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JULY 1913

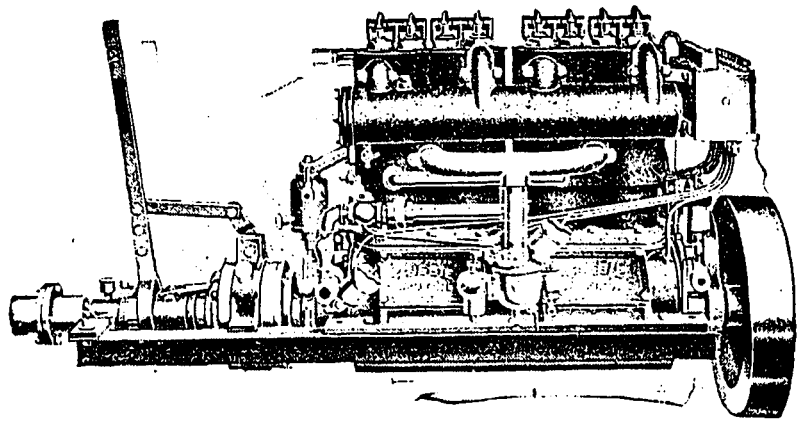
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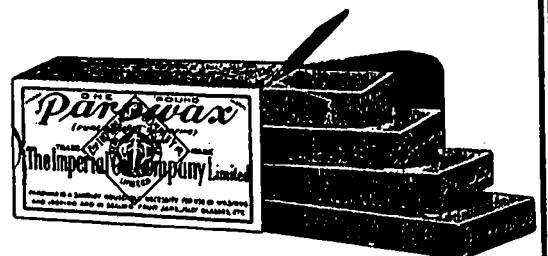
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THE BRITISH COLUMBIA MAGAZINE

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VOL. IX

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"The annexation of South Vancouver by the city will bring within the limits of the city 4½ miles of waterfrontage on the Fraser River. The addition of this fresh-water harbor to Vancouver's present harbor possibilities will place the city in a unique position from a harbor standpoint. The efforts put forth by the municipalities bordering on the North Arm of the Fraser River have resulted in the assurance that the Dominion Government will in the near future commence a scheme of development on this waterway."

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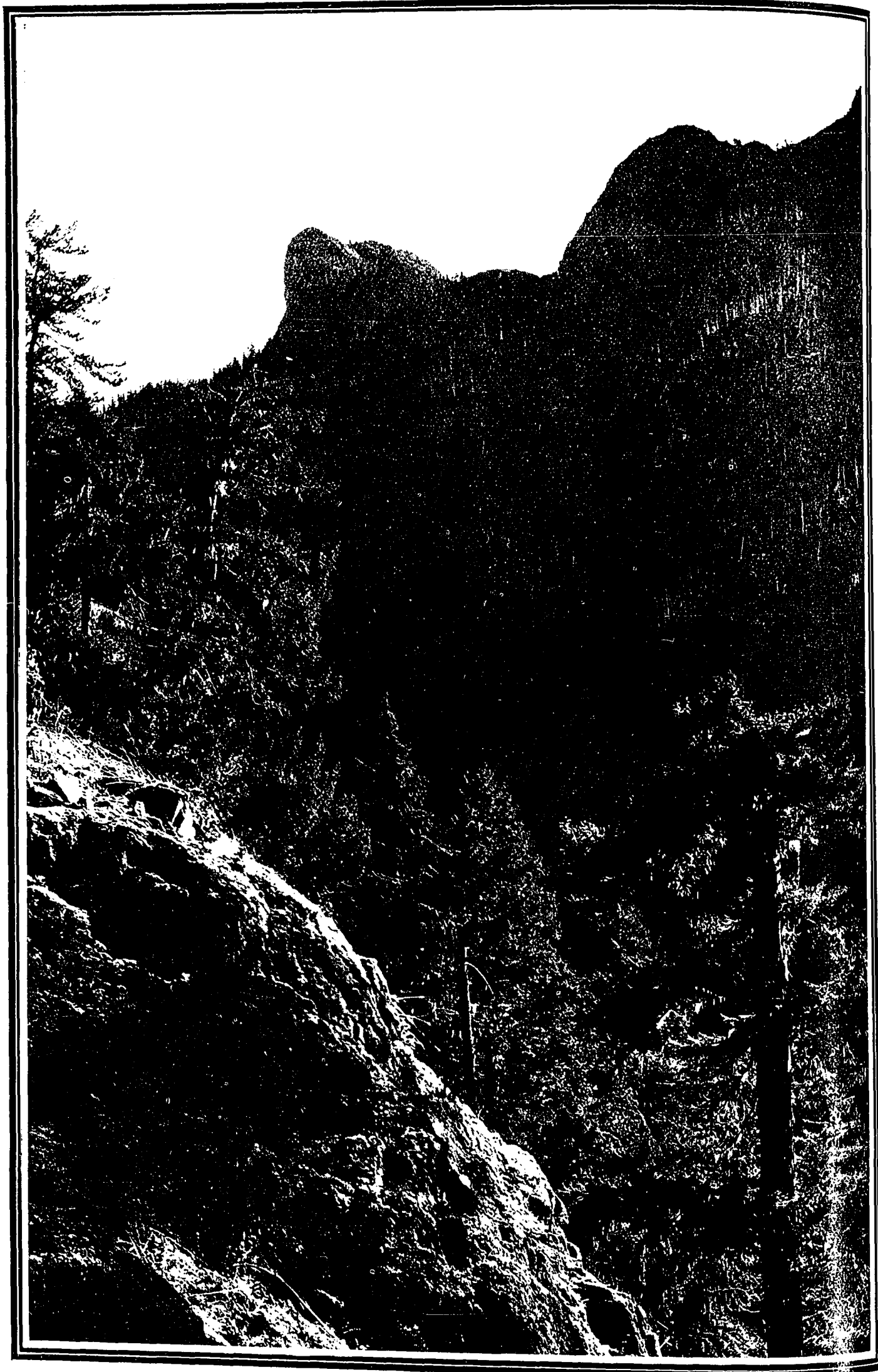
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Summer

*The fir-trees climb the rugged mountain-side,
The mother grouse leads forth her downy brood;
I cannot sense what men call solitude
Amid this panorama stretching wide,
In beauty clothed; for, Nature as my guide,
I feel companionship in this my mood
With rock and glen; though language is all crude
To fain express what seems to words denied.*

*The loveliness of Summer walks the dells.
Above, a sharp peak cuts the crystal sky
As though it sprung to clear the encircling blue;
Below, the Saanich Inlet arching swells
And here with heart-remembered longings I
Do wait and idle, dreaming aye of you.*

—Ernest McGaffey.



OVERHANGING PEAK ON SHEPHERD CREEK



Vol. IX

JULY 1913

No. 7

The Great Playground on Vancouver Island

STRATHCONA PARK AND ITS WONDERS

By R. H. Thomson

THE utility of beauty has probably always been at least feebly acknowledged, and in architecture peculiarly well expressed. In "Les Miserables," Victor Hugo doubtless gives us as concise a statement of its value as could be easily made. When the dear old priest's housekeeper was complaining that certain funds had not been properly used in that they had not been expended for utilitarian purposes, the priest said: "Mme. Magloire, you are mistaken. The beautiful is as useful as the useful." He added, after a moment's silence, "Perhaps more so."

Realizing this the Government of British Columbia, while not in any wise neglecting the development of any of those things commonly looked upon as useful, is giving careful attention to the development of the "more useful"—the beautiful.

To this end several tracts of wild land have been set aside as national parks. Two of these will demand particular attention: Mount Robson in the Rockies and Strathcona Park on Vancouver Island. These two parks are in a sense the opposites of each other. Mount Robson, rising from the high plane of the upper plateau of the Rockies, towers still higher in the dry and

rarified atmosphere of the lofty altitudes of the interior. This condition appeals to a large class of persons living in low and moist atmospheres, tempting them to make a "change of air" by going inland to the heights.

Strathcona Park has its Alpine mountains, but their bases are at less than one thousand feet above the sea, with their summits towering to heights of over seven thousand feet. There is thus afforded the opportunity of camping and fishing in the low levels, and of exercising Alpine tendencies in climbing and roaming over great snow-fields and groaning glaciers, all at elevations under eight thousand feet.

The advantages of a park at a low altitude over one at a high altitude are very many. Not only are there advantages in the matter of wintering animal life, but with reference to the comforts of the human visitor. There are many persons who suffer intensely when reaching a high altitude. Bleeding at nose and ears, deafness, palpitation of heart and numerous inconvenient bodily derangements result. In Strathcona all the features of the extreme high are to be found, without the possibility of the disadvantages.



PASS BETWEEN BUTTLE LAKE AND GREAT CENTRAL LAKE



MT. BEAUFORT AND THE UPPER ASHE VALLEY

Dotted over with a number of beautiful lakes and ponds, the tract affords an almost endless series of locations for family camps and children's playgrounds in the immediate vicinity of "mountains that may be touched." Sir Richard McBride is very keen to have roads and trails opened through the park and clearing made for camps, so that families may be enabled to make summer homes where children may get the invigoration and strength that comes from the labor of play among the hills. At present the park is very difficult of access, but every effort is being made to subdue the wilds so as to render several portions accessible and usable by 1915.

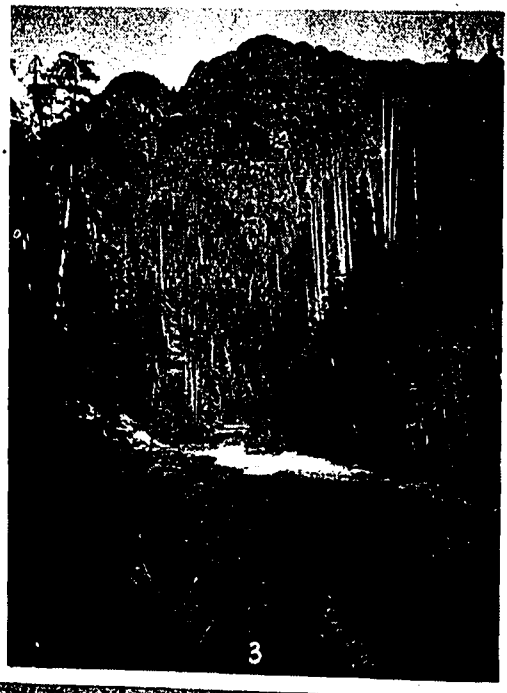
The park occupies the geographic centre of Vancouver Island, the great range of mountains constituting its eastern boundary line being visible as you look across the water a little to the north of west from Point Grey, the nearest mountain being about eighty miles distant therefrom.

The southeastern corner of the park lies about twenty-three miles due west of the mouth of the Qualicum River (the outlet of Horne Lake) and the southern boundary extends from this corner due west about thirty-six miles; thence northward, the western boundary extends to the 50th parallel of latitude, a distance of about forty-one miles; thence the northern boundary extends east eleven miles. The eastern boundary is an irregular line, running in a general southeasterly course from the 50th parallel to the place of beginning. So far as can be calculated from present surveys, which are very incomplete, the area is about $83\frac{1}{4}$ square miles, or 532,000 acres. The greater part of this area is unexplored. So far as exploration has been carried on, it appears that the park will subdivide into four quite separate and easily accessible districts, with great unknown territories remaining for future investigation. What wonders may yet be found, no one can say. It is improper to say that any part has been explored; it has been simply glanced at.

Crown Mountain lies near the extreme northern end. A deep box canyon along its eastern foot separates it from an unnamed ridge further east. The eastern walls of this canyon are in many places practically



LADY FALLS FROM THE EAST



1. "THE DOME" AT THE HEAD OF THE SOUTH FORK OF SHEPHERD CREEK. 2. LOOKING WEST FROM NEAR THE SUMMIT OF MT. ELKHORN. 3. A CLIFF ON ELK RIVER. 4. LADY FALLS FROM THE NORTH. 5. 115TH MILE POST ON THE E. & N. RAILWAY. LAND GRANT SET BY WILLIAM RALPH, 1892. 6. LOWER LAKE, NORTH FORK OF SHEPHERD CREEK



UPPER CAMPBELL LAKE, LOOKING TOWARD ELK MOUNTAINS

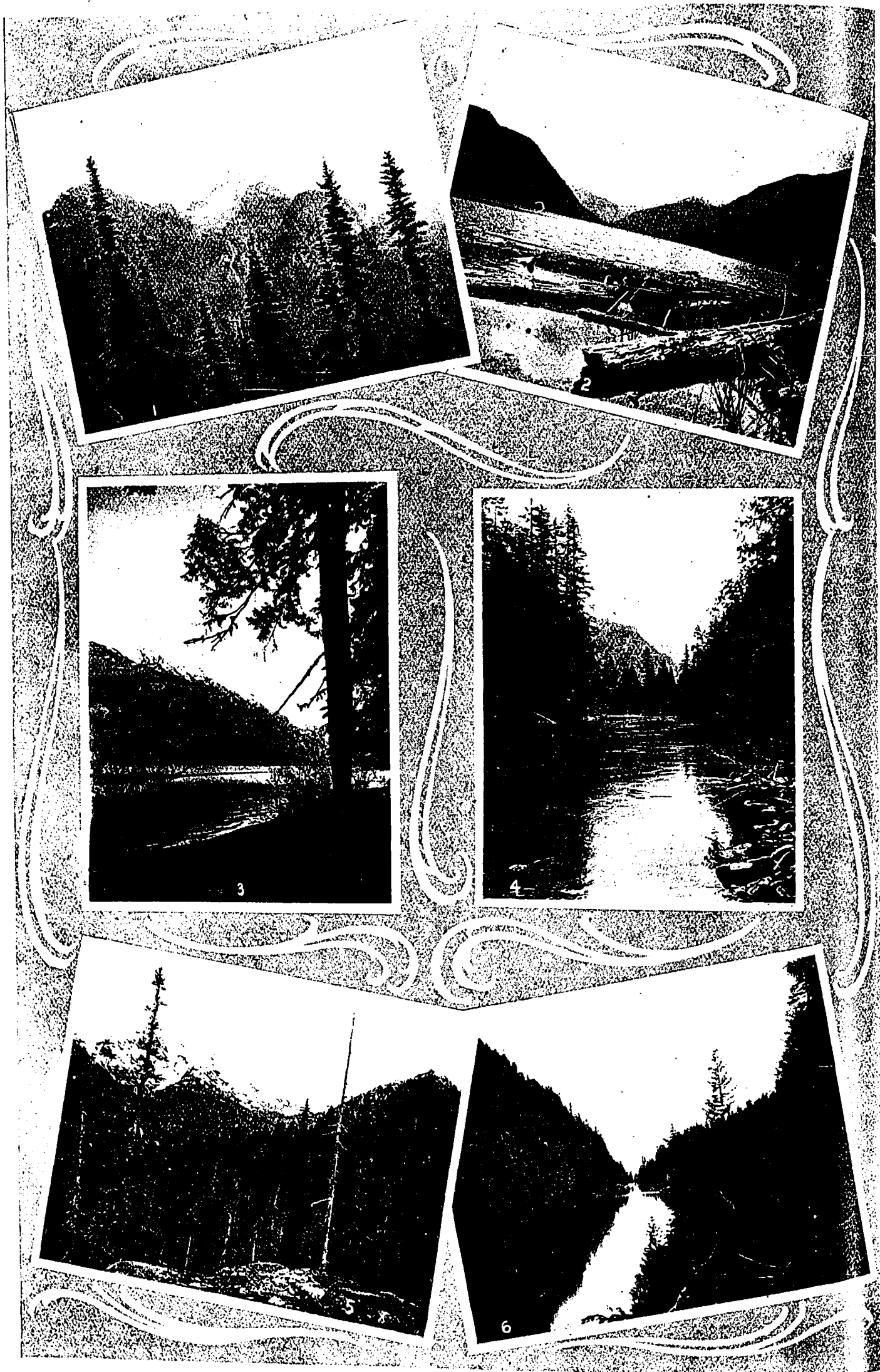
perpendicular for elevations of over two thousand feet. The canyon runs almost due north and south.

From small willow swamps, water flowing to the north forms a branch of Salmon River, and flowing to the south unites with the north fork of the Elk, which flows from a deep-walled canyon having an almost due east and west course along the south foot of Crown Mountain. In tiny willow swamps and meadows in the little basins made by the varying widths of the bottoms of these canyons, the wapiti have their hiding places. To climb Crown Mountain and to stand on one of its sharp pinnacles, and from there to view the results of awful convulsions in nature, causes the beholder to shudder at the thought of his utter insignificance and impotence. This neighborhood constitutes the first subdivision.

Follow up the valley of the main stream of the Elk River, which is in fact the north fork of the Campbell River, and you pass through small valleys of magnificent fir and cedar timber, some trees being more than ten feet in diameter. Between these

timber groups are alder groves where pleasant camps may be made on the shores of the Elk, whose waters are clear as crystal and filled with game trout. About ten miles up this main valley, above the mouth of the north fork, you come to three beautiful lakes—Lower and Upper Drumm and Summit. The waters from the Drumm Lakes flow down the Elk into the Campbell, and thence into the Strait of Georgia, entering about ten miles south of Seymour Narrows. The water from Summit Lake flows southwest into and through Gold River into Muchalat Arm of Nootka Sound. When the trails and roads have been opened access will be had from camps around Drumm and Summit Lakes to the historic spot where John Mears attempted the first English settlement in the northwest, and to the monument marking the spot where Spain, through Quadra, passed title, through George Vancouver, to England, of all North America north of California.

If there be better means of inspiring loyalty to the Empire than by taking our children through such a country to such an



1. MT. ELKHORN, 7,250 FEET IN ELEVATION. 2. DEEP LAKE FROM THE SOUTH. 3. LOOKING ACROSS BUTTLES LAKE. 4. OUTLET OF BUTTLES LAKE. 5. MOUNTAIN CREST BETWEEN ASHE VALLEY AND GREAT CENTRAL LAKE. 6. LAKE ON THE NORTH FORK OF SHEPHERD CREEK



A VISTA ON CAMPBELL RIVER

historic spot, and there reciting to them a statement of the events whose associations are centred in that monument, I know it not.

From the camp at the foot of Drumm Lakes, a two days' climb brings you to the top of a sharp peak, 7,250 feet high, scaled by the Canadian Alpine Club in 1912, and by Director A. O. Wheeler, named Elkhorn. Words cannot describe the view from this point; there is revealed, in fact, "a sea of mountains holding in its waves a myriad of emerald lakes." Years will be required to visit the lakes, glaciers and waterfalls of this neighborhood, which constitutes District No. 2 of the park.

Lying near the east boundary of the park is Buttles Lake, a sheet of water about twenty-two miles long and one mile wide, surrounded by high mountains. This lake had the impertinence to extend its northern end some four miles beyond the limits of the park as originally laid out, but negotiations are under way by which the boundary will be moved so as to enclose the lake. In calm, the lake is an incomparable mirror, in storm a raging sea. Streams flowing into it through mountain canyons

invite the explorer on every hand. Generation after generation will enjoy the pleasure of exploring their recesses.

This region has been so fully described by others, and recently by the facile pen of Deputy Minister of Works Mr. W. W. Foster, that it is useless for me to say more concerning it. This is the third district.

Near the southeast corner of the park lies Deep Lake, a sheet of rare beauty. Only some four and one-half miles long by one in width, its location and surroundings insure its popularity as a great pleasure resort as soon as it can be developed. Deep snow covered the hills near by on the 1st of June, this year, and the ice had not yet moved out of the lake. Near its northern end, fine slopes for tobogganing exist, and up the Ashe Valley splendid opportunities for skiing. During summer the surrounding territory affords unexcelled locations for camps and playgrounds. This district will be within easy reach via Nanaimo and Alberni. Two routes will doubtless be opened from Alberni, one by way of the Beaver Creek Valley and Elsie Lake, and one via Sproat and Great Central Lakes. From the northern end of



A MOUNTAIN PASS

Deep Lake a beautiful scenic drive can be opened to Comox Lake, thence via Cumberland to the coast. A circular drive from Nanaimo to Alberni, thence by either route to Deep Lake, and back by way of Comox Lake, will make a most interesting outing. For playground of all kinds—boating, fishing and family camping—this district will possibly take the lead.

Especial pains are being taken to preserve all curiosities and to develop animal life. Black bear are fairly numerous, but as yet are very shy. So are deer. A few wapiti have been seen. Grouse and duck are moderately abundant. While it may require years to build up a zoological garden, the attempt will be made to render all birds and animals less shy, so they will not flee from the presence of man.

The park was first officially visited in 1910 by the Hon. Price Alison, accompanied by his daughter, Miss Myra.

In 1911 Col. Holmes began the survey of a road from Duncan Bay to Buttles Lake. In the fall of 1912 a large force of men began the construction of this road. Surveys are being continued along Buttles

Lake, over the divide, and past Deep Lake to Alberni. The Hon. Thomas Taylor, Minister of Works, and his Deputy, Mr. W. W. Foster, intend to spare no pains to secure through here the finest drives to be found anywhere, and, as I have said, Sir Richard McBride is very desirous that the park should be developed to its utmost. When developed, the park will be equally accessible from either Vancouver or Victoria. The road construction, up to the present, has been entirely outside the park, through a long-neglected territory. In fact, more than one-half of the roads to be constructed in connection with the park will be outside its boundaries, and very serviceable for the general development of the country.

Even from a commercial point of view, its beauty will be useful. As long ago as in 1905, Switzerland, a country a trifle smaller than Vancouver Island, derived a revenue of \$37,500,000 a year from visitors to a country which is not more pleasing than will be the parks of British Columbia when developed and their many beauties and attractions made widely known.

Vancouver's Future as a Seaport

By H. H. Stevens, M. P.

EDITOR'S NOTE: In the following article Mr. Stevens, the representative of Vancouver in the Dominion Parliament, indicates the scope and character of the changes now in progress, or to be commenced in the near future, which will enable Vancouver to play an increasingly important part in relation to the world's ocean traffic. In the Dominion Parliament last session, Mr. Stevens doubtless had a considerable share in shaping the scheme, which is both comprehensive and ambitious, though not too ambitious for Vancouver's future.

NATURE has been exceedingly good to Vancouver in providing her with a harbor which is equal to any natural harbor in the world, with very few exceptions. It consists of all the water area, lying below extreme high-tide mark, eastward of a line drawn from the lighthouse at Point Atkinson and the extreme westerly point of Point Grey. For several miles immediately east of this line there is a comparatively open sheet of water, four or five miles in width, which may be designated the outer harbor. The inner harbor consists of the area of Burrard Inlet, some fifteen miles in length by an average width of about two miles, and there is, in addition, what is known as False Creek, on the other side of the small peninsula on which the main business portion of Vancouver city stands, a water area of about a mile and a quarter in length by about one-third of a mile in width. The greater portion of this magnificent sheet of water is of ample draught to accommodate the largest vessels afloat. It is necessary to make only the slightest improvements here and there to perfect the natural facilities offered by this fine harbor; but what it lacks at the present time are the improvements necessary for successfully and economically handling the rapidly growing seaborne traffic of the port.

Practically all the waterfront property on Vancouver harbor is privately owned, and such developments as have already been made have been accomplished by private enterprise. At the present time, it may safely be said, the port is not well-equipped with those devices necessary for its expanding business.

THE NEW HARBOR BOARD

For many years efforts have been made so to organize the port authority as to secure

the best results from the development of the port, and from time to time proposals were advanced to formulate a harbor commission. But, up to the present year, none of these proposals reached a point where they could be considered at all practicable, the chief difficulty which lay in the way being, apparently, the lack of revenue upon which to administer the affairs of the port successfully. During the past year, however, steps were taken to have the Dominion Government introduce a bill forming a harbor board. This was done during the recent session of Parliament, and the measure became law about two months ago. The board, or commission, consists of three members appointed by the Dominion Government, the personnel of which will be known very shortly, but up to time of going to print had not been announced.

This board will have very wide powers, and, in fact, will represent the Dominion Government in all matters appertaining to the administration of the port of Vancouver. The rights to the foreshore of the harbor, hitherto vested by the Crown in the Dominion, have been transferred to the Harbor Board, and in future all leases to the foreshore will be made by that board. The board will also have power to direct the construction of docks and the improvement of foreshore property lying within their jurisdiction. They will also have authority to direct the berthing of shipping, the assigning of anchorage grounds, fairways, and the setting aside of certain areas for the landing of explosives, the unloading of ballast and such other matters as will naturally affect the shipping of the port. In addition to these powers, the board are enabled to expropriate property required for public purposes, as regards the construction of public docks, harbor railways, ware-

house property, etc., and will also have full control of the administration of the public docks about to be constructed. It is undisputed that when the board completes its organization within the next few weeks it will usher in a new era for the port of Vancouver.

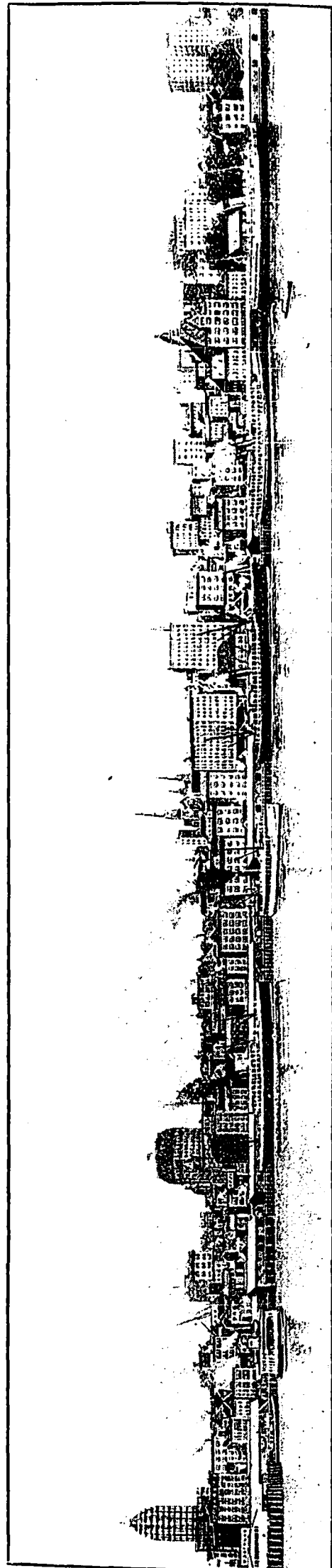
FIRST NARROWS AND FALSE CREEK

The works at present under way and in contemplation for immediate construction are of an extensive character and of vast importance to the port. The First Narrows, as it is called, or the entrance to the inner harbor, is now being dredged, increasing the width of the channel from 400 feet to 1,200 feet, with a minimum draught of 35 feet at low tide. This, it is expected, will be completed within a year. Just inside the First Narrows what was known as the Parthia Shoal has been removed during the past winter, making a great improvement to navigation at the entrance to the harbor. A channel 20 feet deep by 250 feet wide has also been completed in what is known as Coal Harbor, which provides much additional facility for light-draught vessels in that section of the harbor.

A contract has also been let to dredge False Creek with a channel 350 feet wide and a minimum draught at low tide of 21 feet. This work will cost in the neighborhood of \$700,000 and is considered to be of very great importance as an improvement to shipping facilities in that section of the port. This will be better realised when it is stated that over four million tons tonnage of shipping entered False Creek during the past year, consisting chiefly of coastwise traffic and smaller craft. With the increased facilities in the channel it is expected that this total will be very greatly increased.

A DOCK 1,000 FEET LONG

During the past winter the site for a large dock was secured in the inner harbor, east of the present site of the sugar refinery, and lying between the foot of Salisbury Drive and Park Drive, which will have a frontage of about 600 feet, and upon which it is proposed to construct a dock 300 feet wide and approximately 1,000 feet long. This dock will be of most modern construction and equipment, having a solid concrete face and a minimum draught alongside at the innermost point of 35 feet at low water. It will be equipped with cranes and all apparatus necessary for the



THE WATERFRONT OF VANCOUVER CITY FROM BURRARD INLET



MR. H. H. STEVENS, M. P.

unloading of heavy cargoes. The tenders for this important work have already been called for, and the contracts will be let, it is understood, about the middle of August, and the work will be completed within a year. Already many large shipping concerns have been inquiring as to the possibility of their securing berthing facilities at this dock. This question, however, will be left in the hands of the Harbor Board.

Provision has also been made for the construction of a similar dock on the north shore and in the city of North Vancouver. The site proposed in this case is what is known as the Mission Indian Reserve, but owing to some difference of opinion as to the control of Indian lands in British Columbia, which has recently arisen between the Dominion and Provincial Governments, the construction of this dock has been delayed. It is expected, however, that an amicable solution of this problem will be arrived at in the near future, thus expediting the construction of the North Vancouver dock as well.

