

### Two Captains in One Boat

Being an account of a trip to the Eestall River as recounted by Newton Pullen of the Victoria under the nom de plume of Marcus Drexell in the Victoria Colonist. The next article of the series appears soon.

#### ADVERSE WEATHER CONDITIONS

It seems necessary to break something in every instalment. This time it was the kettle. The wretched thing opened a seam in the spout and refused to act normally after that, but there were so many hospital cases among our possessions now that we were becoming calloused.

The morning of the day following our arrival at Muddy Creek we packed up and proceeded on our way. It was raining again. Dropping down the Muddy to the Eestall, we found the latter stream covered with whitecaps from the wind, and as this, together with the rain, did not give promise of a pleasant trip down to Falls River, our next stop, we turned about and anchored in the Muddy a short distance above the junction of the two rivers. With the rain pelting down upon the canvas cover of the boat, we remained there until five o'clock in the afternoon. We read what literature

we had on board, slept and alternated in outbursts of optimism concerning the weather.

The irony of choosing sardines for lunch while anchored in a trout stream did not escape us, but they were good sardines and we enjoyed them. Looking in our bakery box I suggested raisin squares for dessert. The Other Captain said "Certainly" with forced enthusiasm, but when he took a bite out of his square his eyes lifted to mine in a look of infinite sorrow. Admittedly the raisin squares were past the prime of life.

#### Taking Photos

Even when the rain stopped and the wind died down late in the afternoon, the Other Captain instead of straightway continuing the journey, needs must go back up the Muddy River to take photographs. We eventually reached the Eestall and turned down stream. The sky was clearing and the snow-powdered peaks were showing to advantage about us. The engine stopped at intervals. There was still half of our broken rudder fastened on the stern, and we had tied it so that it would not interfere with the propeller when we went astern. When the Gwen swerved suddenly and circled in spite of all the man at the steering sweep could do we discovered that one of the ropes had parted and the rudder had come out of alignment. We had the same trouble several times, but even if the launch had started a toe dance we would hardly have been surprised.

#### Many Streams

There were from twelve to fifteen mountain streams in view at a time, and at the river's edge, where one torrent plunged down a steep hillside, there was a big snow cave through which the water roared.

As we entered the Falls River, where we had spent the first night of our trip, rain began to fall once more. We landed our baggage, anchored the launch out, erected the tent and cooked our supper as darkness was coming on. I had difficulty with the Other Captain because once in a while during the trip he would persist in brushing his hair. This backsliding into the lap of civilization was a source of annoyance to me, for I was approaching the stake when I was ready to gnaw the bark off trees and sleep with only one pillow. It was still raining when we

went to bed. "Don't hit the canvas," I warned, striking my head against it as I got out of my two sweaters; "It will make the roof leak."

"I will try not to," replied the Other Captain, as he batted the ceiling with his shoulder blades.

It was still raining when we got up in the morning. After staying inside the tent until well on toward noon, we went out in the canoe to shift the Gwen to a spot where she would rest on the mudflats at low tide as we wished to mend the rudder. We discovered that the launch had dragged her anchor and had come up stream as if seeking company.

#### Repaired Rudder

Early in the afternoon we went out to where the boat was resting on the bottom, stopped around ankle deep in mud, and succeeded in making repairs to the rudder. Then we set about portaging the canoe to a point above the fall, which, owing to the river being swollen by the heavy rains, had increased in magnificence since our last visit. After a great deal of hard labor we launched our craft in the stream above the big drop ready for a trip the following day. It rained in the evening and we made little progress with drying clothes. My cap had become too water-logged to wear.

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## PEACE RIVER PEOPLE WANT TO BE LINKED UP WITH CANADIAN NATIONAL RAILWAY AND COAST

(Special to Daily News)

POUCE COUPE, Peace River, British Columbia, Sept. 18.—The recent visit to the Peace River Valley of Sir Henry Thornton, president of the Canadian National Railways, has filled the people of the entire district with hope regarding the solution of transportation difficulties and, as a result, the settlers both in British Columbia and Alberta are resolved to stick firmly believing that some assistance will be given. They are confident that Sir Henry Thornton is behind them and hope that an adequate railway service will be given them by the Canadian National Railways.

