

OLD-TIMERS AT SMITHERS

At Native Sons Gathering Pioneers of Early Days Tell Experiences

At the "Old Timers' Night," put on by the Smithers Assembly of the Native Sons of Canada on March 12, there was a big turnout and some splendid first hand accounts were given by some of the pioneers of northern and central British Columbia of the trials and achievements of thirty years ago.

Wm. J. (commonly known as "Wiggs") O'Neill, who comes of old fur-trading stock, was born at Quessnel and grew up at Fort Simpson, told of the "Navigation of the Skeena in the 'Nineties." He traced the development of river transportation from the days when the Indian giant canoes worked their difficult way up the two hundred miles of water that lay between Port Essington at the mouth of the river and Hazelton at the head of navigation. He told how these canoes were hewn from huge cedar trees cut on the Queen Charlotte Islands by the Haidas and hollowed out to make "dug-outs" capable of holding two tons of freight. Aided by sails, paddled by hardy canoe-men, poled in the shallows, lined in the more difficult waters, they took ten to fourteen days for the upwards journey while the down-stream trip took but two. The round trip was at a wage to the men of \$20.00, while the captain got \$25.00.

The Hudson's Bay Company decided upon an improvement on this and about 1890 put on a steamer called the "Caledonia" to take company freight up the river. This became the chief means of communication, taking passengers and freight for others as well as the Hudson's Bay Company itself. The main route to the interior thus became the river steamer from the coast to Hazelton and then pack-trains from that point. Captain Bonser was the great river-boatman of the nineties, and there was never a better. In the winter of 1897-98 the "New Caledonia" was built, and the spring of '98 saw

many new boats on the Hazelton and on the Stikine, more particularly the latter as it was one of the chief routes to the Klondike. R. G. Cunningham & Son built the "Hazelton," to rival the Hudson's Bay Company service, and there was keenest rivalry and sometimes bitterness between it and the big fur company's Mount Royal for a number of years. This was ended by the Hudson's Bay Company eventually buying the Hazelton. The Mount Royal was eventually wrecked in the Kitselas Canyon, with loss of five lives and a big cargo including a safe with \$30,000 in gold dust. Many were the difficulties and dangers of those days. It took five days to get up the river, five days of the very hardest and slowest work, fighting the currents and the canyons. When the "fast water" was reached the only way that progress could be made was for Indians to go ashore and run ahead with a wire cable which they would fasten to a tree some distance ahead. The other end of this wound on a capstan at the bow of the boat, which, with full steam ahead slowly pulled and pushed itself up stream, unless the steam got low or they ran out of wood, (these were all wood-burners) when they went back to quiet water, fuelled up, and started at it once more. Though it was a five day trip going up, it was only ten hours going down, and then there was both speed and excitement, particularly in going through the main canyon at Kitselas, where many a good boat was wrecked.

With the completion of the Grand Trunk Pacific Railway up the Hazelton about 1912 the steamer service was discontinued and is not likely ever to be resumed. The difficulties of navigation and the cost are both against its competing successfully with the railway.

Alex Chisholm, who hails from Pictou County in Nova Scotia, told of his personal experience on the "Trail of '98" when he went overland from the Stikine to the Klondike on what was then known as the all-Canada route. Wm. N. Clark, a Quebecker by origin and a member of the Burns Lake Assembly of the Native Sons, gave an excellent account of the building of the Yukon Telegraph Line in '99, 1900 and 1901. He was in the midst of it throughout those three years and has remained in the Telegraph service ever since.

Lyster ("Barney") Mulvany, now also of Burns Lake, a native of Ontario, told of "Pack Trails and Pack Mules of Thirty Years Ago," in a very interesting manner. Frank M. Dockrill of Telkwa, Ontario born but British Columbia bred, gave a splendid account of "Early Days of Mining in Northern and Central British Columbia," in which he has played an important part since going to Atlin in 1899.

POULTRY CLUBS AT TERRACE

A Number Formed Following Meeting Addressed by W. E. Waby

TERRACE, March 15:—At a meeting held under the auspices of the farmer's institute on Tuesday evening in the Terrace Theatre, C. S. Phillips of Smithers addressed the gathering on the growing of fruit and the care of fruit trees and bushes. W. E. Waby of Salmon Arm, gave a talk on poultry raising and the forming of poultry clubs in the district. Following his talk it was decided to organize clubs among the children, and Mrs. James McConnell was named as organizer. Four clubs of five members each were readily filled up—one each for Leghorns, Barred Rocks, Rhode Island Reds and Wyandottes, and it is expected to arrange for another club of Leghorn enthusiasts.