AT KITSILANO

In addition to this, steps have been taken to secure what is known as the Kitsilano Indian Reserve, lying at the mouth of False Creek, and fronting on English Bay. This reserve contains about seventy-nine acres and has a very extensive waterfrontage, considered to be very suitable for the location of a series of docks. The plan of the Dominion Government is to construct a number of large docks on this reserve, but the same difficulty obtains in regard to this as with the Mission Reserve, namely, the question of the ownership of the land. In all probability this question will be settled in the near future. In any case, nothing is expected to be done in connection with these docks until the Harbor Board has been placed in possession of the reserve, as the result of an agreement between the two governments. It has also been suggested that a strip of waterfront, consisting of over 1,000 feet, lying at the easterly end of False Creek and running parallel with Main Street where that street crosses the creek at present, should be developed as a series of slips suitable for coastwise traffic. This property is under the control of the city at present, but it is believed that the city authorities are willing

to work with the Harbor Board for the development of this section.

ABOUT THE GRAIN ELEVATOR

The question of a large government grain elevator is also one of great interest to the port of Vancouver. The exact location of this elevator has not yet been decided upon. This matter has been left entirely in the hands of the Grain Commission, who are now making a careful study of the situation. It is impossible, therefore, at this time to state where this elevator will be allocated, but it will be so placed as to be convenient for the various lines of railway now entering Vancouver or about to be constructed. The Harbor Commission will early take into consideration the securing of floating transfer elevators in order that they may be able to convey grain from the main terminal elevator to vessels which desire merely to load a portion of their cargo with grain. These floating elevators will thus obviate the necessity of large steamers taking up the time of moving from their berth to the elevator for a part cargo. It is also intended to locate coal bunkers for the accommodation of the shipping of the port. This has long been recognised as a very necessary feature of the port's equipment, and it is expected that the coal bunkers will be erected by the Harbor Board as a public institution.

THE PROPOSED DRYDOCK

The question of a drydock for Vancouver is, as local history goes, one of considerable antiquity. Some enthusiastic souls have recently been criticising the local member because he has not secured a drydock for Vancouver during the past year. They seem to overlook the fact that for the past twelve years various private parties and companies have endeavored to secure a drydock for this vicinity, but without success. The prospects at the present time, however, are very bright, and it is confidently expected that Vancouver will have a drydock at no distant date. This dock will be constructed under the Dominion Drydock Subsidy Act, and at the present time several large and influential firms are negotiating for this subsidy. It would be a comparatively simple matter to enter into an agreement with some of these companies for the mere construction of the dock, but the Dominion Government have taken the strong position that whoever secures the subsidy must operate the dock as well as

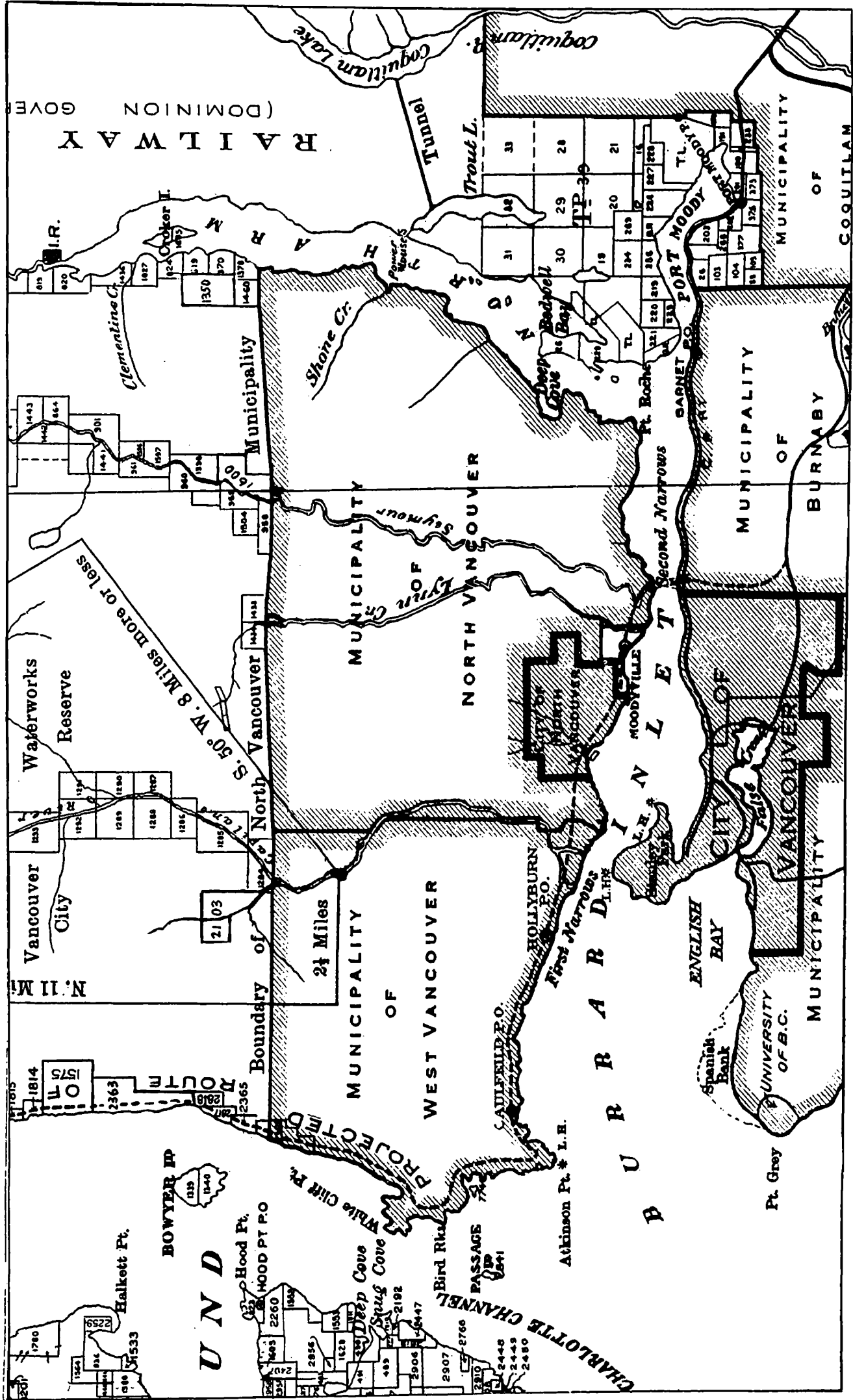
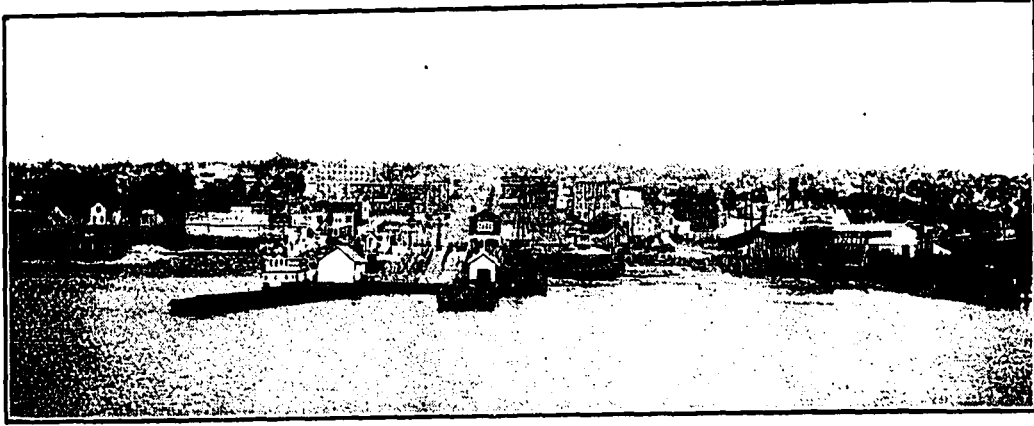


CHART SHOWING THE EXTENT OF THE PORT OF VANCOUVER. THE CHART IS SELF-EXPLANATORY AND GIVES THE LOCATION OF MANY OF THE PLACES MENTIONED IN MR. STEVENS' ARTICLE



NORTH VANCOUVER WATERFRONT

construct it, and our whole effort at the present time is being directed towards securing the establishment of a ship-building concern contiguous to and in connection with the drydock. It is considered wiser to delay for a month or two the conclusion of this agreement, rather than give the subsidy to a firm who, after making a profit from the construction, would be unable successfully to operate the dock. The chief object in establishing the dock in Vancouver is to meet the growing needs of the port. At the present time the tonnage of ships entering Vancouver harbor is about 10,000,000 tons annually, which among Canadian ports is second only to that of Montreal, and this will be greatly increased upon the opening of the Panama Canal. This is surely sufficient warrant for the establishment of a drydock in the port of Vancouver.

SECOND NARROWS BRIDGE

Another project which is considered to be of great significance in relation to the development of the port of Vancouver is the undertaking known as the Second Narrows Bridge. This bridge, which will span the harbor at one of its narrowest points, is to be constructed as the joint work of the cities and municipalities bordering upon the harbor, and will be subsidised by the Dominion Government to the extent of \$350,000 and by the Provincial Government with \$400,000. It is expected that the bridge will cost between two and a half and three million dollars, and all preliminary work is already completed, and the detailed plans and specifications upon which tenders will be called for are almost ready. The bridge will be a joint pedestrian and vehicular traffic, tramline and railway bridge. It will have a swing span with two openings each 225 feet in the clear. At maximum high tide there will be a clearance of 50 feet, so that there will

be no obstruction whatever to navigation, inasmuch as all smaller local vessels will be able to pass under the bridge without opening. The larger vessels will be able to pass through the bridge with perfect safety, owing to the very wide span which has been provided, as a result of the foresight and care of the Dominion Government and the committee acting for the municipalities. When the bridge is completed North Vancouver will be accessible to the railways on the southerly side of the inlet, such as the Canadian Pacific, the Canadian Northern, the Great Northern, the British Columbia Electric and any other lines which may in future come into the city. It will also enable the Pacific Great Eastern Railway to have access to the city of Vancouver and its suburbs. This line, as is generally known, will connect the Grand Trunk Pacific Railway at Fort George with Vancouver, and will be in the future a very important railway. Consequently the Second Narrows bridge will form a very important link between the port of Vancouver and the great country lying to the north. It will also provide for intercourse between the two cities on the opposite shores of the harbor, thus filling a long-felt want in this regard. The early future, we may confidently expect, will see work commenced upon the bridge, thus bringing to fruition what has been one of the most difficult and intricate undertakings in the history of the city.

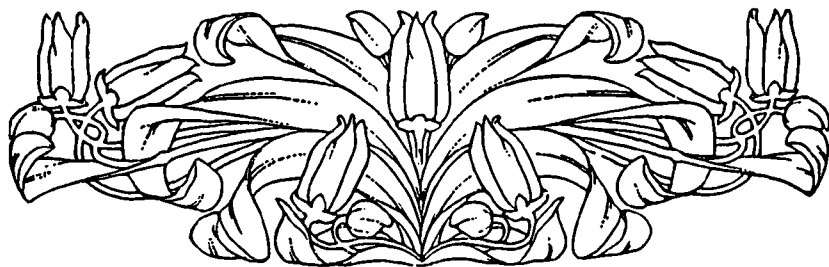
A BRIGHT PROSPECT

Not only in British Columbia, not only in Canada, but among trading communities possessing the wide outlook in every country of the world a great deal of interest is being expressed at the present time in the future prospects of the port of Vancouver. All who know its situation agree that the prospects for the future development of this great port are exceedingly bright. It is

recognized that Burrard Inlet is destined to become an exceedingly busy centre. As already stated, the annual shipping of the port is about ten million tons. The customs clearings last year were approximately \$9,000,000, and the amount is rapidly increasing from year to year. So that we may confidently anticipate that before very long Vancouver, as a port that is open all the year round, will have the largest tonnage of any port in Canada. But the last word in connection with the port of Vancouver has not been said when one deals only with Burrard Inlet and False Creek. One must also take into consideration the two arms of the Fraser River estuary, with its large area of perfectly level land lying on each side, which at no distant date is destined to become the site of vast industries. Al-

ready steps have been taken to develop this important section.

With the opening of the Panama Canal we may reasonably look for a great impetus to the shipping of this port. It will place Vancouver 5,664 miles nearer, by sea, to Liverpool and other ports of the British Isles. From this port alone it will be seen that a great deal of traffic which the distance has hitherto placed out of Vancouver's reach will, under the new conditions, be directed this way. It will also give to the lumber interests, particularly of British Columbia, a market for their products in the Eastern States, in Eastern Canada and Europe. At the present time something like ten ocean lines are operating in Vancouver, and several are making preparations to increase the size and number of their vessels coming here.



British Columbia of Today

By Sir Richard McBride, K.C.M.G.

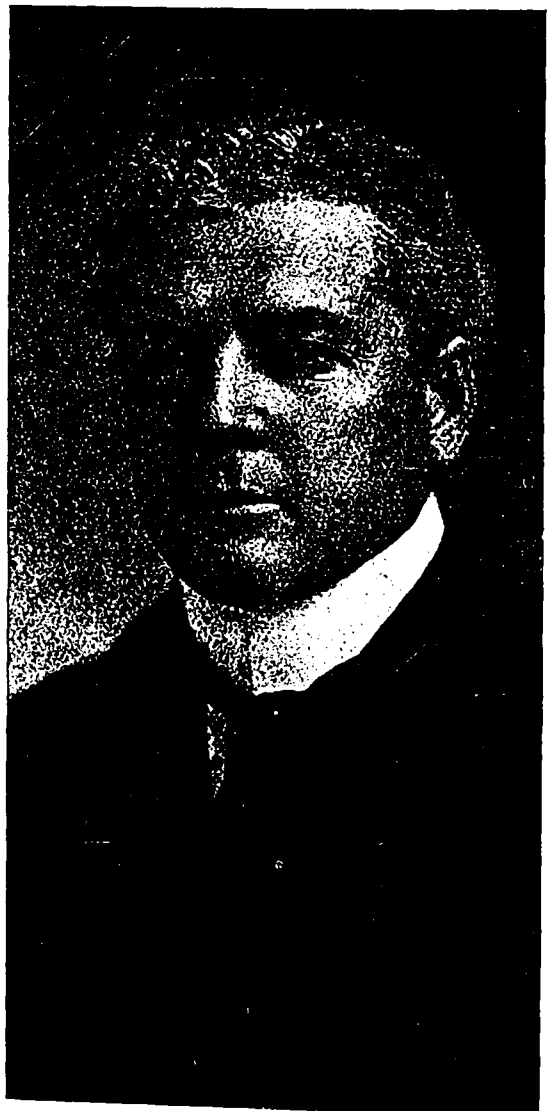
EDITOR'S NOTE.—In view of the uncertainty which has been expressed in certain quarters with regard to the position of affairs in British Columbia and the unduly pessimistic impression created, too much prominence cannot be given to the notable speech delivered by Sir Richard McBride, Prime Minister of the Province, at the Progress Club, Vancouver, on June 25. Sir Richard points the prospect opening out before British Columbia in glowing colors, but the facts and figures which he gives are quite as impressive as any oratorical picture could possibly be.

SIR RICHARD MCBRIDE, K.C.M.G., Prime Minister of British Columbia, was the guest of the Vancouver Progress Club on Wednesday, June 25. Following the luncheon he delivered an address on "British Columbia of Today." Opening with a reference to the excellent work done by the Progress Club on behalf of Vancouver and British Columbia, generally, Sir Richard proceeded:

I have selected the topic of "British Columbia of Today" on which to address you for a few moments, and possibly because of the position I occupy in the Government of the country I may be pardoned for referring to such a time-worn topic. However, time-worn as it is, as the days go by the subject, British Columbia, seems always to appear in different and in more refreshing light. What we may have said of British Columbia ten years ago, may have been quite in place, all well and good for the time and the occasion. And since we still live in the pioneer days of the country, since new discoveries are being made from time to time, the British Columbia that one may talk of ten years ago is an entirely different one to the one to which I address myself in 1913.

The papers—some of them—in recent days have had considerable mention of business conditions, and say there is a quietness over the country that, by comparison with twelve months ago, seems to indicate a good deal of general depression. I never for one moment would subscribe myself to a statement of that kind, nor would I lend any testimony that would strengthen it. It may be that because of the general depression that obtains all over the world today, there is not the rapid and quick demand for real estate, and there is not the business

that you had a few months ago in that connection; and it may be that in some municipalities there is not the energetic progress being made in public works that we have experienced for some years past. But this is by no means evidence that there is any distressing condition in this country, or any such change in our commercial and industrial affairs as would induce people to become impatient, to lose heart and to feel that, after all, this is not the great country



SIR RICHARD M'BRIDE, K.C.M.G.

that the Creator has designed it to be. You know that in every community, and especially in the new ones, you have always an element it is impossible to do without that at the least sign or suggestion of quiet is troubled with the complaint that some people in the West term "cold feet," and I suppose that, in Vancouver, even this wonderful energetic town, you have a small element who are suffering from this complaint. And they are only too ready and willing to spread the story, to disseminate the rumor of quiet and depression and all that sort of thing. Generally that element is ready with its carpet bag, and finds not much difficulty in moving about. They move away from you—they may move away from you here—possibly there are none here; but if they do move, you can easily stand the loss; in fact, it is a gain to you, and therefore I say, do not lose heart, but take fresh courage. To my mind, as I view Vancouver today, I believe I am in a position to state with more assurance than ever before, the future that lies before your centre cannot be questioned. That speaks for a large national centre, a mighty population and a great aggregation of profitable industries.

To strengthen the assertion I have just given you, you will pardon me if I specially direct your attention to some of the commercial statistics that are on record, and that ought to go to prove that behind the expansion and development of British Columbia, which we have witnessed especially in the last five years, there has been a substantial increase in commercial strength that ought to stand for a growth of this kind. Just one word before I present these statistics with respect to the question of municipal expansion. I read from the papers this morning a great deal in the way of comment on some statements made very recently by a very prominent financial man, Mr. Horne Payne. I think I can say that, so far as investment in British Columbia is concerned, no single individual has ever attracted, even by half, so much capital to these parts as Mr. Horne Payne, and from my own personal knowledge of the man I have invariably found him to be strong in his faith in British Columbia, and one of the greatest advocates we have had abroad. I question very much if he would lend himself to any statement calculated to impair in the slightest degree the high standing

that the municipalities of British Columbia enjoy. Of course in these days of financial straits—because all over the world the men responsible for the finances of the world seem to be more or less concerned with the outlook—it may be that men high in finance give expressions of opinion here and there, and there are circles only too ready to take up those statements and circulate them. After all, finance is a business, and you must remember, wonderful as our country is, that when we go abroad for money for the purpose of developing our land we have to go in competition with every section of the Empire and the world. This is not the only country that needs expansion, and that must have money to back it up; but there are other quarters of the world, too, and they tell good stories, and all of them are competitors with British Columbia in London, Paris and New York in request for money for some works; and of course your competitors are sometimes inclined to exaggerate very much any extravagant story which may have been said and circulated. I would say now, with regard to what has been reported concerning Mr. Horne Payne, that I am quite satisfied he has never said anything that would impair the financial standing of Canada, British Columbia or any of our municipalities.

With regard to our municipalities, just one word. The securities are of a high standing. The men behind municipal movement in British Columbia are men of affairs, and it is interesting to look over the record of twenty-five or thirty years and to find that it discloses not one single instance, save and except the case of a municipality that was swept out of existence in 1894 by the high waters of the Fraser, where those responsible for municipal indebtedness have failed to meet their obligations. In season and out of season, in bad or good times, the municipalities were always honorable and just so long as we have an energetic population such as we can claim today, just so long will we have municipalities properly managed, carrying on proper works, and always equal to the financial liability that may be incurred.

To go into some of the green timber municipalities, to see the roads and public work these men have undertaken, to know of the hardships they have had to endure,

and of the trials that from time to time these municipalities have had to face, and to see the splendid way they have come through all, make eloquent testimony to back up the statement I have given you, and to more than justify me in saying that the municipal securities of British Columbia are of a high standard. It may be that, just for the moment, the banking world does not find itself in a position to deal with them as quickly as would have been the case a few months ago. But this is not a local condition. It is a world-wide condition, and you have no right to feel the slightest discouragement because of it.

Just one word, and that is, that it has given me a good deal of satisfaction to find that, despite the great responsibility that we all have in these days, we are not losing sight of the artistic and aesthetic side of things, and that, in building our new towns and arranging our new cities, we are having some concern for all of those conditions that tend so much to refinement, and serve so well to give to our people the cultivation and finish without which nothing at all would be complete. Dr. Rowe spoke to me this morning about the question of town-planning, and urges upon me, as leader of the Government, the necessity for some special attention on the part of Parliament and the Government to town-planning. Not so long ago I had the good fortune to meet Mr. Mawson, whose father has a world-wide reputation, when he talked the subject over with me. With regard to this question, we quite appreciate the fact that improvements can be made along the line of town-planning; improvements that will have a more presentable aspect, and that will enable the citizens to enjoy many economies that might not be had today. We have had to pioneer many things in the question of town-building. After all, while we have not had the advantages and opportunities of the eastern country and the old land, we have a pretty fair assortment of towns all over British Columbia notwithstanding. But there is room for improvement, and the world should know that we are never satisfied, no matter how good business may be, no matter how wonderful the growth and expansion of the country seems to be. And so with the question of town-planning and town-growing. If by new legislation we are enabled to lend the co-operation and the assistance to the townmakers of British

Columbia that will give them additional economies beyond what they have enjoyed in the past, we are not going to hesitate to move quickly.

You know as well as I do that, in recent years, no part of Canada has been so industrious in the way of studying the municipal situation. All over the country there have been evidences of responsible men whose sole and only business has been the discussion of municipal affairs. And unquestionably a great deal of good has been accomplished by those organizations. In addition the Government of British Columbia very recently appointed a Municipal Commission. It is expected that next year we shall bring down a revised bill dealing with the municipalities of the country, and, co-incidentally with that move, we expect to instal in Victoria a municipal bureau or sub-department, so that we may have, from the central office, closer contact with municipal administration, and be all the more enabled to serve in many useful ways those who have to do with the municipalities of British Columbia. It is only right I should say that you may connect these last few words of mine with respect to municipal growth with the other statement I made regarding the splendid credit of the municipalities of British Columbia.

Now for those statistics. You will be surprised, no doubt, when I tell you that today the industrial section of British Columbia is stronger and more assuring than at any time in her history. Let me say something with respect to our transportation. Today there are upwards of three thousand miles of standard gauge railway building in British Columbia, if you include the double-tracking of the C. P. R. Without this item I think you can safely say there are 2,300 miles of standard gauge building, involving a cost of more than a hundred million dollars. These plans are quickly maturing, they are all projected through splendid sections of the country, and there is not one of them that will not, within the next two years, most materially assist in the expansion of our Province. In passing, I cannot help but note that all of these roads, with the exception of the G. T. P., lead to the city of Vancouver. Within two years from today the train service that you enjoy in these times will be four times as great as it is. The Kettle River line will be operating and carrying passengers to and from your city. The

Vancouver, Victoria and Eastern will also be giving you a service. The Canadian Northern and the Pacific Great Eastern will also be assisting with their lines. Presently you are bound to have the Northern Pacific. It is an open secret that not long since the Northern Pacific, by their representatives in Tacoma, were negotiating with the Provincial Government for the use of the Fraser Valley bridge, and unquestionably these roads to which I have referred will be quickly followed, if not preceded by the Chicago, Milwaukee and Harriman lines. They have got to come to Vancouver. You are the drawing commercial centre, and if they are looking for business they have got to come to your port. We have the country to justify the business, and of that there can be absolutely no question. I need hardly say that in my official position I am more or less in close touch with all these large corporations, not in the way, perhaps, some of my critics would have you believe—(laughter)—and I think I know personally of their anxiety to come to Vancouver and take part in the business of this centre.

Passing from railways, look at the electric roads you have and that are promised you. Here is the British Columbia Electric, whose headquarters are in your midst, with an expenditure of upwards of \$44,000,000, and still extending their project, and still looking for more ground and more business. Presently, I think the British Columbia Electric will have a competitor in the Western Canada Power Company. Competition is a good thing, and I believe there will be a sufficiency of business that will induce the Western Canada Power Company to actively take up the question of transportation in the Fraser Valley within a very short period of time.

Alberta and Saskatchewan have been making loud boasts of the wonderful progress of those sister provinces. I would be the last man in the world to say a word that might be taken as prejudicial to what they have done. British Columbia stands for Alberta and Saskatchewan as much as it is for British Columbia, and it is not our aim to do anything that would take away from the well-being of those sister provinces. We are all part of the whole and must stand together. It is their interest to say all that, and of course there has been a good deal of criticism about the

work of the Government; but in the last year our increase in population has been a great deal in advance of either Saskatchewan or Alberta, and we have brought about this accomplishment while we have but one road to assist us, while they have three. I do not say this in the way of boasting, but simply point to it as a record that ought to mean something to the people of British Columbia. If it is true in recent years, how much more can you expect when you have the Grand Trunk and the Canadian Northern? With all this additional transportation and the publicity, there is no question that you will have a trek into these parts that will be away beyond any of these movements we have experienced in British Columbia in twenty years. Our duty is to be prepared. We are still pioneers. Let us lay our foundations broad and deep, so that, when the greater responsibility comes down upon us, we shall be able to take care of it. In that regard I may say that in our road policy—and I am not now talking politics—I can in fairness to you say that, from the Cariboo down to the 49th parallel, our policy has led to a substantial demand for land in British Columbia. This has not been a question of politics. So far as my abilities have brought me, I have been able to see bigger and broader than the narrow political lines, and I have always tried to keep British Columbia first, last and all the time before me, and I say that our policy has been to take care of this. The railways that are building will assist in that work. The general municipal arrangements, town-planning and such development will all assist, so that within the next three or four years, when this movement is started, we will be able to take care of it.

Right here in Vancouver the heavy pressure will come. You will be the first to meet the movement, the first to take care of it. We know what Vancouver can do; we have seen it in the last few years working wonders of an almost miraculous character, and I think we can depend upon it, when the time comes for a broader movement, that you will be able to measure up to all the exactions that will be brought against you.

I have mentioned a few things about railway building, and given you a few statistics that deal with that subject. Let me get to another subject that may be more legitimately classified as industrial—

I refer to mining. Do you know that, in an association of thirteen years with the Department of Mining in the Province of British Columbia, I cannot recall a time when the mining industry of the country was more full of promise, of more assurance of a glorious future, than it is today. We look for no mining boom in British Columbia. Such a condition of affairs would be unhealthy, and is not to be, I hope, expected. But we have a right, from reports that come to the Department from all sections of British Columbia, to believe, to say to the people of this country, that never before in her history did the mines of the West look so well. Let me illustrate by one reference: The Granby project, which is 700 miles up the coast—it is being carried out by the old Granby Company of Grand Forks—is providing for an extension of upwards of \$2,000,000, so that they may be able to turn out products worth millions to the country before many months. The smelter at Grand Forks is one of the largest in the Empire. The smelter to be erected at Granby Bay in the North, while not so large as the one at Grand Forks, I am told by the management will be the last word in smelting.

Last year the mines of British Columbia produced \$32,500,000 worth of metal, \$6,000,000 more than the highest product previously recorded. I look to see this year's record still beyond that of last. True it is we have this deplorable mining strike on the Island; but, at the same time, it seems to me there is so much activity throughout the district that I am enabled to tell you this story. I have several other statistics dealing with the mines at Britannia, Slocan and other districts; but there is no necessity I should go at any length into these. Just summing up the whole situation, I am able to tell you that conditions were never so promising as they are at the present time. I do not want to see a mining boom in British Columbia. It is not needed, and it would be a mistake for one to come; but the signs of the times, though they do not point to a boom, point to tremendous activity, and very early too.

With regard to our timber industry, I asked Mr. Gosnell to get me some statistics that would illustrate what is going on in your midst. The most striking of all is the payment of \$25,000,000, which is

made here in your midst, in wages every year, in connection with the timber industry alone. So far as the statistics of the past few years will show, I can tell you this, that if in the next ten years there is a continuance of the expansion of the lumber business such as there was in the last five, the payment of \$25,000,000 will be very small indeed compared with what the payrolls of 1923 will be. So far as our timber wealth is concerned, it is an open secret we have the greatest warehouse in the world right here in British Columbia. The world has to have timber, and to get the best they have to come to British Columbia for it. Here again I think that the policy of conservatism has been such as to assure to the province such a splendid revenue from the timber that we will be able to care for all the business in the Province.

Take the fishery industry. The fishing industry alone is still only in its infancy. Last year we produced \$15,000,000 as against \$5,000,000 in 1903, and still the fishing business has only commenced. Our deep sea fishery, which in the end will be our great fishery, has scarcely been started. With proper development and encouragement, what will it be in ten years hence? But we are not dealing with what it will be ten years hence, but today, and is it not a gratifying circumstance to find that the fishery of 1913 is \$15,000,000 as against \$5,000,000 in 1903?

