

The Western Call

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No. 25

Redistribution Bill Gives Vancouver New Members

The Second Narrows Bridge Contract Needs Careful Watching

RECORD BREAKING "SUNDAY" MEETINGS STILL CONTINUE

The recent great blizzard in the East reduced the crowds attending the mammoth Billy Sunday tabernacle in Philadelphia to a paltry 9,000 per service. Still "Sleepy Hollow" must be roused when such a crowd could be mustered through the snow and slush that prevails in Eastern cities during a blizzard and its usual aftermath.

Sunshine after storm, however, brought back the crowds, and last Sunday four services were billed for the tabernacle, and in order to make it certain that there would be a change of audience, Billy Sunday announced that he would repeat his sermon on the "Second Coming of Christ" at two of the services, afternoon and evening.

One of the features of the "Sunday" meetings are the huge delegations that attend and have sections of the tabernacle reserved for them. We have already referred to the delegation of New York ministers 400 strong, that came by special train to attend the afternoon session and confer with Mr. Sunday about his visit to New York.

The succeeding Saturday 2,000 Presbyterian elders marched to the tabernacle in the afternoon.

On the 17th of February, President Rea, all the officials, and 8,000 of the employees of the Pennsylvania Railroad are to have reserved seats.

Saturday afternoon, February 13th, the special guests will be the High School boys and girls and also those of the Manual Training School. Subject, "Amenities."

February 19th, 5,000 public school teachers have reserved seats.

Philadelphia has been set apart for a special service to the University of Pennsylvania, and arrangements are being made for reception of Princeton University also.

Another feature of the Sunday campaign is the work outside of the great tabernacle. Every corner of the great city is invaded by Mr. Sunday and his corps of workers.

Philadelphia is the greatest factory town in the world. Entire villages of skilled hands, male and female, have been "moved" from industrial centres in Europe, especially from Great Britain and Ireland, to Philadelphia.

Into the workshops and factories, morning, noon and afternoon press the Band of Workers that accompany the evangelist, and Billy Sunday is perhaps the most active of them all in this side work.

And no class is neglected. Wherever an honest invitation is extended, Billy Sunday does not fear to press.

Mrs. Benjamin F. Richardson, president of the Philomusian Club, sent out invitations to the club women to hear Billy Sunday in her drawing rooms on a certain morning at 10 o'clock. Replies accepting the invitation came so fast that her home accommodation was quickly swamped and Mrs. Richardson borrowed the hall of the Philomusian Club, of which she is president. The women began to arrive at 8.30 a.m., and at 10 o'clock 800 Philadelphia club women faced the evangelist and listened to a scathing address on the "Dangers of Immorality."

Divorce and the profligacy of the wealthy and the cultured were handled without gloves by Sunday.

"One of the worst enemies of our country," declared Billy, "is the beast who drags his licentious, slimy carcass across the threshold of another man's home. Divorce is eating like a cancer at the foundation of the American home, and every day the inner wall of Christianity, which protects us all from God's wrath, is menaced when a man runs away with another man's wife."

Courts Tell Loathsome Stories.

"The divorce courts daily tell a loathsome story of the rottenness of organized society. We find one man marrying another man's wife, and another man's wife remarrying another woman's husband. What could be more disgraceful in the eyes of the Lord?"

"Every morning the newspapers record a new name added to the list of men and women who have gone to hell through the divorce courts or some other rotten place. Every day we read of men who have run off with other men's wives and whose low ideals make them the Benedict Arnolds of the home."

"If man lived up to the teachings of the Bible, we would not need laws or policemen or jails, and if every man in America was a genuine Christian we would be able to sink our battle-ships and turn our guns into ploughshares just as the rest of the world would be able to do if it was genuinely Christian."

(Continued on page five)



THE FINAL GRIP

SECOND NARROWS BRIDGE

This bridge should be fabricated in Vancouver—to this we agree. Then why let contract to Turner? Why not to Coghlan and Sons direct?

