? The war of the "Rebellion," so-called, the sanguinary error of all time, wiped out the flower of American manhood in both the South and the North, and the country as a whole never made up the loss. The Anglo-Saxon element in its population never recovered its preponderance in numbers, but, thinned as it has been, it still retains, and naturally, the leadership in affairs.

More and more as time goes by the men of the Anglo-Saxon race realize that it behooves them to stand together and present a solid front to the world. This does not

in the least argue that any present lines of demarcation be erased, nor that any change should take place in existing governments. Quite the contrary. It simply means, for offense and defense, for the preservation of Anglo-Saxon ideals and aims, Great Britain and the United States must for very self-preservation's sake be as one nation against all foes to Anglo-Saxondom. By this term is meant the continued existence and welfare of Great Britain and the United States, as the two great sister nations upholding the Anglo-Saxon ideals of justice, honor and blood-brotherhood, and, where possible, peace.

It may be candidly admitted that both the United States and Great Britain have made, and will continue to make mistakes. It can cheerfully be allowed as well that there are other great and mighty nations. But it will not be doubted that they have accomplished great things, and that the past century of peace between them has been the means of magnificent opportunity for both nations. Singly, they have done wonders; together, they would have a tremendous influence, world-wide in its scope, almost imperative in its power.

Blood is thicker than water, and the bond which unites Englishman, Scotchman and Irishman with the people of America is something which carries kinship, in spite of desultory prejudices. The amalgamation of naturalization, bringing British citizens by thousands to the United States and sending American citizens by the thousands to Canada, is bound to have its effect in a closer drawing together of the two peoples. The psychological moment when this blend will chemically draw all resisting elements into a compact and elementary whole will be when there comes a really serious menace to the structural status of either country.

John Bull and Uncle Sam make a good deal of fun of one another, and criticise each other freely. But there is always the fibre of Anglo-Saxonism to reckon with, and in the warp and woof of existence and future weal, the threads of brotherhood show strong and firm in the fabric of Time.

Nowhere in the existence and contiguity of the two nations does this show more apparently than on the Pacific coast of North America at the present writing. Nowhere is there a more significant object lesson to draw from. Nowhere has there been a situation which more clearly demonstrates that Briton and American are one when a common menace threatens disturbance to both countries.

The object lesson and the menace are in the comparative nearness and encroachments of the yellow races; the incoming of the Japanese and Chinese. The menace is as apparent to British Columbia as it is to California. The situation is fraught with the identical perils.

You can never make an Anglo-Saxon out of a Chinaman or a Japanese. It would be easier to evolve a humming-bird from a kangaroo. Nothing but practical exclusion can settle the question satisfactorily. A negligible number of merchants to sell the Oriental goods which Anglo-Saxons will buy has been one suggestion. A bringing in of a few to do rough pioneering work has been another suggestion. All such temporary make-shifts dodge the question. The true solution is to admit no further immigration, and get rid of the present Oriental population as quickly as possible.

It would be idle to say that the Oriental is at fault in the matter. If he is given work, he will stay. If he is discharged and replaced by white labor, he will leave the country. The large and the small employers of Japanese and Chinese have a heavy responsibility to shoulder as regards the future generations in this matter of employing Oriental labor. To their children and their children's children, to the province, the Dominion and the Empire they are directly holden. It is a policy based on individual selfishness, and has the stamp of private greed indelibly affixed.

It would be better, in the nobler sense of Empire, that every wheel and pulley in the province stopped, rather than that a single Oriental furnished any of the accompanying labor. It would be better, from the standpoint of Anglo-Saxonism that progress went at a snail's pace rather than that it should be accelerated by the ruinous practice of employing the Chinaman and the Jap. It is begging the question

to say that "others do it." That is the coward's cry. Reduced to its last analysis, the doing away with Oriental labor, whether in the mill or the household, would merely be (and not always) an additional expense which would curtail, but not wipe out, profits.

The common necessity for Oriental exclusion is apparent in both California and British Columbia. Sir Richard McBride is, and always has been, a consistent and an active champion of white labor. Wherever his government has had the power, white labor has been protected by iron-clad restrictions. The Premier of British Columbia has always and vigorously opposed the admission into the province of the Oriental. He has done so with dignity and sound sense, not decrying the ability of either Japanese or Chinese, but basing his arguments on the necessity of keeping the province for the white man. He has done everything that a man could do to keep the Oriental out of the province, and the responsibility for those who are here is not in any sense of his making.

This problem of the old East is one of the vital world-reasons for Great Britain and the United States to grapple their mutual interests together with hooks of steel. Whether the possibility of trouble be imminent or not, the trust of these nations must be with one another, not with aliens.

A hundred years of peace? God send it be a thousand! Whether at Runnymede or Flodden Field, at Waterloo or Bunker Hill, at Gettysburg or Ladysmith, we are all Anglo-Saxons still in our loves or our hates, our lives, language, literature and common being. A thousand years of peace between Great Britain and the United States, so the Union Jack and the Stars and Stripes may never fly except side by side, so that their people shall be our people, their cause our cause, and their God our God. That by sea as by land they shall remain staunch allies as blood-brothers, against, if needs be, the world, and that, as to them,

"Then nevermore in storm or calm
Shall hawk-like hover by the seas,
The canvas of opposing ships
Their pennants fluttering to the breeze,
While golden hopes shall supersede
The apples of Hesperides."

—Ernest McGaffey



FIRST CLEARING AT PRINCE RUPERT SIX YEARS AGO

What Prince Rupert is Doing

AMONG the many marvels in city building which are being witnessed in British Columbia at the present time, that of Prince Rupert is perhaps the most wonderful of all. The world today knows of Prince Rupert as the Pacific coast terminal of the Grand Trunk Railway, the great transcontinental which has nearly finished ploughing its course across Canada. But how many people know of the triumphs of engineering which have had to be accomplished in order to make a city at this particular spot?

To the lay mind it would seem paradoxical that the Grand Trunk Pacific should have chosen a mountain, with its steep sides dipping down into deep water, as the site for their terminal. But that is the fact. Moreover, the mountain has been removed in order to "get the grade." Millions of tons of earth and rock had to be dislodged, the cost in dynamite and labor alone having been more than sufficient to have built any of the medium-sized cities on the prairies of the middle west.

The selection of the Pacific Coast terminus was one of the most important tasks with which the builders of this national highway had to do. Many things must be considered. It must have a harbor second to none and lie where the rails could reach it without seriously lengthening the line, or increasing the gradients. The entire north coast was searched, and every harbor sounded before a final decision was made. The very satisfactory result is that Prince Rupert will look out upon a harbor that is all that could be hoped for. Although practically land-locked, it has a mile-wide channel, and is sufficient in size to shelter all the ships that are likely to come to it, great as are the possibilities of this new port.

The site overlooks many miles of sea and islands and distant hills, and by way of adding to the natural attraction of the outlook the city has acquired all the parks, squares and boulevards, which were liberally reserved by the architects, and as these are improved and utilized they will further

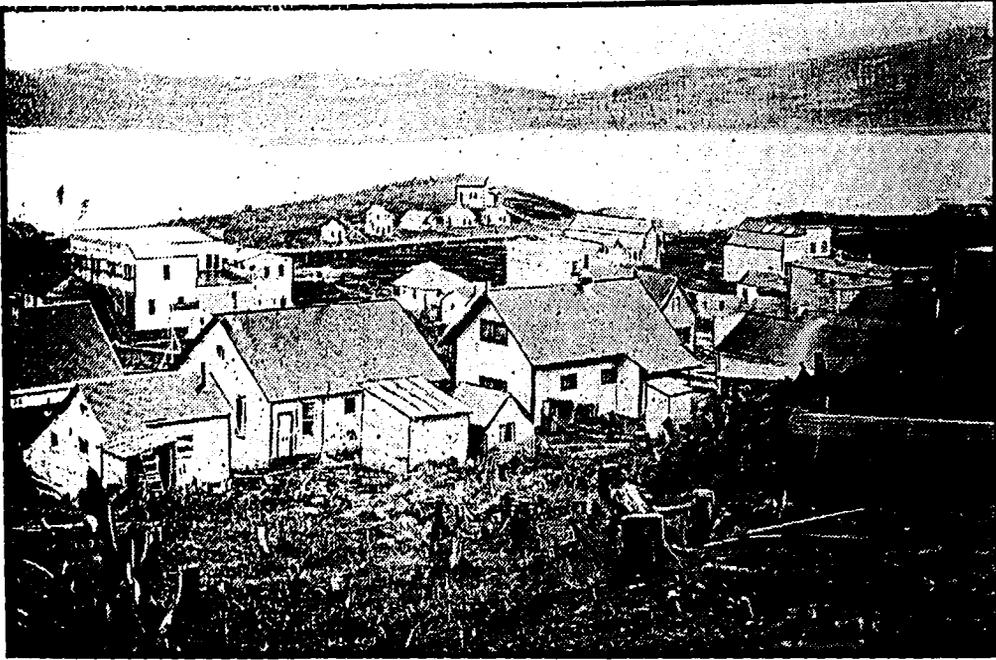
embellish the natural beauty of the site. There are ninety acres of parks and playgrounds within the city limits, which approximately cover two thousand acres. The climate and the soil have proved wonderfully productive.

Active operations are today in progress for the construction of a magnificent modern floating drydock, with ship yards, wharves and engineering works ashore. When completed the drydock will be the largest on the Pacific Coast, the only one at all approaching it in size being that now commenced at San Francisco.

The dock will have a lifting power of 20,000 tons, sufficient to ensure the accommodation of the largest steamship afloat on the Pacific, or likely to pass through the Panama Canal. It will have an over-all length of 604 feet 4 inches, a clear width of 100 feet and a width over-all of 130 feet.



T. D. PATTULLO, MAYOR OF PRINCE RUPERT



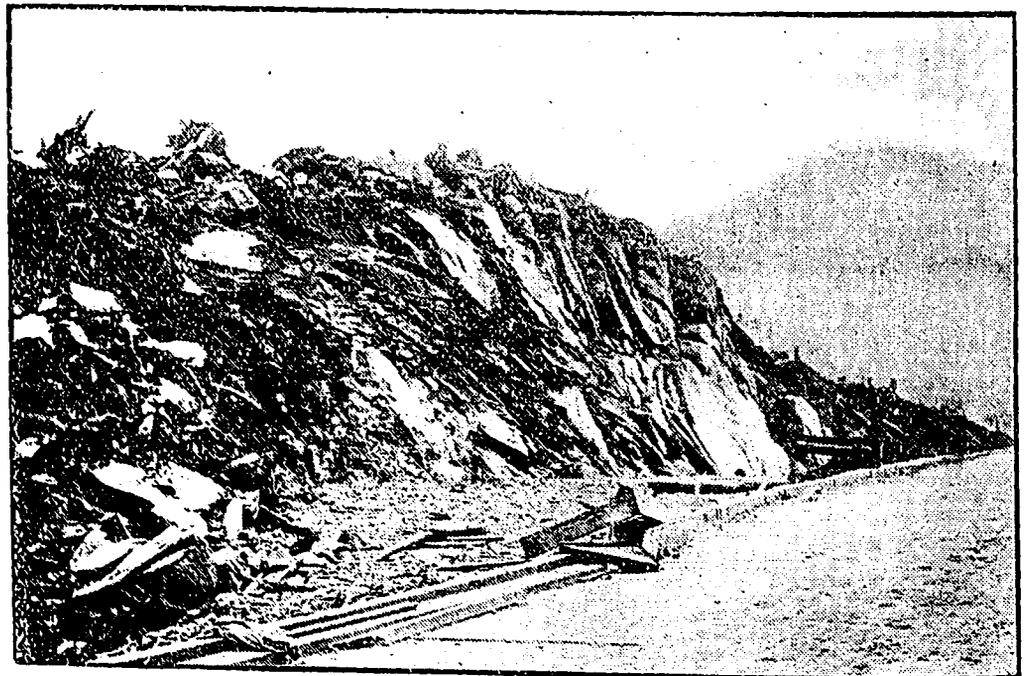
PRINCE RUPERT TWO YEARS AGO

Built in three great distinct units, capable of being used either separately, in pairs, or all three as one, the drydock is self-docking for repair when necessary. Any single section can be docked in the other two. The three together can dock the largest liner. For the lifting of the drydock when in use afloat, twelve pontoons of timber will be used, each 130 feet long, corresponding to the width of the dock, 44 feet wide and 15 feet deep. These are divided in manner to render the dock available under ordinary conditions as three separate docks. For pumping out the dock when it is required to raise it with a vessel for repair, an array of centrifugal pumps will be used, operated by electric motors. So powerful is this part of the equipment that the entire lifting power of the dock will be available at any time in less than two hours.

In an interesting statement prepared by Mayor Pattullo on the position and prospect at Prince Rupert, his worship says:

our population was composed very largely at first of railroad-construction men, we are now getting all classes, and many families are settling here. In this connection I may state that we have excellent schools in Prince Rupert. The class of house which is being built in Prince Rupert today is really excellent. Where at the beginning of the town we had mere shacks, we are now putting up houses with all modern conveniences.

"The completion of the railroad next year will make Prince Rupert go ahead still more, and we count on our population being doubled by that time. Prince



FOOT OF MOUNTAIN WHICH HAS BEEN REMOVED IN ORDER TO GRADE FRONT STREET, PRINCE RUPERT

"Prince Rupert has increased from a town of 400 or 500 people to one of 6,000 inhabitants during the past four years, in spite of the fact that the railroad is not yet completed through. Not only is the population steadily increasing, but we are getting a much better class of settlers than we had before; whereas in the nature of things



E. J. CHAMBERLAIN, PRESIDENT G. T. P. RAILWAY

to a great deal of private enterprise in the way of extension and improvement, there are many public undertakings going on, as well as harbor construction. The Provincial Government are building a road around the island, and also putting up a modern court house and provincial buildings. The Dominion Government are building a drill hall, a new post office and new dominion buildings, and have bought a site one hundred feet square for which they paid \$95,000. The Grand Trunk Pacific Company, too, are building a fine new hotel.

“Remarkable developments are also going on in the country tributary to Prince Rupert. The Queen Charlotte Islands, right at our doors, had eighteen months ago a population of only four or five hundred, now it numbers about three thousand. The dairying industry there is making rapid strides, the climate being so mild that the cattle can remain in the open throughout the winter. Coal is also being developed on the islands, and prospecting is also being made for oil, the Dominion geological map showing a large oil area there, while there are also in addition large timber resources. Inland,

Rupert's shipping is also developing very strikingly. The Grand Trunk Pacific boats plying to Vancouver might fittingly be termed 'floating palaces,' and, besides, we have the Canadian Pacific and the Union Steamship Company and some American lines running boats. The tourist, as well as the freight traffic, is increasing every year. Our land-locked waterway is going to be worth millions to Canada. The scenery along our shores is just as fine as anything Norway has to offer.

“Our chief industry is fishing, and that is increasing to such an extent that in five years' time Prince Rupert will probably have as large a fishing industry as there is in the world. The steel trawlers which have now been put on are making large catches. There is an unlimited supply of salmon, herring and halibut, as well as black bass and other sorts of fishing.

“Industries are starting in a small way in Prince Rupert, such as the Rupert Marine Ironworks and the Grand Trunk Pacific people assure me that they have had applications for three times the available waterfrontage of Prince Rupert for the establishment of industries. In addition



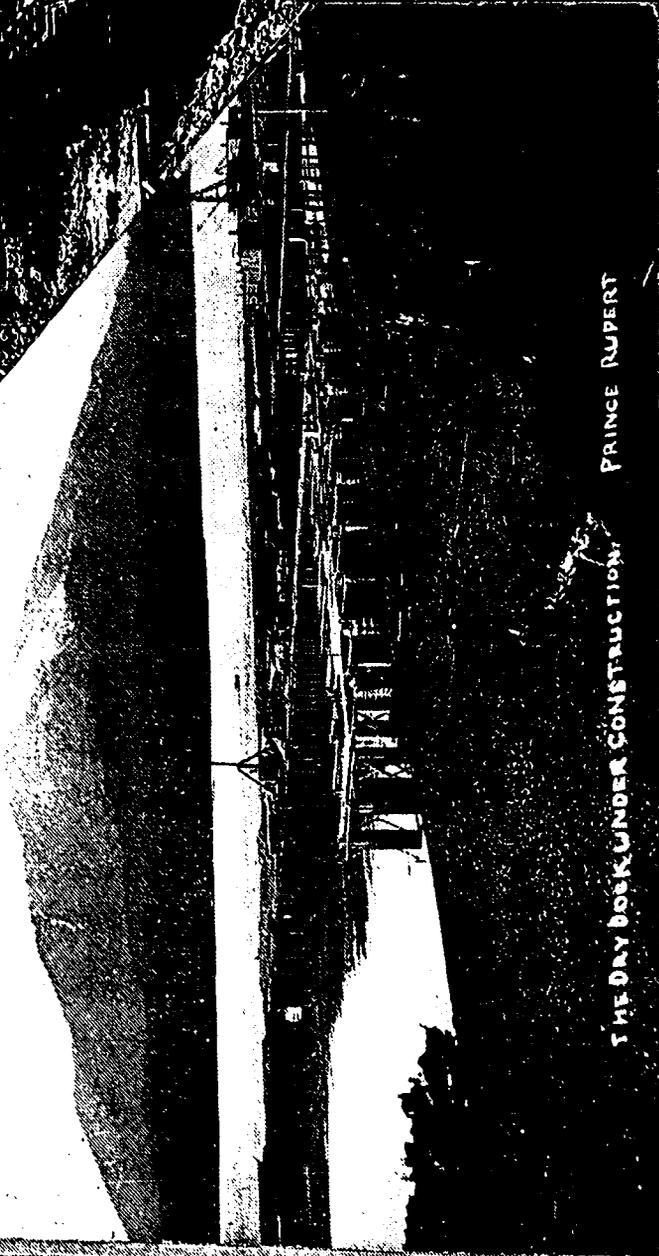
MORLEY DONALDSON, VICE-PRESIDENT AND GENERAL MANAGER G. T. P. RAILWAY

PRINCE RUPERT'S
\$3,000,000
Dry Dock



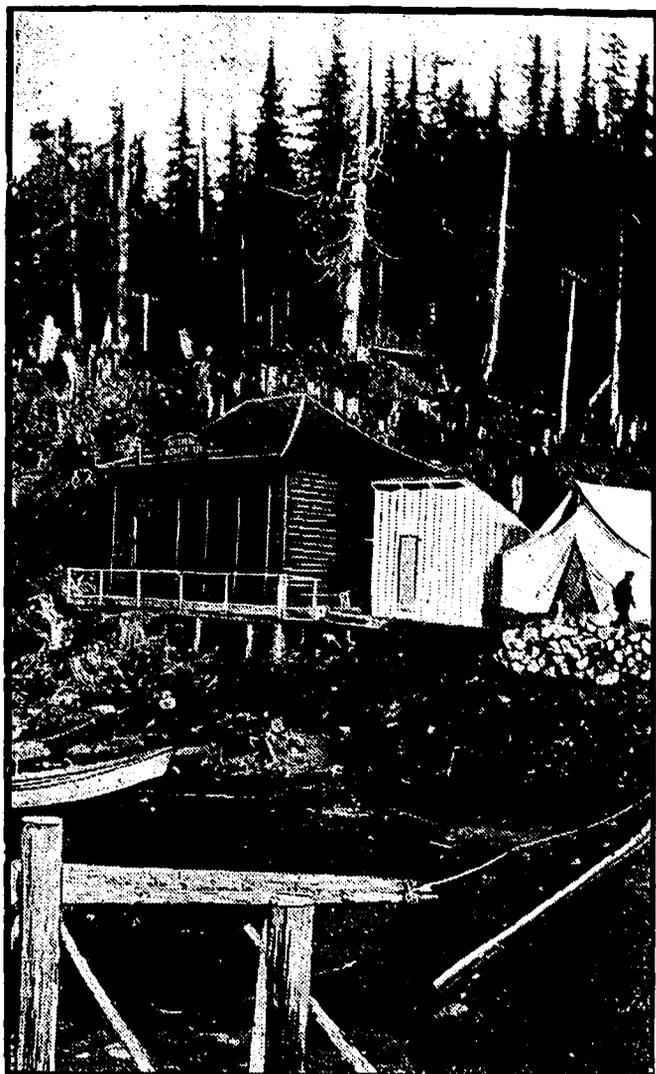
PRINCE RUPERT - B.C. - MARCH 1920

IN COURSE
OF
CONSTRUCTION



PRINCE RUPERT

THE DRY DOCK UNDER CONSTRUCTION



FIRST WOODEN BUILDING ERECTED AT PRINCE RUPERT FOUR YEARS AGO

mining is going to be a very important factor. In the Hazelton country sufficient advance has been made to make the future assured. Gold and copper and silver have been found, and once full transportation facilities are afforded it will go right ahead. Then there is the Groundhog district, which is supposed to be the largest anthracite coal area in the world. The Granby mines, too, have several years' work blocked out, and I believe are employing 2,500 men this summer.