Government assistance given in the purchasing of the egg settings which are obtained from pedigreed stock of good strain and sold to the children at fifty cents a setting. Government inspection of chickens, chicken pens, method of caring for the birds, etc., is given and generous prizes are awarded in the fall. The child receiving the highest number of points on all counts is given a free trip to Victoria.

TELL ABOUT TRADE WITH WEST INDIES

Vice-President of C.N.R. Returns From Visit on New Steamer

MONTREAL, March 14:—"Unquestionably there are opportunities for the development of trade between the British West Indies and Canada, but it will be necessary to effect considerable organization, both on the Islands and in Canada, to achieve the measure of the possibilities," said D. E. Galloway, vice-president of the Canadian National Steamships, who has returned to Montreal after a voyage from Halifax to Bermuda, the British West Indies and Demerara on R. M. S. "Lady Hawkins," one of the new fleet of vessels, placed in operation to provide mail, passengers and freight service in accordance with the provisions of the trade agreement.

"I noticed at some points," said Mr. Galloway, "that lumber of non-British origin was being used, and I think that this could well be replaced by Canadian timber. However, I found sentiment in the Islands very favorably inclined to Canadian products of every character, with perhaps the exception to boots and shoes, those of English manufacture possessing attraction of suitable price."

Mr. Galloway spoke in high terms of the quality of the fruits and vegetables offered during the voyage and expressed the opinion that they would prove very attractive to Canadian consumers during the seasons when such products are available.

The vice-president spoke most enthusiastically of the "Lady Hawkins," and the ports of call on the route. "Each island has a charm all its own," he said, "and the arrival at new places adds delightful interest to each day."

Mr. Galloway said that the Lady Hawkins returned to Saint John with a full list of passengers and full cargo. "Loaded to the hatches," as he expressed it. A large part of the return cargo was made up of sugar and molasses.

There were many expressions from people of the Islands, appreciative of the handsome manner in which the government of Canada had carried out the provisions of the trade agreement by building such fine ships and there is every reason to believe that the trade will expand.

Mr. Galloway said that the Lady Somers, one of the two new steamers intended for the service to the West Indies, had sailed during the day from Birkenhead, England, for Halifax. This steamer will inaugurate the service by sailing from Halifax on April 12 to Bermuda, Nas-

DEATH WARRANT WAS CANCELLED

Aviator uses Kellogg's ALL-BRAN with beneficial effects

"I didn't 'go west' in France, but came home to Canada carrying my death-warrant, the doctor declared. I weighed exactly 120 pounds—not much for a six-footer. Look at me now! 185, and as hard as nails!"

The speaker (name if requested) was a young Canadian who served overseas with the Royal Flying Corps, and returned in 1918 a mere shadow of a man. His uncle, a prominent doctor, suggested Kellogg's ALL-BRAN. After one month's trial, he felt better. He persevered, and in three months was back at his position, healthy and happy.

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sau and Jamaica and will return from Kingston to Montreal. This vessel and her sister ship, the Lady Rodney, are especially designed for the banana and fruit trade and each can carry up to 100,000 bunches of bananas. They will operate out of Montreal during the season of open navigation of the St. Lawrence River, and in and out of Halifax during the other period of the year.

District News

TERRACE

F. C. Bishop returned on Wednesday from a trip to Prince Rupert.

A number of friends of Mrs. H. L. McIntosh were at the train on Wednesday to wish her "bon voyage," as she passed through on her way to Hamilton Ont., enroute to Europe.

Jack Spitzl has purchased the property of D. A. McKinnon northwest of town and moved to his new home on Wednesday. Mr. Daley, local baker, has moved into the house vacated by Mr. Spitzl.

The E. D. Bridge Club met on Tuesday evening at the home of Mr. and Mrs. Geo. Little.

Rev. and Mrs. A. W. Robinson entertained a few friends on Tuesday evening in honor of Mr. and Mrs. George Keith and Miss Kerr who are leaving soon to spend a time in Vancouver and other southern cities.

MAN WITH THE LITTLE CAR

The driver of a small car was crowded against the pavement by a larger car. A moment later they were held up side by side in a traffic block.

"Excuse me," said the small-car owner. "Is this Regent Street?"

"Yes," replied the driver of the larger car.

"Well, would you mind letting me have a little more of it?" Motoring.



A RINGER

AFTER letting the Purser hold a 2 point lead all the way up to 20-18, Miss Diana pitches 3 ringers in a row, to win 21-20! People develop unsuspected talents on a Cunard crossing... it's the cheerful atmosphere of the ship and the staff.

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