Take the agricultural products. British Columbia today is an agricultural producer to the extent of \$22,000,000, as against \$7,000,000 ten years ago. Some people will tell you there is no land settlement going on, and that there is no expansion in the back country. Those who give you that story generally put in a very extravagant statement. There is always the movement back to the land, but just so long as British Columbia is a civilized territory, just so long will that war-cry be heard. People talk about accomplishment in the way of land clearing and land settlement, but I find as I go up and down the Fraser Valley that there is a section of the country well settled within a few years to the mouth of the river in agricultural development. If you go over that district and see the land cultivation, I venture the statement that there is no place in the known world where similar conditions obtain, and where there has been fifty per cent. of the de-

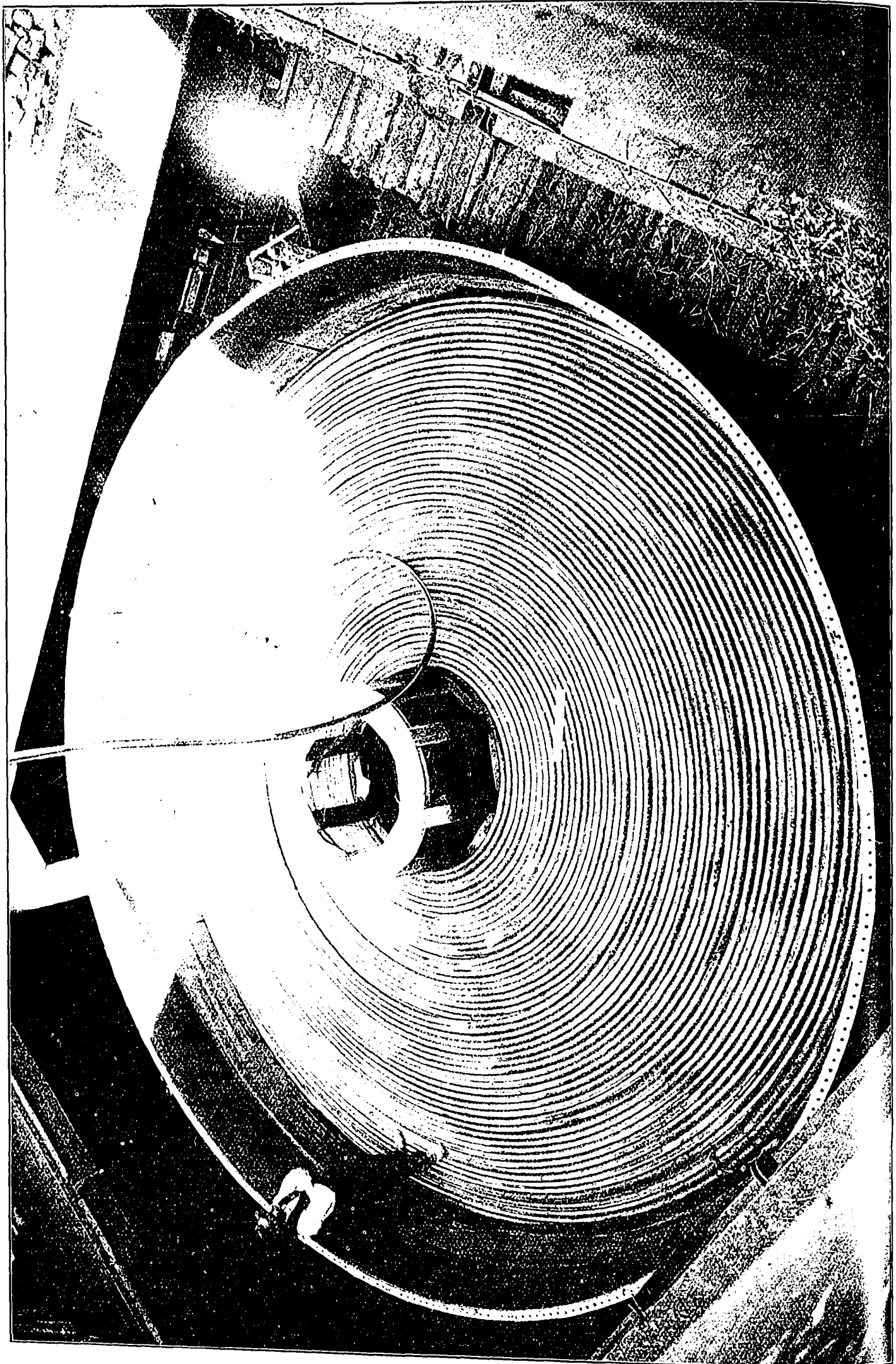
velopment there has been in the Fraser Valley. But this is not only to the Fraser Valley. In the back country as well there is a tremendous movement. Where a few years ago there were only a few pre-emptions, last year there were more than three thousand. If you want to get land to pre-empt, you have got to go to the back country to get it, and there are today millions of acres open for settlers. The cry goes round that there is no land. I say there are millions of acres, and when the settler comes there we shall always be able to give him all the benefits of civilization, so that he can make his headquarters and provide for his family. We have never attempted to bring people here in wholesale quantities, because I have always held it would be a crime to attract thousands here in large expeditions and plant them on the hinterland before you have trunk roads and markets. Let us build our roads, and then let us bring our settlers. We may not expect to do the same work of settlement as has been done in Saskatchewan and Alberta.

I have spoken of mining, fishing, lumber and agricultural matters, and I am not going to detain you at any greater length. But there is one matter we ought to look to, and that is the consummation of the wonderful work of development here that the Panama will stand for. As I look over and see the roads and railways that are building, it seems to me that the coping-stone on this structure will be the Panama Canal. We have so adjusted our Provincial policy—and here again I am indulging in no politics—we have so arranged our Provincial plans as to have them synchronise with the opening of the Panama Canal. I have always said that if we propose to take advantage of it we would have to have our transportation ready; otherwise we may not be able to compete with the American towns. There is a tremendous

industrial development and healthy movement. I have shown you that these railway plans are matured, and I have tried to demonstrate as best I can how the whole scheme will work together, so that presently, when the big movement to which I have referred is upon us, we shall be able to quit ourselves like men, and answer for the greatest movement in people and the greatest expansion in nation-building that the British Empire has ever witnessed.

Before I take my seat my story would not be complete without I took you into my confidence in respect of the one ambition that I trust may fructify in the next few years, and that will make for the extension of the Pacific Great Eastern to Northern British Columbia and on to the Alaskan boundary. We have been closely investigating the situation to present the matter in its proper form to responsible headquarters at Ottawa and Washington. It seems to me that as the centenary of peace is to be celebrated in 1915, a fitting opportunity presents itself, that we should approach the responsible authorities in Ottawa and Washington with a view to taking substantial interest in a scheme of this kind. I know Northern British Columbia fairly well. I have a considerable intimacy with sections of the Yukon, and my travels in Alaska have not been limited. Strong as my faith is in the Southern section, I have an abiding confidence in the far North. I know that there is a wondrous wealth in that land. There is room for the cultivation of great industries. I know that the sportsman and the tourist will get all that they want in that country. I fully believe that a scheme, well devised along business lines from the boundary of America, will be calculated to increase the development of the North, and will bring a tremendous boom to the Western section of the Dominion of Canada. (Applause.)





THIRTY-FIVE MILES OF CABLE, AS IT LAY IN THE TANK BEFORE BEING UNLOADED FROM THE "CROWN OF GALILEA."

Laying a Cable to the Island

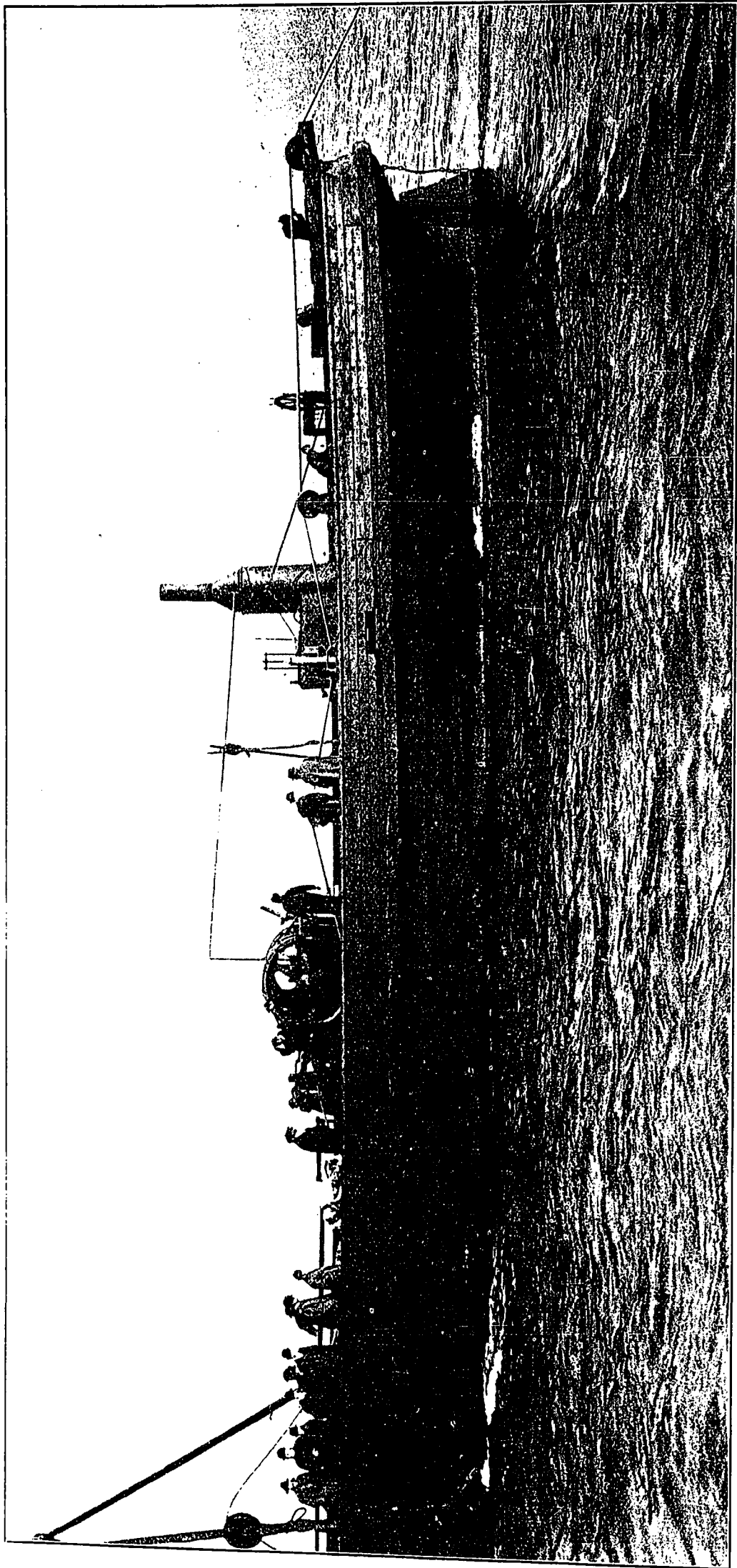
By R. B. Bennett

BRITISH COLUMBIA has many records to its credit in connection with its progress, and the latest has attracted the attention of electrical experts the world over. It is the laying of the new submarine telephone cable across the Gulf of Georgia, between Point Grey headland on the mainland and Newcastle Island, lying opposite Nanaimo and just off the eastern coast of Vancouver Island. The length of this cable between terminals is 32.6 statute miles, being in one continuous piece, while it is laid at a maximum depth of 1,380 feet. This cable is the longest submarine telephone connection in America, and with two exceptions is the longest continuously-loaded cable in existence.

The breaking of a record was not in the minds of the principals of the B. C. Telephone Company when it was decided to lay this new cable across the gulf, but rather it was their aim to establish a means of prompt communication between the mainland and Vancouver Island, so that the needs of development would be met. Not only has the capital city of the province grown greater in size, but all through Vancouver Island, westward to Alberni and north even to Port Hardy, the new life is being felt. The towns are becoming larger, and the agricultural communities more alert. Big lumbering and industrial interests are becoming more firmly established there every day. The telephone system in British Columbia may be operated by the B. C. Telephone Company as a commercial proposition, but they recognize that telephone communication is an absolute essential of modern business conditions and a factor in encouraging settlement in the outlying districts. For that reason every effort is made to keep pace with development. When Vancouver Island began to forge ahead, it was realized that the present means of communication would be altogether inadequate, and two years ago the specifications were started for the fine new cable which has just been laid.

Telephone communication between Victoria, the capital, and Vancouver, the great commercial centre of British Columbia, is taken so much as a matter of course that one hardly thinks of the time when it was not possible. Yet the cable which has been used in the past was laid less than eleven years ago, having been put down in October, 1902. That was before the day of long submarines, which have been made possible by recent inventions, such as the Pupin coils and continuous loading. These devices, while not new, have been well proven out in recent years. With coils, the inductance, giving better transmission, is lumped, the coils being placed at regular intervals; while with continuous-loading the inductance is distributed the entire length of the cable. The latter method makes it much easier to pay out the cable from the ship. This system of loading is used on the new gulf cable. It was devised by Krarup, a Danish telegraph operator, and consists of a winding of fine iron wire around the copper conductor under the insulation.

A rather long-about route was employed to reach Vancouver Island by telephone previous to this month. The line went via New Westminster to Bellingham, thence to Lummi Island, Orcas Island, Shaw Island, San Juan Island and across to Victoria, necessitating five sections of submarine cable. The longest of these was ten miles. Not only did this line between Bellingham and Victoria carry the traffic between Vancouver Island and the mainland, but it was also used for communication between Victoria and Washington State points. Because of the length of the route and varying conditions, transmission between Vancouver and points on Vancouver Island north of Victoria was not satisfactory. For that reason it was decided to lay a cable on the most direct route possible. Now the line runs straight across to Vancouver Island from Vancouver, and goes down to Victoria from Nanaimo, connecting with intervening points, and also

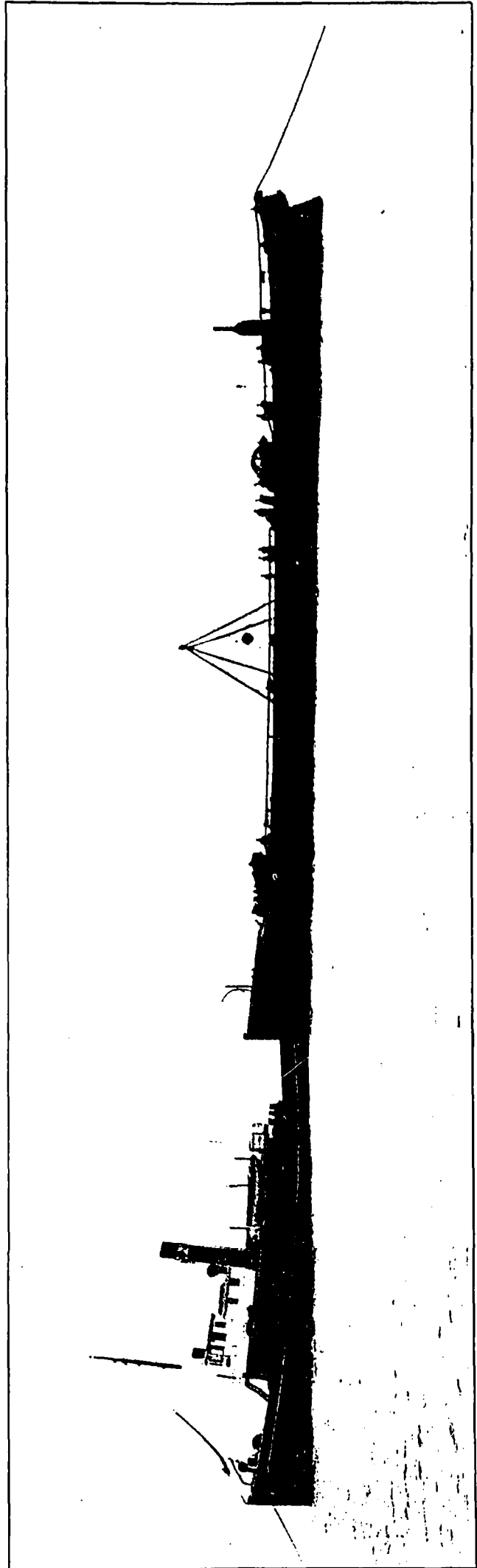


CABLE SHIP IN OPERATION—THE CABLE COMES OUT OF HOLD AT EXTREME LEFT, THENCE OVER PULLEY AND DOWN TO THE BIG DRUM, OVER WHICH IT IS WOUND SEVERAL TIMES SO THAT IT MAY BE SECURELY HELD; THENCE UNDER PULLEY TO DYNAMOMETER, WHERE TENSION IS REGISTERED; THENCE OVER STERN TO WATER

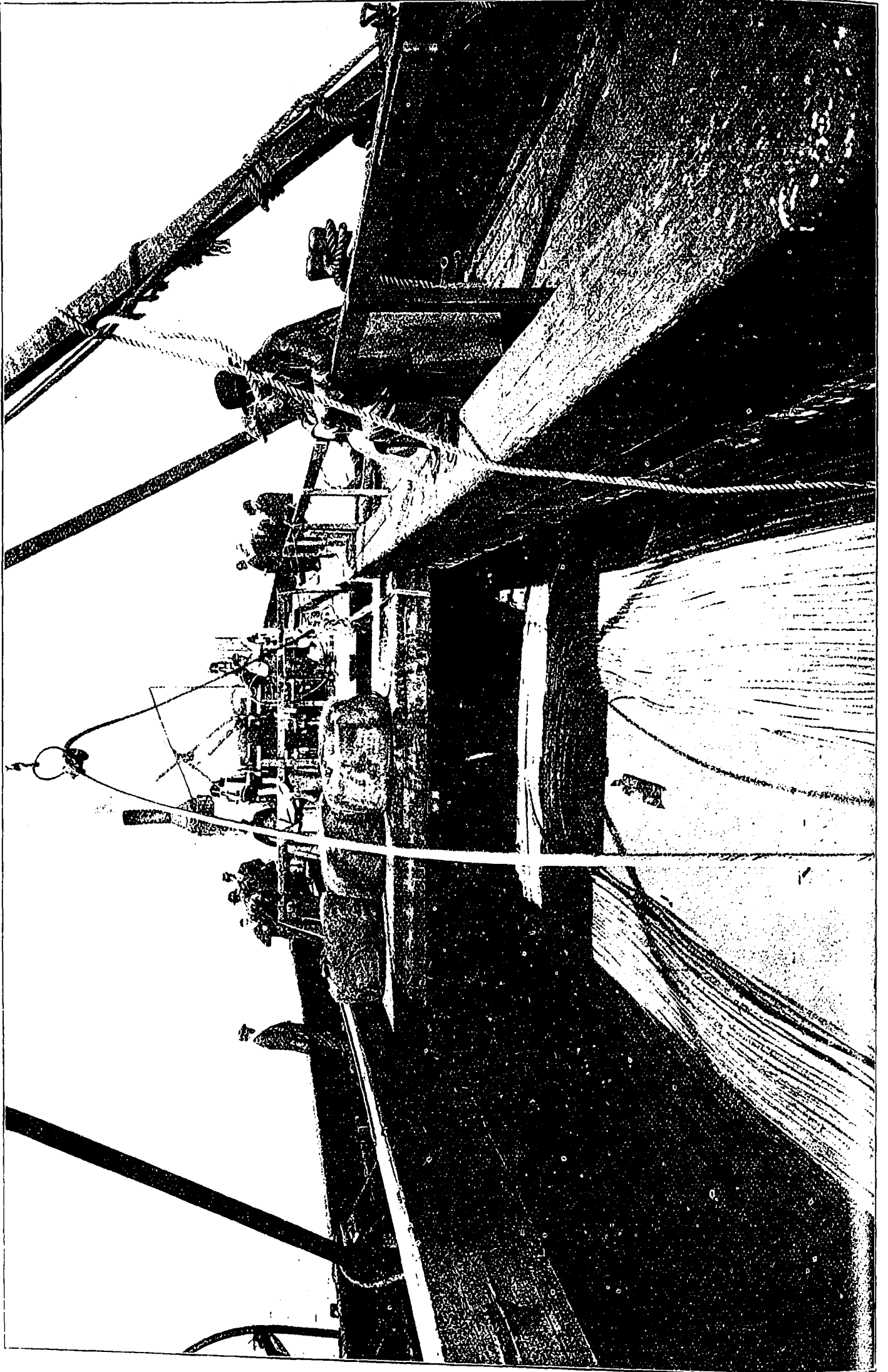
goes north to Courtenay, Cumberland and Comox, as well as west to Alberni. Thus every point on the island is brought in as close touch with the mainland, as far as telephone communication is concerned, as is Vancouver and North Vancouver. This will mean much to all those newer districts, for at all times settlers are in constant communication with all other points on Vancouver Island, and agriculturists are enabled easily to inform themselves on market prices and other conditions which affect them.

To secure the utmost efficiency of the new cable, two new copper circuits were strung by the B. C. Telephone Company between Nanaimo and Victoria, using the most direct route, which called for another section of submarine cable across Saanich Inlet. This, however, was only two miles and a half in length. It contains ten pairs of wires, in comparison with two pairs in the big cable, the increased number being necessary to take care of inter-island talking traffic. In addition, copper circuits were established on the mainland between Point Grey and the Seymour exchange of the company. A feature of the aerial construction is the highest telephone poles in the province, erected at the Brechin mine at Nanaimo and the two on Newcastle Island, immediately opposite. The two at Brechin mine are 118 feet in length, those on Newcastle Island being seventy, and they carry the 1,000-ft. span over the navigable channel at that place. The lowest sag of this span is over 100 feet clear of high water. These poles cost \$200 each to put into place. The cost of the whole new route, cable and all, is well over \$200,000.

Ordinarily, one looks at a figure of this kind merely as a statistic. It has a great significance, however, when it is remembered that this is an extra expenditure, made so that a better service can supersede that which has served all purposes in the past, but which is now inadequate. Public service corporations, above all others, must keep closely in touch with progress, and to this end their commercial and plant engineers are constantly in the field. They are aware of expansion, perhaps, before provincial authorities, and plans are always prepared in advance of the time when service may be required. So, when an expenditure of nearly a quarter of a million dollars is made on a long-distance line of



CABLE SHIP AND TUG AT ANCHOR OFF POINT GREY. JUST BEFORE START ACROSS THE GULF OF GEORGIA



IN MID-GULF—THE CABLE COMING OUT OF THE HOLD OF THE CABLE SHIP "PRINCESS LOUISE"

communication it indicates progress and expansion in the districts which it serves, the future also being duly estimated.

The W. T. Henley Telegraph Works Company, of London, were the makers of the big submarine, and it was under process of manufacture for something over seven months. There are four copper wires, known as conductors, in the cable, each of which weighs 300 lbs. per nautical mile. Each of these wires is reinforced with a wrapping of fine copper wire, while over this again is the iron wire, seventy turns to the inch, which is the continuous-loading feature. Each complete conductor is thoroughly insulated with gutta percha, about 32,000 lbs. being used at a cost of from \$1.50 to \$2 per lb. The four insulated wires are placed together, the interstices being filled tightly with tarred yarn, and around the whole is brass tape. This insulated core is heavily protected by a series of galvanized steel wires, one-eighth of an inch in diameter, which are imbedded in tarred yarn and compound and twisted round the core. This not only makes a solid and very effective armor, but it also gives great strength to the cable.

The shorter cable across Saanich Inlet, made by the British Insulated Company, contains ten conductors within a lead sheath. The diameter is a little greater than the other, which is two inches, and the cable is much stiffer to handle because of the different interior manufacture.

Owing to the peculiarity of electrical currents the capacity of the four wires in the big cable is not limited to two conversations. Two wires are necessary to complete a talking circuit on a telephone system, but on these four wires three conversations will be possible at the same time. The third circuit is what is called a phantom. In addition four telegraph circuits will also be maintained, all operating simultaneously without interference.

It is proposed to devote one telephone circuit to business originating out of Nanaimo, which will include traffic from the smaller towns to the north and west and for a short distance south. The other two circuits will be required for business between Victoria and Vancouver.

The gulf cable arrived in Vancouver on May 31, on the Harrison liner *Crown of Galicia*. It was stowed in a specially constructed steel tank, twenty-five feet in diameter and twelve feet deep, and was kept

immersed in water throughout the voyage, in order to protect the insulation from the heat. By means of a hand unloading gear, rigged for power, the cable was transferred from the ocean liner to the cable barge, *Princess Louise*. It was a coincidence that this old steamer, which in the early days of transportation across the gulf made history by her trips between Victoria and Vancouver, should in these latter days again make history by holding the cable which marks a new era in communication between these two portions of the province, now so intimately connected.

The laying of the cable was done by the Pacific Coast Cable Company, a Vancouver concern. Mr. H. W. Kent is president; Capt. Lincoln Rogers, commodore of the Lincoln Steamship Company, vice-president; Capt. A. R. Bissett and Capt. A. B. Richardson being the superintendents. Capt. Richardson is a cable-laying expert who came to this coast from the Mackay-Bennett interests at New York, and was first officer on the cable ship *Restorer*. He resigned this position to become associated with the members of the Pacific Coast Cable Company. Owing to the excellent work of this concern the long strand was successfully laid without a hitch.

It all sounds easy reading of the accomplishment in print, but it was an anxious day for the principals. There were many possibilities of accident, but these were averted by constant and careful supervision, not only by the laying company's officers, but by the plant officials of the B. C. Telephone Company. The cable was pulled out of the hold by the giant paying-out and picking-up machine, manufactured for the occasion by Messrs. Johnston & Phillips, London. The cable was braked by being wound around the huge drum several times and passed out over pulleys through a dynamometer over the stern into the water. The dynamometer was equipped with a registering gauge which indicated the tension of the cable, and the speed of the ship was regulated so that the cable was let out neither too tight nor too loose. The operation was an interesting one and was viewed by a large number of telephone and electrical experts.

An anxious man was Mr. Henry Savage, M.I.E.E., of London, representative of the manufacturers. Mr. Savage came to the coast to attend the cable laying, so that he could personally report upon its efficiency.

During the whole day, from early dawn—for a start was made from the dock at 2:30 a.m.—until dark, when the shore end on Newcastle Island was connected up, he was constantly engaged in making tests.

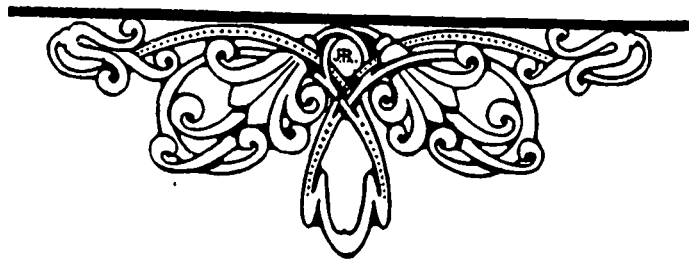
“Experts all over the world are watching the results of this cable,” Mr. Savage said, “for not only is it one of special manufacture, but it is laid at great depth.”

The water pressure on the cable at its greatest depth is over 500 pounds to the square inch, which is about three times the pressure of an ordinary steam boiler.

The end of the long day saw a satisfactory conclusion of the operation, and after passing through a number of light rain storms the cable ship anchored, with her two tugs, under the arch of an auspicious rainbow which stretched its multi-colored span over the entrance to Nanaimo harbor. This phenomenon, seemingly more glorious in the soft golden glow of the summer evening, was hailed with great delight.

That the people of Nanaimo thoroughly

appreciated the excellent and direct service that this cable will give was shown by the large flotilla of launches and other craft that met the cable ship four or five miles off the Vancouver Island coast. The mayor of the city, the representative of the district in the Federal Parliament, and a large number of other civic and public officials came out to extend an official welcome. Owing to the fine working condition of the cable they were able to communicate directly and for the first time with civic officials in Vancouver, and voiced their pleasure at being able to see personally the completion of a project which will be a factor in the development of Vancouver Island. This section of the province has come rapidly to the fore in recent years, and the established interests identified with its progress will suffer now no handicap such as isolation might bring, for intercommunication between each and every part and between Vancouver Island and the mainland is now a perfect fact.



Kelowna—The Orchard City of the Okanagan

By W. Beaver Jones

NESTLING snugly about midway down the far-famed Okanagan Lake, in British Columbia, is an incorporated city which is destined to play an important part in the development of the Garden Province of Canada. That coming great centre of activity is Kelowna, whose remarkably fine fruit is already known the world over, even in remote regions of interior China.

The ancient Phoenicians dreamt of a land of sunshine, where conditions of life were such that everyone lived in contentment. Those venturesome voyageurs have, in a logical sense, their counterpart in more modern times in men who, owing to economic circumstances, or otherwise, have sought a new country where at least it is not one eternal scramble of the survival of the fittest.

Today, Kelowna, "The Orchard City of the Okanagan," as it is familiarly known, has a population of nearly 3,000, with about an equal number in the outlying districts, and its growth is rapidly increasing year by year.