"All these considerations make Prince Rupert a strong strategic point. We also have the advantage of being the nearest Pacific port to the Orient by nearly five hundred miles, while we are the controlling factor in the Canadian-Yukon and Canadian-Alaska trade, by reason of being two days nearer than any other port. We also stand to share in the Panama Canal traffic on almost equal terms with our neighbors, being not more than two hundred miles farther from the western end of the canal than Vancouver."

Among important works under way and projected at Prince Rupert are:

A floating dock, under construction by the G. T. P. at a cost of approximately \$3,000,000 and capable of taking care of the largest vessel on the Pacific Ocean.

Shipbuilding plant, in conjunction with the floating dock, in which can be constructed coasting vessels at any season of the year.

Grain elevators with a capacity of ten million bushels to be constructed by the G. T. P.

Colossal hotel to cost \$2,000,000 now started by the G. T. P.

Permanent station and sheds for the wharf being built for the G. T. P.

Acres of railway yards now being cleared of rock at a cost of \$1,000,000 or more.

Provincial government buildings of stone structure costing \$500,000.

Federal government buildings to cost about the same.

Cold storage to be erected by the B. C. Fisheries at Porpoise Harbor, Port Edward, to be used in the fishing industry, somewhat similar to the Prince Rupert establishment.

Numerous other fishing concerns; additional works for the G. T. P.; permanent docks for the railway company; oil storage tanks for the Standard Oil Company and other industrial concerns.



Grand Coup

A TRAGEDY OF THE FAR NORTH

By H. Mortimer Batten

I

THE new strike at the Great Dome Mine was unquestionably the event of the season, and as such was almost the one and only topic at mining camp and trading post. The Great Dome had never been thought a particularly wealthy outfit, and was handicapped by its isolated position and lack of proper water transportation. Clinging to the full-blooded world fifty miles distant only by the slender nerve of the telegraph wire, Branson, the young Superintendent, had felt the weight of his responsibility not a little during the pioneering days, and now, though prosperity loomed large in the future, he was even more acutely aware of the burden that rested upon his shoulders.

Branson had married early, and the Great Dome was certainly no place for a wife and kiddy, considering the ever-potent likelihood of the whole outfit being wiped out by forest fire.

The young Superintendent had reason to congratulate himself, however, upon the possession of a dependable captain. Whether standing at the launders or down in the bowels of the earth, Boyle was the same unwavering individual — pensive, slow-speaking, moving about his duties with a ponderousness that cooled the Super's nerves even in those days of the great strike, when the mercury rose to 102 degrees and stuck there. The Captain had reported the discovery of the bed in the same even tones as he would have reported the fact that the hoist required overhauling.

And now it was Boyle who stood at the shaft head and watched ton after ton of gravel, thickly jewelled with sad, yellow dust, hoisted up from the vaults below, while Branson struggled in his office with a mountain of seemingly futile correspondence.

Boyle had seen gold before. He had watched pounds of it change hands over

the saloon counter at Rampart City in the early days, for he was one of the few who crossed the divide from Dawson to Minook in the winter of the great famine. From the Yukon, like thousands of others, he had returned empty-handed, to drift away eastwards, broken in spirit but still sound in body.

Boyle had failed. Half his life he had watched other men hoisting out gold by the bucketful, and he was watching still — standing at the shaft-head and directing the fortunes of men who had never felt the bitter pinch of the north country, yet who had made good. And as the days passed by, and the great bed showed no signs of giving out, a new train of thought began to move within the Captain's mind—vague and insignificant at first, but quickly forming itself into a definite notion.

It was a simple and ordinary sequence of events that brought about the final idea. Boyle was watching the crowd of sweating dagoes toiling like ants in the trenches, and now and then stepping forward to bellow orders down the shaft, when, failing to make himself heard, the hoist man observed: "Jumping Judas! They're all asleep!"

The hoist man did not understand why the Captain appeared to dwell upon this seemingly pointless observation, as well he might. Boyle dashed the sweat from his eyes and turned away. "Asleep!" he muttered. "Now, if they were asleep, the whole blamed outfit asleep—"

He was startled by the voice of Tarry, the carter, at whose side, on the driving box, sat the Super's little daughter. "How do, Capt'n? I shall want help on this job. Too much for one man since we took on the fresh hands."

Incidentally Boyle and Tarry had been partners in the Yukon days, and were partners still. Both of them bore scars of the Dawson-Minook trail. The younger man

had accepted the humble position of carter at the Great Dome because Boyle was fixed all right, anyway, and it had never occurred to them to separate. Such partnerships are common in the far north.

Tarry's complaint fell on unheeding ears. Boyle was staring at the water-casks lashed to the floor of the light, four-wheeled cart. The surface springs of the muskeg forests are not always to be relied upon, and finding that internal cramp was more common among his men than it should have been, Branson had conceived the idea of fitting in a drinking supply. The water was carted each day over four miles of appalling forest trail from the Wild Goat River.

That night Boyle's interview with the Super was shorter even than usual. "Feels the heat, like the rest of us," meditated the young engineer. Then, his day's work finished, he strolled on to the veranda to spend the remainder of the evening with his wife.

The hour was late, and Kathie, their little daughter, had gone to bed, tired out after her ride to and from the river with the carter.

"We're lucky in having a man we can trust," observed Mrs. Branson.

Branson nodded. "Tarry is quite a superior fellow," he agreed, "and I think he takes a great interest in the child. You see, he had a youngster of his own before the great rush—" He waved his hand significantly towards the northwest, and Mrs. Branson nodded comprehensively.

II

As usual, Tarry left the cookhouse that evening to smoke an after-supper pipe with Boyle. He found the Captain seated on a log by his own shanty. Boyle looked up at the sound of footsteps, and fixed his old partner with a steady stare.

"Tarry," he said, with startling unexpectedness, "would you like to be rich? Rich enough to shin out of this all-fired country of flies and forest fires?"

"No," said Tarry ironically, "I'd just hate it."

"Tarry," the Captain pursued, "ain't you just sick of thumping up and down these eternal muskeg swamps just for a few dollars a day?"

"Oh, stow it," growled Tarry. "It's no

good suggesting a prospecting trip. I aren't on."

But Boyle reiterated doggedly: "Tarry, we aren't so young as we used to be, boy, and we shan't last forever, after the pace we've lived. If we're going to make good we'd better do it right now, or we'll be too late."

"I've felt that this last five years," Tarry agreed.

He seated himself on the log, his head between his hands, and spat deliberately between his moccasined feet. "It's no good kicking," he added pensively.

Both men had been broken at the wheel of the northern mining camps; both were victims to that insane lust known as "gold fever." Both were poignantly aware of that crushing sense of failure which comes to a man of middle years, when, by bitter experience, he finds his dreams unrealized, his choicest hopes crushed.

"But," said Boyle, "we got to kick. It's neck or nothing, else we go under for good."

He rose to his feet and taking Tarry by the arm led him to a clump of second-growth spruce some yards distant. For a moment he listened, but only the sharp cries of a nighthawk and the hiss of escaping steam reached their ears.

"When we was broke out there"—the Captain nodded his head towards the northwest—"we used to stake all we'd got on the faro tables or the wildcat market. That's my system all the way through. Neck or nothing. Savvee?"

"Oh, kick it in."

"You ain't had to stand each day and watch that dump coming up the shaft, or you'd understand. It got on my nerves till I felt like firing up the whole roost and clearing out. Then I fell to thinking how easy it would be to swipe a share and still leave plenty for those cheechakos down south who haven't had to fight for it like you and me. Supposing, for instance, every man in the outfit fell sound asleep some morning for five hours—every blinking son of a gun 'cept us two—"

Tarry looked at his partner curiously. "Reckon you're away off," he muttered thoughtfully.

"Nope. If we got drunk in Haileybury and started rowing with a bartender he'd

put some tasteless dope in our drinks, and we shouldn't wake up till we were sober. Suppose we tried the same dodge up here? Suppose we doped the drinking water one evening. Next morning the men would drink doped coffee, and the staff would eat doped porridge, too, so of them we'd make doubly sure. The stuff takes some minutes to work. I've been doped, mind you, and know."

"Sure. So have I. Go on."

Tarry had never seen Boyle more excited.

"We'd have the cart handy and get clear out to Wild Goat River with the dust before anyone came around. Thence by uncharted water to Myriad Isles, and on the south-west to Lost River. It would mean nine weeks in the bush and pretty hard travelling at that, but game's plentiful, and Lord knows couldn't be worse than the Dawson-Minook!"

Tarry had been sitting very still, but now he rose to his feet and began to pace up and down. At length Boyle pursued: "We're pretty isolated up here. It would take three days for help to come from outside, which would give us a good start even if they struck the right trail straight away. Then they couldn't follow it."

An hour later the two parted. Tarry paused at the bush edge and glanced back at his partner. "I suppose there's no real danger in it?" he questioned. "Anyone with a weak heart, for instance—?"

"Nope. Not that I know of. Why?"

The carter thrust his hands in his pockets and strolled into the gloom. It was only that little Kathie Branson was reported to possess "a heart."

III

As usual, Boyle took full control of affairs from the first. It was he who procured the "dope" during his trip to the city a few days later and ascertained the exact strength at which it was to be used to produce the desired effect. He knew the capacity of the water tank; the rest was simple.

During the days that followed Tarry was on the point of nervous breakdown. It was only the coolness of his partner that held him up. In earlier times they had by no means been renowned for straight dealing, but this was the weightiest thing they had hitherto attempted.

Boyle attended his duties with his usual stoicism, and each night, as he and the Super stowed away the day's washings in the big iron safe, he refreshed his memory as to the position of the choicest samples.

Sleep was out of the question for most during those still, hot nights, and nothing was thought of Tarry's absence from his bunk night after night. The Captain lived alone, and it was under his shanty that the birchbark canoe and provisions for the long journey were secreted.

Tarry talked more and drank more than usual. Only little Kathie and his partner saw the change in him. Boyle knew the man, and took no heed. It was just Tarry's way. Kathie listened open-mouthed to his stories of another kiddy, "just such a one as you, miss," who lived down in 'Frisco before the Yukon rush.

The Yukon rush! He told her of that awful day in Dawson when the police issued a warning that the city was to be cleared at the point of the bayonet—how men stood about the streets, speechless, horrified with the sense of pending doom. He told how some, improperly clothed, insufficiently fed, set their faces towards the great Divide which they had no hope of crossing; how whole parties were frozen stiff on the way, and how others passed them by without even a glance, their eyes fixed upon the white expanse ahead.

But why did they leave home and everything for such a country? Why! Because there were men in the world who'd do anything for gold—just anything!

That night Tarry slept. He had need to sleep considering what lay ahead. That day he had added two pints of concentrated dope to the drinking water. Boyle had sampled it at fall of dusk and pronounced it O.K.

Next morning the camp was astir, as usual, shortly after sunrise. The Chink at the bungalow got busy with breakfast for the staff. The men gathered their kit and repaired to the cookhouse for breakfast.

At that early hour, however, the cookee was pronounced drunk and left to sleep it off in a corner. The forty or fifty men squatted on the floor, their backs to the walls of the great oblong room, and performed sundry feats of sword swallowing, spat voluminously between one another and passed up their tin mugs and empty

fruit cans for more coffee. The clatter of tin plates, the rattle of cooking utensils, and an occasional innuendo shouted in Italian filled the room.

All at once a strange thing happened. The cook, whose nose had been over the steaming coffee for the last five minutes, suddenly leant across the bench and began to laugh. He laughed as though all the jokes of a lifetime had suddenly occurred to him. Some wondered vaguely what was in the wind; others saw him through a floating haze, as they saw other things about them, yet were unable to piece together in their minds the fact that there was anything strange in his behavior.

Only Tarry, the carter, seemed to realize the state of affairs. He saw men slowly sliding to the floor—men whose faces had suddenly acquired a ghastly whiteness and whose attitudes were the attitudes of death. A wild desire to run out and leave the horrible place possessed him, but he mastered it. He rose from his obscure corner and held a cup to the cook's lips. "Drink this," he said. "You ain't well."

Then a giant Swede staggered for the door and fell on his face at the threshold. The hoist man, as though with some vague sense of duty, tottered to his machine, started it, and snapped the cable. The loud "ping" of the parting wire stabbed the silence like a human voice.

Boyle in the meantime was watching developments at the doorway of his own shanty. He saw the surveyor open the draughting office door at the report of the cable and look around to ascertain what had happened. He remembered now that the young man had extra work on his hands and was taking his meals as he chose.

The Captain was prepared for such an emergency. He took a heavy Winchester rifle from its place at his elbow and very deliberately adjusted the sights. Then he levelled it and pulled the trigger. The surveyor fell forward among the rampikes and lay still—shot through the heart.

Boyle shouldered the rifle and strolled up to where the young man lay. He dragged the limp body into a trench and left it there, so that Tarry should not see. Then he moved on towards the bungalow and met the Super coming out. The engineer groped his way blindly across the verandah with the Captain's assistance.

"I guess it's the sun," muttered Branson. "My wife—" he waved his hand towards the door, then collapsed in a limp heap. Boyle took his employer's hat and covered the white, strained face with it; then he stood aside listening.

Silence reigned. It was the silence of the surrounding forest, rendered more significant by the minuteness of the sounds that broke it. A fly settled on the rail by his hand, but he distinctly heard the hum of its wings. In the distance sounded the persistent purr of a humming bird.

He went down to the cookhouse, and met Tarry coming out. Tarry was as white as marble, for he had heard the rifle shot, but he made no comment.

"All O.K.?" enquired the Captain.

"All O.K. Some of them sleep as though they were dead."

They glanced in at the bunkhouse and general store, listened at the mouth of the shaft, but all was still. The hoist man lay across the cable drum, a thin streak of blood trickling from his nostrils. Finally they retraced their steps to the bungalow.

The door would not open, owing to the limp form of the draughtsman lying on the other side. They put their shoulders to it and forced it back. They passed the still heap in the passage, clad in immaculate khakis, without so much as a glance.

About the place was an atmosphere of death. The dining-room, with its prettily curtained windows, was the first the two men entered.

Mrs. Branson sat at the top of the table, her head thrown back, her fair hair dishevelled. The bright morning sun shone in at the window with an incongruous atmosphere of cheerfulness. The Super's assistant, down from Toronto University for the summer, had slid to the floor and lay there with his mouth wide open, still and death-like. Next to him sat Kathie, her chin on her chest, just as though she had found the conversation of her elders too much for her, and fallen asleep where she sat.

Boyle took in the scene at a glance. Tarry strode forward and stooped over the child. For a moment he waited, then he said "Good God!"

Very deliberately and soulfully he said it. He ripped open the child's blouse and thrust his hand under it. He stared into

the white, drawn little face, and again he said "Good God!"

"What's wrong?" questioned Boyle. He was anxious to be going and stood at the doorway awaiting his partner.

"She's dying," said Tarry thickly, for he did not know the early effects of the drug they had used when taken in large doses. He leapt across the room to the telegraph and threw open the cover. "A.-C. A.C. A.C."

The sharp rattle of the instrument stabbed the silence like a pistol shot. Boyle leapt forward and thrust his companion aside with a violence that sent the younger man sprawling to the floor.

"What in thunder are you doing?" he whispered—whispered, mind you, lest the man at the other end of the wire, fifty miles distant, should hear.

"She's dying, I tell you!" gasped Tarry. "We've murdered half of them!"

"You're drunk!" said Boyle, and with a sweep of his fist shattered the instrument.

Tarry staggered to his feet and followed at his partner's heels towards the door. At the threshold he paused and made his way back to Kathie's side. Boyle went outside and took the safe key from the Super. He was about to return when the deafening report of a pistol shot rang through the house.

It came from the direction of the sitting room, and for a moment Boyle's nerves failed him. He knew what had happened as well as if he had seen it with his own eyes. For several seconds he stood staring into space and toying with the keys. A sudden and overwhelming sense of loneliness possessed him. Then with an effort he made his way back into the house and saw something ghastly.

Tarry lay across the floor at Kathie's side, a smoking revolver in his hand, a black mark across his forehead. The white scars of the Dawson-Minook trail stood out with ghastly distinctness, but his face was the face of a man at peace. There was something almost pathetic in its very boyishness—its frankness of expression now that all things were forgotten.

To Boyle the suddenness of events was overwhelming. Was this still figure at his

feet the man who had travelled the Dawson-Minook trail—fighting day after day against hardships which had crushed and broken better men than they? Could it be possible that Tarry, who had toiled and suffered with him had reached the end so easily?

Boyle turned away hurriedly. The fact remained that Tarry was dead. The man who had grappled so often with odds overwhelming had simply laid down his arms and retired from the field. Now it was up to Boyle to see the matter through—alone. It was neck or nothing, and Tarry, maudlin fool, had gone under.

It was all straight sailing now. Boyle unlocked the safe and took from it the bags of precious yellow dust. Near to his own shanty the cart was standing in readiness. From its hiding place he dragged the birch-bark canoe with its bulky load of provisions. In ten minutes all was ready, but as he mounted the driver's seat that crushing sense of loss and loneliness again overcame him. He thought of the silent figure lying motionless in the bungalow, and again of the long trail which lay ahead, silent, mysterious, a place where nature reigned supreme, and with nature poetic justice.

* * *

All this took place on the eight of June. The eleventh was the day of the great forest fire which wiped more than one flourishing mining camp out of existence, as figures are wiped from a slate.

Three weeks later two forest rangers, out to estimate the extent of the fire belt, came across a large birchbark canoe drifting serenely down the Wild Goat River. In the waist of it sat the huddled figure of one man, whose face was buried in his arms, and whose bandana was knotted about his mouth. His clothing, blackened by the flames, hung loosely on his shrunken body. In one end of the canoe were two packsacks containing stores; in the other lay a small bundle, which one of the rangers opened. From it he drew a bag of yellow dust, remarkable for its richness.

"Gold," queried his companion.

"Gold," was the quiet answer. Then across the length of the canoe each nodded gravely to the other.

The Men and the Mines on Vancouver Island

By The Editor

A TWO-HORSE rig drove up the narrow, winding street of the little town of Nanaimo on a radiant summer afternoon. In front of the conveyance were three men, fully armed, and wearing the uniform of the 72nd Highlanders. Behind them rode three other men in civilian dress, and guarded by other Highlanders. Further in the rear, and for the purpose of affording additional protection, came another and a smaller horse vehicle, carrying more members of the same company.

They halted on the crest of the hill behind the courthouse and the three prisoners and their guard dismounted. One of the former was a native of Southern Europe, who apparently understood little English, and darted a resentful look at the men who had accomplished his arrest. Another was a fair-haired young giant from the North of England, who stood by in stolid silence until the command was given for the next move. The most interesting of the three was a bright-looking boy from Scotland. He stood erect, like one who, as a cadet or a boy scout in his native land, had learned the attitude of "Attention!" and a smile played around his face as the brief talk went on between the officer in command of the arresting party and the police official who was receiving the prisoners in charge. Then the party passed into the courthouse building, and one was left to conjecture the waiting in the cells for the appearance before the magistrate in the morning, to be followed by the prompt remand and the subsequent trial.

