

THE DAILY NEWS

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DAILY EDITION

Wednesday, August 13, 1913.

THE MAYOR'S DELAY.

Surprise was felt by many that Mayor Pattullo did not make public the result of his trip to England at the council meeting on Monday evening. Yet if anything may be deduced from the manner of the short address which the mayor made before opening the meeting, he probably had excellent reasons for deferring such an announcement.

The natural inference from the mayor's speech is that he was on Monday evening still awaiting word which would conclude negotiations already under way. If this is the case, he was certainly wise in deferring any announcement until he could make it positive. Too early publicity has spoiled many a business transaction.

AUSTRALIANS AND LAURIER AGREE.

At a dinner at the National Institute at Sydney, Australia, on May 23rd last, Premier Fisher declared that "the Australian division of the imperial navy, owned, manned and controlled by Australians, would be available to fight on behalf of the Empire not only in Australia but in other seas."

Following out this idea, Australia now has almost com-

pleted a fleet unit of powerful war vessels, owned, partly manned and altogether controlled by Australians, ready to fight for the Empire wherever it may be menaced.

That is the plan formulated for Canada by Sir Wilfrid Laurier in 1910. Had Laurier been left to complete his work by this time Canada would have a number of war vessels on both the Atlantic and Pacific coasts, which would ere long render the Canadian seaboard a source of strength instead of anxiety to the Empire. That is the plan which was prevented by Mr. Borden at the behest of Bourassa, Lavergne and his other Nationalist allies. Laurier proposed to build ships, and bought other vessels as training ships to prepare Canadians for the Canadian naval service.

Borden stopped the building program, and waved the Union Jack with one hand, while with the other he drove Canadians out of the naval service and tied up the Canadian training ships, the Niobe and the Rainbow, until they are now reported as rusting masses of scrap iron, peopled by skeleton crews. In his desire to undo the work of the Laurier administration Mr. Borden has not merely done nothing himself, but has ruined the ships already bought and got rid of the men who had been partly trained.

This line will tell of Stefansson and the Canadian expedition to the unknown northern lands. That explorer expects to send couriers to its farthest outpost each January. It will tell again of Amundsen when he fares forth next year over the icy wastes of the Arctic on his contemplated three year drift across the Polar Sea.

THE ROMANTIC STORY OF THE OLD YUKON TELEGRAPH LINE

IT HAS CARRIED MANY A STIRRING TALE OF ADVENTURE AND DISCOVERY, VICTORY AND DEFEAT, TO THE OUTSIDE WORLD.

(Special Correspondence.)

Smithers, B. C., Aug. 9.—This new town is to be connected with the old Yukon telegraph line that runs northward for 2,500 miles from Ashcroft to Dawson, in the heart of the Yukon Territory, and on into Alaska. It is the most remarkable telegraph line on the continent and it has no parallel anywhere.

It links wilderness with civilization. What thrilling tales it has carried to the outside world—stories of fortunes dug from the frozen creeks of the north, of millionaires made overnight, of wild stampedes to new El Dorados, of perilous ventures and golden discoveries, of Ulysses triumphant. Over this single, far-flung strand of wire has been ticked off news of death on the trail, of disappointed hopes, of miners who perished in freezing blizzards or were swept to their doom in treacherous rapids of northern rivers in their mad rush toward the golden lure of the north.

This telegraph line has told romance, tragedy, triumph and despair. It has carried many a story of life and love, death, crime and new-found fortune. It has run the gamut of human emotions. It has told of heroic exploits of the Northwest Mounted Police, who guard the outposts of the Empire; of pursuit of outlaws, and the subduing of wild Indians. It has told of the peaceful conquests of the Hudson's Bay Company, of the trek of hardy pioneers into the northern valleys—day after day it has sung the epic of the north over its sagging wires.

To this sensory nerve that stretches so long a way and listens for news worth telling, Amundsen confided the fact that he had threaded the Northwest Passage, the goal of explorers since the days of the stout-hearted Hendrik Hudson. He rushed overland across the neck of Alaska from his last winter quarters at the mouth of the Mackenzie River to Eagle City, where he told his story to the Yukon telegraph, and trudged back to his ship.

The Yukon telegraph has in the main followed old Indian trails. Its beginning was the line started north to link America with Europe by means of a cable

across Behring Strait, a gigantic project that was abandoned in 1867 when the broken Atlantic cable was repaired. This work, in charge of Colonel Bulkley, of the United States army, cost over \$3,000,000. Colonel Bulkley left a completed line into Northern British Columbia, spending his last winter in the fertile valley that now bears his name.

In the feverish days of 1898, when gold had been found in the north, the Yukon extension was begun and later built to the Arctic Circle and beyond, a monument to the Empire that protects its own, no matter how far afield they stray. The line has never paid and costs the Dominion government approximately \$80,000 a year to maintain. But this is regarded as money well spent.

Along this thin thread of wire which records the conquest of the last great wilderness of North America are strung the huts of the operators from twenty to fifty mile apart. The operator's chief duties are the testing of the line and its repair when it breaks, for through the mountains, avalanches, blizzards and landslides wage constant warfare on the telegraph. Falling trees lay the wires low, floods wash away the poles at stream crossings and bush fires burn them down.

Heroic service is required by the lonely men in this string of cabins, who rarely see another human face except twice a year when packers come with supplies. When their telegraph key fails to get a response from the next station they set forth with their repair outfit to mend the break. They are quick to meet the attack of fire, flood or avalanche, travelling by trail or canoe in summer and by snowshoe in winter, intent only on keeping open this tentacle of intelligence to its farthest northern outpost.

FROM VERSE TO WORSE

Nieces of Laureate Raise Chickens in This Province.

Vancouver, Aug. 9.—Dr. Robert Bridges, poet laureate of England, recently appointed by Premier Asquith to succeed Mr. Alfred Austin, has two nieces, the Misses Bridges, who have lived in Mission City for the past three years. The two ladies came there from England and bought a five acre ranch in one of the beauty spots near the town, and are living a retired life, gardening and raising chickens. At the present time they are entertaining Miss Sykes, a celebrated traveller, who is making a tour of British Columbia. The Misses Bridges have literary tastes, and they were gratified to hear that such signal honor had been conferred on their uncle.



WHERE BRITISH TERRITORY TOUCHES MEXICO.

Few Britishers realize that there is enough British territory bordering on Mexico to become a battleground in the event of war between Mexico and other nations. The above map shows how British Honduras is situated in this connection.

STEEL TO SOON ARRIVE AT BULKLEY SUMMIT

Passenger Trains Expected to Run Shortly as Far as Smithers.

It is stated on good authority that the contractors expect to have the railway steel at Bulkley summit within six weeks, and to reach Decker Lake before Christmas.

Within three weeks, if the plans of the railway people are carried out, the road will be inspected and approved to Smithers, allowing the G. T. P. to run passenger and freight trains to this town. This will mean the beginning of actual development here, as large consignments of building material and general freight are awaiting the opening of the section to traffic.—Smithers Review.

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Trifles make the sum of human things.—Hannah Moore.

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