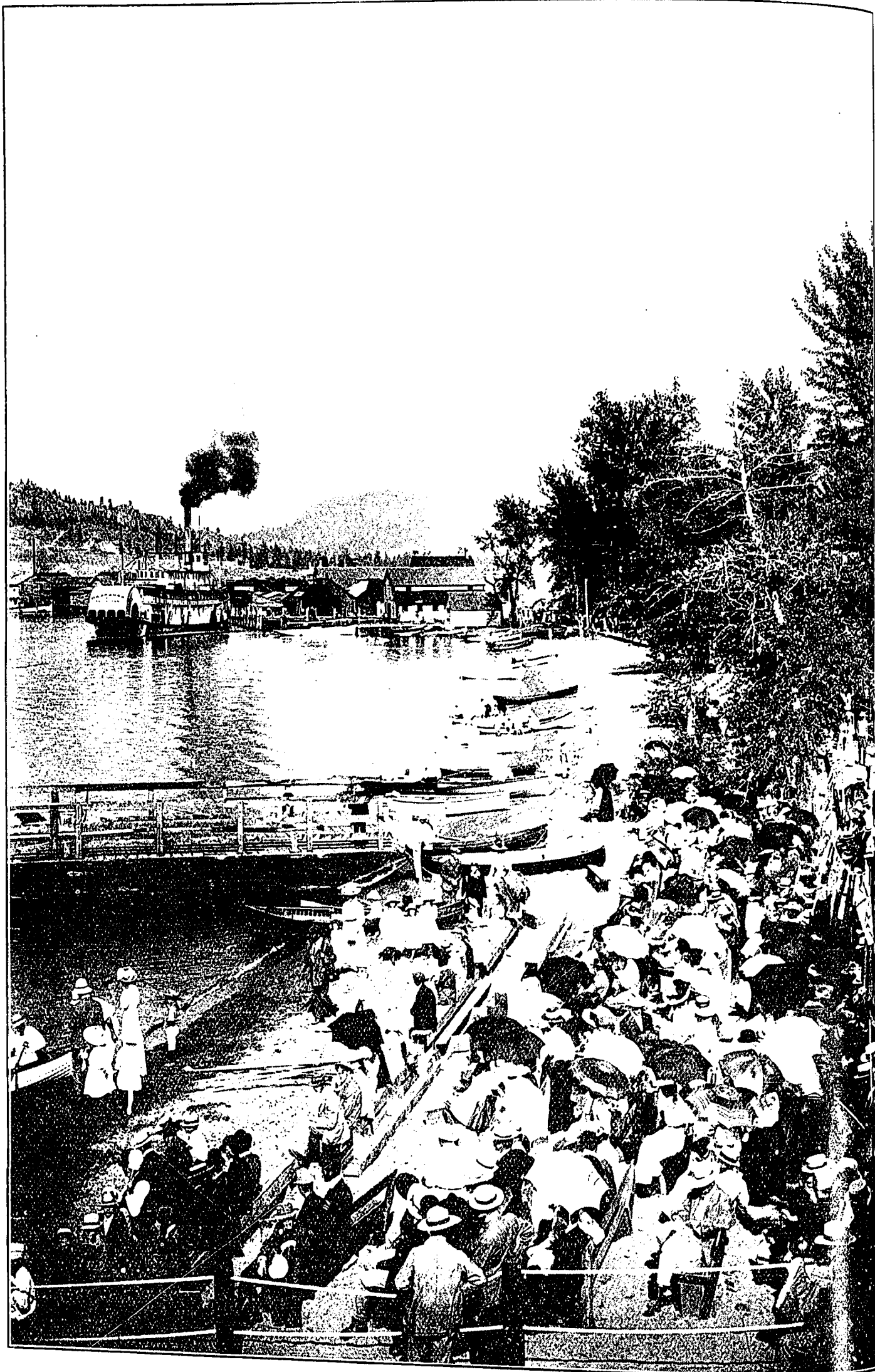
It may be well to give a few facts and figures by way of establishing an understanding between the reader and the subject of this article. Already Kelowna may claim to be "no mean city" as the cities of the interior of British Columbia go, as it had a total property assessment in 1912 of \$3,000,000, and, according to official figures, from the first of January to the thirtieth of June this year, the building permits have increased 147 per cent. This, according to the Financial Post, places Kelowna first on the list in increased percentage in building permits for Western Canada, and second in the whole Dominion.

Its electric light and water plants are owned and operated by the city council, which also furnishes electric power. The tested fire pressure of the water works is 120 lbs., and this, together with an excel-

lent fire brigade, ensures efficient protection in case of fire. Hostages to the prosperous future of Kelowna have been given by three of the Canadian banks which have established local branches; and there are also two local newspapers and a local loan and investment company.

In the important consideration of climate, Kelowna possesses many of the conditions met with in European countries. The light breezes from the lake moderate the heat of summer, and the nights are always refreshing and cool. Spring, which opens early, is mild and exhilarating, and a feature of this season is the delightful perfume from the blossoming fruit trees. It is a wonderful sight when the myriads of trees dress themselves in the delicate pink and white which gives promise of an abundant crop later in the year. The autumn, when the whole population seems to be busy with the ingathering of the fruit and sending it to market, is scarcely less beautiful, and the winter, the advent of which season is delayed until December, is comparatively mild. In a period of ten years the mean temperature has been 46 degrees Fahrenheit. Really cold weather is rare, and the occasional cold nips seldom withstand a day's sunshine.

As to the industries that have been established in the locality prominent mention should be made of the Kelowna Canning Company. This firm had a record last year of 1,600 tons of vegetables and fruit, in addition to which the tonnage of canned tomatoes was some 1,800 tons. This is comparatively an infant industry, and a few years, it is predicted, will make even these considerable figures look exceedingly small. There are also in the district two sawmills, with planing-mill and box factories included in their operations; a brick and tile plant; boat and power launch builders, and a large cigar factory. Fine large packing-



KELOWNA IS BEGINNING TO ATTRACT THE TOURIST

houses attend to the fruit and export produce business of the city, prominent among them being the Kelowna growers' exchange, which works in connection with the newly established central selling agency and which will enable growers to market their fruit and produce to the best possible advantage.

It has often been said that, in the fruit-growing districts of British Columbia, the social amenities are more faithfully observed than in any other part of Canada. Nor is this to be wondered at. The climatic conditions favor all kinds of sports, prominent among them are water sports, and Kelowna's annual regatta is, perhaps, the chief celebration event of the valley. Polo, tennis, lacrosse and baseball are very popular, and the Rifle Club has a large and enthusiastic membership, and an armory is shortly to be built. Social conditions are pleasant in Kelowna. The very nature of fruit-growing and farming as practised here tends to sociability. The excellent class of people from which the settlers are principally drawn, the small blocks of land lying together in stretches, the periods of comparative leisure, and the free western spirit which here finds full expression, are all factors in producing a community in which the new-comer cannot fail to find congenial society.

The educational advantages are second to none in the province, and the schools are well equipped and the staff efficient. At the present time another public school is being built at a cost of \$65,000. Pupils are prepared for matriculation into any of the Canadian universities. Religious bodies and fraternal organizations are well represented, and Kelowna is fortunate in the possession of a well-equipped hospital with a permanent staff.

The Kelowna district, extending back about twelve miles from the lake, has an irrigable area of over 60,000 acres, of which some 18,000 acres are now under cultivation.

From these figures it is evident that there is room for a much larger population. Land companies are developing large areas of land as good as that already occupied, and their water systems for irrigation, costing millions of dollars, are as near perfection as money can make them. Rural telephones are scattered over the whole district, thus largely discounting any inconvenience of country

life, and free mail delivery furnishes expeditious communication. The roads are under governmental control, and are generally of an excellent character.

The growing of fruit holds, of course, the premier position among the industries of this locality. The reputation gained by Kelowna for her fruit through a long series of sweeping triumphs at the leading fruit shows and exhibitions held in London, England, Vancouver, New Westminster and Spokane (the latter representing the finest production of the coast states), unquestionably proves the superiority of her climate and soil for the growing of apples and other fruits.

In competition with all Canada and the United States of America at the National Apple Show, held in Vancouver in October, 1910, for a prize for the best carload of apples of any kind, Kelowna, out of forty-two carloads exhibited, carried off the coveted trophy and a cash prize of \$1,000; and again at the same exhibition, Kelowna's district display was awarded a cash first prize of \$1,000, besides a vast number of lesser triumphs. Judge Van Deman, the foremost pomologist of the Pacific States, gave Kelowna's carload a perfect score of 1,000 points, and stated that it was the finest carload of apples ever exhibited. It consisted of 72,000 perfect apples.

At the recent New Westminster Exhibition in September, 1912, in the five box exhibit class, out of thirteen first prizes Kelowna won ten firsts, nine seconds and ten thirds. In the one box exhibit, out of twenty-four first prizes Kelowna captured nineteen firsts, nineteen seconds and thirteen thirds. Thus up to date is conclusively proved the superiority of Kelowna's fruit.

Diplomas, medals and cash prizes have been the results of Kelowna's exhibits wherever made from 1902 to date. Commenting on the exhibits made at the Vancouver Annual Exhibition in 1912, the *Saturday Sunset* has the following: "The fruit-growers of Kelowna and district sent an exhibit of fruit which undoubtedly out-classed anything ever seen in British Columbia. It included a carload of peaches, and there were great boxes of plums, apricots, apples, crab apples and tomatoes. These were arranged in such a way that the exhibit drew all eyes. Vancouver owes thanks to the Kelowna district for such a splendid display."

The majority of fruit farms are in small holdings of ten to twenty acres. For undeveloped lands prices run from \$50 to \$150 per acre. For developed lands, that is, cleared and under some irrigation system, prices vary according to location and run from \$200 to \$400 per acre.

Orchards in the first and second years of bearing may be had at about \$600 per acre, and as high as \$1,500 per acre for full-bearing trees. If unplanted lands are purchased the buyer must consider the cost of putting in his orchard and maintaining it for from four to seven years until the trees come into bearing.

A practical question frequently asked is as to the amount of capital required with which to engage in fruit-growing. Much depends on the circumstances of each case, and the experience and adaptability of the individual. In general, however, it may be said that a man should have sufficient to meet all necessary initial outlay, including first payment on his land, and to tide him over the first years when the fruit trees are producing no revenue. A living has been secured from a small fruit farm from the very start, but this greatly depends on the experience and energy of the grower.

Previous experience in horticulture and agriculture is valuable, but many inexperienced men who possess the necessary adaptability and energy have made a success of the work from the start, as other crops may be grown on the land from the first year while the young trees are growing.

And in this connection too much emphasis cannot be laid upon the importance of mixed farming. When it is stated authoritatively that no less an amount than \$165,000 worth of produce was imported into the Okanagan district in one month alone, which could easily have been grown at home, it is easy to see the excellent opening in this direction.

Another important industry and one that is bound to effect Kelowna greatly in the future is that of tobacco-growing. Twenty years ago successful experiments in tobacco-growing were made. With the experience of a local expert grower and of a gentleman who had successfully managed and operated tobacco plantations in South Africa, Puerto Rico and Virginia, a company was formed with its headquarters in Kelowna for the growing of tobacco and the manufacture of cigars. This company, the British North

American Tobacco Company, Limited, last year harvested a magnificent crop from 110 acres planted, and so well satisfied were they with the quality of the leaf that a largely increased acreage has been planted this year. A modern three-storey building has been erected for the handling of the raw leaf to its finished product—cigars. Some idea of the importance of this industry may be gathered from the fact that the company are now employing about 400 hands. At the Vancouver Annual Exhibition, 1912, this company were awarded a gold medal and diploma for their exhibit of growing plants, raw leaf, cured leaf and manufactured cigars.

The history of tobacco-growing at Kelowna is interesting. The industry was carried on for a number of years, financed in a small way by local capital, until the product attracted the attention of the entire province of British Columbia, and called forth many encomiums both from the press and trade. It was highly recommended by Earl Grey and M. Charlan, chief of the Tobacco Division, Ottawa, and received the highest award in the gift of the province at the Vancouver Exhibition of 1910.

Being brought to the notice of a number of men quick to see a sterling opportunity for investment, one of whom, Mr. A. W. Bowser, having had a long experience in growing, curing and preparation of tobacco and manufacturing of cigars in the United States, Puerto Rico and South Africa, the proposition was taken over and the Kelowna company formed. The entire farms of the original tobacco company were obtained by purchase, and further lands, sufficient to permit of enlarging the business to the necessary proportions, were retained. These lands are situated in the most highly developed territory in the province, and are worth today \$1,000 per acre.

The crop is a quick one, showing returns in six months, and is being produced and manufactured by the most scientific methods used in the great tobacco-growing districts of Vuelta Abajo, Cuba and manufacturing centres of Tampa and Key West.

The seed beds are sown in April, in frames protected by cheesecloth and canvas covers for frost protection and are ready for transplanting the last week in May. The crop is transplanted by machinery, five acres per day being the capacity of one machine, with two horses and three men



A FINE YOUNG ORCHARD IN KELOWNA

doing the work of forty-five men setting plants by hand, as in Cuba and Puerto Rico, the wonderful texture of the soil in the Kelowna district, freedom from weeds and stones, and the availability of irrigation allowing this method.

The entire raw product necessary for the manufacture of the highest grade cigars is grown on the plantation, eliminating the importation of foreign inferior tobacco, saving in this way the duty of 28c per pound on imported raw leaf, the Dominion Government finding the crop worthy of this step within a short period, and the probability is that this will be increased. Pure-bred Cuban tobacco is grown for filler; Comstock, Spanish Wisconsin, the recognized high-grade material for binders, and high-bred Sumatra under shade tent for wrappers, showing a saving in actual results plus the duty of 32c, 38c and 78c per pound respectively.

The British North America Tobacco Company, Limited, will purchase at a good price all tobacco grown by settlers and

already there are a large number of people engaged in this occupation in addition to their fruit and vegetable growing.

Kelowna lands are for the most part irrigated, and it is proven beyond question that fruit from irrigated land attains a size, quality and appearance not obtained by any other means.

Regarding railways, Kelowna is at present in a state of expectancy, fortified by assurance; but the realisation will not be long is coming. The Canadian Northern Pacific Railway Company are to have a line in operation connecting Kelowna with their main line at Kamloops. Kelowna will be their terminus. This, combined with the present Canadian Pacific Railway Company's system of handling cars on scows and conveying them to their rail terminus at Okanagan Landing, thence to their main line at Sicamous, will quickly handle the ever-increasing crops of Kelowna district.

The Kettle Valley Railway when completed next spring will also give increased facilities, especially to the Coast, and it

will be possible for a passenger leaving Kelowna in the afternoon to eat his breakfast in Vancouver the following morning. In the same way fruit and produce despatched from the Orchard City in the afternoon will be on the Vancouver market the next morning, thus arriving in a thoroughly fresh condition.

At the present time the Kelowna Board of Trade are actively engaged in a first-class tourist and commercial hotel proposition. This will supply a long-felt want, as good hotel accommodation in Kelowna is greatly needed. The scheme has the support of all the citizens. Already a site has been secured and it is proposed that the building will cost about \$150,000.

There are also good openings for a canning factory, cold storage plant, sash and door factory, brickyard, pickling, cider and evaporating plant, and apartment houses.

But life is not made up entirely of business, and the invitation to come to Kelowna is put upon broader grounds in the following passage which appeared in a local publication not long ago:

"If you do not care to grow one kind of fruit, you can grow many others. Fruit may not interest you, you have many alternatives—tobacco or hay, vegetables or flowers; raise horses, cows, pigs, chickens or general mixed farming. Again, don't grow anything. Your circumstances may permit you to retire from the crowded arena of producers and you want relaxation. Is it sport? There is fishing in a lake which extends for nearly eighty miles and has many flourishing towns on it. There is shooting and hunting, riding, driving and motoring in a district that has the greatest amount of government roads in the province. Polo and cricket, tennis, football, baseball and lacrosse all are represented in teams and clubs. Is it scenery that you desire? There are views you may travel far over Europe to equal but hardly to beat. A diversity of interest is a big claim to make, for true diversity means so much—so many branches, so many directions has the mind of man—but to this end nature has been so abundant, so lavish. The wide broad lake, the many streams, the long highways, the level fields, the high mountains, the deep woods, the rich orchards and comely gardens—no phantasmagoria of a fervid imagination, but actual facts—

orchards from forty years old and gardens established and beautiful, true guerdons of what man can obtain—a convincing record of crops and annual produce, climatic conditions and their effects, a tale of man's endeavor and reward.

"In the more prosaic things the life and business of a growing community: The story of railway development and enterprise, where one railroad governed the rates, there will now be at least two competing lines—the canning industry supplementing the fruit-packing and sales; the manufacturing of cigars; the different retail trades engaged in business, not to mention the lumber mills, planing factories, brickworks and building trades, boat-building and engineering works; the field of charitable work in connection with the churches of different denominations and the hospital, all organized and supplying their part where the need shows opportunity. The material needs of a location are not absent—pure water from mountain streams, from unpoluted origins and carried under pressure, insuring untainted delivery in every man's house—a fact much appreciated by those who have suffered from well water and local springs—a gravel subsoil to give free drainage, an ideal position for any house.

"Possessing thus so amply the qualifications of a home spot Kelowna also offers further: After having grown the crops the grower can market them to the best advantage—small profit indeed to grow crops in profusion and have them left on your hands. Owing to organized markets, to the proud name Kelowna fruit bears in the markets of the world, there is an ever-increasing demand for her products and good prices are assured. This is to be attributed to excellent organization; the recognized superiority of Okanagan fruit; the well-known name, the well-known record.

"In conclusion, Kelowna and the district offers much to everyone and fulfils all her offers when man works faithfully with her and does his part. No Lotus Eater's paradise, no lounging spot for the hale and hearty—the elevation of eleven hundred feet above the sea ensures it not being relaxing or depressive and the bright, dry, clear atmosphere braces honest endeavor and crowns it with success."

The Key to the Peace River Country

GROUARD AND ITS POSSIBILITIES

By F. C. Porter

It is safe to say that no part of the interior of Canada is attracting more attention than the Peace River country. There are many reasons why this should be so. To the man of adventurous disposition it is the great domain lying on the borderland of the Unknown, the land which civilization has marked down for her next notable conquest. To the farmer and wheat-grower it is the country of which he has heard many reports, all agreeing in one particular; namely, that it has a wonderfully fertile soil, especially adapted for the growing of the hard wheat that has helped, perhaps more than any other natural product, to make Canada famous. To the investor it is a new land, through which a network of railways has been planned to put the outside world in touch with treasures as yet unexploited. And to the seaports on the Pacific Coast—Vancouver, Prince Rupert and the rest of them—it is a fine section of their hinterland of promise, whose opening up must mean enhanced prosperity for the western seaboard of Canada.

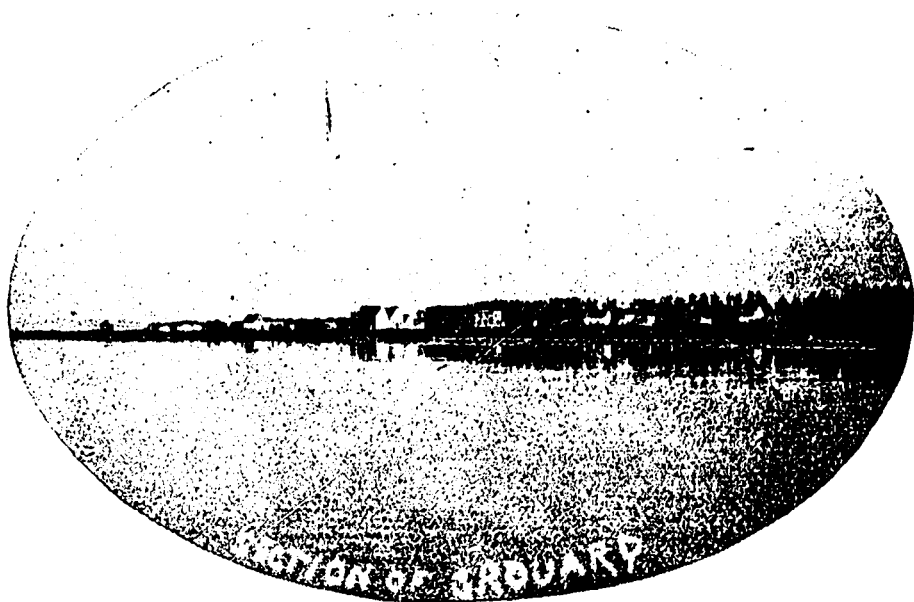
The Peace River country is situated partly in British Columbia and partly in Alberta, the boundary line of the two provinces cutting across it. It is probably the Alberta portion which has proved the biggest attraction to settlers up to now, the present termini of railways coming towards it from the east, giving better access to it than through river canyons and mountain passes from the west. But presently the extension of Canada's railway system will not only open the western gate as freely as the eastern, but will enable all settlers to reach both the east and the

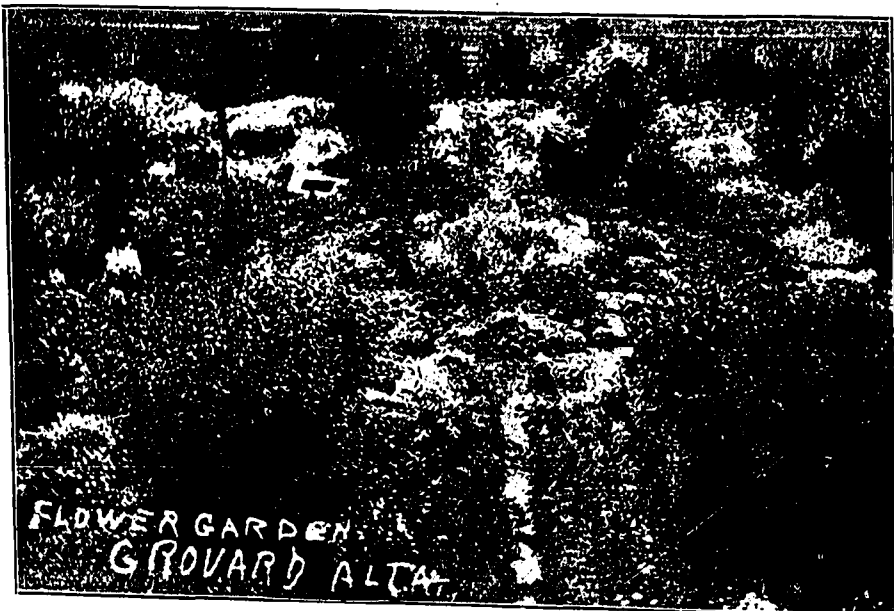
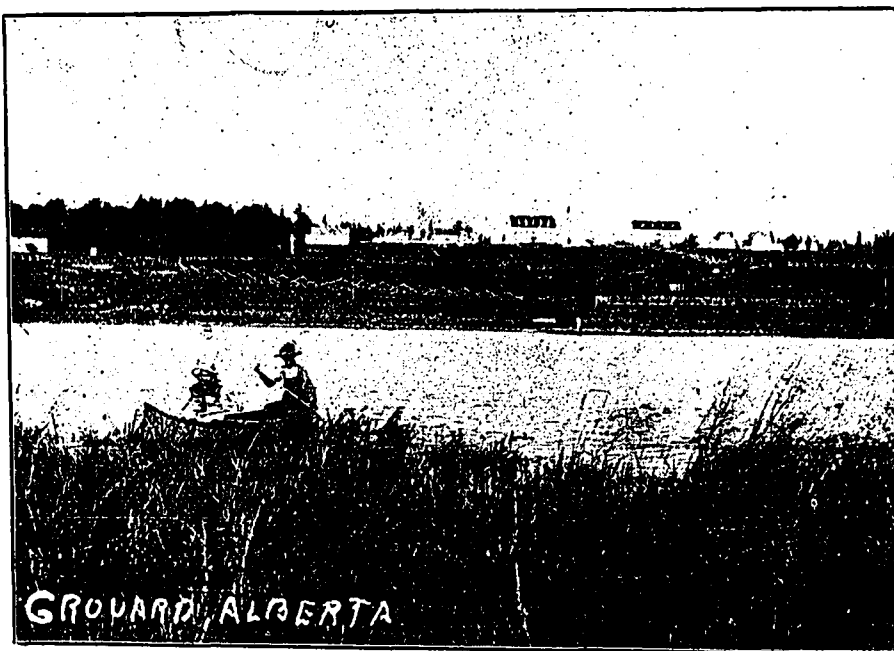
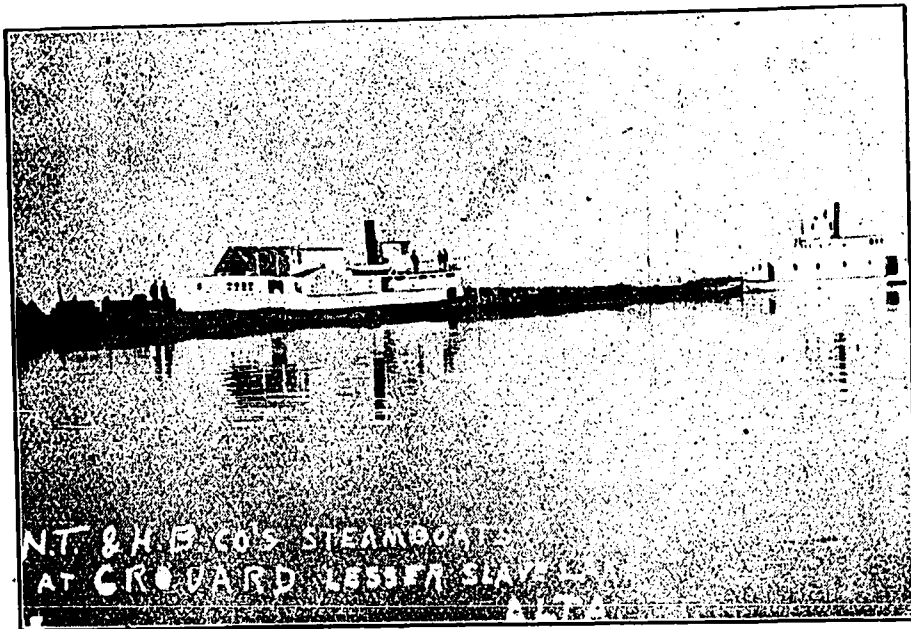
west far more readily than he can today. And a glance at the map of prospective lines suggests that the key of the railway situation in the Peace River country will be Grouard, at the western end of the Lesser Slave Lake, in the province of Alberta.

Grouard has for nearly a century been the most important point in the whole of the country north of Edmonton. For generations it has been the shipping point on the lake at which the roads of the Northland converged, and the great fur companies and traders chose it as the headquarters for their operations.

Today, the future opening out before the Peace River country has given Grouard an important commercial position. It claims, and with something more than plausibility, to be the hub where will centre the principal business interests of the producing lands of the Grande Prairie, the Spirit River, the Ponce Coupe Prairie, Dunvegan, Peace River Crossing and Fort Vermillion. The great Peace River country, comprising in all about sixty-six million acres of land, of which it is estimated that two-thirds is excellent farming land.

Mr. F. S. Lawrence, the head of the





Peace River Trading Company, who has spent thirty-two years in the district, writes:

"After thirty-two years' residence in Northern Alberta and becoming thoroughly acquainted with the conditions throughout the entire North, I wish to express my candid opinion as to some of the possibilities in the development of its resources.

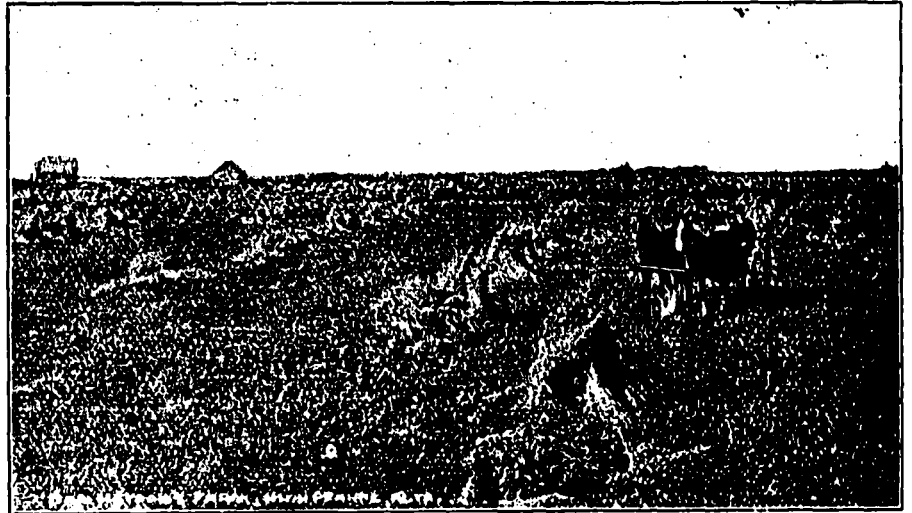
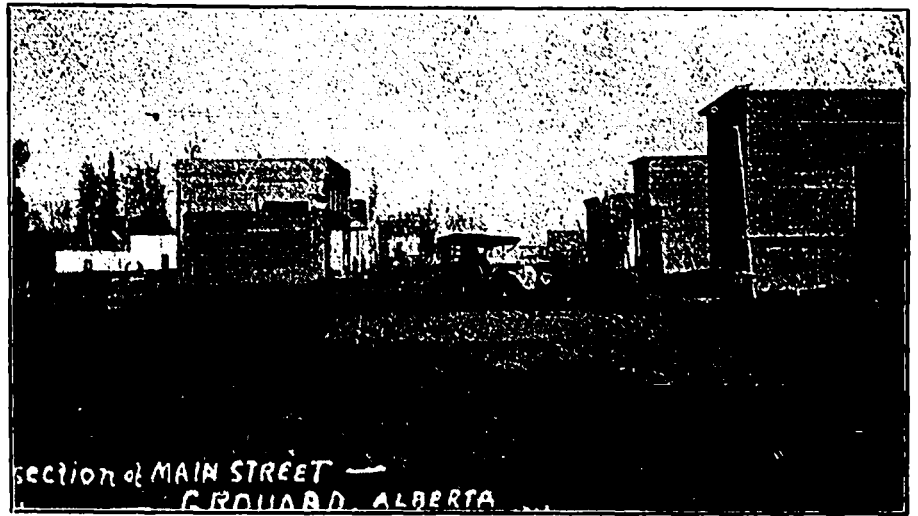
"Prominent amongst the favorable locations is the settlement of Grouard at the head of navigation on Lesser Slave Lake. This point is particularly well suited for the establishment of large distributing agencies supplying everything required in an agricultural and lumbering community. The country surrounding Grouard is particularly well suited for mixed farming; dairying and stock-raising will be very profitable industries.