In the last few weeks Nanaimo has become accustomed to spectacles of this kind. They are the incidents, or at least the corollaries, of the coal strike on Vancouver Island. The men are out on strike, and the militia are out on active service. As I write, the men of the 72nd Highlanders are encamped on a triangular patch of ground by the side

of Nanaimo's main street, from which there is a sharp falling away to the waters of the harbor. The scene, surely, is one of the fairest that even our wonderful Pacific coast can offer. On either side of the town the land stretches away seaward in wooded promontories, and these are almost met by tiny islands which come near to closing the entrance to the bay, making of the latter a perfect lagoon, lying like a jewel with a setting of high yellow cliffs and forests on which the hand of man has so far made little impression. Nor is the town itself lacking in elements of the picturesque. Its streets wander at their own sweet will, up hill and down, right and left, more like those of some tiny English borough with a history of centuries behind it than a modern rectangular city of the West. The militia whom one sees at every turn, marching in small parties on special duty, taking their leave in groups around the town, or performing the hundred and one little activities about the camp, lend an additional dash of color to the scene—especially the Highlanders, whose gay-looking cap and kilt contrasts with the more sober khaki raiment of the Sixth Regiment. They are clean-limbed, healthy-looking young fellows, and while it would hardly be correct to say that they regard this service as a picnic, they are not ill-pleased at having been called upon to play their part in bringing order out of the chaos now existing on the Island.

From the soldiers one turns to the strikers. They also are everywhere in evidence, men of sturdy build and square shoulders, a form characteristic of the workers in the mine, whose occupation is only less dangerous than that of engaging in real warfare or facing the perils of the deep. A surprise awaits the visitor who has been informed by rumor that these miners are nondescript specimens of humanity, whose hours of recreation are all spent in listening

to the fiery orators of the I. W. W. Such an impression is readily dissipated by a casual conversation with any half-dozen of the strikers one meets in the street. Well-mannered men for the most part, they lose a little of their natural courtesy when they come to speak with bitterness of the way they have been treated. As they talk you recognize at once, if you are an Old Country man, the unmistakable accent of the Scots Lowlander, the rough burr of the Northumbrian, traces of the dialect of Lancashire or Yorkshire, or the liquid vocal quality of the son of Wales. Rarely do you detect the American or even the Canadian accent, for the simple reason that the majority of the miners of Nanaimo have, at one time or another, come there straight from Great Britain, and they are living in a community less likely almost to cause them to drop their native form of speech than any other in Canada.

In the course of a day and a half which I spent recently in Nanaimo, I watched all these things, and had to ask myself, over and over again, the question: "Is this little community, representing, as it does, some of the very best possibilities in our Canadian life, to be scattered because Capital and Labor cannot agree, and because, apparently, it is nobody's business to help them to come to a mutual understanding?" That is the fate with which the coal country on Vancouver Island is threatened and of all the potential solutions of the present difficulty, this one is the very worst.

I remembered that I had looked into the faces of three of the prisoners—three of the hundred and fifty or so who had been arrested—and I wondered what cursed spite was engaged in converting men of this class into criminals. Let it be admitted that some of the miners—though only a small minority of them—have in their resentment done some dastardly things. They have buffeted policemen, assailed non-strikers, burnt homes, and committed wanton destruction, and, worst of all, have not been over-particular to see that the effects of their vengeance should not fall upon women and children. In doing these things the offenders have done infinite harm to the cause of their comrades. Such acts made it absolutely necessary for the militia to be called in, and the prompt action of the authorities in taking this step, and the general conduct of the militia themselves, are to be com-

mended. Still, this disagreeable necessity for the employment of the militia ought not to have arisen, and since it has arisen it ought to be obviated at the earliest possible moment. How can this be done? Since the miners' side of the story has not received much publicity at the hands of provincial press, it may be well to give briefly their account of the progress of the dispute.

In the forefront of their case the miners put the allegation that the Coal Mining Regulations Act of British Columbia has not been properly enforced. As everyone possessing acquaintance with mining conditions knows, gas is present, more or less, in all coal mines, and the terrible explosions that occur from time to time, bringing in their train great loss of life, are generally due to the fact that its presence in dangerous quantities has not been duly noted and proper precautions taken. For this purpose a "gas committee" exists in mines on the Island, on which two of the mine workers are elected to serve. This is according to law, the election of the two miners' representatives being compulsory and the men being obliged to pay them. The miners make bitter complaints about one instance in which their gas committee representatives reported adversely as to the conditions of safety in a particular mine. For doing this, they say, one of the men was victimized. He was not discharged as the direct result of his report, but when the particular piece of work on which he was engaged came to a close, he was told that there was no further work for him; and when he obtained employment with another company, he was suddenly dismissed, in circumstances which, the men consider, point to collusion among the employers.

The case was taken up by the union—and a word should be said here about the character of the organization to which the men are attached. The Vancouver Island coal workers form a district (District 28) of the United Mine Workers of America, an organization having its headquarters at Indianapolis. In the year 1911 an attempt was made to associate the Vancouver Island men with a Canadian Federation of Miners and the men of the Ladysmith, Nanaimo and South Wellington mines threw in their lot with it; but the Cumberland miners refused to have anything to do with a small organization. Through their efforts, and with the consent of the Canadian miners, it

was decided to form Vancouver Island into a district of the American organization. In doing this they were only following the example of the miners of Fernie, Hosmer and other districts in the Interior of British Columbia, who have been members of the U. M. W. of America for ten years. During that period they have only had one strike on their hands, and they are now working peaceably under a three years' agreement which does not expire until 1915.

The miners' leaders of the Island state that under the present arrangement they have full power to negotiate any agreement with the mine-owners, and to settle any questions in dispute without outside interference. This statement is important in relation to that of the heads of British Columbia companies, that they do not wish to place themselves at the mercy of an organization controlled from the United States. However, this phase of the question may be more conveniently presented later.

As may be imagined, great indignation was felt in the ranks of the miners when it was reported that one of the leaders, who had been elected for service in protecting the lives of the men in the mine, had been victimized. In order that the matter might be discussed they took a holiday for one day, on the 16th of September, 1912. In doing so there is little doubt that they put themselves, technically at least, in the wrong, and their action was followed by a drastic move on the part of the Canadian Collieries Company, who the following day posted notices at Cumberland for all the men to take away their tools and to be paid up as soon as possible. Two days later the men of Ladysmith also were locked out.

Unable to obtain a direct conference with the owners, the miners' leaders applied to the Minister of Labor for the Dominion to make an investigation, but beyond a formal acknowledgment of the letters, and a promise to write later, no reply was received. An application to the Prime Minister of the province, Sir Richard McBride, to make an investigation under the Public Inquiry Act, was met by a refusal.

From this point the miners decided that they were, to use their own words, "in for a fight," and they proceeded to raise the question of wages. The process of arriving at a coal miner's earnings is rather compli-

cated and I have been unable to come by any convenient data that would enable me to strike an average of the general earnings. In Cumberland the basis of payment is 82½ cents for the loading of a "long ton" of 2840 lbs. of coal. Working eight hours from bank to bank—and this seems quite a sufficient period for a man to be buried in the bowels of the earth—it is contended that many men can scarcely earn enough for a bare existence in a land of high prices, a dollar and a half a day being spoken of as the limit of earnings in cases where the conditions are unfavorable. This, of course, is not put forward as the average figure representing the day's pay of the typical miner. The veins of coal on Vancouver Island are spoken of as more than ordinarily difficult to work. Veins of rock run through them, and in respect of work in these difficult places compensation is allowed, largely at the discretion of the "pit boss." If you are a miner, the question of whether you are well in with this official may easily have an important bearing upon the amount of your earnings. It is contended on the miners' side that the pit boss, by apportioning the good and bad places in the mine and allowing liberal compensation or otherwise, may make a hundred per cent. difference between the earnings of two miners who are nominally working under identical conditions. From this it may be seen how easily an atmosphere of suspicion may be engendered in mines where both union and non-union men are employed.

Taking all these things into consideration, the miners decided to put forward their demands under three heads:

1. Better working conditions.
2. An advance of wages.
3. Recognition by the employers of the United Mine Workers of America.

They asked for interviews with the employers to discuss these matters, but their requests were ignored. So the struggle went on, and the tension was increased with the arrival of a number of non-union workers, industriously collected from many quarters to take the places of the locked-out men. The reply of the union to this policy was the calling of a general strike, on the 1st of May this year, of all the mine workers on the Island. The men responded to the call, and since then all the mines have been closed, with the exception of those where strike-breakers were employed, and

where the worst of the recent disturbances have been witnessed.

One of the latest incidents prior to the outbreak of violence was the visit of the Dominion Minister of Labor, Mr. T. W. Crothers. While he was in the strike area it was represented that there were 1,400 men working in the Cumberland mines, and his attention was called to the Coal Mine Regulations Act, which requires that a man, in order to get coal in a mine, must first obtain a certificate of competency. These certificates are awarded by a board of examiners, on which the miners are supposed to have one representative, and a point is made of the assertion that the so-called miners' representative on the board which certified the strike-breakers' competency was elected entirely by Asiatics in the mine. The other members of the board were a "pit boss" and the superintendent of one of the mines, and the serious charge is made by the miners that the standard of competency required by the law was not insisted upon in the case of many of the strike-breakers. Under this head the union men made to Mr. Crothers one of two important propositions. It was that a new board of examiners should be appointed, with one of the union's representatives as a member, and that, if the strike-breakers could give satisfactory answers to the questions laid down by law, the strike would be called off. To this sporting offer Mr. Crothers declined to accede.

A second proposition was made to the Minister of Labor, regarding the employment of Asiatics in the mines. It being stated that there were no more Asiatics engaged than was the case before the lock-out, Mr. Crothers was challenged to investigate the matter, and the promise was again made that, if there were not twice as many Asiatics employed as in the former period, the strike would be called off. This opportunity of ending the dispute was also declined, apparently because Mr. Crothers was not prepared to accept the statement made by the union leaders, and did not choose to conduct an open inquiry into the facts.

Here is the story of the dispute in brief outline, brought up to the time when the outbreaks of violence occurred—a period about which, since it is to form the subject of numerous trials in the criminal courts, it is best to observe due reticence. The story

has been compiled mainly from information obtained from the miners' leaders and independent quarters—the mine-owners are less communicative. But, even assuming that the statement given above is one-sided, it must be recognized that the miners have a *prima facie* case, and it must also be admitted that, since the dispute arose, all the attempts to bring about a friendly understanding have come from their side. They have made mistakes; the deeds of violence committed by individual miners cannot possibly be defended; and they, together with the owners, have been guilty of the very doubtful policy of extending the area of the dispute. This has become a familiar device on the part of both capital and labor in modern industrial strife. It is apparently imagined that, when you have a comparatively trifling matter requiring adjustment, the best thing to do is to convert the little dispute into a big one. Thus, the miners had a complaint to make regarding one, or, at the most, two men, and committed the folly of "taking a day's holiday" in a body in order to talk about it—as if the matter could not have been discussed, and possibly negotiated by the men's leaders, without this act of defiance. In reply the companies locked out the men in certain mines—Act of Folly No. 2. Then, after a period of waiting, the men declared a general strike—Act of Folly No. 3. It is instructive to trace the growth of a dispute through its different stages. First, a little grievance, real or fancied; then an act of defiance, insubordination, or whatever one likes to call it; then a big lockout; then a bigger strike; then an orgie of violence, the necessary calling out of the militia, martial law, wholesale arrests of men whose character is as far removed from that of the ordinary criminal as the sun is from the earth, order restored after a period of anxiety and a large expenditure of public money which is badly wanted for other purposes, and then—

Yes, what then? Is there any sign that either the miners, the mine-owners, the Dominion Government, or the Provincial Government have got an answer to the question? What are matters really tending to at Nanaimo and the neighboring towns? Is there any likelihood either that the miners will submit or that their late employers will acknowledge defeat? Nobody who has been over in the strike zone during

the troubled weeks of late will say that either event is at all probable. Feeling on both sides has been wrought to a high pitch, and it will require the cool head and the persuasive tongue of the conciliator, and a willingness on both sides to listen to reason before there will be a chance of re-establishing peace. The amazing thing is that the conciliator did not appear on the scene long ago. Before the dispute took on its violent phase, the role was offered by the miners both to the Dominion Minister of Labor and the Prime Minister of the province. Why was it not accepted? As well expect an up-to-date fire brigade to disregard a call to active service at a burning building in the heart of a city. The result would be pretty much the same—a state of things in which it would be well-nigh impossible to put the fire out until incalculable harm had been done.

At the present time the people of the province are paying a heavy price for the maintenance of order in the coal area, and the militia are making sacrifices and possibly running a certain amount of personal risk, to clean up the results of somebody's blunder. We have at least a right to know why these sacrifices have become necessary. In the first place, did Sir Richard McBride and Mr. Crothers, when the men asked them to intervene, decline to do so of their own accord, or did they first inquire whether such intervention would be acceptable to the mine-owners. If so, did the mine-owners refuse conciliation, and why? They had, of course, a perfect legal right to refuse, but when we are all paying for a situation so closely resembling anarchy, we have a perfect right to know all about any lost opportunities of preventing it.

Again, what is the obstacle in the way of peace now? The miners declare that they are willing to discuss terms. Are the mine-owners equally willing? If so, let the parties get together, preferably with an impartial person as mediator, and bring this disagreeable crisis to an end. So much is due to the man in the street, who, having been regaled for a month with lurid tales of law-breaking, in many cases grossly exaggerated, now wishes to know what the dispute is about, and what are the chances of bringing about a solution. The mine-owners would do well to be more candid. Do they wish to work their mines in future with the men who are now on strike, or

with others? If the former alternative, why delay coming to a conference? If the latter, then it means the scattering of a community of very fine men, whom British Columbia can ill spare. Who would take their places? Possibly other white men, in which case there would be another trade union before long and the old trouble would have to be faced anew. The only other course open is a big influx of submissive Asiatic labor, in reference to which there is only one thing to be said, and that is, that the people of British Columbia would not stand it.

On the vexed question of the employment of Asiatics it should be said that the miners themselves have not an entirely clean record. Some years ago, it is related, one of the mine-owners offered to do without yellow labor, but, as this was found to reduce the pay of some of the white men, the latter asked for their return, so that the employers cannot be blamed for the presence of Asiatics in the mines. However, there is no doubt that the public are in favor of the mines being worked with white men as far as possible, and if it should be found possible gradually to remove the Asiatics altogether, this will do away with a prolific source of trouble. So far, however, this is no part of the union men's demand. Their contention is that if Asiatics are employed they should be paid at the same rate as the white man for the same kind of work; but sentiment is in favor of their employment being confined to certain of the less remunerative jobs on the surface.

At the Jingle Pot Mine, the only mine on the Island where peace has been established, the miners have been granted the terms they have been contending for—at any rate they say that the conditions there obtaining would satisfy the workers now on strike. These include an advance of ten per cent. on the wages paid before the strike, and a minimum wage for white men going underground of \$3.15 per day. Their claims, roughly speaking, is for a living wage, and few skilled workers in British Columbia will say that anything less than the amount mentioned meets that description. Nor will the domestic coal consumer in Vancouver or Victoria, who pays seven or eight dollars per ton for coal throughout the winter, have any tears to shed for the poverty-stricken mine-owner

compelled to disburse rather less than a dollar a ton in wages to the miner.

However, there is no reason to fear that the question of remuneration will be difficult of adjustment. The real stumbling-block, from the mine-owners' point of view, is the demand for the recognition of the union. The United Mine Workers of America is an organization having its headquarters in the United States. "Are we," the employers say, "to put our interests in the care of a union controlled from a foreign country?" The miners with whom I conversed did not seem to realize the strength of this objection. Suppose the United Mine Workers were to declare a strike owing to some grievance under the United States law, and dragged the British Columbia coal industry into the mire? Or suppose some point was insisted upon which was offensive to Canadian national sentiment? Again, it would not be difficult for such a body to make rules which, while apparently treating all alike, would favor the industry of the one country in competition with its rival across the boundary line. During the present struggle there have been persistent rumors that the strike was being engineered by American capitalists who were jealous of the prosperity of the British Columbia coal industry, and who had contrived to "get at" some of the men's leaders. This rumor is almost certainly a fabrication, but the fact that many people believe it indicates one of the disadvantages of a union controlling labor affairs in two different countries.

As against the suggestion that they should leave the American union, the men have some strong reasons to urge. One is, that the mines are largely operated by American capital and controlled by American directors. If, they say, Capital in British Columbia is to be allowed to have American associations, why not Labor also? A second reason is that the United Mine Workers of America have expended over \$300,000 in strike pay and in other ways, on the present struggle, and it is against their sense of the fitness of things to desert the organization which has helped them so materially. It is also urged that, when Labor is opposed to corporations possessing great wealth, a little union with slender resources is of no use. In other words, when you have to meet a big enemy it is best to have a big friend with you.

Still, I am inclined to think that, when the British Columbia men threw in their lot with the United Mine Workers they left out of account one or two very important considerations. They ought to have remembered that, in the event of a struggle, the resistance to their claims would be all the more strenuous if it were supposed that those claims were being made at the dictation of a foreign committee. I am aware that the British Columbia district claims to have complete autonomy in matters of this kind. The question is, do the employers believe it, and is the record of American capital and American trade unions so clean as to place their bona-fides beyond doubt? Another consideration is, that no body of men engaged in a labor dispute can afford to ignore the opinion of the outside public. Certainly a strike with a purely Canadian union at its back would gain a good deal more popular sympathy in Canada than one financed by an American organization. It is a moot question whether, in the present struggle, the American entanglement has not done the strikers more harm than the remittance over the border of hundreds of thousands of dollars has done them good.

Possibly the American union may have come to the conclusion by now that the taking in of the British Columbia miners has proved a costly experiment. If so, the way should be clear, assuming that the parties are willing, for either a complete separation or for such "Home Rule" guarantees as would remove all reasonable objections to the principle of recognizing the union. The coal industry of British Columbia is at present only in its infancy, and with its development there need be no fear that a purely Canadian union would lack either numbers or power as the years go by. Meanwhile, a heavy responsibility rests upon anyone on either side whose word or action tends to prolong the strife, or who neglects any opportunity of bringing the dispute to a speedy end.

Just one suggestion before concluding. I am persuaded that, as things are, there can be little chance of settling the dispute until the mine-owners and men's representatives are brought together in conference. The employers have never gone to the length of saying that they would refuse any form whatever of collective bargaining. It is understood that they object to recognizing the particular Union with which the men

have associated themselves, and they are also understood to deny that the local chiefs of the union are the properly-chosen representatives of the men. Surely there ought to be a way of putting this to the test. Why should not there be a ballot, in which every man whose name was on the payroll of the mines when the dispute began could take part, for the purpose of electing half-a-dozen of their number to represent the men in the peace negotiations? The men thus elected would probably have greater weight in negotiations than their present leaders have, and their election in this manner would go far to remove any reasonable objection of the employers to take part

in a conference. The latter should make it clear that they will be willing to go into a conference under these conditions. They would at least be protected from the possibility—a *terrible possibility*—perhaps of having to discuss terms with persons who do not possess the confidence of the men.

This, of course, would only be the first step towards securing a settlement. The actual conditions under which work would be resumed would have to be discussed. The only hope for peace now seems to be a mutual desire to get justice and to find a way out of a situation which has become a disgrace to the intelligence of British Columbia.