Without exception the farmers in the Peace River Valley consider that the logical shipping route for their grain is to the Pacific Coast with the outlets at Prince Rupert or Vancouver or both points. What they are most concerned in is the linking up of the Edmonton and Dunvegan Railway with the Pacific Great Eastern at or near Prince George making a railway through the valley that will open up the entire district.

The Alberta government has already extended and will shortly open a new section of railway from Grande Prairie to Wembley, near the old town of Lake Saskatchewan, a distance of 10 or 15 miles. Proceeding in a westerly direction, this railway will reach to within a distance of 70 or 80 miles of Pouce Coupe and will open up a good territory.

#### Agricultural Situation

In the Grande Prairie and Pouce Coupe districts, there will be about fifty per cent crops this fall. In the Fort St. John district the situation is not so good owing to the lack of rain this summer and a plague of grasshoppers. Many ranchers, as a result, are sending their cattle out to Alberta for disposal.

What is described as the best ranch north of Edmonton is that of Gundy & Gundy of Toronto, 18 or 20 miles south of Pouce Coupe. It is said that a quarter of million dollars has been spent on machinery and pedigreed cattle at this ranch. Last year it had 800 acres in grain.

Within the last seven years a lot of land north of Hudson's Hope has been opened up and some good places have been developed.

#### Gold Mining

Gold dredging in the district has been relinquished but a diamond drilling outfit is working on the Moberley River flats four miles up the river from Fort St. John.

Above Hudson's Hope, United States capital has become heavily interested in three large and well equipped diamond drilling outfits which are testing various gold bearing bars on the Peace River.

#### Fur Trading

On account of the closing down of large areas in the Northwest territories into exclusive Indian trapping grounds, there has been a great influx of trappers into the extreme northeastern portion of British Columbia, usually described as the Fort Nelson dis-

## AIRPLANE AT THE ISLANDS

Lieut. Earl McLeod Will Return this Week to Vancouver to Take Charge of Station

#### REMOVING SUMMER BASE

Detachment Will Probably Return Next Summer During Fisheries Season

Now that the salmon fishing season is pretty well over and the fine weather of summer has broken, the work here of the two Canadian Air Force flying boats which have been engaged in patrol duties for the past two months is practically completed and preparations are being made for returning to headquarters at Jericho Beach, Vancouver. Lieut. Earl Godfrey goes to Kingston to take a special course. Flying Officer Hull will be remaining a little longer to clear up the base at Seal Cove. All the equipment, including the wireless outfit, will be taken south. It is expected that the detachment will be back again next summer and the same base will be used. It is declared by Lieut. McLeod to be very convenient and suitable for the use to which it has been put.

#### At Queen Charlottes

Lieut. McLeod returned here yesterday morning after having spent three days on the Queen Charlotte Islands on patrol. The flight across Hecate Straits on Sunday to Queen Charlotte City was made in about two hours with no outstanding incident. On Monday, the north end of the Islands was patrolled, the distance of 40 miles by air from Queen Charlotte City to Watun River being covered in forty minutes. Tuesday, a flight was made as far south as the whaling station at Rose Harbor on the southernmost tip of the Islands. Stops were made at Jedway, Lockport and Lagoon Bay and the night was spent at Thurston Harbor.

#### Leaking Radiator

On the return flight from Thurston Harbor to Lagoon Bay, the trip was made with the handicap of a leaking radiator which necessitated a stop being made at Bonilla Island for water. This had been anticipated, however. Despite the landing, the 120 miles across the straits was made in two hours. The trip was made by way of Beaver Passage and Ogden Channel for it was wise to keep near the course of shipping as far as possible. Fisheries Inspector Adam Mackie made the flight across on the BB and was also out on the patrols over the Islands but he returned from Thurston Harbor on the Marfish reaching here late last evening.

#### Harold McEwen, C.N.R. division freight agent, returned from Ocean Falls on the Prince George yesterday afternoon.

#### OSTRICHES ON WANE

CAPE TOWN, South Africa.—The number of ostriches in South Africa has dropped from 900,000 to 120,000. There is in consequence fear of an ostrich feather shortage.

#### ALWAYS A PATIENT

Dr. Jinks—I suppose you must have lost some of your patients by being in Europe for so many months. Dr. Kent—Yes, confound it! Ten or a dozen of them got well.

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