"The fisheries of Lesser Slave Lake will doubtless play a very important part as there is likelihood of large canning industries being established there. The railway to Athabasca Landing will connect this part of the district by means of steamer lines and will facilitate travel and development. The main colonization road to the Peace River district itself leads from Grouard to the Peace River Crossing, and

this feature alone will insure a large and increasing business along all lines for Grouard itself. A number of new concerns have started business here quite recently, building general stores, sawmills; and there is also a prospect of the construction of flour mills and an electric lighting plant for the village.

"There is a particularly fine belt of timber in the vicinity for the manufacture of pulp wood as well as sufficient large timber for commercial purposes. There is no doubt that the settlement along the lake will increase very rapidly as the soil is particularly well adapted for agricultural purposes. Those who are the most familiar with the conditions to be met with in this district are the most optimistic about the future, and see not only large increases in population, but a very marked increase in business, particularly at the point above mentioned."

Grouard has the advantage of water transportation, a line of steamers traversing the Lesser Slave Lake and placing it in touch with a waterway of approximately 3,000 miles. At the present time most people complete the journey to Grouard by steamer, and this will always be a cheap means of transit for the produce

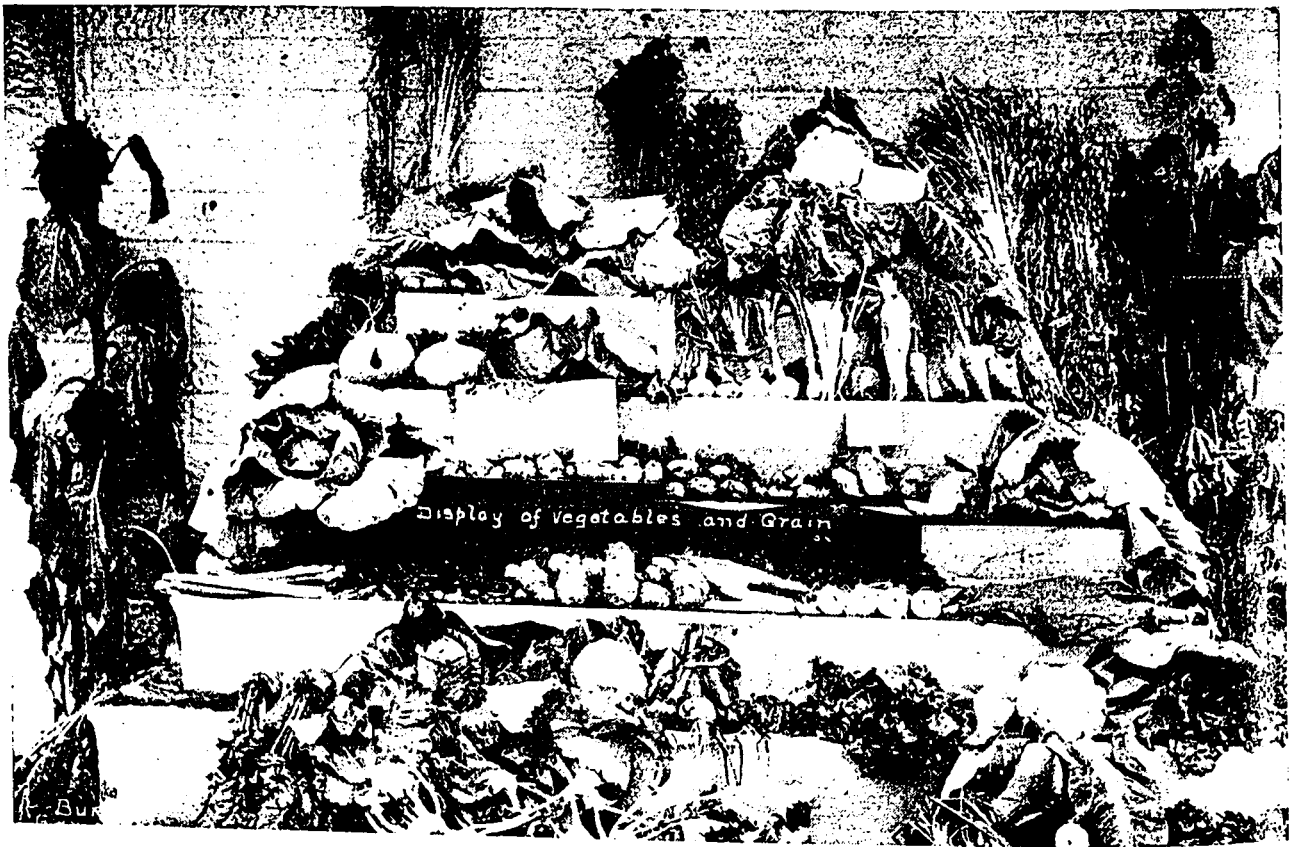


PEACE RIVER WHEAT FIELD

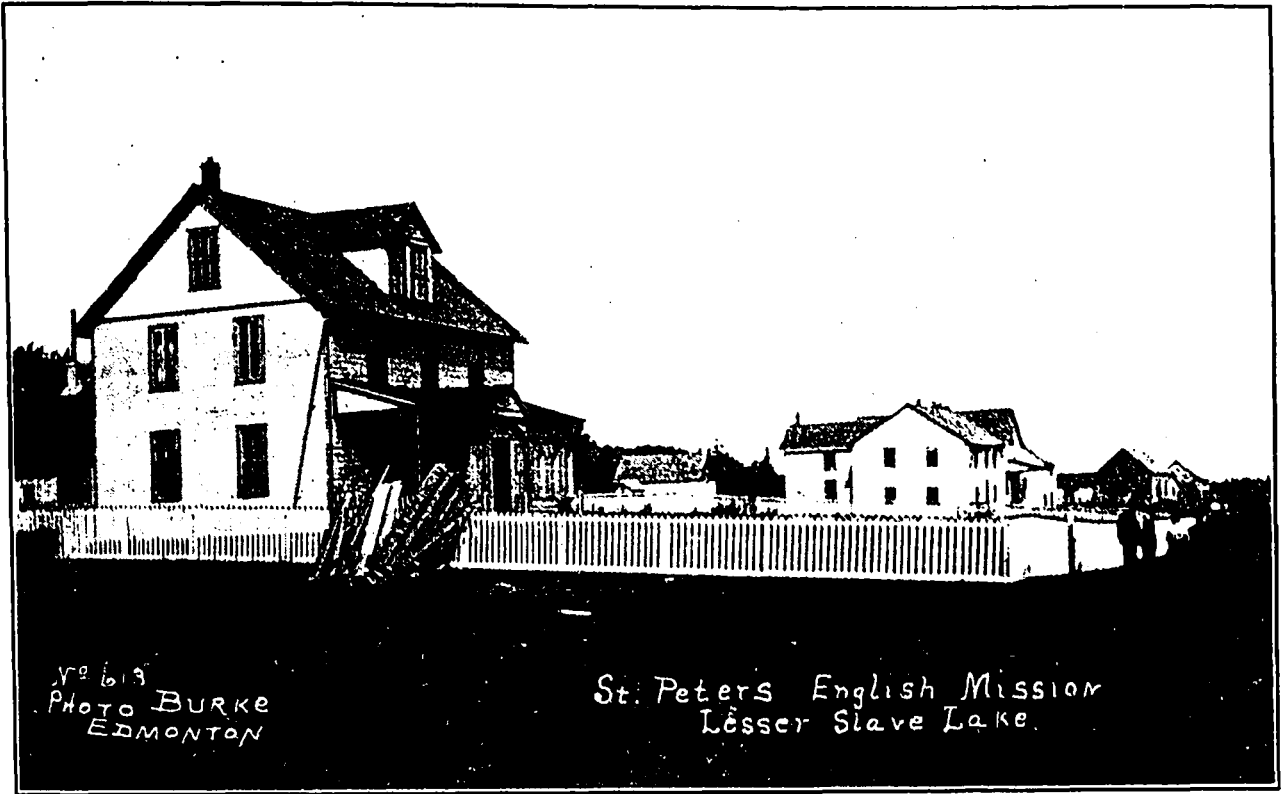




GOING IN AHEAD OF THE RAILROADS



PRODUCTS OF THE COUNTRY AROUND GROUARD



SETTLERS AND RANCHERS BUYING SUPPLIES

of the country, even after the railways have provided a cheaper means of access.

But it is the new railways in which Grouard's hopes of cheaper communication with the rest of the world are centred. Through it will come the Canadian Northern line from Edmonton to Athabasca Landing and on to Dunvegan. This line is already constructed and in operation as far as Athabasca Landing, and construction to Grouard is under way.

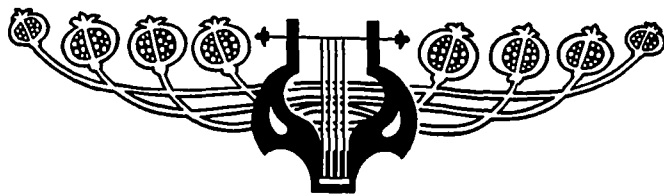
Again, the Pacific and Hudson Bay Railway, which has been projected across Western Canada, from the coast of British Columbia to Fort Churchill, will run through Grouard, arrangements having been made regarding the position there of its station, freight sheds, etc.

It is believed also that the Edmonton, Dunvegan and British Columbia Railway will have to come this way, and a campaign has recently been started to make assurance on this point doubly sure. The claims of Grouard will be carried before the railway commission at its sittings at Edmonton in the fall.

With these projects in view, it is not surprising that the people of Grouard expect the settlement of the town and sur-

rounding country to be rapid. One incident in its growth was a recent offer to instal an up-to-date plant capable of furnishing light and power for all domestic and manufacturing purposes, on condition that a ten years' lease was granted. A recent visitor, who came to Grouard after an absence of a year, described its growth in the interval as simply incredible, and predicted that next year there will be 3,000 to 5,000 residents there. People, it is pointed out, are not waiting for railroads to the Peace River country, but going in ahead of them. The best guarantee of the growth of a city is to have a rich farming country behind it. That is the secret of the prosperity of nearly all the big cities of the Prairie, both in the United States and in Canada, and history, which has so often repeated itself in this respect, may well do so again at Grouard.

To travel through the Peace River country, and to see the rich black loam, the wide sweep of its arable land, its expectant group of settlers, and to catch the spirit of youth and hope from all one's surroundings, is to feel that Grouard, the key to this new land, has an era of prosperity in store.



Editorial Comment

WHAT THE WEST NEEDS

IN one of the Ottawa papers a few weeks ago appeared a communication, evidently inspired, to the effect that the Hon. W. T. White, Finance Minister in the Dominion Government, would shortly pay a visit to Western Canada, in the quest of information to guide him in preparing for the revision of the general tariff. Representations, it was stated, would be obtained from recognised leaders of the industries in the Dominion. The next session of the Dominion Parliament, it is understood, is to be devoted largely to the tariff, and Mr. White, during his visit West, will study at first hand the industrial conditions on the prairie and in British Columbia. The paper, after referring to the conflict of interests between Eastern and Western Canada in tariff matters, concluded by saying that the extent to which the tariff will be revised will depend largely upon what Mr. White learns in the course of his Western tour.

The importance of this visit should not be overlooked. The Finance Minister for the Dominion is coming here to ask us what we want. What answer are we going to give him?

This is a question on which, in the past, British Columbia has not been very articulate. The manufacturers in the East have known their own minds. They have always asked for protection, more protection, and again more protection, having as their ideal a Canada in which no business firm will use imported machinery, and no man, woman or child will wear imported clothes. The farmers on the Prairie, too, have gradually been coming to more definite conclusions as to what their interests required. They have asked to have their access to foreign markets made more free, so that they could dispose, readily and advantageously, of the surplus measure of their grain not required for consumption in Canada. Whether they hit upon the best method of achieving this end, when they became advocates of Reciprocity, is a matter on which we may agree to differ, since Reciprocity, owing to the tariff measure of President Wilson, has receded very considerably from the foreground of practical politics. But the defeat of Reciprocity has only made the prairie grain-growers more determined than ever to find some other means of getting their produce to market, and it is not too much to say that the eyes of thousands of them are now turned with hope and confidence towards Vancouver and the Panama Canal.

There are many reasons, both national and local, why British Columbia should abandon its attitude of aloofness and identify itself frankly with this new aspiration of the prairie provinces. The success of this policy, there is little doubt, would add to the material prosperity of the Dominion of Canada as a whole. It would strengthen the tie between Canada and other portions of the Empire, far more surely than would any policy of Imperial preference. It would give the best assurance we could possibly have, of a greatly accelerated flow of commerce, both inward and outward, through Vancouver and the other ports on the British Columbia coast, by solving the problem of return cargoes for the ships coming here to take away Western Canadian produce, and providing that financial equipoise without which no considerable amount of over-sea trade can be done by any nation.

The other day some striking figures were published showing that last year, for the first time, the external trade of Canada came to well over a thousand million dollars.

Of this total the figures relating to the United States and the United Kingdom together account for nearly five-sixths. But there is a marked difference in the character of the trade with the two countries. Whereas we imported from the United States more than 441 million dollars' worth of goods in the year, our return trade in exports to that country amounted to only 139 millions. From the United Kingdom, however, we bought 138 million dollars' worth and sold to her 170 millions. We are not among those who accept the doctrine of the "adverse balance of trade" when a nation's imports exceed the amount of its exports, but here is the fact that, when we buy goods from Great Britain, that country is willing to accept payment for them in the form of Canadian produce, whereas the United States is emphatically not. Our trade with England is, at any rate, on a more enduring basis than that with our southern neighbor. In asking for a system that will permit of the utmost possible development of oversea trade, we are, therefore, doing our best to promote the prosperity, not merely of Vancouver and her sister cities, but of Canada as a whole.

From various quarters of the world are coming signs of a revolt against high protection. We have seen what is happening in Germany and the United States, and more recently there have come to hand the results of the parliamentary election in Australia. The feature of this contest was the revival of the interest in free trade. The Liberal party, supported by the Free Traders, have been returned to office with the help of free trade votes. Mr. W. H. Renwick, perhaps the ablest of the free trade candidates, issued a manifesto to the electors, from which the following vigorous passage is well worth quoting:

"The pretence that the great agricultural, pastoral, mining, dairying and fruit-growing industries are benefited by the protective duties, is so shallow and so ridiculous, that I feel that I need not spend much time in knocking down this man of straw. Let us take the wheat-grower as typical of the whole lot. The price which he obtains is absolutely determined by the selling price of wheat in London. If the selling price in London is, say 4s per bushel, and it costs 6d for transporting it there the price in Melbourne would be 3s 6d. If it were 3s 7d in Melbourne, clearly no farmer or wheat merchant would ship to London. The whole quantity would be placed on the local market for local consumption. That would cause the price to fall immediately. Should it fall to 3s 5d, the holders of wheat would begin shipping to London to get the higher price. That, in turn, would cause the local market to firm up to 3s 6d, when it would become a matter of indifference as to whether holders of wheat sold for consumption at home or abroad. Precisely the same line of argument applies to butter, wool, minerals, fruit and other commodities which are produced in excess of local demand. All these trades have their prices governed by the conditions existing in the free trade markets of the world. They cannot share in the protection plunder. They are always the victims of a vicious system of taxation designed to give privileges to the few."

With the alteration from shillings and pence to their equivalent in dollars and cents, this passage would apply to Canada just as appropriately as to Australia. British Columbia and the prairies, which are able to produce several important commodities so vastly "in excess of local demand," should not hesitate about giving their adherence to a policy that will afford these industries fair play.

* * *

CANADIAN PAPERS AND BRITISH STATESMEN

AT a time when, probably, more interest is taken by Canadians in political doings in Great Britain than at any previous period, it becomes more important every day that the news of these doings which is supplied by the press of Canada should not be

vitiated by partiality, contaminated by spite, or distorted by false innuendo. A case has arisen recently in which this wholesome rule has been departed from, and the public of Vancouver, at least, have a real grievance against certain of their daily papers over the way the recent Marconi affair in Great Britain was treated in their columns.

In the spring of last year the British Government found it advisable, in view of a foreign situation which threatened an early outbreak of war, to make arrangements for the erection of wireless stations in various parts of the Empire. It is safe to say that at that time not one person in a hundred had ever heard of the existence of any system of wireless telegraphy other than that associated with the name of Mr. Marconi. There was, therefore, little surprise when it was announced early in March, 1912, that the Postmaster-General, Mr. Herbert Samuel, had accepted the tender of the British Marconi Company for the erection of the stations required. Very soon, however, sinister rumors began to be spread. The two months following the announcement of the acceptance of the tender were the period of a great boom in Marconi shares, which went up by leaps and bounds. Whether this rise was mainly attributable to the contract or to the Titanic disaster, which occurred about the same time, and which, more than any other event, made people realize the importance of wireless telegraphy, it would be difficult to say. Whatever the cause, the stock markets had one of their periodical bursts of insanity. Thousands of investors, both in Europe and in America, literally went mad over Marconi shares, and their price was forced up to a figure far beyond their intrinsic value. Presently the slump came, and many people who had bought injudiciously became extremely sore and very ready to unload their grievances on the first scapegoat that offered.

It was then that the rumors became most positive. Mr. Herbert Samuel, Postmaster-General, Mr. Lloyd George, Chancellor of the Exchequer, Sir Rufus Isaacs, Attorney-General, and Mr. Winston Churchill, First Lord of the Admiralty, were freely mentioned as ministers who had bought big blocks of shares in the British Marconi Company while the negotiations for the contract were still going on, and who had made huge profits out of the rise. For these stories there was not the slightest foundation. Mr. Samuel and Mr. Churchill never owned a single share in any Marconi company, and neither Mr. Lloyd George nor Sir Rufus Isaacs ever possessed any in the British company. What happened was this: Mr. Godfrey Isaacs, brother of Sir Rufus, is a magnate in the world of wireless telegraphy, and the chairman of the British Marconi Company. He visited New York in the spring of 1912, when the finances of the American Marconi Company, a separate concern, were being put upon a new footing, and made himself responsible for placing 500,000 of the shares on the British market. Returning to England with this large quantity of shares on his hands, he offered some of them to his brother, Sir Rufus, who, however, declined to purchase any. However, 50,000 were sold to another brother, Mr. Harry Isaacs, and from him a week later Sir Rufus, having apparently reconsidered the matter, purchased 10,000, shortly afterwards reselling 1,000 each to his two intimate friends, Mr. Lloyd George and the Master of Elibank, chief Liberal whip. This transaction took place five weeks after the acceptance of the British company's tender had been publicly announced. Dealings of this kind are taking place every day in every civilised country in the world, between different members of the same family, and between friend and friend, and why so many people, including the British correspon-

dents of Canadian newspapers, should have professed to see something extraordinary in the transaction is beyond comprehension. The fact that Mr. Lloyd George and the Master of Elibank (now Lord Murray) afterwards made additional purchases of the American shares in the open market, seems to show that they regarded the affair as one of ordinary personal business, and had confidence in the soundness of their investment. Unfortunately this confidence was misplaced, since all the three, far from reaping any financial advantage from the deal, have sustained rather serious losses owing to the price of the shares falling to a figure considerably less than when they bought.

These are the essential facts. But how different is the picture that was presented by the daily papers of Vancouver. Perhaps the most crucial point in the whole affair is the date at which the ministerial purchases of shares were made. This was no less than five weeks after the financial world and the general public knew that the Government had accepted the Marconi tender; that is, five weeks after the "bulls" on the market had been taking full advantage of whatever additional value this arrangement gave to Marconi shares. The *Vancouver Daily Province* printed, on June 11 this year, a three-column cable message, dated London, June 11, purporting to be a resume of the case. In this story, although many comparatively trifling matters were dealt with very fully, the date of the purchase was never mentioned, and the reader was left to infer that ministers, having official knowledge of the tender before it was made public, had used that knowledge to put money into their own pockets by purchasing in anticipation of the boom; whereas the purchases occurred at a later date, when all the world knew as much as the ministers themselves did, and when prices were almost at their highest.

The suppression of the material dates, and the drawing of false inferences in consequence, had been rather a feature of western comment on the affair. Here is a typical sentence in the *Vancouver News-Advertiser*, which endeavored to present, hypothetically, a parallel case in Canadian politics: "Suppose a contract had been made by the Government which had the effect of doubling the market price of a certain stock, and it was found afterwards that two ministers had made large investments in these stocks, would that have been disregarded?" From this cleverly-worded sentence the reader would certainly gather that the ministers were at least guilty of turning secret official knowledge into the channel of personal profit. Had they wished to do that, they would have bought shares, not in the American, but the English company; they would have bought them, not five weeks after the arrangement was publicly announced, but at least a few weeks before; and they would have made money out of the transaction instead of losing it. Again, the *News-Advertiser* makes the big assumption that the British contract was the sole cause of the rise last year in the American shares—an assumption which ignores the state of the market at that time, and the powerful independent factor of the Titanic disaster. If the *News-Advertiser* really wants a Canadian parallel, there is one much nearer home. A great deal has been said recently about a certain mysterious \$45,000 and the conditions under which the Songhees Reserve deal was carried through. It may be that the charges that have been made in this connection are not well grounded—in fact, we are willing to believe that the purchase was in the public interest—but at least the charges have been explicit enough, and it would be well for the credit of the province of British Columbia if the

public were told the truth. Will the *News-Advertiser*, then, endeavor to secure that those involved in the Songhees deal shall do what Mr. Lloyd George and Sir Rufus Isaacs did—namely, that they shall make their statement to a committee sitting in public, that they shall support it by presenting their personal banking accounts for examination, and that they shall be publicly cross-examined by half a dozen of their most prominent political opponents? That is the way the charges of political corruption were met in England, but we hardly anticipate that the example will be followed in regard to the Songhees affair.

If any excuse is required for our entering into a purely British political affair at this length, it is that a corrective is badly needed for the way in which British political news is treated in the Canadian press. It is not merely that many of the messages printed have been of a flagrantly partisan character, but unjust attacks have been made on the personal honor of ministers who, in the nature of things, cannot come over to answer them, and who have, apparently, no legal redress in this country. The surprising thing is that the worst of these attacks have been made by newspapers professing to have a great regard for Imperial considerations. The worst possible service that could be done to the Empire in Canada would be to create the false impression here that Imperial affairs are being controlled by men who are no better than grafters or crooks. The Marconi inquiry has proved conclusively that this is not so, and those who have followed the history of the case impartially will allow their conclusion to be summed up by Mr. Balfour's declaration that the charges of corruption against his political opponents were "absurd."

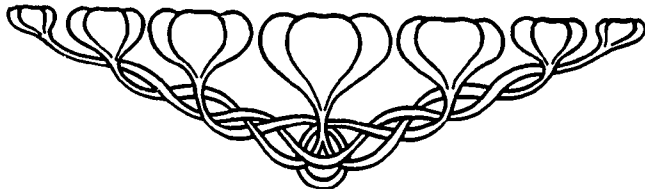
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IT does not seem as if the Provincial Government realised how strong is the feeling among the citizens of Vancouver on the subject of the Old Court House site. This plot of land is the one little green oasis in the most crowded part of the city, and even the stranger who visits Vancouver for the first time can see that it is worthy of a better fate than to become the habitation of yet another band-box building, with its identity lost in a chessboard of business streets. The value of the land is said to be a million dollars, and clearly the Provincial Government have a perfect legal right to sell it to the highest bidder if they wish. But to allow it to pass out of public ownership would be to disfigure the city of Vancouver, and that is a consummation which nobody in the city or the province would desire. It is only too obvious today that a mistake was made in the early days of Vancouver in not retaining more open spaces in the centre of the city. All the more reason, this, why the one ewe lamb in a congested neighborhood should not now be sent to the sacrifice. In the present state of public finances, and with the municipalities of the West urgently needing funds to carry out required improvements, it would not be fair to hold up the city with the menace of an alternative offer for the site. The city cannot expect to get the land for nothing; on the other hand, the Province should be extremely accommodating as to price, especially if it can be shown that the land is needed for some scheme of public utility, or that it is intended to retain it as a "breather" in the centre of the city. Two suggestions here will not be out of place. One is, that everyone concerned shall agree that on no account must the Old Court House site pass out of public ownership, whether that of the Province or the city. The other is that the ordinary citizen of Vancouver thinks there has been far too much bickering of late between the Provincial

Government authorities and the city. The time may not be far distant when he will want to visit his resentment at this state of things upon somebody.

* * *

IN some quarters the Mayor of Vancouver has been criticised rather severely for warning intending immigrants, especially in Great Britain, not to give up good jobs in order to come out West at the present time. Mayor Baxter's advice was, in the main, sound, but it does not tell the whole story. It is true that, what with financial stringency, high rates of interest and the feeling that of late the Western cities have been making the pace of progress rather fast, business men are not just now disposed to launch out into new ventures. Hence the comparative lack of demand for workers in various lines of industry. But a most cautious all-round estimate of the situation leads to the conclusion that, within a very few years, Western Canada will again be enjoying prosperity on a scale as yet unexampled. How soon the recovery will come, nobody knows; but the man who can afford to wait for opportunity, and who is able to see it and seize it when it is with him, will be the man to "make good" in the West. There are, however, many immigrants from the old land who arrive here with very little money in their pockets and who cannot afford to wait for work. Intending immigrants of this class will do well to follow Mr. Baxter's advice. If they must wait for opportunities in Canada, England is a better and a cheaper place to do the waiting in. Moreover, one man returning home from Canada disappointed, and telling his story among his mates, will nullify a good deal of effort on the part of the immigration officers, even after the time comes when both the man and his mates are wanted here.



Lassoing Lions

By H. Mortimer Batten

IN spite of its size and powerful build, the American mountain lion is one of the most foolish and cowardly of the cat tribe, and while its smaller cousin, the lynx, is apt to put up a desperate fight when cornered, the puma can be reduced to that condition of numbed terror that sometimes renders the most formidable of animals incapable of self-defence. From a sporting point of view this animal is of little use except as a trophy, for the lion usually inhabits rough and almost inaccessible country in which it cannot be flushed without the use of hounds, while the harm a single lion can do among the deer and by raiding the lonely settlers' stock-yards has in most parts placed the animal beyond the protection of the law. Occasionally a pair of pumas will take up their quarters in a partly settled region and nightly make their raids upon the adjacent homesteads, butchering sheep and calves within sight and sound of the owner's shanty. Bounties are hastily subscribed and in many parts the professional lion-hunter is just as much of a recognized individual as the wolver of early days.

The easiest way of ridding a country of its lions is, of course, by flushing them with dogs and shooting them at sight, but whereas a dead lion is worth nothing at all a live lion may fetch anything up to sixty dollars. Box traps and pitfalls are often used, but here and there are to be found men who make a regular practice of lassoing the animals—a sporting though somewhat precarious method of bringing about their capture.

One of the best-known lion-hunters of recent years was Charles Ordish, of Kalispell, Montana. For years Ordish made a business of trailing and trapping lions, and it is largely due to his activities that the deer of that country are now on the increase. Most lion-hunters have their own methods of procedure, and the manner in which Ordish brought about the capture of his quarry was as follows:

With a pack of specially trained dogs the party—the larger the better—would proceed to their prospective hunting-ground and immediately a lion was sighted efforts were made to keep the animal from entering the dense forest, and thus force it to seek shelter in some isolated patch of timber. When once the brute was treed Ordish would proceed to post his men and his dogs in such positions as to prevent the animal from descending, for it often happens that a lion will jump from a dozen trees before gaining one in which he will stand. This may mean the loss of dogs, for there is every likelihood of the panther dropping upon them or meeting them singly in his frantic rush towards a fresh shelter.

As soon as the animal had taken up a stand Ordish would proceed to climb into an adjacent tree—or if this were impossible, into the same tree—moving as quietly as possible and keeping the trunk between himself and the panther. When on a level with the animal he would lower a rope, to which one of his assistants at the foot of the tree attached the "fish pole" and other requisites for him to draw up.

The "fish pole" consisted of a light, strong rod, from twelve to fifteen feet in length. To the end of this was attached a wire noose, the business end of the lasso, which could be detached from the pole immediately when required.

The next move required considerable patience and not a little skill. Face to face with the lion the hunter now proceeds to fix the noose over the animal's head, but each time as he advances the pole the animal cuffs it roughly aside and finally makes a leap for terra firma. The preliminaries are again gone through, and at length the wire noose is fixed round the great cat's neck and jerked free of the pole. The remainder of the rope is then thrown over a branch directly above, uncoiling as it falls, and its end seized by the man at the foot of the tree.