Always a Child

*At night time, when the moonbeams shed
Their fairy light about his bed,
I fancy he is there.
And, stooping by his empty place,
I feel the touch upon my face
Of fingers, light as air.*

*While from the shadows two blue eyes
Meet mine, with keen enquiries
Of wonders seen and read,
Feeling his presence as before,
I move aside and softly draw
The curtains round his head.*

*Though other children dear and good
Grow unto man and womanhood,
By harsher thoughts beguiled,
He will for always be to me
A sweet and fragrant memory—
Always a child.*

—H. Mortimer Batten

Editorial Comment

THE BRITISH REFUSAL TO EXHIBIT

THE disappointment which was felt in the United States when it was announced that Great Britain, together with France and Germany, had decided not to participate officially in the Panama Exhibition at San Francisco in 1915, has been shared, to some extent, by the people of British Columbia. As there is yet time for the British Government to alter its decision it may be well to make a note of the position as it appears to us in the West. Since Sir Edward Grey has stated that his Government's non-participation is not to be taken as a mark of resentment at the proposed Panama tolls preference for American ships, we may dismiss that aspect of the case from our minds. Even if we eliminate any such feeling, however, it is not at all impossible for the Panama tolls question to have had some effect in influencing the counsels of the three European Governments. To them the matter is one of calculation as to whether their manufacturers and exporters will reap benefits in proportion to the cost to the nation of participating in the exhibition. They have apparently answered this question in the negative, and one reason for their having done so may easily be the feeling that freedom of tolls for American coastwise ships will be, in effect, a bonus for the goods carried in such ships, or, in other words, an additional tariff upon goods coming from Europe to the Pacific Coast, to compete there with goods made in the Eastern States. This consideration would, doubtless, have weight in estimating the amount of business likely to be obtained by British and other firms exhibiting at San Francisco.

Another consideration along the same line relates to the general United States tariff, which even the Protectionist, Mr. Joseph Chamberlain, not long before his retirement from active politics, described as an "atrocious." What, it may be asked, is the inducement for a foreign manufacturer to bring his goods to a public exhibition in the United States? Here his latest methods and appliances are examined, and his ideas assimilated, by trade rivals in the country who are themselves sheltered behind a sixty per cent. tariff, and who, armed with this advantage, are sure to endeavor to come between the original maker and the customer whose trade he is seeking. This reflection might induce British and European firms to refrain from exhibiting, or, even if they are represented, to hold back from showing some of their more ingenious appliances or their most distinctive wares. If this policy were followed to any great extent, then the nation thus represented would not be doing itself justice, and one can understand the conclusion that in that case it would be better not to exhibit at all. It would be wiser, indeed, to spend the money in enabling firms to send out travellers into the States to bring their goods before the notice exclusively of prospective customers.

One of the leading English newspapers has been inviting the views of individual manufacturers and firms on the question of exhibiting at San Francisco, and the result is rather striking. The great majority of the replies received are emphatically against exhibiting. Perhaps the most comprehensive statement of the reasons given is in the communication from Sir William Bailey, who is at the head of an old-established Lancashire firm of engineers. Sir William writes:

"When a deputation from the London Society of Arts and the agents of the last Chicago Exhibition visited Manchester to form a committee to assist their object in

this district, a meeting was held in the Manchester Town Hall, consisting of our chief engineers and manufacturers. After listening to the deputation, I was requested by the town clerk to move a resolution of approval. I declined, and requested permission to give reasons.

"Those reasons have not changed. They were, briefly, that in the face of a heavy tariff on all British manufactured goods sent to the United States it was hopeless to expect any profit by exhibiting; that our tools and machines were required at the exhibition to educate our protected rivals; that the system of selling monopolies in such exhibitions for the erection of stalls and the painting of signs and names and addresses was objectionable because of the extreme cost, and I recommended the deputation to purchase tools and machines and place them in showcases as models for their own educational purposes. I plainly said that Manchester men were not stupid persons and that the invitations should be set to the tune of "Come into my parlor said the spider to the fly." No resolution was passed at that meeting, either for or against.

"My late father and I have been exhibitors at home and abroad since the great exhibition of 1851. I am an old exhibitor. My advice is, "Don't exhibit under the parochial conditions known in the United States." I do not believe in their limitation of markets, and it is improper for those who have such queer ideas of public prosperity to invite us so long as their trade restrictions are in favor of a caste system, not much better than that which has arrested progress in China for many thousand years."

Of course, the Underwood Tariff Bill will alter this considerably, if it is passed into law; and an early settlement of the Panama tolls difficulty, on the lines understood to be favored by President Wilson, would also deprive British, French and German Governments of one of the reasons for their boycott. If these stumbling blocks are got rid of in time we may yet hope to have, what people of all nationalities along this Pacific Coast would like to see, a San Francisco exposition really representative of the industries of the world.

We in British Columbia have a special interest in this question. We should like to ask the British Government and British manufacturers if they have taken Western Canada fully into account in figuring out the trade results of exhibiting at San Francisco. They should not imagine that the new trade that is coming from the Panama Canal and to which a fillip will be given by the exhibition, will be exclusively trade with the United States. In British Columbia alone there are vast resources as yet unrevealed, and future trade openings, the extent of which no one has realised. Exhibitors at San Francisco will be taking a step towards availing themselves of these opportunities. Here at least the British manufacturer is at no disadvantage compared with his American rival, but rather the reverse. His is a trade which we shall welcome with both hands, partly from sentiment, and partly because he deals in goods which for a long time to come we shall be obliged to import from somewhere, and we know that we never buy anything from England without selling to her at least a corresponding quantity of our own products in return. If manufacturers come to San Francisco it is not at all improbable that in the course of their travels they may find their way to Vancouver and neighboring cities, there possibly to locate branch manufactories of their own, or at least to recognise the unequalled position of these cities as centres for distribution and exchange over an enormous area of North America.

* * *

NO STAMPEDING

ARE the big interests behaving fairly to British Columbia and Western Canada at the present time? The question is one which many people are asking, with an air

of wide-open wonder over a series of proceedings to which the daily press have not given too much publicity. We have the difficulty which many firms are experiencing in securing from the banks a reasonable measure of temporary accommodation to allow them to carry on business. We have the spectacle of the British Columbia Fisheries considering whether they shall invite the aid of the receiver to solve what the chairman, Sir George Doughty, describes as a mere temporary difficulty in which the bankers, the natural allies of industry, have proved a broken reed. We have the announcement of a few weeks ago that twenty or more shingle mills were about to close down for a time. We have also the coal struggle between capital and labor on Vancouver Island, in which, to say the least, the faults are not all on the side of labor. And we have a well-known gentleman sitting in an office in London and bidding the capitalists of the world not to put their money in Canadian municipal stock. All this may be mere coincidence. We all know the phrase "tightness of money" by heart; but does it quite explain all the processes by which anxiety is being piled upon anxiety for the small investor, the small trader, and the wage-earner in the West?

Whether it is the intention or not, the effect of recent proceedings, if the like are continued in the next few months, may be to produce a stampede among the classes just mentioned. Our advice to the trader, the small investor and the artisan is that they should refuse to be stampeded. A tradesman may find it necessary to reduce expenses and nobody will blame him for so doing, especially if he begins the process on some of the "fancy" rents which reflect a boom period rather than one of normal trade. The small investor should face facts firmly, and ask himself if the price for which he is holding his land or property is its intrinsic value. If so, and if he can afford to go on holding it, he should not allow himself to be intimidated into selling at a sacrifice. The wage-earner who is able to tide over present difficulties should not allow himself to be persuaded into leaving the country, for although jobs may not be particularly plentiful now or in the near future, he may safely accept the cool assurance that ere long there will be record opportunities knocking at the door of Western Canada.

All this is as well known to the controllers of the big interests as to anybody else, and their part ought to be, not to accentuate the necessary ills of a period of comparative trade inactivity, but to lend what assistance they can wherever it is reasonably required. The country has a right to expect this. It would be extremely interesting if someone would compile a book showing what Canada has done for the large and powerful companies operating over her wide expanse—what has been given by different governments, cities and municipalities in the way of land, hard cash, the guaranteeing of bonds, water and power rights, tariffs, and various other concessions and privileges. A fitting foreword to such a compilation would be the old scriptural injunction that from those to whom much is given much will be required. Canada is in no mood to tolerate the despotism of a few big trusts. We have not got to that position yet, nor shall we; we have had examples of the evil among our southern neighbors, and we are now witnessing a promising experiment in the art of curing it. Meanwhile we should like to see some of the leaders of the financial, industrial and railway world taking up a more enlightened attitude towards national needs. We admire their splendid enterprise and are willing to bear testimony to their efficiency;

but they should not forget that Canada has placed her destiny very largely in their hands. They should not provoke her into enquiring whether she has made a mistake in doing so, and also what is the most convenient way for mistakes of this kind to be rectified.

* * *

RECIPROCITY OF LABOR

EVERY year about this period, or a little earlier, there comes before our notice the question of how to find the large amount of temporary labor required for the harvesting of the grain crop of Western Canada. We believe that the crop will increase more and more with the building of new railways and the opening up and settlement of the prairie—there is little doubt that the Peace River country, for example, both in British Columbia and in Alberta, is to see many thousands of newcomers. This settlement would proceed all the more quickly if we had the assurance that the harvest supply of labor would keep pace with it. This is a special requirement of the labor market in Canada, and there is, to some extent, a special supply in existence to meet it. We have always with us, like the poor, a class of people who do not care to settle down to any fixed occupation. It would be better for them and better for the country if they would do so, but we are dealing with facts as they are. Many of this class are experienced harvesters, and their presence is an important factor in meeting the extra demand for labor at such a season. But once the harvest is over these men, as a class, are liable to become troublesome, especially if, as in a time of financial stringency, railway and municipal projects which require a large amount of casual labor have to be suspended.

What is wanted in a country of great distances and various industries, like Canada, is that we should be able to mobilize our labor supply—to make as large a portion of it as possible available where and when it is most needed. In some degree, though imperfectly, the railway companies have endeavored to cope with the situation by offering facilities for cheap travel to those in the large centres of population who wish to get to and from the harvest fields. Some little time ago another project was mooted, that farm laborers should be brought over from Great Britain for the prairie harvest, to return home afterwards if they so desired. The principal recommendation of this proposal is that it would be a way of securing more immigrants of a very desirable class, since many of them, once in Canada, would not wish to return. But the plan would hardly be feasible for those desiring to make only a temporary stay in Canada, since it would entail absence from their own homes at the very time when they would be most wanted there. The Canadian harvest and the British harvest are at the same time of the year, and a British farmer could hardly be expected to find employment in the slack period for the man who intended to leave him during his busiest season.

A more promising suggestion is that, to adapt the idea of the statesman who spoke of calling in the New World to redress the balance of the Old, we might call in the Southern Hemisphere to redress the balance of the Northern. An example of what is meant may be found in Italy and other countries of Southern Europe. Every year during the months of December and January many thousands of farm laborers leave those countries and sail for the Argentine to work in the harvest fields from February to April. During this period they are able to amass quite a small

fortune, returning home and being ready for the busy time in the harvest fields of their own countries. Is not some such arrangement feasible as between Canada on the one hand and Australia and New Zealand on the other? The thing could not be done without, of course, the hearty co-operation of the governments and railway authorities of the two countries and the proprietors of the steamship lines. Such an arrangement would have its drawbacks, but it would be far better than bringing in an increasing number of Asiatics to do our casual work for us and gradually to capture some of our important industries. It would also be an excellent way of making the people of the great dominions bordering on the Pacific better acquainted with each other, and thus promoting the solidarity of the Empire.

The Canadian Annual Review

THE twelfth issue of this ambitious and elaborate publication, written by Mr. J. Castell Hopkins, contains a vast amount of information dealing with every side of questions and conditions in Canada during the year. There is a study or record of political developments and history in each of our provinces; of the relations between Canada and the Empire and between Canada and foreign countries; of the inter-relation of our various provinces and between the provinces and the Dominion; of transportation interests, financial, agricultural and industrial development; of the progress of Canada in literature, journalism and in all the varied elements of national life. The sections or chapters of the book are as follows:

- I The naval question.
- II Imperial relations.
- III Dominion public affairs.
- IV Ontario provincial affairs.
- V Quebec provincial affairs.
- VI The Maritime provinces.
- VII Manitoba public affairs.
- VIII Saskatchewan public affairs.
- IX Public affairs in Alberta.
- X Public affairs in British Columbia.
- XI Inter-provincial and municipal affairs.
- XII Transportation interests and incidents.
- XIII Financial and industrial affairs.
- XIV Canadian development and resources.
- XV Canadian literature and journalism.
- XVI Relations with foreign countries.
- XVII Miscellaneous events and incidents.

An interesting reference is made by the author to the increased cost of living. His

treatment of this subject may be illustrated by the following introductory remarks:

"This most vital of all problems was of constant interest, complexity, and perplexity to the Canadian people in 1912. The causes were many and varied and some were local while others were world-wide in origin and effect. The luxurious habits of the people and the more expensive tastes of the masses as well as the classes; the dress extravagance of women and the steady decline of simplicity in life and customs; the rapid disappearance of market gardens in the neighborhood of cities; the ever-growing cost of labor in business, industry and domestic affairs; the decrease in Canadian production of cattle from 7,547,582 in 1908 to 6,983,700 in 1912, of hogs from 3,369,858 to 2,656,400, and of sheep from 2,831,404 to 2,360,600; the general increase of population, and the desertion of the farms and crowding of young people into the cities; the consequent wholesale change of producers into consumers; the occasional effect of combines and mergers in raising prices; the real estate speculation, increasing land values, and growing rental charges, with excessive freight rates; the burdensome municipal taxes on food or restrictions in the way of getting the products of the farm to the city home, and the exactions of middlemen in products such as milk; the over-capitalization of companies and continued watering of stocks. There were other inter-acting causes or conditions such as the increasing world supply of gold—from fifty millions in 1880 to four hundred and sixty-nine millions in 1912."

The Trapper—An Appreciation

By Hilda Glynn

It was up among the inlets of the North Pacific Coast that I found him. My headquarters were a logging camp near the head of a most beautiful inlet twenty miles long, but this is not marked except in charts or survey maps. Our only connection with the world was an important little tug that used to puff up with our freight and mail once a week, on Thursdays, weather permitting; once, I remember, they forgot our groceries, and there was no canned milk or sugar in the camp for a week.

I spent most of my time in a flat-bottomed dinghy with my rifle, and used to go off exploring by the day, fascinated by the vast silences of the grand unknown, always chancing upon some place new and inconceivably beautiful.

At the head of the inlet two rivers opened out, known to us as East and West Rivers, six miles apart by sea. One tumbled through the mountains in rapids and thundering waterfalls. The other made a wide and wonderfully fertile valley, wherein were beaver colonies, whole orchards of wild crabapple, and swamps and marshes that were a paradise for wild fowl.

One morning I had rowed up to the mouth of East River, tied up my boat, and struck off on foot into the bush, hoping to get a better view of the distant marshes, where I knew some sheldrake were in hiding.

Presently I came upon a pile of fish-bones on the ground, and fell to wondering how they came there. Afterwards I knew it might have been an eagle, not necessarily a grizzly bear! However, I climbed down to the river bank again, glad of the friendly quack of a mallard for company, and here I sat me down on a rock to meditate.

I looked up, and saw a most unexpected sight. Someone in a boat was coming—a man with shaggy hair and beard, and, after the manner of the Pacific Coast, standing up and rowing forward. I think a grizzly would have startled him far less

than the sight of me. I hailed him, and he came up; he was going up the river to see to his traps, and he would be glad enough to take me if I did not mind his rough boat and his dogs.

Tom Sullivan was his name, and his shack was 'way down between the rivers.

"How do you get your mail and your provisions?" I asked.

He looked at me, astonished.

"I never get no *mail*! And for provisions, I lays in my stock o' flour and sugar and salt. Then I catch my salmon, or my gun brings in the rest; yesterday I boiled a goose with a bunch o' greens, and them millionaires in Chicago would ha' been glad to sit down wi' me!"

Then I feasted on tales of trapping, fights with panthers and grizzlies face to face in the bush, and the ways and wiles of all the animals. Now and again he asked for news of the world, how had the war between Russia and Japan ended, and was England a Republic yet?

I told him all I knew of the wreck of the "Titanic," and he told in return how his wife and three children had been drowned in shipwreck, and his floating body picked up unconscious. For what purpose? one wonders.

He read the ground like an open book. A piece of fluff on the water meant to him a scuffle upstream between a mink and a coon. There were an otter's tracks on the bank and a marten's. The otter had slipped climbing up. Some leaves turned back at a certain height from the ground meant that a wolf had been down to drink a day or so back, though it left no tracks in the grassy swamp.

We had to push up some rapids in order to reach the upper marshes where the geese were feeding, and when at last we landed, the trapper laid his finger on his lips. "They can hear and smell further than any living thing," he whispered. The four dogs, well-trained to every movement, kept close at

heel. So we crept softly from bush to bush, jumping beaver dams and circling deep, muddy pools. Sometimes he stopped to show me the trail made by black bear on their way to the river to fish, and where one had dug up a skunk cabbage.

At a sign from the trapper we doubled up and stealthily neared a line of tufted hillocks. Peering through the cranberry bushes, he pointed out the heads of the geese, about two hundred yards off. At first sight they looked to me like black twigs amongst the red-topped swamp grass, but presently I made out their heads and necks uplifted and rigid, for they had already heard us.

It was really too long and close a shot for a rifle, but it was our only chance, so we both took aim, fired almost simultaneously and—missed! The dogs ran forward, the geese rose with leisurely dignity, and, gradually forming a V high over our heads, were away to other pastures. We watched them till the dreary melancholy "houk-houk" had died away in the distance, the loneliest sound in nature second to the howl of a wolf.

"Well," said Tom Sullivan, "we'd best be hitting the trail again, or we won't make the mouth of the river before the tide falls."

On the way back Mary Jane put up two willow grouse, and each time the trapper gave me the shot, as he ever did, although his bread-and-butter depended on it, and his excitement when I redeemed my character by getting them both in the head was as great as mine.

He gathered me bunches of sweet cyclamen and tall pink dog-tooth violet, and showed me the wild scrub rhododendron, out of which he made his tea. He unmoored my boat for me, and packed the grouse and flowers in with me, and we parted, firmly resolved to meet again before long.

So began the first of many wonderful outings, which, as I gradually came to see through the trapper's eyes, opened up for me a new and strange world.

Once we came across a patch of rhubarb in a deserted garden belonging to some bygone prospector. Said Tom, "Now I be main fond of rhubarb; puts me in mind of my wife, it does; but I don't know how to cook it!"

So we picked an armful, and back I went with him to his shack, a one-roomed log

hut with a stove in one corner; his bed in the other was a nest for a litter of terrier pups, Mary Jane's offspring. The trapper propped up a chair for me to sit in, and then chivied the "darned varmin" out of the shack with language intended to hide his real pride in them.

On the walls were various skins stretched out to dry, two or three loon breasts, and, by way of variety, some fashion plate ladies cut out of an ancient paper of years long past!

I began to look about for a knife and a vessel in which to cook the rhubarb, while he lit the fire, but there was only one suitable, and that was filled with flapjacks; these he turned straight out onto the dusty table, and when I pleaded for them—"Guess it'll take more than an extry layer of dust to settle *me!*"

"Well I be main grateful to you, eh!" he said, when I was going. "I'll brighten it up a bit 'gainst next time you come, and have summut good for you t'eat!" And he gave me a loon's breast and an ermine skin to take away for "keeps."

It was sunset as I rowed away down the inlet, and a six-mile row gives time for any scene one happens to be facing to engrave itself deeply on the memory.

The trapper stood leaning against the door of his shack, chewing tobacco and looking after me. Three of the dogs tumbled over the pups and chewed each other, but Wolf lay at his master's feet with his head between his paws.

In these inlets there is always either storm or calm, generally the latter, as the snow mountains all round prevent any breeze from reaching sea-level; so the air is heavy with silence. Not a leaf stirs, and the sounds of birds and animals come magnified over the water. There is always the querulous gossip of the butter balls, the peculiar cry of the divers, the comfortable quack of several mallard flying past, and just now the "houk-curouk" of our friends the geese in V-shape across the sky. Whereat the Trapper shaded his eyes and watched them, knowing well the whence and thence of their flight. Sometimes the musical trumpet of a bald-headed eagle fighting for his mate would break up the stillness, and I could see them in the distance circling slowly over the pine tops.

So, as I rowed on, that picture grew

dimmer, and at last faded altogether into blue distance, leaving only its beautiful peaceful memory. Out of the world and its hurry and bustle, time meant nothing to him, money less; his dogs, his gun and Nature were friends that could not fail him; his estate—as far as he cared to walk or row, and his cares nothing but to keep his larder full enough for his needs. Happy, not as the world calls happy, but with a content that only Nature brings to those who live in her and with her.

On the morrow at dawn he would call his dogs and off up that mountain opposite to examine his traps and see what luck they had brought in the shape of wolverine, mink, marten, coon or badger. There might possibly be an unwary cougar caught in the big new trap which he had bought with his last black bear's skin; but the bears themselves, as the Indian had said, had not yet come out of their winter hiding places, or were sitting shivering and blinking in the sun on the rocks, not yet waked up enough to move down to the river levels after fish. He had also purposed a climb to the snow line after some mountain goat, that we had seen from below, feeding in happy security.

After our next trip we were too late returning and too far from his shack for me to venture back to have tea with him. He was very disappointed, poor old man, for in the interim he had made one of his rare trips to Shoal Bay, which was thirty miles down the coast, and boasted a store, the nearest, and, indeed, the only one, between this and Lund. There he had bought him a tablecloth—to brighten things up for me—a razor and a looking-glass! And his sixty mile row was useless, after all, for on the way home he was caught in a storm and the wind carried off the tablecloth! Not only that, but as his landing was difficult, in the dark he dropped the anchor on the looking-glass.

"Seven years bad luck, I guess. Wonder how it'll take me?" he said to me afterwards; he little knew how soon and suddenly his "luck" would end for ever.

He had made arrangements with a "pard" to go up a northern inlet after bear and mountain goat, and would be away

nearly three weeks. "By the time I'm back, the salmon-berries 'll be ripe, and we'll put up a *baar* certain sure along East River! I'd like to see you set your first *baar*! Gosh! I'd sure like to see that!"

But he never did come back again, for that was the last time I saw him. The days and weeks slipped by, and I became keenly anxious for the trapper's return, but to my great disappointment there was no sign of him. Several times I rowed up to his shack to see if there were any trace of life, but the door was shut, and all was silent and deserted.

In these parts there are no newspapers, and the written word is rare, so that tales of occurrences on the coast only reach other parts by means of a chance passer-by any time afterwards, sometimes never at all.

One morning, as I was walking down to breakfast at the camp cookhouse, a shaggy grey dog bounded over to me from the wharf. It was Judy, the trapper's favorite bear dog.

"Where has she come from? Is the trapper here?" I cried delighted.

"We found her howling all alone on one of those rock islands near "Hole-in-the-Wall," said one of the loggers who had just come back in the cruiser. "By the look of her she's been starving there for days. There was a deserted camp and a dead dog and a water-logged boat on the rocks. So we took her off and brought her back with us."

I listened with cold horror in my heart.

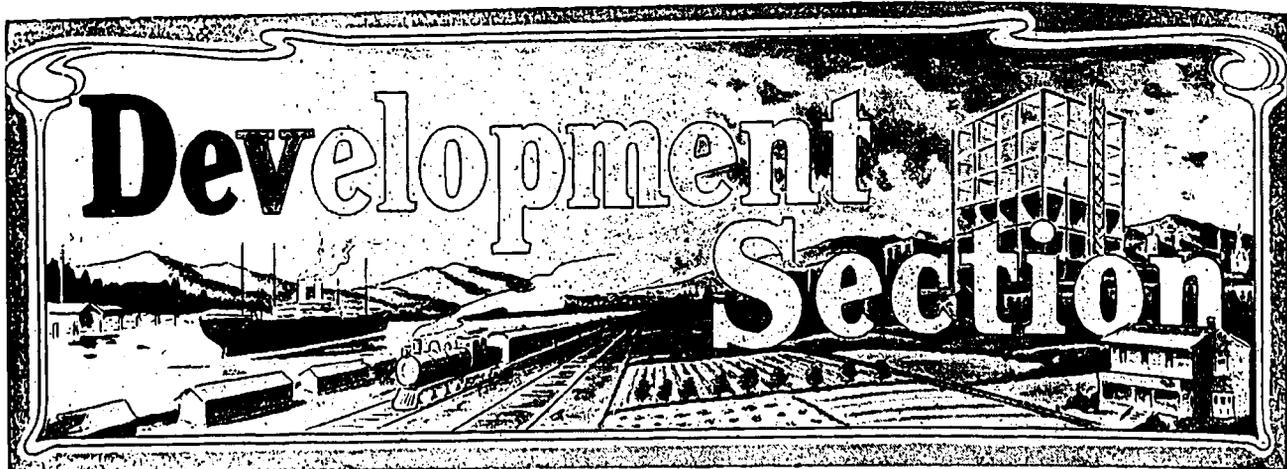
A deserted camp—a dead dog—a water-logged boat on the rocks? Was that all that was left?

"And didn't you hear anything else?" I asked, "no news of her master?"

"An Indian had some tale of the man being drowned, as he hauled in his anchor one night, but nobody knew nothing about him. He won't be missed."

"Won't be missed!" thought I, and looked at Judy. She slunk off to her corner, her tail between her legs; a hopeless task to try and vindicate her master's sacred memory for these wooden-headed clods.

That night I lay wide-eyed and wondering, filled with the "sense of tears in human things," and listening to the howls of a lonely dog.



New G. N. R. Dock at Vancouver

THE new dock on Burrard Inlet, belonging to the Great Northern Railway Company, is 450 feet long and 360 feet wide. The approaches are 250 feet long and 280 feet in width, making the total length from the shore to the end of the wharf 700 feet. The concrete piers are each 100 feet wide. Tracks are laid on each pier near the edge for handling cargo direct from ships, a literal demonstration of the rail-meet-keel principle, as only a few yards intervene between the hold of a boat and the freight cars. The sheds will extend to within a short distance of the side of the wharves, and the additional tracks in the centre of the docks. The railway tracks both at the sides and in the centre will be depressed for the more convenient handling of cargo.

The sheds will be of steel frame construction with galvanized iron sides and roofing.

The cement piers for the structure were cast hollow and sunk, afterwards being filled up solid with cement and stone and reinforced with steel rods. The cement for the shells was shot on to a framework of steel meshing by means of a powerful air gun.

The laying of concrete on the west pier is finished. Some 10,000 barrels of cement, by the way, have been used on the structure with about 3,000 tons of steel for reinforcing. Steel rods, meshing and girders interweave the entire mass of concrete.

The Great Northern dock is the finest and most substantial structure of its kind on the Pacific Coast. Similar wharves are being built at San Francisco at the present time.

The whole project is expected to be practically finished within the next two months although further filling will be done after the structure is in use.

Vancouver as a Grain Port

THE Alberta-Pacific Elevator Company, of which Sir Max Aitken, M.P., was the organizer, have secured the warehouse, elevator and plant of the Brown & Howey Company, at the foot of Gore Avenue, Vancouver. The plant purchased includes free access to the waterfront and an elevator of present capacity of 45,000 bushels.

Mr. Macfarlane, the vice-president of the company, stated while in Vancouver that they had decided to go ahead with their plans of making Vancouver the great all-the-year-round port for the grain of the central West. "We in Alberta, at all events," he added, "and I believe I speak for all the farmers as far east as Moose Jaw, recognize the fact that by geographical conditions we are nearer to the Pacific than to the Atlantic, and we intend to take the first advantage of the opening of the Panama Canal as a new route for our grain to Europe.

"Our object will be to use the present plant as a nucleus for something much bigger. We have a great advantage in that we have access to the waterfront on Burrard Inlet, with a lease practically in perpetuity. We have a property there which is capable of great development, and it is our intention to erect a big elevator on that site to replace the present one."

Northern Pacific Trains Next Year

WITHIN the next twelve months the Northern Pacific will likely be operating trains into Vancouver over its own route, using the line between Seattle and Sumas, which is now being extensively improved.

Extensive grade revisions on the line which the company operates from Seattle to Sumas via Snohomish are being made. heavier steel suitable for the needs of a

transcontinental railroad is being installed and other improvements along the same line are now being projected. Connections with the Great Northern lines will be made at Huntingdon, on this side of the boundary line near Sumas, and the main line of the Great Northern Railway will be used as a route into the city from Colebrook, the junction point.

Negotiations for the use of the New Westminster bridge by the Northern Pacific Railway have been in progress some time between the company and the provincial government, and a similar contract to the one in effect between the G. N. R. and the province has been prepared. A system of block signals will probably be instituted to handle the additional traffic over the structure.

Shipping Development

SOME interesting facts with reference to the development of shipping in British Columbia were given by the Hon. J. D. Hazen during his recent visit to Vancouver. There were now, he said, 1,376 vessels of 13,661 tons registered in British Columbia. Touching on the matter of lights, he said that in 1872, when the department of marine and fisheries was formed, there were only two lights in British Columbia. One of these was on Race Rocks and the other at Fishguard, at the entrance to Esquimalt Harbor. Today there are in British Columbia 135 shore lights, 31 fog alarms, 5 hand fog horns, 14 mechanical fog horn bells, 1 lightship and other aids to navigation.

The Second Narrows Bridge

At a recent meeting of the directors of the Burrard Inlet Tunnel & Bridge Company, the president, Mr. F. Carter-Cotton, urged that it would be inadvisable at this stage in the company's affairs to proceed further with the Second Narrows bridge project, in view of the present financial stringency, as the estimated cost of the structure was nearly \$2,500,000, while the company had only \$1,500,000 of its stock subscribed.

Although surprise was expressed by the Deputy Minister of the Department of Railways for the Dominion Government, when informed of the contemplated action

of the bridge company, he stated that the proposed change would not affect the granting of a subsidy towards the enterprise, which had been promised for some time.

Mr. Carter-Cotton further stated that the revised plans and report from the company's engineers in England showed that the cost of the bridge, with the changes necessitated by the difference in the height and grades, the substitution of steel throughout instead of timber and piles—points strongly urged by Sir John Wolfe Barry—would mean a greater cost than originally expected. The preliminary estimates placed the cost of the bridge at \$2,303,000, exclusive of approaches and other extra charges.

Mr. G. Cleveland, of Cleveland & Cameron, local representatives for Sir John Wolfe Barry and partners, read the report sent by the English engineers. A grade of one per cent. would be provided for steam traffic over the bridge. This would mean that the tracks would have to be laid for 2,100 feet each side of the structure. A grade of two and a half per cent. would be necessary for street cars and vehicular traffic, and would necessitate continuing the roadway 1,150 feet. This increased considerably the length of the bridge as originally planned. About \$100,000 would be required for extra expenses, such as facilities for street-car traffic, street lighting system, etc.

The formal proposal of the company that the Provincial Government assume control of the Second Narrows bridge project and build the proposed structure was afterwards laid before the Prime Minister, the Attorney-General and the Finance Minister of the Province.

The financial status of the company was explained by Mr. F. Carter-Cotton, president. The Attorney-General stated that the government recognized the importance of the bridge, but referred to the fact that a structure which would serve the needs of the north and south of Burrard Inlet for many years to come could be built at considerably less cost than the \$2,500,000 bridge designed by the English engineers.

Mr. Cotton intimated that if the bridge was not constructed according to Sir John Wolfe Barry's plans some embarrassment

might be caused at Ottawa, as the Dominion government engineers had been particularly impressed with the English engineer's designs. He also pointed out that if a less expensive bridge than the one planned were built the municipalities that had bought stock and would donate the amounts to the government in the event of its assuming control, might object to a cheaper bridge being built.

Sir Richard McBride compared the bridge over the Fraser at New Westminster with the one proposed for the Second Narrows, pointing out that a large amount of traffic was being handled on the Fraser River bridge and more would probably be cared for when the other railways, among them the Northern Pacific, probably completed negotiations for the use of the Fraser River structure. He intimated at the close of the conference that the question of taking over the Second Narrows bridge project would be laid before the executive at an early date.

Negotiating for Mission Reserve

THE Pacific Great Eastern Railway's land purchasing department are now confident that the Mission Reserve at North Vancouver can be purchased for railway terminals with very little delay.

Mr. D'Arcy Tate, vice-president and counsellor of the railway, has been conferring with the Indians on the reserve, and has stated that the meeting was very harmonious. Some time ago Mr. Tate made the Indians an offer of more than \$1,000,000 cash and the Indians requested time to consider this offer.

A Bridge Over Pitt River

THE Provincial Government has purchased the superstructure of the present C. P. R. bridge, on the east side of Coquitlam—a bridge now being replaced by double tracks.

This arrangement will result in the completion of a traffic bridge over Pitt River many months in advance of the time that ordinarily would be taken for this extensive work. A structure will be provided, too, that will accommodate the cars of the proposed line to be built by the Western Canada Power Company, along the north

bank of the Fraser from Mission to Vancouver.

Construction operations on the superstructure of the new bridge, to be erected for the C. P. R. over the Coquitlam River, have been started. The substructure was finished several months ago, and it is the intention of the railway company to expedite the work, so that the bridge will be ready for traffic by September 1.

There will be three sets of tracks, double tracks for regular through traffic and one for switching. Steel for the structure has already been delivered. The bridge will consist of two spans one hundred feet each in length, and will rest on a pier in the centre of the river.

The Great Northern Railway Plans for Vancouver

It was announced by Mr. Carl Gray, president of the Great Northern Railway, when in Vancouver recently, that negotiations are proceeding between that line and the Canadian Northern Railway with a view to the erection of passenger stations at False Creek, Vancouver, of similar architectural design.

Mr. Gray was asked if there was any possibility of his company uniting with the Canadian Northern Railway in building one large depot to serve the requirements of the two roads. While non-committal on this point, he admitted that some arrangement might be made to connect the two depots if they were built in close proximity to each other.

"The general floor plan for our new passenger depot," said Mr. Gray, "has been ready for some time, but we have deferred proceeding with the architectural scheme because we thought it would be better to construct a building which would harmonize and correspond with the structure to be built by the Canadian Northern in the same vicinity. Arrangements may be made for the erection of a combined building, or to connect our Union Depot with that built by the Canadian Northern. In the latter event we expect that the two structures will be of similar design and used as separate units."

Asked when he thought a start on the actual construction of the buildings would be made, he stated that the work would

most probably be well under way next summer. However, it depended to a great extent on when the Canadian Northern Railway officials would be ready to proceed, as the terminal schemes of both companies would correlate insofar as the depots were concerned and also in regard to the layout of the yards, which would provide for the interchange of cars and other transportation facilities.

"We expect to be using a portion of the new dock, the understructure of which is now rapidly nearing completion, by September 15," he added, "and we figure on having the whole of the dock ready in October, early in the month if possible." This company, he further said, had no intention of operating trans-Pacific steamships out of Vancouver at the present time, though he admitted that the new docks had been planned for future requirements.

Terminals for North Vancouver

ACCORDING to an agreement entered into by the Pacific Great Eastern Railway Company and Messrs. Major James Pemberton Fell, of North Vancouver, and Captain Henry Heywood-Heywood Lonsdale, of Market Drayton, Salop, England, a portion of D. L. 264 of the municipality of North Vancouver is to become the principal freight and passenger terminals of the company for the north shore of Burrard Inlet, additionally to include ocean and coastwise wharves on the adjacent and abutting foreshore held by the owners under lease from the Dominion Government.

The property mentioned, comprising 65 acres, lies slightly west of the Mission Indian Reserve, and it is understood that a considerable cash payment has been made in connection with the proposal. On its part the company agrees to expend in terminal improvements not less than \$100,000 before the end of 1915, and an additional sum, not under \$400,000, before December 31, 1918.

The district referred to is located within the First Narrows, is bounded on the west by Capilano Indian Reserve, on the north by the South Road, which is an extension of First Avenue, on the south by Burrard Inlet, and on the east by D. L. 266, close to the Indian Mission Reserve. By the terms of a separate agreement the railway

company is also given the same owners' right-of-way across D. L. 265 and D. L. 266.

Mr. D'Arcy Tate, president of the company, states that the City of North Vancouver and the entire north shore of the Inlet figures largely in the company's plans of development. The foreshore lease of the vendors abutting on D. L. 264 have been acquired and represents an area as large as the land part. Mr. D'Arcy Tate stated that the foreshore in question was dry at low tide and could easily be reclaimed by filling, so as to provide fine wharfage facilities.

A Suggested Floating Dock

THE question of providing in Vancouver harbor for the accommodation of vessels which need repair was considered at a recent meeting of the civic harbor improvements committee. A report presented by a sub-committee, which was adopted, was to the following effect:

"For the future requirements of the port of Vancouver it is essential that a graving dock of large capacity be built.

"At the same time we think it advisable to urge upon the federal government the necessity and desirability of giving financial assistance to the prompt building of a floating dry dock of approved type, 500 feet long and 90 feet in breadth from tower to tower, and of a lifting capacity of 12,000 to 15,000 tons, with cranes and air compression facilities at fixed charges for public use.

"The chief considerations for this view are, in brief, these: A floating dock can be built in six to nine months, a graving dock in two to three years. A floating dock would cost \$600,000 to \$750,000, a graving dock \$2,000,000 to \$2,500,000. A floating dock of width suggested could be lengthened and is suited to this harbor, which is free from ice. It can handle ships more quickly than a graving dock. Already well-established marine yards and works exist on both north and south shores of Burrard Inlet.

"Tramp steamers vary from about 340 to 460 feet in length, and 47 to 55 feet in breadth. The larger Blue Funnel boats entering this port are 460 feet in length and 55 feet in breadth. The Empress of Russia, the largest steamer entering this port, is

570 feet in length and 68 feet in breadth, and of a lifting weight of 14,000 tons.

"Lloyd's repair insurance rates for boats are the same, for either style of dock. A floating dock can be used to repair vessels longer than its capacity by raising one end at a time, and the large steamers touching at Hongkong, or other ports where labor is very much cheaper, would probably not dock here except under damaged conditions.

"The majority of boats using the dock at first would be tramp steamers, coastwise shipping and Australian liners.

"Finally, we consider the advantages of a floating dock, constructed at once, overcome the disadvantages of deterioration and expensive upkeep of same."

A Prime Minister's Prediction

It is expected that an official announcement in regard to the proposed extension of the Pacific Great Eastern Railway from Fort George through Northern British Columbia and Yukon territory will be made shortly. Construction, of course, will not be undertaken before the completion of the first link between North Vancouver to Fort George. It is the dream of Sir Richard McBride to crown his provincial railway policy by assisting in the extension of that line into the Peace River district, east of the Rockies, as well as a main line all the way to the Alaskan border below Dawson, connecting with a system of railways to be built by the United States Government. He thus hopes to see realized a cherished dream in favor of an all-rail system from Alaska to the United States via British Columbia.

Addressing the Royal Indian Commission in Victoria recently in regard to the applications of the Pacific Great Eastern for right-of-way and yardage room in the Indian reserves on the north shore of Burrard Inlet and at Newport at the head of Howe Sound, the premier predicted that the proposed line, when ultimately extended to the wheat fields and grazing lands of the Peace River and to the Yukon and to a connection with the Alaskan railways planned by the United States Government, would result in the development of regions as rich in natural resources as any traversed by existing trans-continental lines. He made the announce-

ment that his invitation to the United States Government to co-operate with British Columbia in building connecting railways had been cordially received and had elicited favorable replies from Hon. Walter Fisher, minister of the Interior at Washington, as well as from Governor Strong of Alaska.

Sir Richard concluded by predicting that less than ten years would elapse before a passenger in the United States would be enabled to buy a through ticket for the all-rail journey via British Columbia to Fairbanks, Alaska, and to points beyond within the Arctic circle.

Okanagan Fruit for Australia

THERE are good prospects of the success of the central fruit marketing organization which has been established in the Okanagan district this year.

In addition to sales at the coast and on the prairies, a contract has been made to send 20,000 boxes of apples to Australia at \$1.40 per box. The red varieties, such as Jonathan, will be the apples used to meet this order.

Mr. Winslow, the provincial horticulturist, estimates that the fruit crop of the province this year will be between seventy-five and eighty per cent. of the output in 1912. As last year's crop was a bumper one, this year's is considered excellent.