The most difficult part of the business is now ended, and while the men below choke the panther into submission the hunter descends and prepares for the final combat. This consists of trussing up the lion and muzzling him.

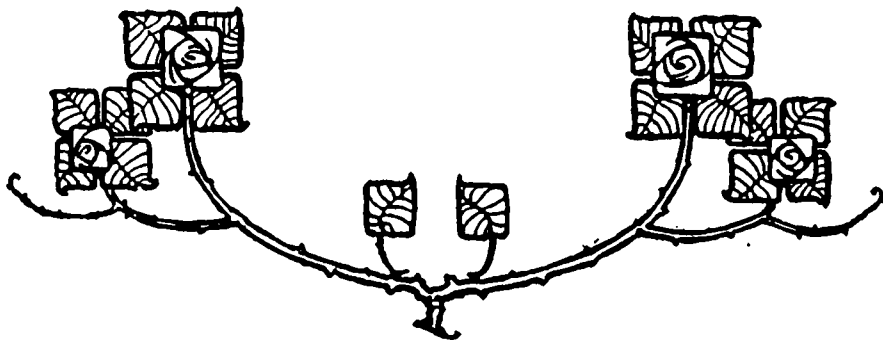
Having almost choked the life out of their quarry, the men below hoist him off his feet, and paying out line, lower him down, sprawling helplessly in midair. When the hind paws of the beast are within a few inches of the ground the rope is made fast and a noose passed round each of the great brute's paws. He is held out spread-eagle until the gag and muzzle are fixed; his paws are then bound crosswise, his forepaws secured to his collar, and the capture is complete. To perform such a feat unscathed, however, requires no little skill and considerable experience. Ordish captured many scores of mountain lions in this manner, but finally he was badly bitten in one hand and died soon after of strangulation. His career as a lion-hunter was a brilliant one, and other than this untimely accident his closest call was when on one occasion a party of cheechakos at the foot of the tree

misunderstood his orders and lowered a frantically struggling lion on top of him.

Elkin and Teague, two Colorado hunters, prefer to lasso lions in the open, and even among timber they use their lassos rather than the fish pole.

The mountain lion is by no means fleet of foot and can easily be outdistanced on a good cayuse, though lassoing lions in the open has two great disadvantages. Firstly, it is almost impossible to bring about the capture of an old and experienced animal in this manner, as it knows the use of the rope, and secondly, when the noose is fired the cat is likely to charge the horse and thus bring about its own destruction ere the terrified steed can be brought to a standstill and the tension on the rope relaxed.

When questioned as to the danger of his pursuit, Ordish once replied that the man with the "fish pole" was best off, those at the foot of the tree being likely to take cold ere the noose was fixed. This statement was made, however, before a particularly lively cat slipped the ropes, and finding himself free, turned upon Ordish ere he could snatch up his trusty .30-30 rifle.



The Shearer

By George W. Nicholson

WIRELESS telegraphy, cheaper cable service, shortening of steamship routes by canals, faster ships and increased trade in every respect, are main factors in bringing closer together the various Dominions of the Empire, and in consequence we as a people are every day becoming more and more intimate of the ways and conditions of our respective brothers and sisters over the seas.

The calling of the shearer is the largest industry of Australia. It is not confined to any one state, but is more or less evenly distributed throughout all six, with possibly Queensland, New South Wales and South Australia predominating. Unlike the limited season for harvesting our staple product, wheat, there is no limit to the season of this great industry in the Island Continent; commencing away north in the State of Queensland about February, the shearer works southward all the time, New South Wales and South Australia being reached about June and July, and southern New South Wales, Victoria and Tasmania round about Christmas and New Year. So that the industry, practically all controlled and directed from Sydney, N.S.W., is going on for twelve months of the year, therefore a man following this occupation, or any of the various occupations connected with the industry, is able to work at his calling almost continuously throughout the year, just finding himself with perhaps slack time for a month off, or he may go across to New Zealand, where the shearing season lasts well into February and March.

The Australian shearer is a strong man, and is usually credited with being the strongest laboring man of his country — physically he has to be to follow his calling, for shearing is exceedingly hard work. He is in every case an Australian born, and not a foreigner, for there are no foreigners in Australia, not one in a hundred of men of the immigrant class being fitted for or taking kindly to the work, and he is a typical Australian. But not only is he

strong in the sense just referred to, but in his hands also, and to a large extent, too, in the management of the affairs of that great country. To look at him stripped and at his work, little would one be impressed with his capability of governing England's second daughter; but as a matter of fact he is the man in power, and has been for the past seven years, and all of us know of the prosperity and patriotism of that commonwealth. To the shearer man the power of the Labor Party of Australia is credited, and in fact he actually formed it and still controls it. Originally the Shearers' Union, but now the Australian Workers' Union (A. W. U.) is one of the most perfectly organized unions in the world, with a membership which by now must be a hundred thousand. It started the present Labor Party of the country, and so perfect was its organization and well-directed its efforts that it enlisted the cooperation of all organized labor, and incidentally, with the assistance of women's suffrage, succeeded in establishing itself in command of the country's politics.

But here let the writer make himself clear, that he is no politician, not advocating the Labor or any other cause, but just endeavoring to convey to his readers the calibre of the workingman of Australia. The shearer is the type on which is based the standard of the average native son of that country, and so it is in reality that type of man to whom we refer in the expression, "the Australian."

Now with the shearer at his work. Wool is practically always at top price, and the industry one of the most profitable in the world, so the run-holder can afford to pay good wages, and arbitration ensures that he does. The shearer and all those otherwise occupied with the industry are well paid. Admittedly, for the actual work done the wage is really high, but against this there has to be accounted for a certain amount of time lost between sheds and the possi-

bility of wet weather. The scale of wages is fixed by arbitration, and is uniform throughout the country, while such a thing as "scabbing" or under-rates is not known. Six dollars per hundred is the award price for shearing ordinary flock sheep, with increases for stud and extra hard or rough sheep, and a good average man can shear his two hundred per day, while an extra fast man often does his three hundred, so it may be reckoned that good money may be earned notwithstanding the chance of lost time and expense of travelling between sheds. In most cases the shearer is engaged either by personal interview or letter, with discharge card, by contract shearing agents in Sydney or Queensland towns. Such agents contract for any number of sheds and form them into groups of from six to eight sheds in each group, and the shearers and shed hands (as the subsidiary help is termed) sign on for the entire group, working one shed out after another, or "cutting out," as it is termed. These sheds usually take an average of a month to six weeks to cut out, according to the number of sheep on the station, which may vary from twenty to one hundred thousand, while some of the largest owners may carry nearly a million sheep on one station. A shed is the shearing shed of a sheep station, and the six sheds of one group may be distances away from one another varying from fifty to two or three hundred miles. They may even be in different states, while in other cases they may be all adjoining one another along the banks of some river, perhaps only a hundred miles or so separating the lot.

Travel would appear to be the biggest item to be considered, but distance is nothing to the shearer; the bicycle is indispensable, and of later years the motorcycle is very much in evidence as a means of transportation for this gentleman laborer from shed to shed. In some parts where sand is bad he often finds himself stalled, but he is little concerned at that, and is quite used to pushing his wheel for many a long mile. If he is unable to ride he is able to convert it into a pack mule, for his swag is usually pretty weighty. For the shearer who doesn't travel more than a few hundred miles from his home, the most common and more typical conveyance is the horse and sulky. In addition to his personal

outfit and apparatus connected with his calling, every man carries a tent-fly, flour and soda and his billy, for he invariably has to camp on the roadside in making some of the distances.

The horse is undoubtedly the genuine and original stand-by of the Australian, and for his welfare and comfort legislation provides free grazing for two horses per man for every shearer employed at any station, so horse-feed costs Mr. Shearer nothing as long as he is working. Now, you might think that possibly the station-owner having to graze these horses for nothing (and at a big station where many shearers may be employed there may be perhaps one hundred of these travelling horses) would turn them loose in a far-off back paddock, perhaps a mile or more from the homestead. But no; Mr. Shearer is too wise for him—he has provision in the award whereby the owner must not only place them in a paddock with good feed and water (if available), but he must have them caught and brought to the shed for the shearer at the close of the job.

The shearer only works forty-eight hours per week, and not a minute longer except in the case of a "cut out," when at the end of a day there are only a few sheep left to finish a particular flock, and then, if he feels inclined, and with the consent of all on the board, work is continued for ten or twenty minutes longer.

Saturday afternoon is a holiday, as also is Sunday, and although this industry is carried on back in the remotest and most inaccessible parts of the country, these hours and days are observed just the same. On Saturday afternoon he usually does his weekly washing, hot water and utensils having to be provided by the owner, and many a housewife would envy him at this work, for a shearer's clothes become saturated with what is called yoke, a grease from the wool of the sheep, from which is obtained one of the finest products for making soap. This natural soap makes the clothes so easy to wash that all that is required is a boil and a rinse. Sunday is spent in wallaby hunting, snake catching, shooting or sports. Impromptu horse racing is also indulged in, and often some good, fast horses are to be found among the shearer's hacks.

And the mainstay of all—his stomach. He lives well, works hard, and eats a lot. A shearer's table is considered to be the finest in the land, laden as it is with poultry, fish, bacon, fresh eggs, etc. All the nicest delicacies are to be found on his bill-of-fare, and his cook is usually the best-paid of cooks in the country and overlooks nothing for his comfort. But not only does he insist on the best of everything on his table (which, incidentally, he pays for himself), but he is also well looked after in his

sleeping-quarters, his award calling for spring mattresses and a limited number of men, usually two per hut (such as we call a shack in Canada).

Life in an Australian shearing camp is the subject of many an Australian yarn, and all kinds of interesting matter is to be gathered from this man at his work and at play, for there is no "dago" about him—all and every one are Britishers and Australian-born.

The Trail We Tread

*Back in Old England! Back again
By the laughing brook, where the plaintive strain
Of the curlew's piping their wild alarm
Floats from afar on the evening calm.*

*I've plenty of fishing, and shooting too,
And I've plenty of money to see me through;
Yet sometimes at night, when the sleet and rain
Beats in fitful gusts on the window-pane—*

*I turn, and think of the days of old,
When oft I was hungry and wet and cold;
When as night came on we kindled a spark
From the dead tamarac and a wisp of bark.*

*Like a mother, whose burdens vex her sore,
Longs for the time when they vex no more,
Grows old, and with longing thinks of the day
When tiny feet trod the passage-way—*

*So, old friend of the woods, when you
Have made your pile, and are free to do
Just what you please, you will call to mind
The uphill trail you have left behind.*

—H. Mortimer Batten.

Away North with the Boat Pioneers of '98

By W. Hugh Etherton

ABOUT the year 1898, Vancouver, in common with all the coast towns, had the gold fever. I found myself wandering down Cordova street midst one-horse trams and cabs, musing on the motley mob—"for Dawson or bust"—on the ubiquitous outfitter, the formidable specimen of a Yukon mosquito displayed in a shop front, and a hundred and one other things for sale, which a prospector did not want. A small boy with papers was shouting, "the death of Gladstone"—the passing of a great man. I say my mind was musing—on the great, on home, greed of gold, the here and the hereafter. I was but twenty years of age. Surely a very young man to land in Alaska, with no outfit but an Elizabethan spirit of adventure, entering a country where a year's outfit of provisions was, in those days, considered a *sine qua non*. Still, my heart at last grew light as I voyaged north aboard the S. S. Athenian—light as a Colorado Yankee fellow-passenger of our second saloon, who, for very joy of life, shot bullets through his hat as he spun it aloft on the promenade deck. We landed at Skagway, Alaska.

On the voyage from Australia, aboard the steamer Cape Otway, I had already made the acquaintance of one Fred Chute, from Queensland. We agreed to hit the trail to Dawson together. We took a steam launch to Dyea from Skagway, having decided to go in by the Chilcoot Pass route. Pack-trains of horses, husky dog trains and sledges were leaving Dyea daily for Sheep's Camp, thirty miles inland, at the foot of the Chilcoot Pass. Dyea was a "wide-open" town, the haunt of such men as "Soapy Smith," a confidence man of the worst type. He was afterwards shot on the Skagway wharf. Here, too, thrived the ladies of lost reputation. A United States infantry regiment was encamped close at hand. The Spanish-American war was

taking place. I remember well the regimental band playing off these "Boys in Blue"—under the strains of "Marching Through Georgia"—to the wharf for embarkation to the front.

My partner and I made a few shekels in Dyea at manual labor for a day or two. But the stream of humanity speeding through the town, heading for the great river and Dawson, was irresistible. We too must needs now take up the long trail, the trail to the Klondyke.

Early one morning we trudged off, up through the spruce and alders, fording rushing creeks, in one of which floated a dead porcupine, on, on up the Dyea Canyon, over rough corduroy bridges, along a swampy trail for over twelve miles. Then a boulder-strewn valley, where goldseekers, packers, pack-horses and mules in long "trains" wended their way, where dead horses and mules lay rotting in the mire—dead in their tracks—the mummified, parchment-like carcasses sounding hollow and ominous as we crossed them. "Where is your outfit, your dogs and sledge, your grub stake?" we were often asked by men on the trail—"old timers." With a grim laugh we said we had no outfit beyond our blankets—only stout hearts and the long, long hope of youth, backed up with the visions of the girl we left behind us.

That night we camped in the Sheep Canyon, under the shadow of the glittering glaciers, and beneath our heavy blankets. I contrasted our midget selves against the huge mountains which reared up on every side, crowned by those sky-blue, scintillating and awesome glaciers. This was the foot of the Chilcoot Pass. The rough pack-train "town" of Sheep's Camp lay below us. A queer place to rest, had we. Avalanches had ere this blotted out a whole party near here. Next day we passed over

their bodies, which, it was said, lie deep buried under tons of snow and ice, in a veritable Dante's frozen hell, at the foot of the Pass.

We had palpable evidence of being still on the American side of the international boundary and under Uncle Sam's jurisdiction. For when passing through Sheep's Camp revolver shots were being riddled through a main street cabin, with unchecked freedom, as a little diversion, by a set of gamblers and confidence men. It was none of our business. Besides, to go a-gunning was not uncommon in Alaska at this time. The formidable Chilcoot Pass frowned before us, 3,500 feet to its summit—the majestic Rocky Mountains, the portals of the Yukon, veritable Pillars of Hercules, the stones of God. We were as mere flies crossing the Pass.

There were two trails over the Pass—one for men, the other for pack-horses and mules. Indians, laden with flour, white men and women toiled ahead of us. Thousands had passed in before us—the Pilgrim's Progress indeed. Why should we hesitate? My friend now suggested turning back. But, no, my heart was adamant. Excelsior! Excelsior! I could not turn back. The Pass we found was easy to negotiate. Rough steps had been hewn out; even a hand rope was there. We ascended a mountain almost perpendicular in places, but at length the summit camp was reached. Here we engaged ourselves to a party of Australian miners to haul lumber on sleds—the material for the boats they would need to make at Lake Lindemann. A practical and enterprising American had even a restaurant on the summit. One could purchase doughnuts and coffee in the clouds. Here, too, was an outpost of the Royal Northwest Mounted Police, the riders of the plains. This was the international boundary line. We were entering Canada again by the mountain-tops. Peaks to the right of us, peaks to the left of us, even in front of us, a rough crust of the world! Soon we were tobogganing our sled of lumber at full speed down to Crater Lake, a lake in an extinct volcano, a relic of past ages, tropical times. Hundreds of sledge outfits had worn a groove quite six feet deep in the snow and ice down from the summit. It was perpetual winter here. There was no night to speak of, only a partial dark-

ness of three to four hours. We camped on this Crater Lake, in the cradle of a mountain, in a howling blizzard, our blankets between us and the ice, a stout tent over all.

Next morning we were early astir. The husky dog-trains were tearing past, midst cracking of whips and cries of "Mush on! Mush on!" We reached the Halfway Camp by noon. Ere nightfall we reached Lake Lindemann, landing eight miles from the summit camp—the virtual source of the Yukon, one of the world's largest rivers. It was a boat-building town, where carpenters earned \$10 daily. We continued for some days to haul lumber here from the summit, till snow-blindness and dysentery compelled us to quit. Many died at Lindemann. It boasted a cemetery.

The ice was breaking up in Lindemann Lake. My partner now joined a scow-building outfit, and left with them for Dawson as soon as the first ice went out. Letters for the outside were accepted here without stamps by the postal officials. At this juncture I became the chief and only cook, major-domo, and bottle-washer-in-ordinary to two Americans, men who operated a steam launch passenger service from Lindemann to Bennett. On one occasion we were gathering firewood by the lake's shore, and our astonishment was great when a woman in male attire came up to the party. Skirts, it seemed, were in the way in wild Alaska.

We certainly had experience in this magnetic northland. Daily I filled my worthy employers with liberal potations of porridge, and when they cried for *more*, "like the daughters of the horse-leech," I brought up my reserves of the great American bean, bacon and flap-jacks, to stem the tide. I even cut the boss's hair! He had no looking-glass, which was a mercy. No doubt it was fearfully and wonderfully done, and we all roared with laughter. They were sorry to lose me when I finally left the launch at Lake Bennett.

Between these two lakes lay the crooked Bennett rapids, a mile in length. Men were running rafts and rope-lining boats and scows through, one after another—huge scows or barges laden with flour, mining machinery and outfits of every description. Great was the excitement. Bennett town was a collection of tents. American

women in bloomers, short skirts, high boots and Stetson wide hats were here in scores. Out for the day! After the dollar! "Klondyke or bust," was the universal motto. Mush on! Mush on! The cries and curses of the sledge-dog teamsters, as they whipped up the huskies, rang in our ears. The lure of gold, the call of the great lone land, was everywhere felt. To the wild northland! to the Arctic Zone! to the Yukon goldfields! Who would turn back? Who give up now?

II

Just at this time word was brought of a new gold rush to Atlin Lake, not far from Bennett. I, however, still thought only of Dawson camp. Major Steele, with a party of Royal Northwest Mounted Police, was here at Bennett. They were to proceed 570 miles to Dawson and down-river points, with a flotilla of flat-bottomed boats, approximately each 16 feet by 5 feet in size, laden with stores. These boats were made at Bennett. Civilians were required to assist in rowing and sailing them, to load and unload. I joined the party, as we were offered passages to Dawson for our services as boatmen, etc. The first stage of my long open-boat voyage to the mouth of the Yukon and Behring Sea was now to commence! There were two other men in my boat, a Canadian and a Scottish half-bred police-trooper. After loading the boats our first voyage was about five miles. We were testing the boats. We made a jolly party, this police flotilla, headed by the corporal's boat, with the Union Jack at the fore. We camped on the shores of Lake Bennett, on a grassy point, where wild onions grew. We found colors of gold in gravel which I and a trooper panned in a near-by creek, but not in sufficient paying quantities for a country where a single meal cost a dollar and a half and flour was \$20 a sack. Besides we felt like the two wild Irishmen who landed in New York with visions of streets of gold. When one stooped to pick up a stray coin, said the other: "Hold hard, Mike, leave that alone. Wait till we get to the pile." Everyone would "get rich quick" at Dawson, down the river, we said.

And what a camp was ours! Some twenty men in all—troopers and specials, with a Louisiana negro cook, grey with age, one who had been a boy slave. On two

long driftwood logs, with a fire between, Sam lined up his coffee-pots, some half dozen pans brimful of frying bacon, pots of boiled preserved peaches, not forgetting the indispensable haricot beans and the hard ship's biscuit. With what gusto would Sambo cry, "Crack loose," when all was ready for a meal. Woe betide the man, sah, who was late! The camp cook, the wielder of pots, held great sway. The army bell tents were pitched close by the camp fire. Soon all was still for the night, save for the far-off hoot of an owl, the howl of a wolf, or the splash of a king-salmon in the river.

But who can adequately describe the nightly displays of aurora borealis in this high north, this Arctic land—the northern lights, which hang in quivering streamers of pale green, blue and orange, the heaven's kaleidoscope, quivering shadows advancing and retreating and extending with military precision, the spirit dancers of the skies? This grand spectacle is said to be due to atmospherical changes, but who has yet rightly fathomed the Heavens "and all that therein is"? Visions of Dante and St. John!

At sunrise our semi-military camp was astir. Breakfast over, boats were loaded up again. We were off on the swirling current, past Cariboo Crossing, heading for Lake Tagish. Boats, scows, canoes, rafts, every description of craft, were heading down the Yukon for Dawson. Men risked their lives in mere cockleshells of boats and rafts—conglomerations of planks hastily sawn and hammered together, caulked and seamed. Something that would float seemed the main idea. That was "skookum!" good enough for a chechaco prospector!

What a bright-looking, raven-haired, richly-beaded Indian maid on the river bank, her slim figure swathed in colored blanket, her dainty feet in moccasins, a noble red woman! We continued on the river, drifting with the current, rowing or hoisting the sail with every favorable breeze. We had now passed out of Lake Bennett. At sunset we pitched our camp at the mounted police post, on the right bank of Tagish Lake, twenty-five miles from our last camp.

A magnificent body of men are these Royal Northwest Mounted Police. At this Tagish post these guardians of the north had in charge two Marsh Lake Indians—

men who had only recently shot a white prospector fatally, also wounding his partner through the lungs. It was curious to note the demeanor of these short, wiry, hang-dog looking inland Indians. They lounged, handcuffed and shackled, within an army bell tent, under guard of a carbine-armed trooper. A log cabin stood close at hand, where, reclining on a rough bed, was the convalescent, surviving prospector, nonchalantly smoking his pipe! These men of the Yukon, of Alaska, of the outposts of the British Empire, whose lives are passed in communion with nature, on the waste lands, the rugged beauty spots of the world—these men die hard. These seekers after the basis of the coin of the realm, the prospectors, old-timers, men of iron will and nerve, men of fortitude, courage and simplicity, the Rocky Mountaineers, the pathfinders, the solitary men, long should their deeds be sung!

There was no real darkness at night here at Tagish, only a twilight. The glorious midnight sun was just gilding the tops of the forest trees, a great ball of fire!

As usual, by 6 a.m. we were away on the river, or rather lake—the river is a chain of rivers, lakes and channels. We had now entered Marsh, or Mud Lake, and at mid-day passed through some Indian territory, the home of the Marsh Indians already referred to. Our troopers had their carbines close at hand, but “the noble red men” kept well under cover. They were undoubtedly “bad men,” as a Westerner would say. Only an occasional head was seen peering above the scrub by the river bank.

How the wind blew on the lakes! With boat-songs and laughter we bowled along. The big man of the police, French Joe, how joyfully he sang a Canadian boat-song, the song of the river, “A Rouen, mes garçons,” “Vive le Roi, Vive la Reine,” “Vive la Campagne.” Not far down the right bank on this river we observed a black bear and cubs disporting themselves hunting for salmon.

We seldom made a landing for the mid-day meal, but kept well to the main channel, the policy being to carry cold luncheons with us. No time was lost by this government party in pushing on to Dawson. We averaged some thirty miles daily. It depended greatly on the river currents, which were swift at some points

and sluggish at others. A good river pilot invariably steered into the main current, other currents often landing one in shoals, sloughs or backwaters; or sand-banks are struck, and this entails much hard work in poling off—jumping waist-deep in icy water, great muscular efforts, and sundry aquatic performances to get “her” afloat again. We rarely rowed except on the lakes or in wide reaches of the river, where the current’s movement was scarce perceptible, whilst a stiff breeze would send us scudding along in picturesque and time-making style. Our night’s camp was towards the foot of Marsh Lake. Here some Indians paid us a visit. One held up a dollar bill for a taste—just a taste—of “firewater,” or whiskey. But, of course, our troopers were obdurate in this matter.

Our next day’s voyage was a memorable one of many dangers successfully passed. The swift, swirling, mad boat’s rush through the wild waters—by the great rock projection—in Miles Canyon; the concentrated, gathered volume of over a hundred miles of mountain streams; of lakes and rivers rushing, boiling, leaping, foaming, through this nature-formed canal, of Miles Canyon, whose width a biscuit thrown could span, whose length was three-quarters of a mile! A police-pilot stationed here—one who knew the canyon and rapids, a brave man—had been picked up just previously to run our flotilla through. Everything was emptied out of the boats for a portage. Our pilot then sprang into the first boat, and was away off for the canyon and rapids without further demur.

It was a mere business with this wild water pilot—this rapid man in a rapid land. The first boat was through in a flash. Volunteers only were called to man the boats—two men in each boat, and the pilot. Our turn came. My Canadian friend and I each seized an oar and jumped aboard, the pilot, with his oar, standing in the stern. Again he headed straight for the canyon, whose roar of surging waters could now be heard. The man in the stern, the pilot steered with his oar only, whilst his voice could now be heard distinctly. He instructed us to respond promptly to his cry of “right” or “left” oar. We shot into the canyon like a chip! Our voices were drowned. We were literally whirled forward. The great projecting rock loomed ahead. We were swirling, rolling, rocking

forward. But, ah! Our boat was suddenly broadside on! The current had us in the hollow of its hand! What of the rock? Should we be smashed, swamped, drowned? No! With a yell the pilot cried "Right oar, quick!" We swung clear; our boat, whilst shipping a wave of water, was already far past the rock, in the midway of the canyon. A moment, and we were through the gorge. Wild nature's canyon course was passed! Here we tied up a few minutes. The last boat was now in the canyon. A run of two miles more, then a warning cry from the pilot—"the rapids!" We gripped our oars tighter. We scanned each other's faces. The well-known White Horse rapids, the "Little Squaw" rapids, half a mile long, were before us. We had passed the whirlpool safely. No need to row, keep her head on! We were buried in a canopy of spray. We were shooting the rapids in a delirium of wild waters. Rocks on every side, the music of waters, the spell of the rapids, the downward plunge and fall, the pilot's voice faint in the turmoil, the crowd on the river bank—and the rapids were passed! Swiftly a rope was thrown us from the bank. We caught and made fast. The men on the bank whipped the loose end round a tree. We were hauled safe inshore! Away below the curling White Horses at last.

After a good dinner, we were off once more for Lake La Barge. Placid waters again, on a long lake. At a point on La Barge the police established a new post, leaving two constables and their outfits. How business-like these two khaki-men, in their light-blue Pétterboro canoe. We camped in sight of Mount Laurier. Our next day's passage of the river brought us to the fifth police post from the boundary line, the mouth of the Hootalinkwa River, a pretty wooded spot for a settlement. Here the police, acting as customs officers, examined all boats that approached, this being the point at which the Teslin River trail "hit" the Yukon, the great highway to Klondyke. During this day we had shot the Thirty-Mile River, safely passing another huge boulder which stands in the river's centre at a sharp bend where it rushes at the rate of thirty miles an hour. A rough notice on a near-at-hand tree warned one to "look out for the rock." Not so fortunate a large scow (barge) outfit. Their craft had come to grief,

smashed up in this tumultuous river. We could see sacks of flour and beans strewn along the river bank, men sadly looking on or searching the shore. We dared not stop. We passed them in a minute, at thirty miles an hour. Swift waters! A moment we waved our hands, but the inexorable river bore us on. We respected the river, the power of nature. The voice of the Yukon was one to be heard, to be felt. It is not easily defied, this river of the Supreme.

We camped at the Big Salmon River. Men were going to its head waters, to a new placer field. Americans far outnumbered other nationalities in the Yukon at this time. Who could mistake the man from Missouri of "you-have-got-to-show-me" fame!

Our course was still north-west. We had entered the Lewis River. More rapids ahead. The Five Finger Rapids came first in sight. We steered for the right-hand passage—a narrow opening. There was a wall of rocks, some twenty feet high in places, extending across the river, with five breaches, where the waters careered through—a picturesque sight! We went through like a clown through a hoop—a thrilling experience. The Rink Rapids were next negotiated.

Old Fort Selkirk at the mouth of the Pelly River was our night's camping ground. Here we rested the following day. As it was Sunday, a Catholic priest gave us an invitation to a short service and sermon, held in a small canvas tent, of which some of us availed ourselves. We squatted on the ground, whilst the worthy father held forth to all and sundry.

On, on to Dawson. The Rampart Rapids were passed. We were now heading for the mouth of the White River, the chalky-colored river. It was 4 a.m. A long day ahead! A beast of the northern wilds, a huge moose, was swimming the White River. He landed and plunged into the jungle. It was glorious, floating on this mighty chain of waters, the Yukon, far from the haunts of men, at earliest dawn, 'mongst swift currents, an eddying, ever-circling, circling wider watercourse! A golden river! Land of the war-like grizzly bear! Home of countless cariboo! A prehistoric land! The high north.

We camped at Stewart River. One "Cockney Red" was the life of the party—

a wanderer from his far-off world-city, London. In the oddest spots of empire, the uttermost and most remote parts, in the last places to be mapped, you find John Bull, if only a "Cockney Red."

The days slipped past. We were nearing the Sixty-mile Creek. We landed at noon. All strolled up to La Du's store to hear the latest. We were offered \$6 a day (twenty-five shillings) and board, we civilians, to go to the woods as axe-men. None accepted the offer. We pushed off, nor stopped till the Indian River was passed. Another camp was soon pitched, trees felled, driftwood piled, a camp-fire lit, and, a-squat on a log, our experiences were exchanged. The river men spin yarns, their hearts are glad. The ozone of the wild unites all men!