New Trails to be Cut

FOLLOWING up the good work done by the forest fire protection service in cutting trails through the bush in danger places, it has been decided to cut a number of other trails this fall. A programme of work entailing 250 miles of trails has been mapped out by Superintendent George D. McKay.

The trails which will be cut out this fall will be as follows: Harrison Lake to Stave Lake; Pitt Lake to Indian River; Indian River to Squamish Valley; Port Mellon to head of Salmon Arm via Rainy River; St. Vincent's Bay to Gordon Pasha Lake; Gordon Pasha Lake to Powell Lake via Horseshoe Lake; Jackson Bay via Tom Brown Lake to Knight's Inlet; Bond Sound to Kingcom Inlet; Campbell Lake to Salmon River Valley; Nimpish Lake via Kla Anch River to Salmon Valley; Acton Sound to Seymour Inlet.

Special attention is being given to the grades and location of the trails with the idea that many of them may later on be converted into wagon roads for the convenience of settlers, who are being given the preference in the work of constructing the trails.

Measuring the Waters

THE season's work in British Columbia of the Dominion Commission on Conservation has been commenced.

Two engineering parties have been dispatched to take measurements of the flow of the principal streams into the inlets along the mainland coast between Powell River and Prince Rupert. They are making the trip in a chartered launch which has been equipped for a three months' cruise. The other parties are at Hazelton, outfitting for similar work along the Skeena and the Upper Skeena, Babine and Bulkeley Rivers and tributary waters. An investigation of water power resources on Vancouver Island is also being carried on in co-operation with the water branch of the provincial department of lands.

What is Wanted at Fort George

AN interesting statement as to conditions at Fort George is made by the Rev. A. Hager, pastor of the German Baptist Church there. Apropos of the desire of his congregation to build a new church, Mr. Hager states that he has been quoted a price on cement there of \$22 a barrel, and on lime \$9 a barrel.

"This district," he adds, "is exceedingly rich in all kinds of raw materials, but everything has to be created. A few miles from this place we have an inexhaustible deposit of limestone, but this should be developed on a large scale. There would be a fortune in it for a man or a company, and it would bear a large part in the upbuilding of Fort George.

"Another enterprise that would do well here would be portable sawmills that could be moved from place to place, following the trees. These would not interfere at all with the existing mills, and would be a great aid to development.

"If, as we expect, there will be a great inrush of people to this place next summer,

what will we do for building materials? It is a serious question."

A More Speedy Handling of Fruit

RECENTLY the Canadian Pacific Railway have been paying special attention to the expeditious handling of the fruit and produce of the Okanagan Valley, which is increasing in volume year by year. The matter has been seriously considered by the company's chief officials, and it is stated that no stone will be left unturned to bring about a satisfactory condition of things.

"We intend to clear up every ounce of freight each evening," was the statement of Superintendent J. M. McKay in the course of an interview recently with the mayor of Kelowna, Mr. J. W. Jones and Mr. S. T. Elliott, vice-president of the board of trade, "and in order to give effect to this we will put on an additional evening scow to clear up all the fruit and produce remaining over each day at Kelowna and the other points on the lake. To carry this into effect we must ask your co-operation in placing lights on the Kelowna wharf while the freight is being handled."

The mayor intimated that this would be done, and Mr. McKay said that steps would be taken to commence the new service without delay.

The outward freight revenue paid to the C. P. R. at Kelowna last year amounted to \$92,182.56 as compared with \$49,481.77 the previous year, showing an increase of \$42,700.79 or 86 per cent. The inward freight revenue in 1911 was \$132,732.28 compared with \$191,740.28 last year, an increase of \$59,008 or 44 per cent., while the revenue from the passenger traffic amounted to \$58,974.20 in 1911, as against \$64,535.01 last year. This year the increase will be still greater.

A Salmon Ladder on the Naas

IN the Skeena and the Naas, the great rivers of Northern British Columbia, attention is being devoted more and more to the habits of the salmon.

Last season a start was made in the direction of the opening up of Meziaden Lake to the sockeye. This lake, which is a beautiful one, drains into the Naas, and it is an established fact that the sockeye salmon

only ascend streams that have a lake at the end. There was a waterfall on the Meziaden River that connected the lake with the Naas and made it exceedingly difficult for any fish to run up it, except at very high water. In view of the fact that at the time when the sockeye were running, the water was rather low, it was very problematical whether there were any fish getting up.

With the co-operation of the Dominion Government, the provincial authorities last year started on a policy of opening the stream up for the fish. The rocks that interfered with the ascent were blasted out, and preparations made for the putting in of the fish ladder that would allow the fish to get up. The blasting was done in the winter, when there was low water, and this summer the work of putting in a cement ladder for the fish is in progress.

Mr. J. P. Babcock, the fishery expert of the Provincial Government, expects that before the sockeye get to the place there will be the facilities for getting into the higher waters, and if the fish run there this summer they will be able to freely reach the spawning ground beyond.

The First Train at Smithers

PROBABLY the most remarkable welcome ever given to a new railroad in British Columbia was extended at Smithers to contractors and workmen when the steel of the Grand Trunk Pacific reached there a few weeks ago. Unbounded enthusiasm was shown by Bulkley Valley residents, who have waited for years for the sight of a railway locomotive.

When the track-laying machine rounded

the curve east of Smithers and poked its nose out on the long tangent that passes through the town, it was a signal for a big demonstration.

A Novel Tunnel Experiment

IN order to facilitate the driving of the 22x30 foot double-track C. P. R. tunnel, over five miles long, through Rogers Pass, at the summit of the Selkirks, Messrs. Foley, Welch & Stewart, contractors, have decided to adopt a new method which will be watched with great interest by the engineering world. The expedient consists of the boring of a parallel tunnel, 7x8 feet, for virtually the same length, and from this tunnel cross-cuts will be made at short intervals to the site of the proposed tunnel and enable gangs of men and machine drills to attack the work simultaneously at scores of points. Incidentally, the "pioneer" tunnel, as it is called, will also provide ventilation and will for a considerable time provide an exit in removing the rock material. The proposed big tunnel, for the greater portion of its length, will at the outset be driven through with a bore, probably not much larger than the pioneer tunnel; later, in addition to the boring from either approach, machinery will be installed at various points and the working enlarged to the standard size provided in the contract.

Our Inland Waterways

THE Hon. F. W. Alymer, Dominion Public Works Engineer for Yale-Cariboo, is now undertaking an extended tour of inspection throughout Northern British

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Correspondence invited.

References: Bank of British North America, Vancouver.

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Columbia. Proceeding by rail to Tete Juane Cache, he descends the south fork of the Fraser to Fort George in order to study the channel with a view to carrying out various improvements next year. Then he will ascend the Nechaco and Stewart Rivers to Tackle Lake before visiting Fraser Lake to report on that great inland system of waterways.

Mr. Alymer will undertake to descend the Fraser River all the way from Fort George to Lillooet. There are several dangerous rapids in the river and one or two spots have never been negotiated, notably below Soda Creek. The engineer, however, feels confident that he can accomplish the feat. He will take with him a specially-built canoe and his own crew. Mr. Alymer will report on the question of the navigability of the Fraser between Soda Creek and Lillooet, a distance of over one hundred miles. It is almost a closed book so far as its history is concerned. The Cariboo Road is the main highway of travel, and it does not run near the river until Soda Creek is reached.

A Mine on Bowen Island

A SYNDICATE of Vancouver men has purchased the copper mine known as the Bowena property, situated a mile and half south of Snug Cove, on Bowen Island. The average width of the vein is ten feet and has been traced 700 feet inland from the face of the tunnel which is 45 feet above salt water.

The mine has been held by various mining men for the past fifteen years with little result, but the syndicate which is sending the materials there is confident that the

mine will be a success. The Britannia copper mine is situated further up the Sound.

Two new bylaws have received the approval of the voters of South Vancouver. The first empowers the municipality to raise \$50,000 for acquiring and improving park sites; and the second increases the rate of interest payable on \$495,000 school debentures from four and a half per cent. to five per cent. The vote on these bylaws was preceded by a large amount of popular agitation, but only eight per cent. of the registered voters went to the poll.

22,652,400 pounds of apples, representing a money value of \$526,800, were produced in the Province of British Columbia last year, and 70 per cent. of them came from the Okanagan Valley. This year there will be fully one-third more of a crop.

PILE-DRIVING for the new bridge between Masset and Delkatlah, across Delkatlah Bay, is now in full swing, and the contractor expects to make a record with the work.

"FORT GEORGE by January 1" is now the slogan all along the Grand Trunk Line.

THE discovery is announced of a large deposit of bituminous coal on the Kitseukla River, near its head waters. The coal is an excellent grade of coking coal. Samples which have been analyzed show about 53 per cent. carbon and 15 per cent. ash. The coal field can be reached by going on in from Morricetown and up Trout Creek.

INVEST IN ACREAGE

NEAR NEW WESTMINSTER AND VANCOUVER

WE have for sale several five-acre blocks situated in a fast-growing district, which are especially suitable for fruit, vegetable, and poultry raising. They are on a good road, and less than half a mile from an electric railway running into New Westminster, only 8 miles distant, and to Vancouver, which is 20 miles. This location is ideal for a small farm, and with these two large markets so close there would be no difficulty in disposing of farm produce at a good figure. The price of this property is \$150.00 per acre, and we can arrange exceptionally easy terms to anyone who will settle on it and make improvements. As an investment it is first-class; we know of nothing that will produce a greater percentage of profit than this. Acreage not any better, and further from Vancouver, has already been sold at a higher figure. Look this up—it's worth your while.

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CHASE & SANBORN

MONTREAL

141

The Kitseukla coalfield is just the other side of the mountain from the Copper River coalfield.

DURING his recent visit to British Columbia, the Hon. T. W. Crothers, Minister of Labor in the Dominion Government, looked into a scheme for reclaiming low lands in the railway belt of the Province. An elaborate plan has been evolved by a Vancouver engineer, Mr. W. L. McKay, and is under consideration.

A TRAIL fifteen miles in length is to be constructed from Stillwater Flats over the Divide to Adams River. It will connect the North Thompson and Adams River Valleys and will give access to 500,000,000 feet of timber. The cost will be undertaken by the Forestry Department of the Provincial Government.

DURING the first half of this year the building permits granted at Kelowna totalled \$277,543. This showed a net gain over the same period of last year of 147 per cent., which is the highest percentage of increase attained by any one town in the

Canadian West, and only bettered by one other in the whole Dominion.

FOR the first half of the present year Vancouver is second among Pacific Coast towns in the matter of building permits. Portland comes first with \$7,399,795, Vancouver close behind with \$7,118,253. Seattle comes next with \$5,219,470, then Spokane with \$3,878,824, and Tacoma with \$1,318,399.

THE provincial treasury have made a grant of over \$10,000 towards the building of a scenic mountain auto highway, the first of its kind on the continent of America, which, when completed, will provide access by negotiable grades for automobiles to run from Revelstoke to the peak plateau.

THERE is every prospect that the furnaces and converters at Granby Bay will be completed by the first of January, and from that time forward 2,000 tons of ore will be treated daily. A town is being built with stores, schools, a hotel and hospital. The company is developing hydro-electric power for all uses, including lighting.



AUTOMOBILES

The Automobile in the Kootenay

HERE in British Columbia there is a wonderful region of valleys, mountains, lakes and forests, known as the West Kootenay. It is rich in timber, fruit and mines, and its citizens are amongst the most prosperous in the Province. All it lacks to make it one of the most favored regions in the world are roads. These, however, are fast being built across the mountains, and within a few months this district will offer unsurpassed attractions to the motorist.

The first man in this district to appreciate what a wonderful factor the automobile would finally be in the development of the country was Dick Bevan, of Creston, successful rancher and business man. In spite of the obstacles in the way, he foresaw the building of roads across the mountains and realized that the automobile offered the best solution to transportation. Long before the first highways were under construction he began to investigate the various makes of cars with a view to placing them before his friends. After going into the matter thoroughly and trying out nearly every car on the market, he decided on the Model T., and in June, 1912, he brought to Creston the first three cars to be sold in the district. All three cars have amply justified their owners' faith in the Universal Car. All three have been in daily service, and have covered roads that heretofore were thought to be impossible to anything but lumber teams. So successful were these three cars, that shortly after their introduction, two more Fords were sold to the men in the town of Nelson, a beautiful little city practically isolated from the surrounding country.

Mr. Bevan's own car made over 7,500 miles in 1912, at a total repair cost of \$15.00. In October, 1912, it piloted the tourists from Goatfell over trails that required the use of block and tackle for the heavier cars. Mr. Bevan's Ford holds the record of nine hours and thirty minutes to Spokane, Washington, 169 miles, made in competition with a car three times its price and horsepower.

In 1914, when the mountain roads now under construction are linked up, the

Kootenay district will be one of the best markets for Model T's. In all of the important towns are hundreds of men who would purchase Fords if they but had the roads to run them on. Outside of Golden and Cranbrook districts, there are practically no stretches of roads, and such towns as Nelson, Kaslo, etc., are practically isolated from the outside world. The Kootenay district is one of valleys and mountains, and the finest road in the district is that from Golden, along the Columbia River to Cranbrook.

Like all others in British Columbia, it is built of crushed rock and is well drained and graded. This road will be joined in 1914 by the famous Banff-Windermere carriage road, which will be one of the finest scenic highways in the country. From Cranbrook, the Alberta boundary can be reached by a fair road over the Crow's Nest Pass, although at the present time it is in bad condition in places.

From Cranbrook to Creston the road is all completed with the exception of a four mile stretch near Goatfell. From Creston it is now possible to run over a fair trail to the American boundary and thence into the state of Washington. This road is to be improved this summer and when all lines are finished the motorist will be able to drive through from Calgary to Spokane.

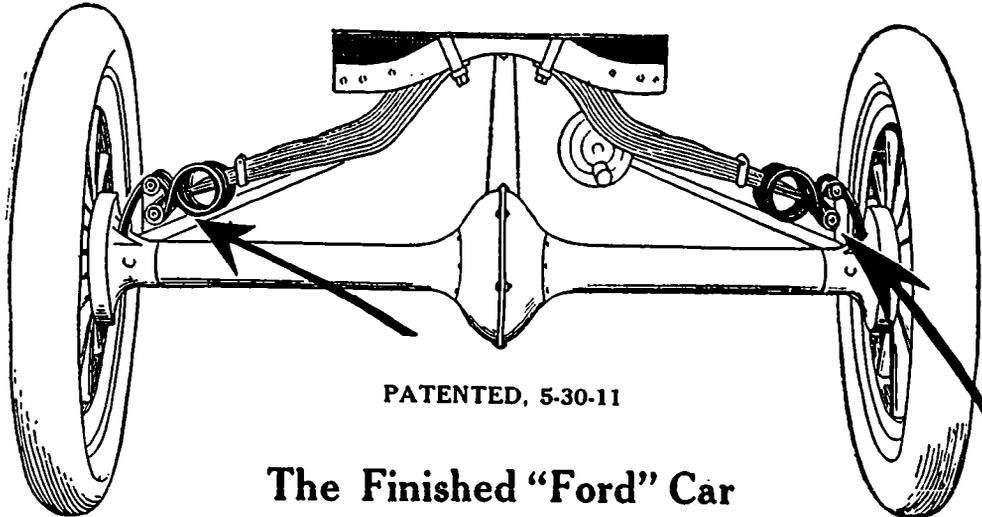
There are only twelve miles of road at present reaching out of Nelson. The trail to Bonnington Falls is the best of these. \$12,000 is to be spent in 1913 in finishing the road under construction between Tagburn and Balfour, and this will be joined to Nelson by New Tagburn Bridge for which \$85,000 has been appropriated.

Altogether, over \$275,000 will be spent for roads and bridges in the West Kootenay district this summer, and while probably the entire programme will not be completed, enough roads will be finished to give a great impetus to motoring.

But little more roadwork is required to place Trail and Rossland within running distance of the boundary and American districts. The following roads are either completed or nearly so:

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The Finished "Ford" Car

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I Guarantee "Acme Torsion Springs" to make your "Ford"
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A CME Torsion Springs increase the "riding qualities" of a "Ford" car at least 100 per cent., and by the elimination of all "jolts," "jars," "strains" and "vibration" add "mileage" to the "tires" and "life" to the "car."

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The "price is low" but if you would know their real value you must
ASK THE MAN WHO HAS THEM ON HIS CAR

In attaching these springs to a "Ford" car you simply remove the original "spring hanger" and put in its place my own of a special design which allows for the use of Acme Torsion Springs. When ordering specify Roadster or Touring Car.

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All of these roads have heavy grades ranging from four to ten per cent. The steepest road in the country is that which climbs from the town of Trail to Rossland. In a distance of seven miles, this road climbs over two thousand feet in the air. The railroad which connects these two towns is sixteen miles in length and has three switch backs over three miles long. The wagon road there is a steady eight per cent. grade and in two places it reaches a maximum of thirty per cent. It has been made in forty-five minutes by a Ford Roadster owned by Mr. Stewart, superintendent of the smelter at Trail.

\$10,000 has been appropriated this season to regrade this important road and the work is to be finished in 1914.

Up to the present time there are nine cars in the entire West Kootenay district. Trail claims a Ford, Nelson two and Creston three Fords.

WE call the attention of our readers to the proven merit of the Acme Torsion Spring, advertised on page 547 of this magazine. This ingenious device, although now making its initial bow to the car owners of British Columbia, has been on the market for some time, and in the United States alone more than 200,000 cars are equipped with these springs. As an evidence of their merit, Mr. MacNeill points to the fact that his Acme Torsion Spring has been universally adopted by the taxicab companies throughout the country, in close competition with every known device on the market. He writes: When in Boston,

New York, Chicago, San Francisco, Pittsburg, Detroit or Toronto, hail a taxi, and ask the driver for his opinion of Acme Torsion Springs, you will see them on the rear of his car. The mission of this spring is to eliminate vibration and remove all excess duty from the tires and leaf springs. Tires may be inflated to their rated maximum to get the full mileage and comparative freedom from punctures without danger of spring crystalization and breakage, and in addition to these features Mr. MacNeill positively guarantees the Acme Torsion Spring to increase the riding qualities of any car at least 100 per cent. He is putting on the market a special equipment for the Ford car which is meeting with wonderful success.

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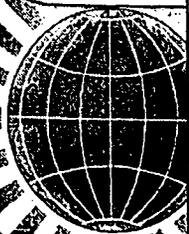
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MUSIC EXAMINATIONS 1914

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The Annual Examinations in Practical Music and Theory will be held throughout Canada in May and June, 1914. An examination in Theory only will be held November 15th, 1913, application to be made by October 1st.

An Exhibition value about \$500 offered annually; also two gold and two silver medals. Syllabus, music for the examinations and all particulars may be obtained on application to

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Parents and teachers wishing to enter their pupils for these examinations should communicate with the Secretary at once and have their names placed on mailing list.



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PORT COQUITLAM

“Pay Roll” and “Pay Well” City

☐ The old-time patent medicines undertook to demonstrate their efficacy by “before-and-after-taking” pictures. These pictures were usually fakes and, at best, products of the artist’s imagination.

☐ But the idea was sound.

☐ Every business proposition, every investment, should be able to stand the “before-and-after-taking” test.

☐ Coquitlam welcomes the test. This sterling new terminal town has only a year-and-a-half of life behind it, but those eighteen months have been so many months of demonstration of the wisdom of past and future investments.

☐ The investment opportunity is better than ever. Much as has been done, the town has only started. The big things haven’t even been started yet. And a lot of them are to be started.

☐ Look at the list of industries already started or announced: Shipbuilding yards, switch manufacturing plant, artificial stone works, 3,000-barrel flour mill, dredging plant, C. P. R. elevators, boot and shoe works, etc., and half a dozen other big industries in sight.

☐ This list means that Coquitlam will be a PAY-ROLL city, and a PAY-ROLL city means a PAY-WELL city for real estate investments. Prices are not inflated. We are willing to sell some lots, but we are more interested in locating industries.

☐ Give us a hint or a suggestion that will bring another industry to Port Coquitlam and we will pay you liberally for your services.