On the morrow we swung out once again on the muddy grey river. A few more miles were passed through high sand-hills. At a bend of the river, by the Dome Mountain, the Bonanza City, Dawson, at last! The Klondyke!

Here I left the police. My old comrade, Fred Chute, was soon located. The town lay in a swamp. We pitched our tent in a muskeg, just off Main street. We found it a town of log-houses, cabins and tents; an unsanitary town, evil smelling. Its hospital was full. My partner and I went on a short prospecting trip up the Klondyke River to Bear Creek. We located nothing and endured many hardships. The country was "staked out" for over a hundred-mile radius around Dawson. We were too late, the very top of the Dome Mountain was staked. Claims were being sold by auction from \$5 to \$5,000 and upwards in Main street. I unloaded flat-bottomed river-steamers from St. Michael's at \$6 a day, payment being made in gold-dust. Disappointed men sold outfits on every side at great sacrifices. The great gold bubble was exploded. Not one in a hundred could locate a paying claim. Most of us were about two years too late. For the majority there was nothing ahead but years of prospecting. I decided to make for the coast and civilization. I was at this juncture offered an appointment at Chicago by one Frank Blanchard.

Great crowds thronged the streets, miners and prospectors, bound in and out. Hundreds lined up daily at the Gold Commissioner's. A dozen men to file on one

claim—eleven to be disappointed. Daily papers were fifty cents (2s.) each; single meal \$1.50 (6s.), and everything else in proportion. Four of us lifted a piano from the street into a house. We were paid \$1 each (4s.). Time was money here. Gambling went on night and day—stacks of \$5 counters, on poker, euchre, casino and roulette. Old-timers staked high. Demimondes tossed the dice. Dancing girls would waltz at a dollar a dance. Who could forget such local papers as the "Klondyke Nugget," the "Midnight Sun"? The population was three parts American. An odd American paper reached the town depicting Admiral Dewey's victory at Manila. Dawson went wild. The paper was read out to a frontier throng from the top of a barrel in Main street—was read and re-read — midst tumultuous Yankee cheers. On the Fourth of July scores of guns were fired in the air. Every town dog stampeded across the river. Even General Booth's Salvationists were just arrived! A song that ran—

"On, happy lads and lasses
Who were not afraid of Klondyke-passes,"
etc., drew great crowds and kudos.

Then, too, there was "Swiftwater Bill" and his satellites, who made their arrival. Surely this was a great mining camp—a rival of Sacramento or Ballarat. After the style of Bret Harte, in grim reality, was this Dawson City in 1898.

III

Being unable to stake a claim near Dawson, I did not propose to take a long quest in the hills—perhaps for years—for a fresh Eldorado. Life seemed too short, and my outfit too meagre. Just at this time I met one Fred Blanchard, who offered me an appointment in Chicago. So he and I secured an imported ship's galley boat, and with another comrade aboard we shook off the dust of Dawson, this "slough of despond." Once more for the great river, the second stage of the long boat voyage, our objective point now being Fort St. Michael's, at the mouth of the Yukon, 1,600 miles more by the river. A long journey indeed! A dangerous open-boat undertaking for any man. In a boat scarce 15 feet by 6 feet, to the Behring Sea, no pilot, no guide, only the river "that flowed forever" led on.

What of my new companions? The resourceful, the faithless Fred! The fas-

tidious, the club-footed Randolph! The river will draw forth their story as we go on.

We swept out of Dawson on the current. Gladly we swung the oars. It was now midsummer — August. A brilliant sun shone daily. It might have been Australia, had we closed our eyes. We sailed from point to point on this ever-bending, mountain-locked, marsh-bordered river. We camped near old Fort Reliance amongst the alders, the spruce and driftwood. Mosquitoes attacked us in battalions. We were without netting. They riddled, they drilled, they pumped us dry, these Yukon bee-sized mosquitoes. It reminds one forcibly of the tenderfoot's cautious query: "What do they do in this Arctic winter?" And the typical Yankee's reply: "They sharpen their spears ready for the coming summer." How consoling! "Music hath charms!"—but I never found it in the busy hum and droning of myriads of mosquitoes. But here they have their part in the great scheme of things, these mosquitoes—they are fit food for vast flocks of ornithological songsters which gather in this lonely land.

Randolph was not used to Yukon boats, beans and mosquitoes—pioneer places. Insects and things affected his mentality. English Randolph had independent means and much conventionality; he also had instruments to measure the height of land, but not to gauge the penetration of a mosquito! He left our boat at Forty-mile River in a palatial river paddle steamer for St. Michael's and civilization, this company-promoter's agent! He paid eighteen shillings (\$4.50) for three plates of bacon and eggs at Forty-mile, did Randolph. His was a kind heart, a gentleman's. That was the farewell dinner! We never saw him again. We were no longer "Three men in a boat." Fred and I were now alone on the Yukon River — drifting along: "Mexican" Fred, who knew the warm Southern States like a book, who vanished in Seattle; a cute, keen American and a good river man.

Our next camp was at Fort Cudahy. Here the Royal Northwest Mounted Police were building a log jail. We were nearing the international boundary, Alaska, again. Away to the north towered Mount Harper, 7,000 feet high. We entered Alaska at Eagle "City."

At times my partner had attacks of ague;

then I would row hard for the shore, build a big fire, and roll him in blankets. He would take quinine, lie with chattering teeth and shivering limbs for a full half hour. It was not every man who could come scatheless down the river. We were attacked by horrible itchings, irritations of the legs, scurvy and so on. We made them raw with rubbing. They were flabby and weak. It was a hard life on this long river. One constant round of beans and bacon, sun-dried salmon, bread and coffee.

We reached Circle "City." The methods of a Vigilance Committee were seen here. We observed a strange legend on a tree which stated that "John Brown has been given ten days from this date, etc., to pay his store-debts, or get out of town by the river route as fast as his little boat will go. By order of the V. Committee."

The river now was a mile wide. We were nearing the Yukon flats, the zone of islands innumerable. Which was the main channel? That was the question. We sped on, studying the ever-flowing waters, to detect the swiftest channel, the high-road through the islands. We hit the main channel by the merest chance. The islands crumbled as we passed, worn by the wash of the river; sand-banks, trees and debris fell in with a splash. The ever-widening river, great trees, logs, upturned roots went past. Death lurked on the river. The high north!

Next we camped at Fort Yukon within the Arctic Circle, a bare 250 miles southwest of the Arctic Ocean itself, at the mouth of Porcupine River, a historical spot, scene of the massacre of a Sir John Franklin relief expedition. It was a log-hut town. Indians, half-breeds and French-Canadian trappers stalked here and there. The trappers were the wildest-looking white men I had ever seen. They were clothed completely in buckskin from head to foot. Surely they were a relic of the days of Jacques Cartier, these buckskinned French-Canadians. Their little birch-bark canoes were drawn high on the river bank. They were glad to talk, to tell of loss by drowning of a comrade on the river, to get sympathy. This was indeed the great lone land where white men lived in prehistoric simplicity, clothed in fashioned skins of deer, in the wildest picturesque style—the essence, the embodiment of the Fenimore Cooper style were these trappers of Fort

Yukon; within the Arctic Circle, buckskin men with birch-bark canoes!

It was a barren, flat, wind-swept spot, this Fort Yukon. There was nothing in the "store" but tobacco. The factor was anxiously waiting a river steamer's coming, he said. The river became extremely shallow hereabouts. We scarce had water enough to float through. We had struck a wrong channel again.

Below Fort Yukon we struck deep water, also a solitary camp. Here was an American who lived alone—a woodcutter, employed by river steamers to cut cord-wood. He was overjoyed to see us, to hear us talk, to talk himself, to let loose the accumulated thoughts of months, to see English-speaking people and to hear of the outside world. His bed was one of moss on a spruce sappling bunk. He was an ex-farmer, one more who had abandoned the quest for placer gold. He spoke of marrying an Indian girl—a squaw. The loneliness and solitude of his life appalled us. Within the Arctic Circle; alone in a cabin for months, save a solitary passing Indian or trapper! Cowper sang, "Oh, for a lodge in some vast wilderness!" He had never seen Fort Yukon, or the trapper-lodges within the Arctic Circle. The reality would have come as a shock, I think.

At one point here on this sinuous river we observed an old cabin. We landed. On an inspection we found the door was studded with pelts and hides, also horns. We entered the lodge. It was crammed full of the most valuable raw hide furs—bear, wolf, mink, fox and so forth. On the opposite bank stood an Indian village. They observed us. With a wild "wha-oo-ee-ee" yell, they jumped aboard their birch barks and rowed frantically in our direction. A score of breeds and half-breeds on our trail! The fur hunters! We meant no harm; but a misunderstanding with them meant perhaps murder. We jumped aboard our craft and swept off on the great current. We did not wait for trouble.

For many days we drifted along past Indian villages, where salmon in hundreds hung drying in the sun. The last rapids at the ramparts were left behind. Great wind-storms would, on occasion, spring up, accompanied by a downpour of rain. On one such occasion we were in grave danger of being swamped where the river was wide and shallow. The waters were rolled up

into waves and combers. A wild inland sea! Huge waves struck us head on! It was impossible to proceed. With the greatest of difficulty and danger we headed-in and tied up along shore till these fresh-water waves had subsided and the squall had passed. Not far off an old Indian was melting gum to mend his birch canoe.

A memorable camp was one near the mouth of the great Tanana River. We had been drifting night and day for twenty-four hours far out in the middle course of this mighty river, taking turns to sleep and subsisting on cold rations of flap-jacks (pancakes), beans and bacon. I say this Tanana camp was memorable. A hardy prospector was camped there. He had a barrel of salted moose. Meat at last was procurable. The taste of that strong moose-stew lingers still. Who can describe the joy of such a purchase! Moose-stew! We were scurvy-ridden in this Boston bean and bacon land; this sun-dried-salmon-bellied Alaska—sour-dough land!

On nearing a long uninhabited island we noticed a fine Malamoot husky sledge-dog rushing towards where we would pass. We knew he was lost, doubtless left behind by prospectors. We took him aboard. This stray dog we afterwards sold to a negro prospector in Fort St. Michael's for thirty dollars in gold dust—and we objected to part with him. Once, when we were stuck on the sands, this faithful dog, hitched to the bow, with his wonderful strength aided us to get afloat. The Malamoot, the industrial dog of Alaska, the "mush on, mush on" husky dogs of the North; I see them now!

And now we had reached Koyukuk—Esquimaux land. Truly a place to study anthropology! These short, squat, high-cheek-boned natives had none of the characteristics of the true Indian. Rather indeed was it New Japan! How they clamored for tea or sugar—a cupful of either bought a prized fresh salmon. These children of the wilderness, flowers of the forest, how bright their smiles! What mingling of native songs and laughter greeted us on the river!

These Esquimaux people lived in round dome-shaped huts, a small hole for a door, another roof-hole for the chimney. A sun-dried, salmon-eating people; berry pickers, seal and walrus hunters. They possessed heavy ivory-tipped arrows—arrows which

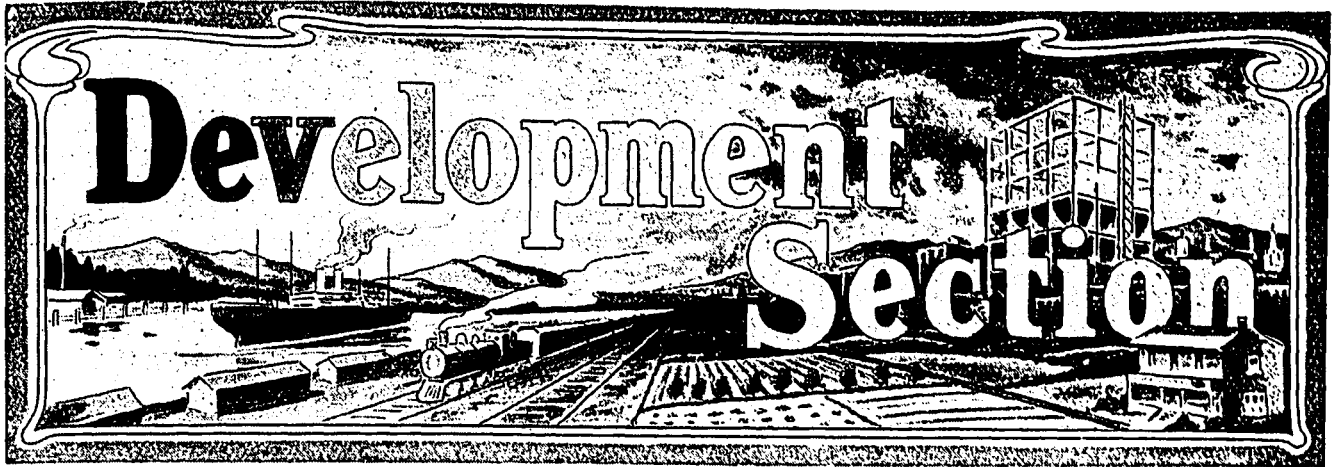
floated on water—for duck-shooting. They were an aquatic people, and were clothed in skins, "muckluk," knee-high, scraped-skin boots. The parka-coated, koyukucanoe people of Nulato, and the lower Yukon! They were a joyous race, whose memory lingers long. Here was the home of the husky dogs.

The river sped laughing along through the valley of the Kaiyuh Mountains. This seemed like a semi-Russian Esquimaux land of Uncle Sam! We camped at the Holy Cross Mission, a Russian settlement, followers of the Greek Church. Here was a most beautiful vegetable garden, containing splendid cabbage and potatoes—the first really good garden we had seen along the river. We observed great cranes on the marshes. Vast flocks of ducks and geese darkened the skies.

We again entered a wrong channel, which took us far away from the main river. We were lost! It was an awful feeling—alone, short of provisions, attacked by scurvy—far off in the flats, the barren lands of the Yukon delta! alone in the Alaskan wilds, with the beasts, the fish, the fowl. Like the beginnings of the world! For days we drifted aimlessly along, under the shadow of mountains, passing sand-dunes and innumerable swamps. It surely was a crane-croaking, awe-inspiring land! My partner and I looked askance at one another across our camp-fire. We stole furtive glances at our diminishing stores. We had but recently passed an old, old, deserted camp, the last, perhaps, of a long-dead prospector. Had he, too, been lost, scurvy-ridden, starved in Alaska? Who could tell. We hurriedly climbed a hill, then to the top of a tree, and discovered our new channel to be circulating, winding to and fro, miles inland! It was now September. Snow was falling, winter was at hand. We decided to go on into this Unknown. Several days passed. What

joy!—an Esquimaux village and a greater watercourse! This wide, wandering channel was leading back, back into the Yukon. Thank Heaven we had swung into the main channel once more! We were sailing fast now, heading for Andreafski. The smell of the ocean and Behring Sea at last! Soon we had reached the Yukon's mouth, the mouth of many channels. We swept on to the right. We had reached the open sea. Three hundred miles north-west lay Eastern Siberia. We camped on the open beach, the salt spray dashing in our faces. One more long day and a wild race on a storm-tossed coast for fifty miles, then we passed Cape Romanof. Fort St. Michael's seaport ahead! We anchored in the bay off Egg Island, where ships rode at anchor!

Here at the Fort were more Esquimaux lodges full of polar bear skins, walrus tusks, native curios. This was the real wild north land of '98! We arrived at the Fort just as the (now famous) Nome, Alaska, placer goldfields broke out at Dutch Harbor, a good 100 miles further north-west across the open ocean. The first men were starting for the latest gold-front. A crowd of men in a store excitedly showed us a pickle jar full of coarse nugget gold just brought from Nome. We were incredulous. Afterwards, years afterwards, we knew we had lost the opportunity of fortune at Nome! We had looked on Nome's first gold. We ridiculed our last chance! But the Dawson fiasco, the memorable passage of the river, the long months of disappointment, of sickness, had killed our gold-hope. We declined this new expedition to Nome. We threw deuce of clubs for a diamond trump card—a prospector's luck! The gold dream was gone. But the great journey from the Pacific coast through Alaska to the Behring Sea, twenty-two hundred miles in an open boat from the head-waters to the mouth of the Yukon, had been accomplished.



The Reclamation of False Creek

THE Dominion Government has granted the request of the city of Vancouver and the Canadian Northern Railway for permission to fill in the centre of False Creek head, and has approved the reclamation plans. As a result of the government meeting the wishes of the city, officials of the railway company waited upon Mayor Baxter and made formal request on behalf of the C. N. R. to have the bed of False Creek transferred to the company under the terms of the agreement endorsed by the citizens in March last.

It was stated that this was necessary in order that the company could have their bonds guaranteed by the Provincial Government, under the act passed at the last session of the Provincial Legislature.

It is expected that the Dominion Government will formally declare the entire east end of False Creek above Main Street closed to navigation, under the Navigable Waters Protection Act.

Progress on the P. G. E.

THERE is now a string of construction camps extending along that portion of the route of the Pacific Great Eastern Railway from railhead in Cheakamus Valley, above Newport, to a point twenty miles north of Lillooet. Grading is in progress all along the line, except on the summit of the Coast Range and the adjacent approaches, where large gangs are busy clearing right-of-way.

There are now nearly 3,000 men on the payrolls of the subcontractors. Steam shovels have just been moved on to the work along the Fraser River north of Lillooet. The scene of greatest activity at present is the north shore of Seaton Lake, and likewise along Anderson Lake. Grading is also in progress in Pemberton Meadows.

The location of the line between the Second Narrows and Newport, a distance

of forty-two miles, has been completed. The work all the way from Point Atkinson to the head of Howe Sound will be exceptionally heavy, the average cost exceeding \$100,000 a mile. There will be at least twelve tunnels on that section, the longest being estimated at 850 feet. Mr. S. A. Dice and party made the survey. They have now been transferred to Quesnel on the Upper Fraser, and will spend the summer locating the line northward to meet another survey party working south from Fort George.

Granby Bay as a Mining Centre

IN a recent statement Mr. J. P. Graves, of Spokane, vice-president and general manager of the Granby Consolidated Mining and Smelting Company, gave some details about the company's new Hidden Creek mine at Granby Bay. He said the company's initial outlay for the improvements now being carried out at Granby Bay will represent an investment of about \$3,500,000. This sum will cover the cost of properties, development, a smelter with a capacity of 2,000 tons daily, a converter, dam and powerhouse, a railway connecting the mine and smelter, and ore dock. There are 1,000 men engaged now, mainly in smelter construction work, and the new plant is expected to be in operation early in January of next year.

The company expect to produce copper at from one and a half cents to two cents per pound cheaper than their cost in the Boundary district. The ore now in sight in the mines at Granby Bay is about 8,000,000 tons. The ores in the North contain good subsidiary values in gold and silver. Tunnels, shafts and drifts have blocked out and proven up the ore bodies to a point 650 feet below the outcrop on the top of a mountain, and in addition diamond drills have encountered the same characteristic ore below the bottom of the lowest work-

ings in a depth of 300 feet below sea level. This ensures an available tonnage far exceeding the probable production during the lifetime of the present generation.

It is Mr. Graves's firm conviction that the time is coming when all the refining of copper matte, containing copper, gold and silver values, will be done on the pacific coast, probably in Vancouver, owing to its superior location as the terminal of trans-continental railways and its exceptional shipping facilities.

At present all this work is done in the Eastern States, whence the copper as well as the other metals are distributed in the markets of the globe. Conditions for the establishment of a refining industry in Vancouver will be greatly improved with the opening of the Panama Canal.

Grouard and the Peace River District

MR. F. C. PORTER, manager of the Peace River Securities Co., 333 Rogers Building, Vancouver, who has just returned from a visit to his company's holdings in Grouard and the Peace River, stated in reply to enquiries that its natural advantages alone are bound to place it in the front rank of the cities of the north. Besides having an ideal site, it is so situated that it commands the entrance to the Peace River from the south and east. Through Grouard must pass all the trade of the upper country which will gather in volume as the country settles, thus making it the centre of this vast new Empire.

"The Peace River country is today attracting more and more attention and will continue to attract attention because it backs up the statements of fertility of soil and its adaptability to all branches of farming, which is being proven by the settlers now in the country. The settlement of this country will be rapid," said Mr. Porter, "with the advent of the steel horse it will experience a wonderful growth. Hundreds of people, who today will not make the trip under present conditions, are awaiting the railway, when they will flock to this Last Great West. There will be a big influx this year, but I look for a bigger one next year, simply because the railway will be closer and the rush will increase as the steel gets further into the country."

Turning to Grouard, Mr. Porter stated that his company were the owners of considerable property here and proposed mak-

ing extensive improvements. In River Lot Nineteen they purchased, through Mr. Flaiter, some 435 lots on the north-west side, it being the intention of the company to open streets through this property and possibly some houses erected. Other improvements are pending, also the purchase of considerable property in other parts of town. "We have great faith in the future of Grouard," said Mr. Porter, "and will invest considerable money here in property and improvements during this summer and fall."

Another matter brought up by Mr. Porter was the question of an electric light franchise. "I stand ready to instal an up-to-date plant capable of furnishing light and power for all domestic and manufacturing purposes providing I can secure a 10-year lease, after which time the city can purchase the plant at a price to be agreed upon after a fair valuation by a committee composed of citizens of this city. This plant will cost in the neighborhood of \$25,000 and I guarantee it will be ready by November 1, 1913."

"There are many people at present who would establish industries here providing they could secure cheap power," said Mr. Porter, "in fact there is one man now in town who would start a sash and door factory immediately and give employment to from fifteen to twenty men, while other industries would naturally follow."

The Rogers Pass Tunnel

WORK will be begun within the next week or two on the new tracks and approach cuts preliminary to the driving of a C. P. R. double-track tunnel over five miles long through Rogers Pass at the summit of the Selkirk range. The entire undertaking, which is estimated to cost between \$5,000,000 and \$6,000,000, it is expected, will be completed in about three and a half years.

The eastern portal of the double-track tunnel will be at Beaver Creek, and the western portal at a point below the "loops," beyond Glacier station. The big bore will tap the mountain 565 feet below the highest point attained by the existing line that crosses the Rogers Pass divide.

Farming in the Slocan Valley

Two witnesses from the Slocan Valley gave interesting evidence at the recent sit-

ting of the Provincial Royal Commission on Labor at Nelson. One of them stated that, given a good market, a rancher could make a living on five acres of small fruit and vegetables. The witness sold apples last year at a price which netted him \$1 per box at the point of shipment and strawberries had netted him \$2 per box at point of shipment.

Another witness, who has 500 acres of land, said that from a tract which he has partially cleared and from ten acres which are completely cleared, he last year made \$2,100 out of milk, cream, potatoes and hogs, in addition to revenue from fruit and other produce. On two acres of land he raised thirty tons of potatoes and sold twenty-five tons for \$475.

Railway Plans for Hope

SURVEYS of the routes through Hope, which will be used as connecting links between the Kettle Valley line and the C. P. R., and between the V., V. & E. and the C. N. R., have been completed.

The construction work on the section of the joint line from Hope to Otter Summit, a distance of a little more than fifty miles, will probably be started at an early date. The plans and profiles for the section, which is to be constructed by the Kettle Valley and will also be used by the Vancouver, Victoria and Eastern Railway over the Hope Mountain Pass, have been ready some time awaiting approval.

The line running into Hope branches off just inside the city limits, the Kettle Valley route proceeding westwards towards the river and the V., V. & E. deviating in a northwesterly direction in order to connect with the Canadian Northern line further west along the river.

Plans have been prepared for a joint depot at Hope which will be used by the Canadian Northern and the V., V. & E.

Homesteading at Shuswap

APPLICATIONS for homesteads were made by 218 people at Salmon Arm on June 9, when the lands in the Shuswap division of the railway belt were thrown open for entry. In spite of the big rush to get in the majority of the applicants got the land of their first choice.

It had been advertised that the first man at the counter for any particular homestead would get the land. The first appli-

cant arrived with his roll of blankets on the previous Wednesday and pre-empted sleeping space on the sidewalk in front of the office. By Saturday night more than sixty were taking the open-air treatment in the street and lots near the land office. These first comers agreed to number themselves according to the order of their arrival. The later recruits all consented to this arrangement. On Monday morning at 9 o'clock all took position in line according to the numbers they held, and business proceeded expeditiously, ninety-nine entries being filed on the first day.

A Selling Agency for Kelowna

A LOCAL exchange to deal with the recently established Central Selling Agency has been successfully inaugurated at Kelowna. The Kelowna Growers' Exchange was brought into being to provide growers with a better medium for marketing their fruit and produce. It was announced to a recent meeting of shareholders that sufficient stock in the undertaking had been sold to warrant the company applying to the provincial government for the 80 per cent. loan which they were prepared to grant provided the requisite stock had been subscribed.

Other similar organizations will be formed at various centres of the Okanagan. Dealing as they will do direct with the Central Selling Agency it will place fruit and produce growers this year in the best possible position for marketing their produce.

The Ladner Ferry Service

WORK will be started shortly on certain road improvements which, in conjunction with the establishment of a ferry service between Woodward's Landing and Ladner, will give farmers on the lower delta easy access to the Vancouver market, thus probably exerting a decided influence on the cost of living.

At the last session of the provincial legislature an appropriation of \$35,000 for the purpose of establishing the ferry service and building the approaches on both sides of the Fraser River was voted, provided the adjacent municipalities would improve the connecting roads to the standard necessary for economical handling of garden truck and other farm produce. Vancouver,

South Vancouver and Dewdney arranged for roads under their jurisdiction, but a delay occurred in Richmond, as very expensive work was necessary there, and the municipality declined to bear the entire cost of an improvement from which other sections would derive greater benefit. All difficulties, however, have now been removed.

The Prospect at the Canneries

UP to the present the salmon canners have made arrangements for putting up in British Columbia this season 800,000 cases of sockeyes. There will probably be at least 500,000 cases of other varieties of salmon as well.

The largest salmon pack in the history of the province was 1,236,156 cases in 1901. The year 1905 came next with 1,167,460. Last year the total pack up to the time the last coho was caught and put in a tin overcoat was 996,576 cases.

Last year the total of the cases of sockeyes alone put up was 444,162. The preparations therefore indicate that the canners look for nearly double the number of sockeyes this year than is customary in the "lean" years.

The P. G. E. and West Vancouver

A BYLAW giving the Pacific Great Eastern Railway a perpetual free right of way down the centre sixty feet of Bellevue Avenue in D. L. 555, West Vancouver, has been passed by the council. It was agreed, that when it is deemed necessary that an overhead bridge be built at Twenty-sixth Avenue, the company should maintain the structure.

The company agrees to run an hourly service from Lonsdale Avenue to Twenty-fifth Street, West Vancouver, beginning Jan. 1 next, and to begin the same service from Lonsdale Avenue to Horseshoe Bay by July 1, 1914. The rates shall not be greater than those charged on other inter-urban lines in British Columbia. The hourly service shall be maintained between the hours of 6 a.m. and 12 p.m. The company will continue to have the right to run an electric service after any other electric line may be given permission to enter the municipality.

The New Shuswap Bridge

THE Shuswap bridge over the South Thompson River was opened on June 15. It is a wooden structure of double-decked trestle work, resting on piles. Over the channel of the river is a Howe truss span 120 feet in length and giving forty-five feet of clear space above high water.

The span is much nearer the north than the south side of the river, so that the driveway of the bridge rises towards the span from the north by a grade of 5 per cent., while on the south the rise is less than three-tenths of 1 per cent. The total length of the structure from bank to bank is 1,800 feet.

THE electors of Point Grey have approved of bylaws authorizing bond issues to cover an expenditure of \$150,000 on parks; \$50,000 on fire halls and fire hall sites; \$75,000 on incinerators and incinerator sites; \$77,000 on Shaughnessy Heights' water system purchase, and \$237,000 on Shaughnessy Heights' sewer system. In addition, a loan to cover an expenditure of

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\$176,000 on schools was approved. Seven bylaws raising the rate of interest from 4½ to 5 per cent. on unsold bond issues were also passed.

Bulkley Valley Crops

POTATOES have been grown successfully by most of the settlers, though a crop has been lost occasionally through frost. John O'Hearn, at Glentanna, has not failed to have a splendid crop since pre-empting six years ago, and Mr. Wakefield, at Deep Creek, last year grew eighteen tons on one and one-third acres (450 bushels per acre), selling none less than 6 cents and a considerable portion of them at 12 cents per pound. On the Le Croix ranch, on Round Lake, twenty-five acres of oats were grown in 1910 that averaged forty-five bushels per acre, and twenty bushels of small white field-peas, which ripened well. The success secured with these crops under more or less indifferent cultivation and with poor seed augurs well for their future, when good seed of early maturing varieties is used and better means of cultivation are afforded.

Root crops are a success. Carrots, turnips, swedes, and garden beets all do well. Sugar beets and mangels have not been tried, but should be a success. All the root crops and potatoes seem to have exceptional keeping qualities. Some were seen in different parts of the valley, and they were firmer and of as good quality for the time of the year (June) as the writers have ever seen in the eastern provinces or the southern part of British Columbia. Bush fruits do splendidly, and late strawberries have been grown with success, though it is a good plan to hold them back in some seasons by keeping on the mulch some time.