☐ We want industries and industries want Coquitlam.

CUT OUT AND MAIL

Coquitlam Terminal Company Limited

549-553 Granville Street
Vancouver, Canada

Dept. B. C. M.
COQUITLAM TERMINAL CO. Limited
549-553 Granville Street
Vancouver, Canada.

Gentlemen,—Without obligating me in any way, please send me at once full particulars of your new plan for the promotion of industries at Coquitlam and the advancement of real estate values.

Name
Address in full
.....

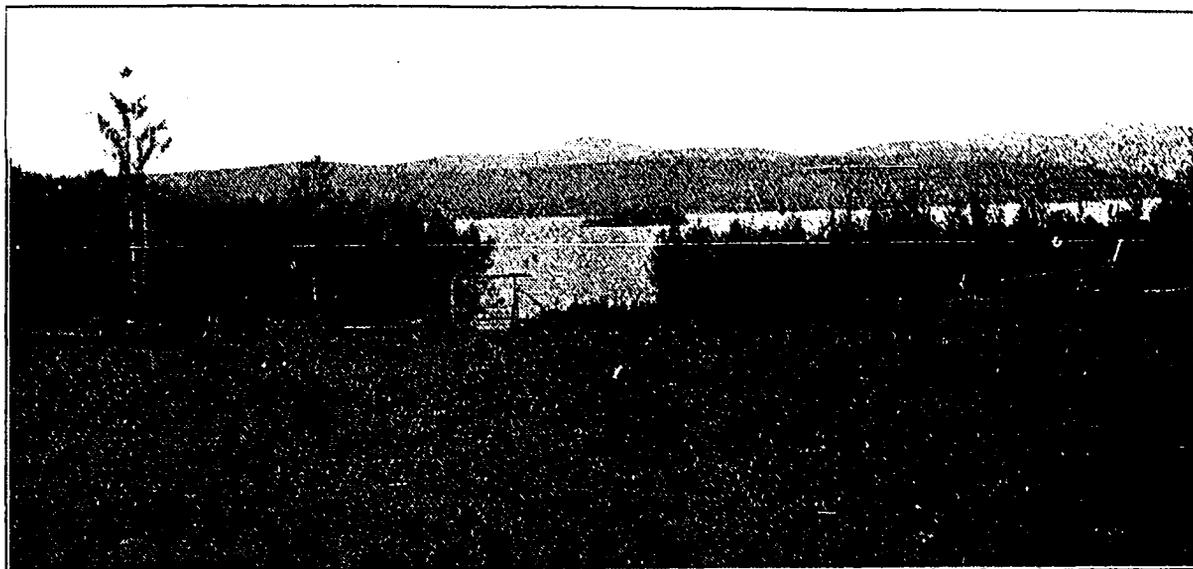
OFFICIAL GRAND TRUNK PACIFIC RAILWAY TOWNSITE

"This is to certify that Fraser Lake is the official townsite of the Grand Trunk Pacific Railway, Coast District, British Columbia. It is the intention of the railway company to erect a fine station on this townsite, commensurate to the district it will serve, which will be erected as soon as the line is completed through this district.

"The company looks upon Fraser Lake as probably one of the best townsites on the line in the Province of British Columbia.

"Five per cent. of the gross sales of this townsite is set aside to be handed over to the first Board of Trade when duly constituted, and when it has a membership of twenty-five in Fraser Lake. This fund to be used for the development of the town, advertising resources of the district, etc."

(Signed) G. U. RYLEY,
Land Commissioner Grand Trunk Pacific Railway



EAST END FRASER LAKE TOWNSITE, OVERLOOKING THE LAKE

FRASER LAKE, B.C.

Fraser Lake Townsite is right in the centre of thousands of acres of the finest agricultural, grazing and fruit lands, timber, mineral resources and coal areas in Central British Columbia; also the head of navigation for over 1,000 miles of inland waterways; huge waterpowers within two miles; finest situation along G. T. P. for summer resort; good hunting, fishing, etc.; splendid climate; projected western terminus G. T. P. branch line now under construction from Edmonton, Alberta, through Peace River country; station site and standard No. 1 station approved by Canadian Board of Railway Commissioners; every contract for sale issued direct to purchasers of lots by Land Commissioner of the Grand Trunk Pacific Railway.

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COUPON B

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403-404 Carter-Cotton Bldg.
Vancouver, B. C.

Gentlemen,—Kindly send me illustrated literature and full information regarding Fraser Lake Townsite.

Name

Address

.....

Port Alberni, B. C.

ANYONE who is at all familiar with the history of British Columbia can readily see that an investment in Port Alberni property now, whether city or suburban, will net him handsome returns before any great length of time. Manufacturing sites with the most excellent facilities may be had, there being a very large potential water-power in the falls of the Somass River, close to the harbor. On the waterfront splendid sites are also procurable at reasonable prices, these offering every advantage in the way of trackage and shipping. The C. P. R. has a fine modern depot in the town, and trains connect each day with Victoria, and thence by boat to Vancouver. Port Alberni lies at the head of the Alberni Canal, a long indentation on the west coast of Vancouver Island and at the mouth of the Somass River. It is backed and flanked by Copper and Arrowsmith Mountains, which, however, offer no impediment to entering railroads. The site of the town is a gradual slope from the waterfront, opening into the magnificent Alberni Valley, which is already extensively farmed and is one of the best districts on the Island. A short distance from the townsite are Buttes, Cameron and Sproat Lakes, some of the most beautiful bodies of inland waters in the province. These lakes offer splendid opportunities for hotels and resorts for the tourist, and the Canadian Pacific has already constructed some chalets in close proximity to the lakes and mountains. On the ocean, and but a short distance from Port Alberni, stretches twenty miles of magnificent sandy beach, the famous Long Beach, which is the resort and delight of thousands of tourists every summer. It is the intention of the C. P. R. to erect a chalet here, which alone will be a distinct advantage to the town. It is the gateway to a paradise for the hunter, fisherman and tourist, in addition to being one of the most advantageous sites for a great city ever laid out. Excellent motor roads now reach every part of the Island, and there is no difficulty in reaching the Port in a short time from Victoria over the famous Pacific Highway, for which this town is the terminus.

As to climate: The rainfall is less here than in Vancouver, which is less than in many parts of the eastern provinces. Severe winters are unknown on account of the proximity of



STANDING TIMBER, PORT ALBERNI DISTRICT

the Japan current, and the summers are indescribably delightful. In summing up the advantages of Port Alberni, it is seen that it has the natural advantages of a harbor unexcelled, a townsite of ideal location, excellent water-power resources of incalculable value behind it for which it is the natural port; a busy, progressive administration which is engrossed in making it one of the most attractive towns to the homeseeker and manufacturer, as well as investor, in this fast-growing country; banks, schools, business houses, hotels, wharves, factories, railroad, shipping facilities, and in fact every component of a manufacturing and shipping centre. There can be no doubt but that for every dollar invested in Port Alberni the investor will gain manifold in the next ten years.

VANCOUVER ISLAND FARMS

DO you want a farm in a district with a delightfully mild climate, highly productive soil and the best market in the world for farm and garden products? If so, write to us.

We specialize in this line and have a large listing of all kinds of farms from five-acre blocks to tracts of 100 acres and upwards, varying from virgin bush land to semi-improved and revenue-producing properties.

Our cheapest buys are in the Alberni, Nanoose and

Offices: VICTORIA, B. C.
VANCOUVER, B. C.—Franco-Canadian Trust Company, Ltd., Rogers Building

Newcastle districts. The prices of these are only
\$35 AN ACRE
in 10, 20 or 40-acre blocks, on terms of one-fifth cash and one-fifth each year.

Being close to railway, school, post office and stores they are rapidly being taken up. Now is your opportunity to obtain one of them, for if you wait till they are all disposed of we know of no other lands at this price which are so well situated to meet the requirements of modern civilization and at the same time have such productive soil and delightful climate.

CARMICHAEL & MOORHEAD, LIMITED

PORT ALBERNI, B. C. PARKSVILLE, B. C.
LONDON, ENG.—Western Pacific Development Co. Ltd., 125 Pall Mall S. W.

Cranbrook, B. C.

Population, now close to 5,000, is rapidly increasing

CRANBROOK is a divisional point of the C. P. R., whose payroll is over \$75,000 a month.

Railways: From east and west, the C. P. R., and from middle and eastern States and Pacific coast point, the Soo-Spokane-Portland.

Great Northern, via Lethbridge, Alta., or Elko, B. C., connects with British Columbia Southern (known as Crows Nest Branch of the C. P. R.).

Kootenay Central Branch of the C. P. R. connects with all points north. And the North Star branch of the C. P. R. reaches Kimberly and Marysville districts.

In the vicinity are twenty-five sawmills, five planing-mills, three sash and door factories, mining camps and many other industries, employing a large number of men the year around.

The climate of CRANBROOK approaches the ideal as near as may be found in Canada. The scenery is unsurpassed in variety and grandeur. Large and small game is found in abundance. It is the centre of a district 100 miles square, rich in timber, minerals, etc. From an agricultural standpoint the land in general is well suited to mixed farming.

The fruit-raising industry is as yet in its infancy owing to the fact that up to the last few years the chief attention was given to mining and lumbering. However, experiments have proven so satisfactory, and the markets are so great, that land is rapidly increasing in value.

The different points in the district are connected by first-class roads, in fact the roads



AUTOS IN A FIELD OF GRAIN NEAR CRANBROOK

are so good that Thomas N. Wilby, while here on his pathfinding trip from coast to coast, said: "The roads out of this city look as if they had been gone over with a flat-iron, they are so smooth."

This city has a municipal hall, new \$75,000 post office, six churches, three banks, three theatres, large hospital, two rinks, several places of amusement, five schools, large Y. M. C. A. building, Masonic Temple, I. O. O. F. and K. of P. halls, and eight hotels with excellent accommodation. Also electric lighting, gravity water and sewer systems. Magnificent natural power facilities await development. Large mercantile establishments and wholesale houses meet the needs of a rapidly growing community.

The C. P. R.'s new transcontinental line from Winnipeg to Vancouver will go via CRANBROOK and the Crows Nest Pass.

Fruit and Vegetable Land

Near the big markets, in a delightful climate, a mile and a half from the prosperous, growing CRANBROOK, B. C., is what the sensible farmer is looking for.

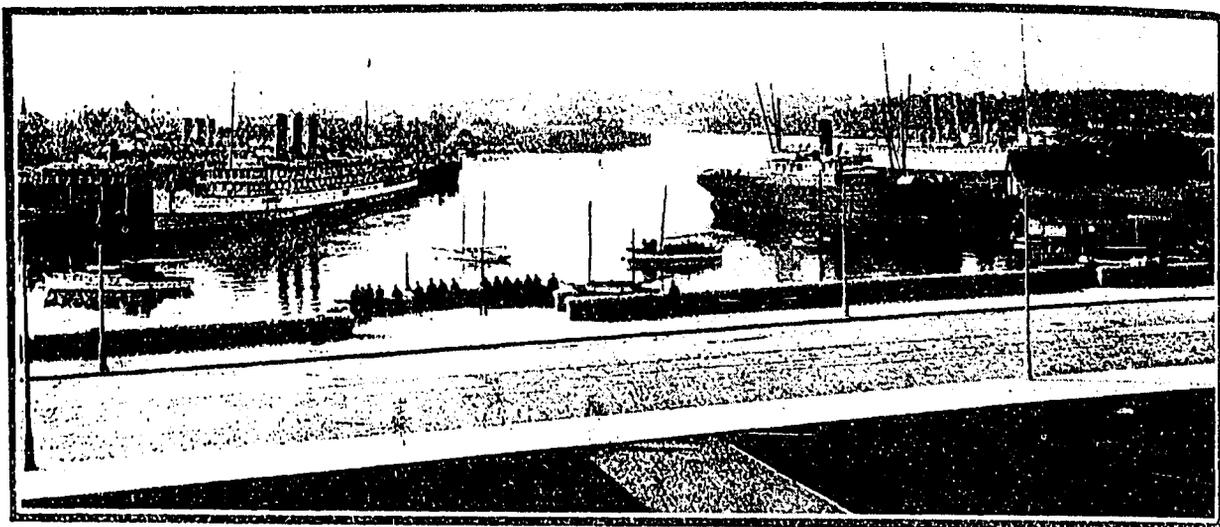
There is a 3,000-acre tract at APPLELAND that is just waiting to grow the best fruits

and vegetables in British Columbia. All perishable products can be disposed of readily. Your product picked at noon is eaten by the consumer for supper.

Ask us about the 5-acre tracts for \$500.00; one-quarter down.

THE CHAPMAN LAND & INVESTMENT CO.

CRANBROOK, BRITISH COLUMBIA



Victoria, British Columbia, Canada

The Leading Port in the Dominion

THE City of Victoria, B.C., Canada, the Capital City of the province of British Columbia, is the first port in the Dominion of Canada. That is one reason why the Dominion Government is equipping it with the present-designed splendid outer harbor. When it is recorded that during the six months of the first fiscal year ending September 30, 1912, a total of 5,747 vessels, foreign and coastwise, in and out, came and went from local wharves, the magnitude of the shipping trade from Victoria is impressed upon even the most unthinking.

Not one of the eastern ports can show anything like the record of shipping as does Victoria. And the increase in the shipping grows steadily and surely. Examine these figures:

1909-10—Total number of ships arriving and departing, 7,254; total tonnage, 4,826,769.

1910-11—Total number of ships arriving and departing, 8,475; total tonnage, 5,673,697.

1911-12—Total number of ships arriving and departing, 9,778; total tonnage, 7,207,274.

While the coastwise trade is advancing rapidly, it is in the foreign trade that the greatest advances are being made. Last year the foreign trade of Montreal, inward and outward, totalled 845 vessels, with 3,385,951 tons, as compared with 2,834 vessels with 3,522,851 tons at Victoria. At St. John the foreign shipping inward and outward in the same time was 2,442 vessels, with 2,012,425 tons; while Halifax had 2,344 vessels in and out, foreign, with 3,111,535 tons. Freight landed by foreign vessels at Victoria has trebled in the last three years.

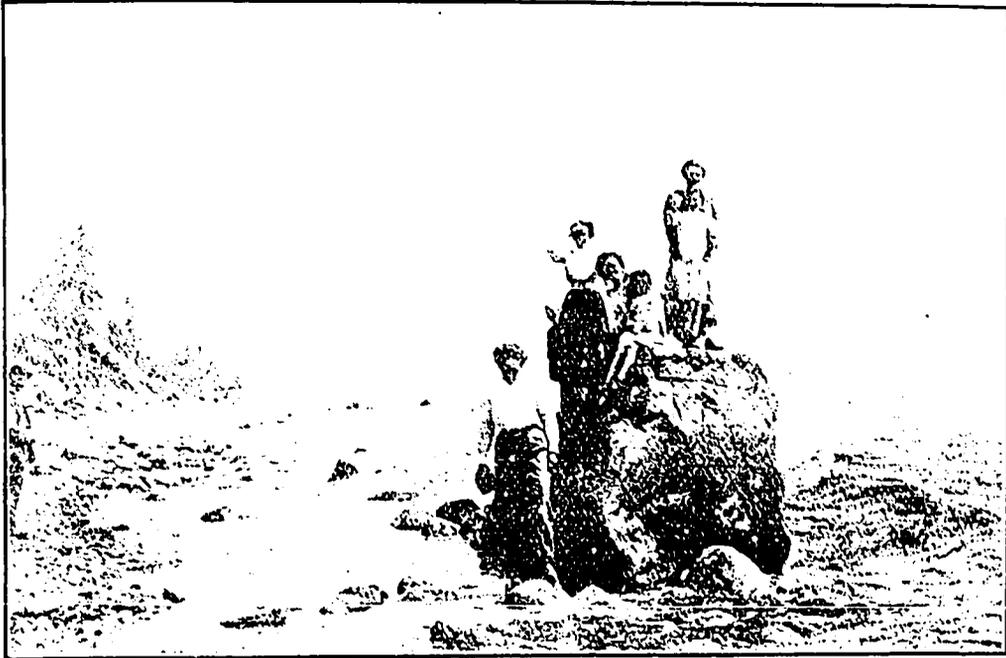
Take notice, manufacturers, investors, railways, steamship lines, ship-builders and capitalists—all roads and all ports lead to and connect with Victoria.

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VANCOUVER ISLAND DEVELOPMENT LEAGUE

Room 44

VICTORIA, BRITISH COLUMBIA



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The situation of the original Summer Resort Townsite of White Rock, for which we are the official agents, is unexcelled for convenience of transportation, scenic surroundings, bathing, boating, sea beaches, fishing, and delightful walks and drives.

Four trains daily each way stop at White Rock, and on and after June an additional White Rock "special" will be run.

A daily mail, post office, stores, hotel, bathing and boat houses and lunch rooms, long-distance 'phone, etc., are at your service.

The railway station is the most commodious and modern on the G. N. R. system in British Columbia.

The beach is a magnificent strip of sand over five miles in extent.

The bay, with its vista of islands, headlands and the snow-clad Olympias, has been named by visitors "The Bay of Naples of the Pacific."

We have opened up the roads, laid water mains, built houses and made other improvements on a large portion of the property we are offering for sale.

A limited number of houses and tents for sale and rent, but to secure these early applications should be made.

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NEW WESTMINSTER AND WHITE ROCK, B. C.

E. H. SANDS, *Resident Manager*, WHITE ROCK COTTAGE

Vancouver Island, B. C.

Canada

Its Principal Cities Outside of Victoria

In all the various districts of Vancouver Island the tokens of development and progress continue to multiply. Railway activities and the steady work of extending and improving the island roads and highways have a great deal to do with this, and the constant influx of settlers to the country communities, the towns and the cities continues to widen the sphere of action both as to urban and agricultural potentialities.

The Alberni District, with the promising and energetic little cities of Port Alberni and Alberni, is progressing with sure strides, and the incoming of the Canadian Northern Railway into the neighborhood is the latest move which is adding impetus to the already live condition of affairs. Not the least important feature of this district's future is the coming opening of Strathcona Park and its world-heralded beauties. That thousands of visitors will come through in this way to reach the park is assured, and that numbers of them will fall in love with the district and remain there is also an undisputed fact.

Nanaimo is fast coming to the front because of its geographical position, fine harbor, and vast natural resources. It has always been a great coal-mining centre, and yet this is in reality only one of its commercial factors. The lumbering and fishing industries, and more lately, manufacturing, promise to rival the mining interests in time to come, for year by year the trend of capital to Nanaimo and the signs of the financial zodiac point to very large industrial developments at this point. Nanaimo is now and has for some years past been agitating for a tramway system. That this will be installed does not admit of a doubt, and it will go far towards metropolitanizing the city. Its harbor is a splendid one, and its shipping trade considerable. A few years hence and this centrally located and thriving place will have gained greatly in population and commercial importance.

Cumberland and Ladysmith are both up-to-date, virile and go-ahead little cities, remarkable for their civic spirit and systems of municipal government. Each has rivalled the other in the matter of enthusiasm for the betterment of existing conditions, and the result has been of the greatest possible benefit to the citizens. Both are in the heart of the coal measures of their districts, and Ladysmith has a fine harbor, thus affording rail as well as sail transportation for its mining output, her situation on the main line of the E. & N. Railway giving through connection with all island points on this line. Cumberland connects by rail to Union Bay, and is moving energetically for further rail service by way of the Canadian Northern Railway. Their future is a bright one, and founded on solid advantages.

Duncan and Sidney are centres for agricultural districts, Duncan being especially favored as the trading metropolis of the famous Cowichan Valley. This recently incorporated little city has one of the finest general stores in Canada, a flourishing Creamery and Egg Association, and its reputation for the finest of butter and eggs is so firmly fixed that the highest prices are realized for its product. Sidney, at the terminus of the Victoria and Sidney Railway, may yet become an important terminal manufacturing point as well as an agricultural centre. All of these cities have their boards of trade, which are busy in forwarding the interests of their communities in every possible manner.