A NEW steamer service between Vancouver and San Francisco is to be inaugurated by Messrs. W. R. Grace & Co., whose intention it is to maintain a regular freight and passenger line from California and Mexican ports to Vancouver, with particular attention to the transportation of perishable goods.

A SUM of \$260,000 for roads in the Okanagan division has been appropriated this year, and will be mainly devoted to road improvements. This vote is exclusive of



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an additional grant for wharves and bridges. The Okanagan has no less than 1,600 miles of roads and trails. The main artery runs north and south near the lake, and is fast being standardized and will soon prove one of the finest automobile highways in British Columbia.

MESSRS. SMITH AND DAVIDSON, the Fort William grain merchants, who recently announced their intention of building a grain and flour mill at the mouth of the Pitt River, have filed the plan of their plant at Ottawa in connection with their application for the necessary foreshore right.

THE citizens of Kaslo have subscribed for the whole of the \$17,500 bond issue which represents the city's share of the cost of a new school building. The bonds could not be sold in the usual market on account of the financial stringency, and the citizens took them up. They pay six per cent. and were sold at ninety-five.

FOLLOWING the example of the fruit-growers of the Okanagan, the farmers of the Fraser Valley have been endeavoring to put into shape a plan for the better marketing of their produce. A delegation on their behalf recently travelled to Victoria to seek the support of the Provincial Government, and Mr. Bowser, the attorney-general, promised to lay their case before the provincial executive.

THE plan for a new gas generating plant in Hastings Townsite to supersede the present one on False Creek has been definitely placed before the Vancouver civic board of works. The details of the proposal provide for an expenditure of \$1,500,000 ultimately, although the first units will

cost \$750,000. The plant, it is expected, will meet the requirements of the city for twenty-five years.

THE Dominion Government has appropriated \$40,000 for the improvement of navigation in the Fort George district.

BRITISH COLUMBIA'S share of the half million to be distributed among the provinces this year by the federal government for aid to agriculture is \$27,334. The money is to be devoted to assisting the importation of pure bred stock, demonstrations in farm work, and a demonstration train to be run next March.

THE contracts for the two new 5000-ton C. P. R. steamers, the proposed construction of which was announced a short time ago, have been let to Denny Bros., of Dumbarton, Scotland. The new Princesses will be used in the coast service out of Vancouver, and will be capable of carrying twice as many passengers as the present boats. The ships are to be in operation by 1915.

Two scowloads of sandstone, each carrying nineteen blocks of stone measuring 4 feet 6 inches by 12 feet, arrived in False Creek a few weeks ago. This shipment is the first of its kind to come to Vancouver and was cut at the quarries of the Denman Island Stone Company Limited. The company expect to take out about 300,000 cubic feet during the summer. The quarries at present cover about twenty-eight acres.

To cope with the unexpected large quantity of shale and boulders encountered in the upper reaches of False Creek, the Pacific Dredging Company has just purchased a huge dredge of the dipper type, that will

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A First Mortgage on Vancouver city property is a safe and profitable investment for your funds. We arrange loans on a basis of 50 per cent. of a conservative valuation, which is an ample margin for security in this growing city, where values are steadily increasing from year to year.

Having made a specialty of this branch of our business for many years we are in a position to secure the most desirable loans at the highest current rates of interest. Fire Insurance covering the amount of the loan is always written, with loss, if any, payable to the mortgagee.

Correspondence invited.

References: Bank of British North America, Vancouver.

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VANCOUVER, B. C.

have the distinction of being one of the largest on the Pacific Coast. It will have a capacity of seven and one-half cubic yards of material at each lift. It will be the biggest machine of that kind in existence north of the Panama Canal.

THE latest prediction regarding the Grand Trunk Railway is that of the chief consulting engineer to the Dominion Government, to the effect that the whole line from Winnipeg to Prince Rupert will be in operation by August of next year.

It is announced that the car manufacturing plant of the Carnegie Steel Corporation, the site for which is located in the west end of Port Mann directly opposite the Fraser River Mills, will soon be erected.

It is stated that an English company has raised money to open up the Hudson Bay mines on Hudson Bay mountain, thirty miles south of Hazelton. Engineers are now on the ground surveying a branch line from the G. T. P. railway to the mine.



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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 Buttles, 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 engaged 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.

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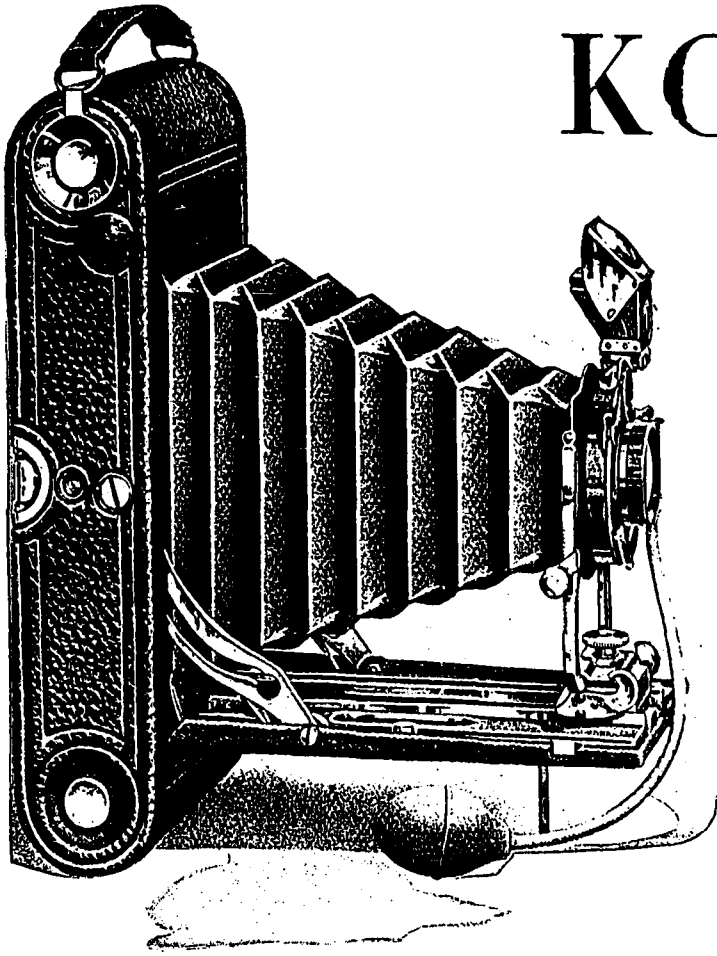
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Cranbrook, B. C.

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.).

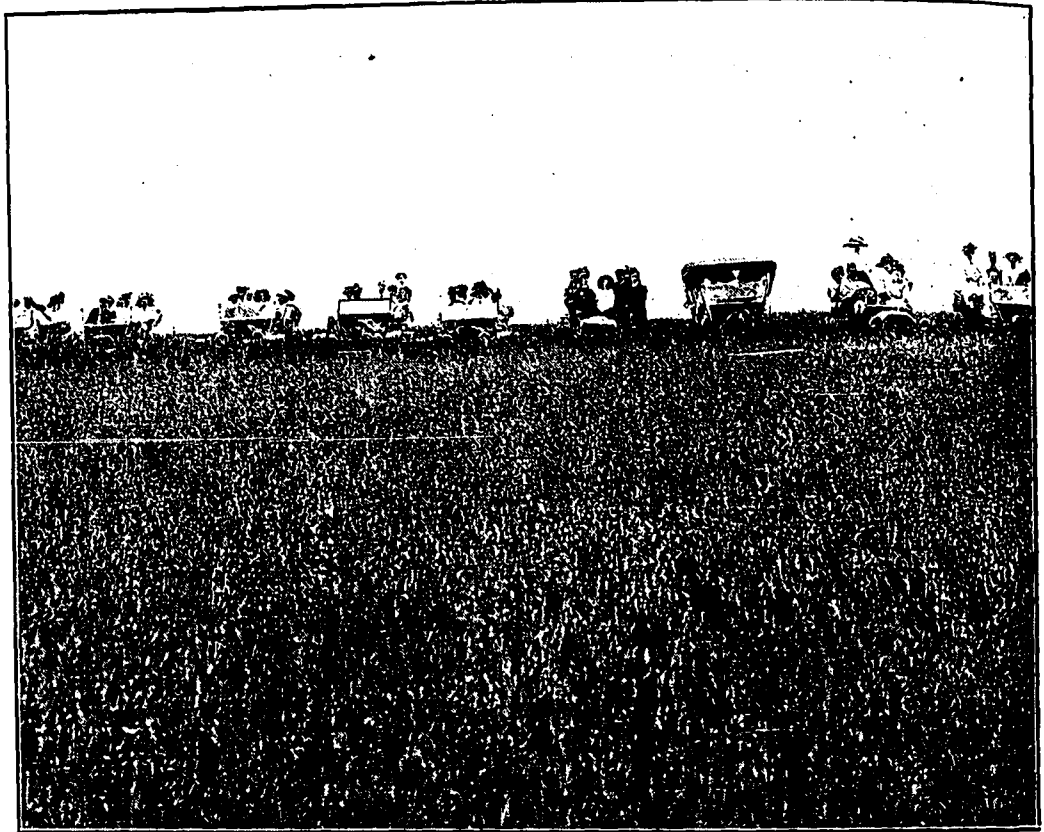
Kootenay Central Branch of the C. P. R. connects with all points north. And the North Star branch of the C. P. R. reaches Kimberly and Marysville districts.

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.

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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.

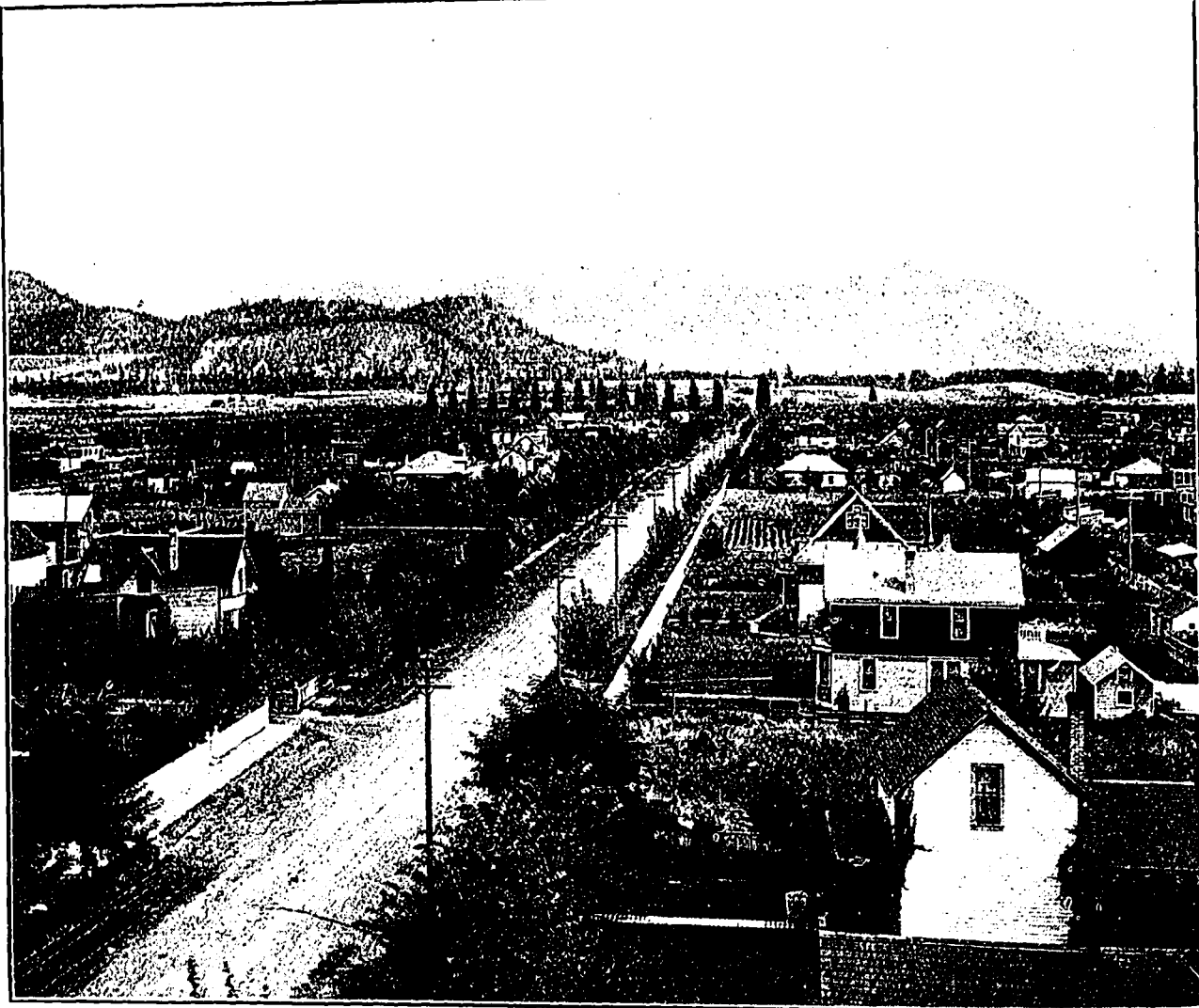
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Despite the general money stringency throughout Canada, Kelowna is progressing by leaps and bounds and already the building permits are ahead of those for the whole of last year.

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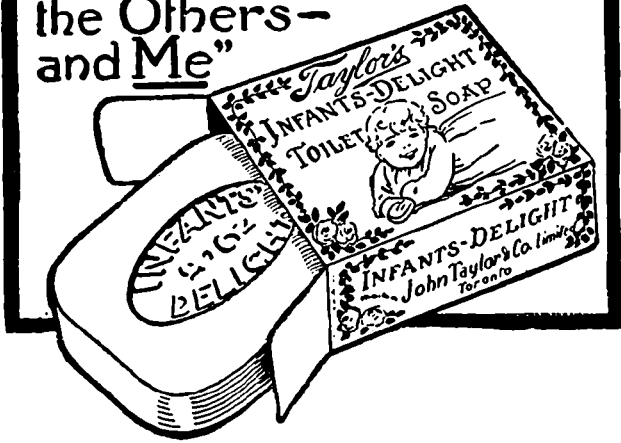
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I read your offer of free lots in White Rock Heights in the British Columbia Magazine. Let me know more of your offer, without obligating myself in any way.

Name

Address

Open Letter to Property Owners in White Rock Heights

White Rock Heights
Improvement Association

(COMPRISED OF PROPERTY OWNERS THEREIN)

ROOM 15, 619 HASTINGS ST. WEST

Vancouver, B. C.

Mr. Owner:

Dear Neighbor:—

We find your name among the many of us who have purchased lots in White Rock Heights from the British Columbia Magazine of Vancouver. For some time many of the present members of this Association have discussed the proposition which these few lines will outline to you.

We have formed this Association to represent all the lot owners, for the purpose of improving the Heights. The Magazine has done its share and now it is up to us to do ours. There is a road to the property which, no doubt, will be improved by the Surrey Council, and as for the opening of the streets it is up to us purchasers to contribute a small sum each for the purpose.

Said work will commence on Road No. 1, and when same is completed Roads Nos. 2, 3, 4, 5, 6 and so on will be taken up until the entire property is opened up.

This will give those who wish to build or clear their lots an opportunity to do so.

The Association is also a free information bureau, where you can gain any information regarding clearing lots, building bungalows; who will act as your agents for registering deeds; also keep you in touch with those who wish to sell or who wish to purchase lots.

The opening up of roads will increase the value of this property at least 50 per cent.

In due time you will receive contract in duplicate; also plan showing location of your property. Sign both copies; remit the required amount, and our manager will send duplicate back to you by return mail signed and receipted.

The streets have not been named as yet, and to create an interest in the improvement the Association will give \$25.00 in cash to the contributor who sends in the best name. Mr. Wm. George Warne and Tom Castle Jackson, of Edmonds, B.C., will act as a board of judges to decide which name suggested is the most appropriate for this locality.

Trusting you realize the great value of the benefit you will receive in return for the small amount, also the importance of this Association of which you are a member,

We are,

Yours for Health, Wealth and Pleasure,

WHITE ROCK HEIGHTS IMPROVEMENT ASSOC.

(Comprised of Property Owners Therein)

Dict. W. F. W.-A. McK.

Per Wm. F. Weaver, Manager.



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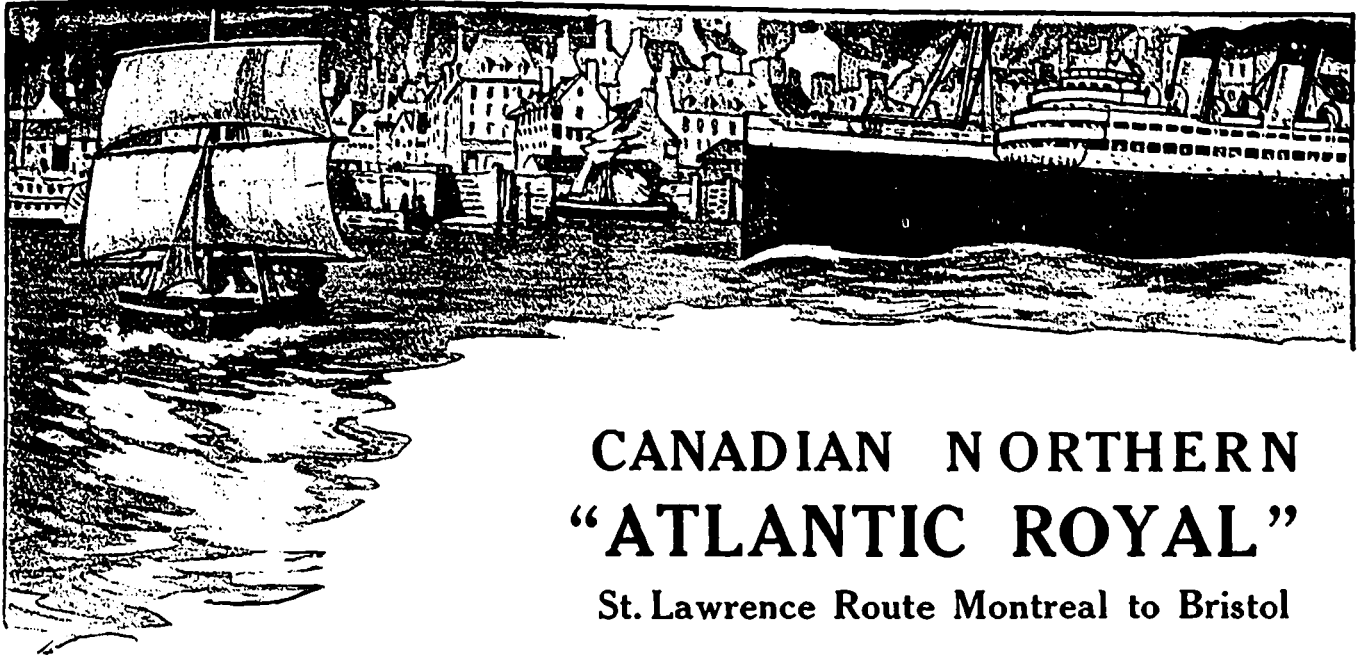
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This is an especially good year to visit the ancient city of Ghent. On the date the party will reach that city, the Universal and International Exposition will be in full swing. It will be a great exposition, with its Palaces of Art and Industry housing unique exhibits from all parts of the world. The slogan of this exhibition is "A Thousand and One Attractions Worth Crossing Half the Globe to See."

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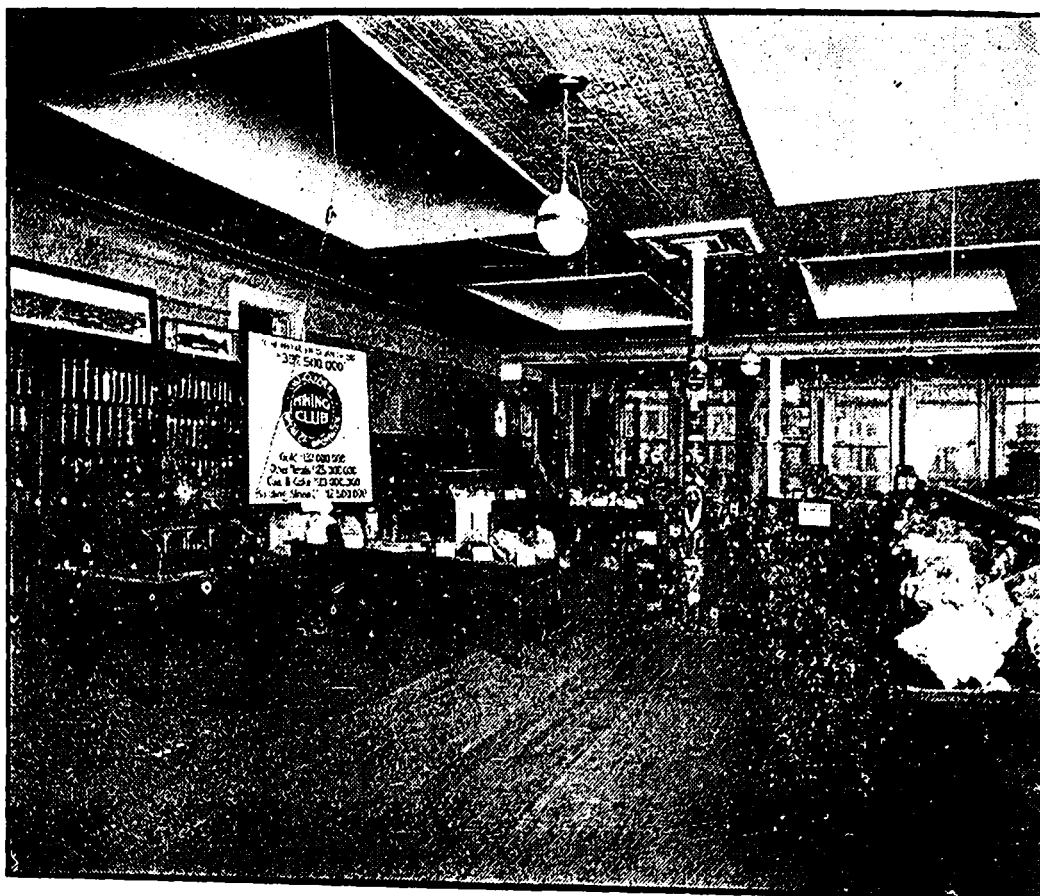
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The Progress Club, an active industrial and publicity organization conducted along lines approved by the civic and provincial governments of British Columbia, maintains free information and industrial offices in the heart of Vancouver. These quarters 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

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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Thousands of women are today the possessors of beautiful busts and perfect forms as the result of an accidental discovery made more than two years ago by Madame Margarett Merlain, whose fame has now spread to nearly every part of the world. While taking a new prescription for building up her health, Madame Merlain suddenly noticed that her bust was growing from almost nothing to a very large size; in fact, her bust measure increased six inches in 30 days.

Physicians and chemists to whom the matter was reported arranged to try the new treatment she had used on ten other women without busts. The results obtained within a few days truly astonished the sages of medicine and science, and in a few weeks each of the ten women had obtained a most marvellous enlargement of the bust. Next it was tried on 50 women without busts, and the same marvellous enlargement was obtained.

Madame Merlain is herself a living example of the great power of her remarkable discovery. By many she is considered to have the most beautiful bust and most perfect form of any woman in Europe. But, best of all, this wonderful discovery not only succeeded in her own case and in those where special tests were made, but it seems to have worked even more astonishing results in the cases of others, even after ordinary pills, massage, wooden cups and various advertised preparations had all been tried without the slightest results.

Miss Helen Marrion Buckett, of 166 Cholmeley Road, Reading, writes: "Since using the Venus-Carnis treatment my bust has developed in all four inches, an improvement for which I am extremely thankful."

Madame de Ziskrovsky, of Paris, says: "My bust was flat and soft, and, thanks to your marvellous treatment, I now have a bust, firm and well-developed, which is the admiration of all. I am all the more grateful to you as I had already tried several other remedies, which had all been without the least results."

Madame Dixon, of Cannes, says: "The great hollows in my neck, which were my despair, have completely disappeared. My bust has become firm and considerably larger, and I am now able to wear low-necked gowns without shame and humiliation."

Mrs. McGee, of Colwyn Bay, Wales, says: "My



breasts, which were a short time ago quite flat and undeveloped, are now, I am proud to say, round, and just as large and firm as I desire to have them. I also feel much brighter and better than before."

Dr. Colonnay, of the Faculty of Medicine, of Paris, declares: "No matter whether a woman be young or old, nor what her condition of health may be, I firmly believe that in the Venus-Carnis treatment she has an infallible method for developing and beautifying her bust."

Dr. Domenico Seuncio, of Prata Sannita, Italy, states: "I beg to confirm my previous letters concerning the Venus-Carnis treatment, and I have pleasure in informing you that my patient has used this treatment and is very satisfied with the really marvellous results that she has obtained. I can therefore conscientiously state that this treatment is excellent, and that it can in no way be compared to others of its kind, claiming to give the same results."

There are hundreds of just such statements as the above on the file in my office, as well as actual photographs taken one month apart, before and after the use of this remarkable treatment. You could see them for yourself, but as you cannot call I will gladly send you absolutely free and under plain sealed cover, complete information regarding the exact means by which you can enlarge your own bust to the size and firmness you desire. All I ask is two 2-cent stamps to help cover cost of posting, and I positively guarantee you a beautiful bust in thirty days, no matter how flat or undeveloped you may be at present. What this treatment has done for others it is bound to do for you. Use the free coupon below today.

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Cut out this coupon and send today with your name and address (or write and mention No. 1726 B), enclosing two 2-cent stamps to help cover cost of postage expenses, to Margarett Merlain (Dept. 1726 B), Pembroke House, Oxford Street, London, W., Eng., and you will receive desire, absolutely free, under plain, sealed cover.

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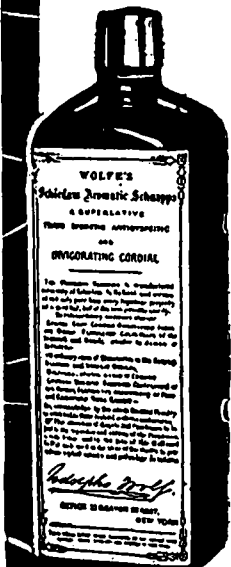
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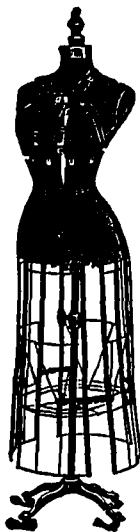
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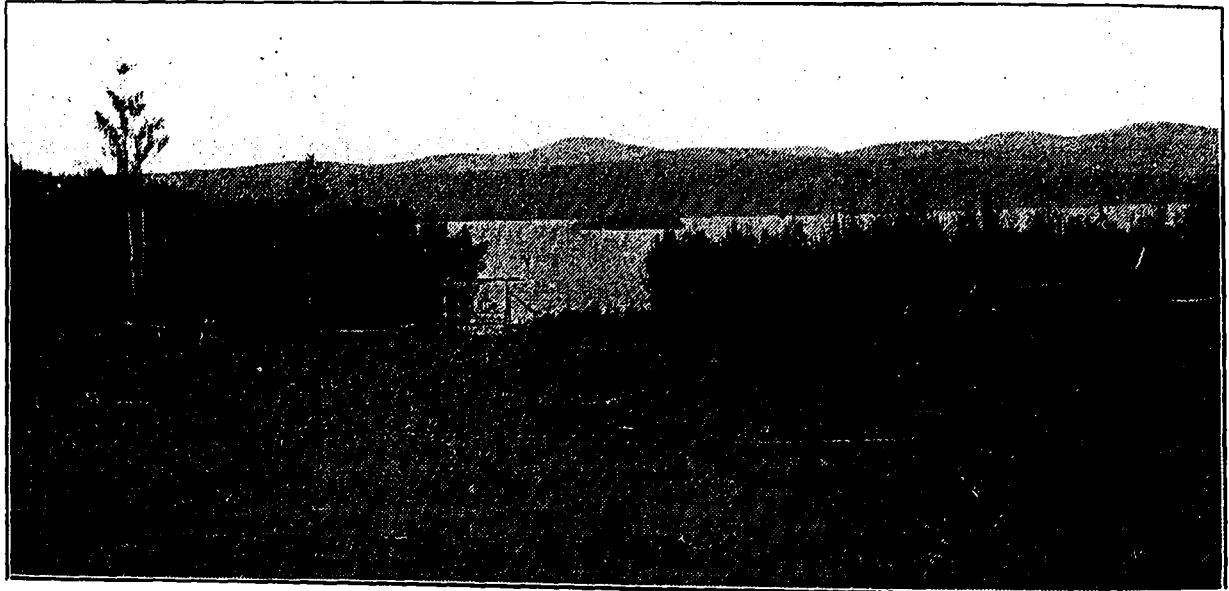
OFFICIAL GRAND TRUNK PACIFIC RAILWAY TOWNSITE

"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



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