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British Columbia Magazine

PREMIUM DEPARTMENT

525 Pacific Building 744 Hastings St. W.

Vancouver, B. C.

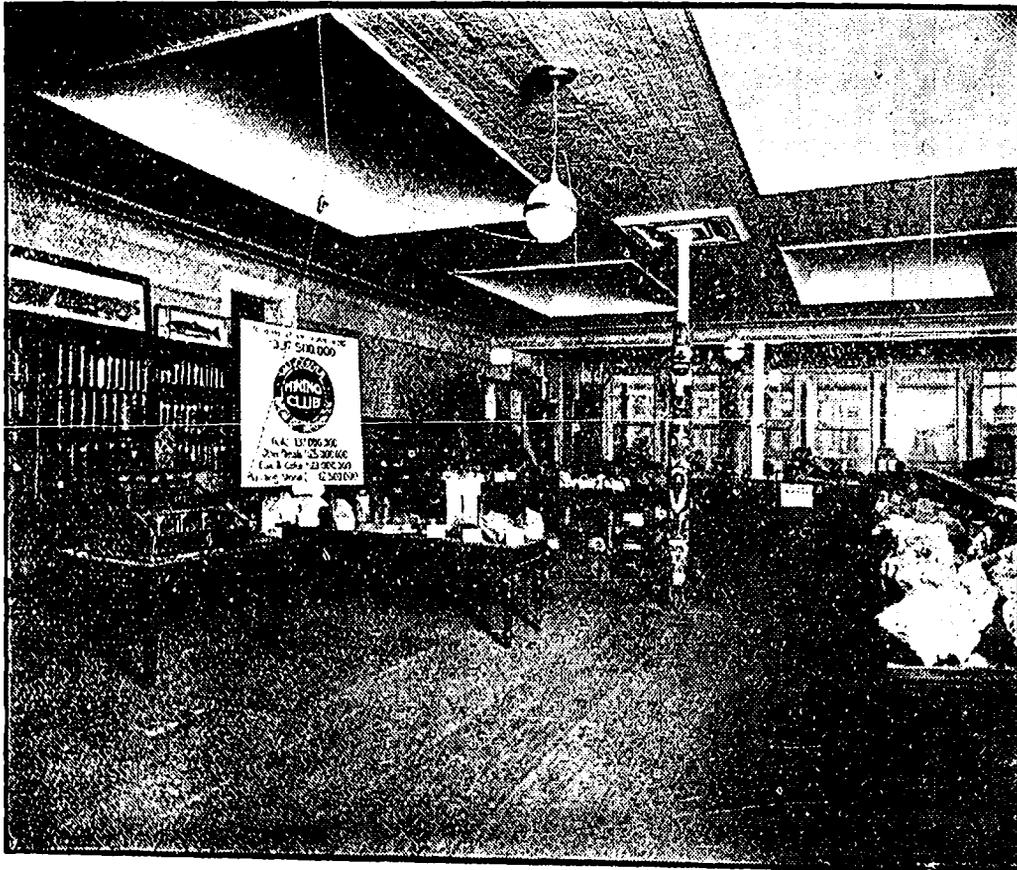
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Name

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BRITISH COLUMBIA?



AN EXHIBIT HALL IN THE CHAMBERS OF THE PROGRESS CLUB

INFORMATION BUREAU
AND
NATURAL RESOURCES EXPOSITION

The Progress Club, an active industrial and publicity organization conducted along lines approved by the civic and provincial governments of British Columbia, maintains free information and industrial offices in the heart of Vancouver. These quarters house the offices and display halls of the club, and a large staff is employed to supply information to visitors and correspondents concerning every phase of commercial, industrial and professional life in Vancouver and the province.

If you have not received the fullest information regarding opportunities to engage in congenial occupations at the Coast write for beautifully illustrated literature to the



COMMISSIONER, PROGRESS CLUB
VANCOUVER, CANADA

Dollars for You

The passing of the False Creek Agreement means money to East End property owners.

ARE YOU ONE OF THEM?

The C. N. R. Bylaw was ratified by the City Council some time ago and on March 15th voted upon and approved by the citizens.

Read the summary of this agreement:

Agreement is made between City of Vancouver, Canadian Northern Pacific and Canadian Northern Railway.

Of the 157 acres comprised in agreement, company to have 113 and city 44.

Land to be used as principal permanent western terminus of C. N. R. and for all time only for railway terminals.

Company to pay whole expense of extinguishing riparian rights on nineteen lots off Main Street, land to remain city property.

Company to fill in bed of creek at own expense. To commence work within ninety days.

Company to expend not less than \$4,000,000 on union passenger station and terminals.

Union passenger station, terminals, buildings, tracks, tunnels and facilities are all to be for use of Pacific Great Eastern Railway and any other railway companies.

Company to provide sufficient yards, tracks and freight sheds to accommodate handling of freight cars and freight of any other railway companies.

The one double or two single-track tunnels to be electrified.

Company within eight years to establish and maintain trans-Pacific steamship line; Vancouver to be its home port.

City to have twelve acres for industrial sites north of First Avenue extension.

Company may lease land not immediately required for terminal purposes, for manufacturing, industrial or warehouse sites.

Company to erect hotel on railway property.

Company to give city park fronting station, with driveway, cost of maintaining to be borne by company.

Think what this will mean to the adjacent properties.

We are specialists in this district and recommend the buying of business property and hotel sites on the following streets: Hastings, Pender, Keefer, Harris, Union, Prior, Main, and streets running parallel with Main, lying to the east.

A stimulus will also be given to houses, residential lots, and apartment house sites in Grandview and Mount Pleasant.

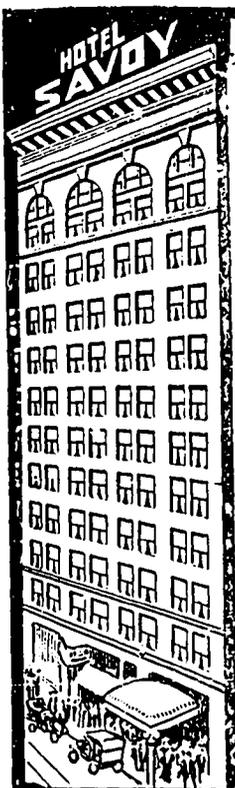
Write us today about property in these districts.

The Acadia Trust Company Limited

H. L. BEAMAN, *Manager Real Estate Department*

150 Hastings Street East

VANCOUVER, CANADA



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Suitable for patients of all ages and acceptable alike to adult and infant. The ONE preparation on this market that has received so many written endorsements from the Medical Profession.

Big Bottle Ask YOUR Doctor

Windsor Hotel

New Westminster - British Columbia

P. O. Bilodeau - Proprietor

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Rates: - American Plan, \$1.50 to \$2.50
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Prince Rupert's Leading Hotel

Corner Fifth and Fraser Street. A. J. Prudhomme, proprietor. European plan, \$1.00 up. American plan, \$2.50 up. Centrally located. The only house in Prince Rupert with hot and cold running water in rooms.

Phone 37 PRINCE RUPERT P. O. Box 126

NEW KNOX HOTEL

Besner & Besner, Proprietors

The New Knox Hotel is run on the European plan. First-class service. All the latest modern improvements. The bar keeps only the best brands of liquors and cigars. The cafe is open from 6.30 a.m. to 8 p.m. Excellent cuisine. First-class service. Rooms 50 cents and up. Hot and cold water in every room. Steam heat throughout building.

First Avenue PRINCE RUPERT, B. C.

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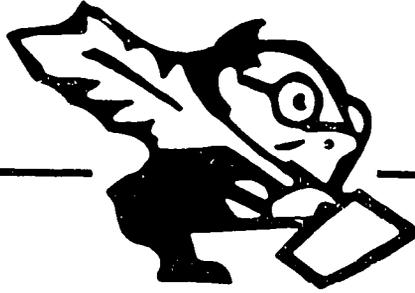
American-Vancouver Mercantile Agency, 336 Hastings Street West, Vancouver, B.C. Phone Seymour 3650.

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APPLEDALE ORCHARDS—BEST LOCATED AND most practical subdivision in Southern British Columbia. Richest soil; level land; no irrigation; \$10 cash and \$10 monthly, without interest. Annual profits \$500 to \$1,000 per acre. Orchard, garden, poultry; scenery, hunting, fishing, boating; delightful, warm climate; school, post office, store, sawmill; daily trains; close to markets; unlimited demand for products. Write quick for maps, photos, free information. WEST KOOTENAY FRUIT LANDS COMPANY, Dept. M, Drawer 1087, Nelson, B.C.

☞ The British Columbia Magazine has a greater Old Country circulation than any Canadian publication.

SELF-SUPPORTING HOMES—GROWING FRUIT in beautiful lake district, Southern British Columbia, without irrigation. \$10 cash and \$10 per month, without interest, for five acres. Delightful climate; scenery, fishing, hunting, boating. Information free. Write today. WHATSHAN ORCHARD ASSOCIATION, Dept. F., Nelson, British Columbia.



A Little Talk About CATALOGS

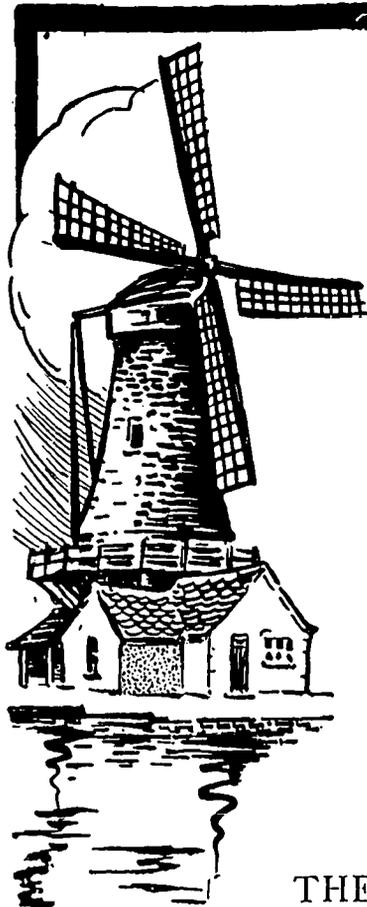
The success of a Catalog depends entirely on how well it is done—its value is based on the results it obtains. We know how to print Catalogs that are business producers rather than money consumers. This is the point that concerns you—how to obtain the greatest returns on a certain expenditure. Our expert suggestion department is here for you to use. Estimates and samples when you want them. Write or phone us—we'll do the rest.

Saturday Sunset Presses

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A Drink to be Grateful for

Not simply a thirst-quencher or stimulant, but just the purest and most health-infusing spirit that has ever been produced—

Wolfe's Aromatic Schiedam Schnapps

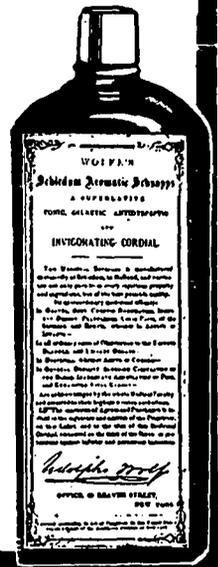
The beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

AGENTS:

THE HOSE & BROOKS CO., LIMITED
VANCOUVER, B. C.

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THE London Directory

(PUBLISHED ANNUALLY)

ENABLES traders throughout the world to communicate direct with English

MANUFACTURERS AND DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of **EXPORT MERCHANTS**

with the goods they ship, and the colonial and foreign markets they supply;

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES of leading manufacturers, merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of postal order for \$5.

Dealers seeking agencies can advertise their trade cards for \$5, or larger advertisements from \$15.

THE LONDON DIRECTORY CO. LIMITED

25 ABCHURCH LANE LONDON, E. C.

Bust and Hips

Every woman who attempts to make a dress or shirtwaist immediately discovers how difficult it is to obtain a good fit by the usual "trying-on" method, with herself for the model and a looking-glass with which to see how it fits at the back.

"HALL-BORCHERT PERFECTION Adjustable Dress Forms"



do away with all discomforts and disappointments in fitting, and render the work of dress-making at once easy and satisfactory. This form can be adjusted to fifty different shapes and sizes; bust raised or lowered, also made longer and shorter at the waist line and form raised or lowered to suit any desired skirt length. Very easily adjusted, cannot get out of order, and will last a lifetime.

Write for illustrated booklet containing complete line of Dress Forms with prices.

Hall-Borchert Dress Form Co.
of Canada, Limited

158F Bay Street TORONTO, CANADA

The Atlantic Royals



Take the "Royal" Line to Europe Montreal—Bristol

R.M.S.
ROYAL EDWARD

R.M.S.
ROYAL GEORGE

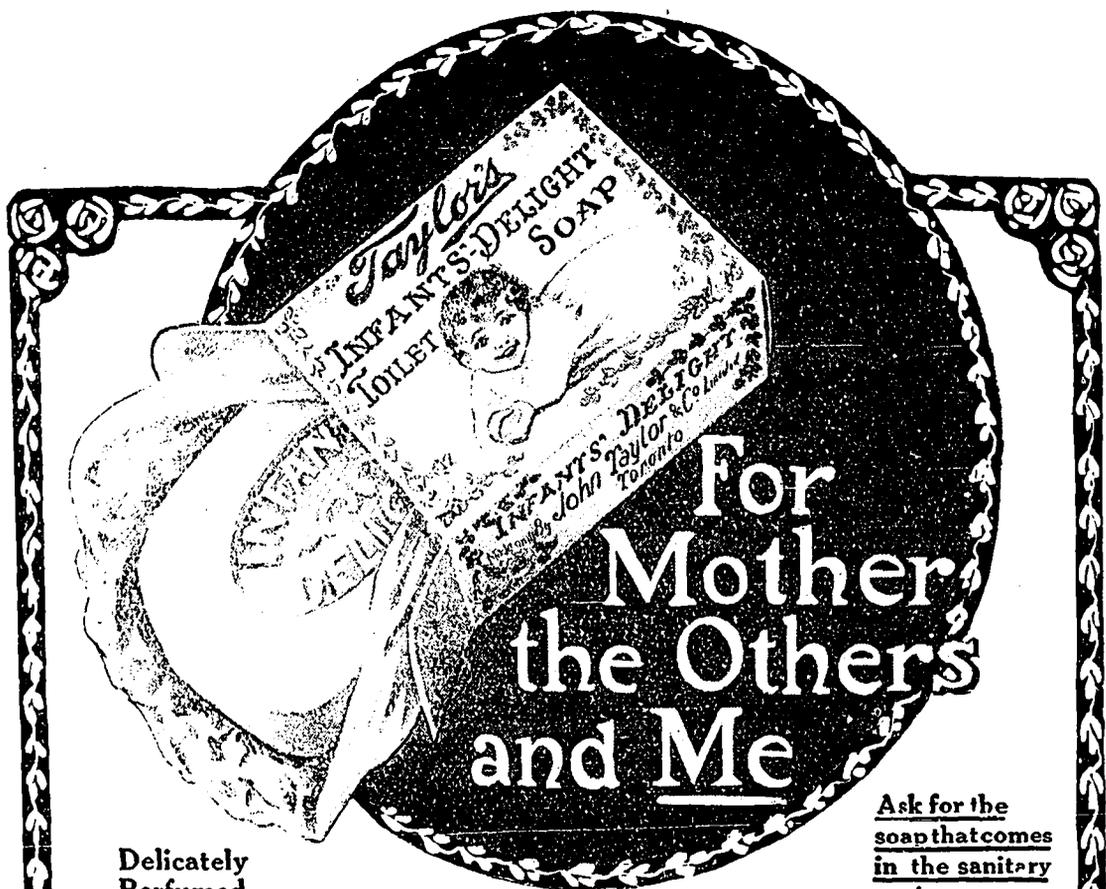
A two-days' sheltered sail down the mighty St. Lawrence—days of scenic beauty and historic interest—then but little more than three days on the Atlantic and passengers are whirled by special express trains from Bristol to London in two hours' time.

SAILINGS

From Montreal	Steamer	From Bristol
Saturday, Aug. 23	Royal George	Saturday, Sept. 6
Saturday, Sept. 6	Royal Edward	Saturday, Sept. 20
Saturday, Sept. 20	Royal George	Saturday, Oct. 4
Saturday, Oct. 4	Royal Edward	Saturday, Oct. 18
Saturday, Oct. 18	Royal George	Saturday, Nov. 1
Saturday, Nov. 1	Royal Edward	Saturday, Nov. 15

For information and tickets apply to any steamship agent or to A. H. DAVIS, General Agent, 254 Union Station, Winnipeg, Man.





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the Others
and Me

**Delicately
Perfumed**

**Ask for the
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Canadian Women delight in using this Soap. Its faultless cleansing action—its soothing, beautifying effects—and its distinctive, lasting perfume—are a trinity of virtues not possessed by any soap costing three times its price.

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**Infants-Delight
TOILET SOAP**

comes to you each cake in its own sanitary package. It is the original Taylor's Toilet Delight, as good for grown up as for Baby.

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Oldest and Largest
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122



FORT GEORGE

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FORT GEORGE HAS BEEN SELECTED AS THE MAIN CONSTRUCTION HEAD-QUARTERS for railways building north, south, east and west through Central British Columbia and the Peace River District.

In addition to being the strategic railway centre of a vast territory, Fort George is at the junction of 1,000 miles of navigable waterways and will be the wholesale jobbing and manufacturing centre.

One million dollars per month cash will be distributed at Fort George to 10,000 construction men.

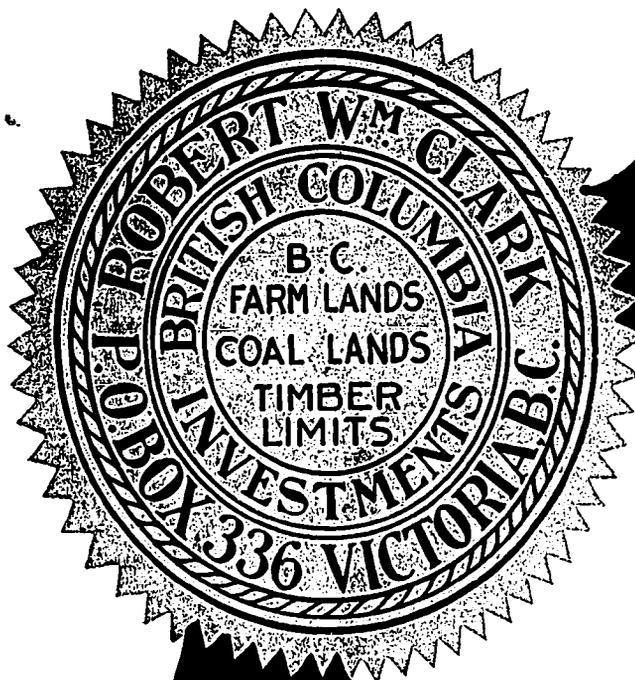
For business or investment go to Fort George, the Hub of British Columbia.



Joint Owners and Sole Agents Fort George Townsite

624 Vancouver Block

VANCOUVER, B. C.



I Have For Sale 50,000 Acres
of A1 Land in the
NAAS VALLEY

which contains the finest stretch of agricultural land in British Columbia, THE PREMIER PROVINCE of Canada.

I have recently sold nearly 100,000 acres to American investors in this beautiful and extremely fertile valley, and this tract I now offer has fully 25 miles of railroad frontage and will be traversed by Mackenzie & Mann's railroad on its way to Ground Hog Coal Fields, thence to Edmonton.

Price of this land is \$10 an acre. And I will either sell en bloc or in 160, 320 and 640 acre parcels.

TERMS: \$3 an acre cash, balance one, two and three years at 6%

The Naas farmers will have the best of markets in Prince Rupert, Stewart and Ground Hog Coal Fields and the Prairie Provinces for all the fruit, etc., that can be produced.

Should you be interested, write or wire me for ANY INFORMATION you may require. Naas Valley Lands are **SELLING RAPIDLY**, and I would recommend quick action.

Robert William Clark

Mahon Block

P. O. Box 336

VICTORIA, B. C.

REFERENCE: Merchants Bank of Canada, Victoria