Who is Turner? There is no definite answer only that he is an American and an engineer adventurer of no fixed repute. He may be the greatest bridge engineer ever known, but we have no proof. We know he has changed his plans half a dozen times and agrees to change them as often as suggested. Does that speak well for him?

We also know that he gave the contract for the wood blocks for the Harris Street Viaduct and the laying of them to a Tacoma firm, while Vancouver plants lay idle. Does that speak well for the "made in Vancouver" cry? Will he keep faith with Coghlan & Sons and other steel plants?

Why not give the contract to one of these local steel companies and get one of our own Canadian engineers whom we know and who are citizens of our country, and not this man Turner who has already broken faith with us?

Why not Cleveland & Cameron, or Mr. Conway, or Cartwright & Matheson, or Herman & Burwell, all of whom are better engineers than Turner?

We wish to support local industry, but not unknown and unstable American adventurers. It is further stated that it is his purpose to buy the steel in the States and only do portions of the fabrication in Vancouver. He, Turner, has deceived us once; are we to be his dupes again?

THE WAR BILL.

As to how the bill shall be paid, Canada is rich in resources and in territory. In men and gold she is poor. Her public works, semi-public works, and private enterprises have been too great for her supply of cash.

Therefore, she has been a heavy borrower in the British market.

Now that market for gold is closed, and many of Canada's enterprises are at a standstill.

Without sufficient money to finance her great and small enterprises, how shall Canada pay her share of the war debt. Shall heavy taxes be levied on her trade and industry, on her enterprises and improvements? We say no, except as a last resort. How then?

We are building in all ways for posterity.

We are fighting not only for ourselves but more for the heritage of those who come after. The bill should therefore be borne by the years to come.

We say take of the public domain, lands, timber, minerals, etc. Issue scrip against these, say, five dollars per acre on land or seven or ten, as the case may be, and sell the scrip, or sell the lands as the great railroads have done their concessions, and out of the proceeds collected over a long term of years, in annual instalments, perhaps, with four per cent. interest, and one per cent. or two per cent. sinking fund, which would redeem the principal, until the whole is paid.

VERSATILE JOE

So the Hon. Joseph Martin is adding another experience to his exceedingly varied career—that of editor-in-chief of a daily paper.

Well, we have no doubt but that it will prove a notable effort and will yield some red hot copy.

Joe generally keeps things interesting when he is around, and not only for his fees. Many a time has a busy colleague, fighting beside Joe, been surprised to find his gun jerked from his hand, and himself collared and shaken because he held the gun in a manner displeasing to Joe. So often has this been the case that they do not use Joe much in the ranks any more, but try to find him a place where he can act as a "sniper" individually.

Even then Joe cannot trust himself, much less can his friends be sure where they will find him. It is quite on the cards that he may get turned around without knowing it and be found peppering his friends with hot shot to their utter discomfiture and to the amusement and delight of the foe.

Even with himself Joe cannot always agree.

Having attained the premiership at one time, so accustomed was he to the role of fighting the premier that he fell out with himself and hurled himself from office before ever having met his parliament, if our memory serves.

And yet there is a good deal that is likable with Joe. He is a scrapper, but many people like a scrapper and some people love one.

For instance, passing out from the Tower of London one day in 1913 we saw a burly leather-jacketed drayman making use of an idle hour to deliver the usual unlettered harangue on socialistic topics. Around him were the usual casual crowd of old London which any one can cause with or without reason. He lambasted all and sundry who bore any kind of office under the present day or any other government, from the smiling babies who watched at the outskirts of the crowd to Premier Asquith, and especially Lloyd George. But finally he came to the exception which proved his rule. "In all the British Parliament there is only one man who is worth having," he cried, "and that is our man at St. Paneras. 'E's called Joseph Martin; 'e's only a plain workin' man, an 'e 'asn't got anythin' more than none of the rest of us!"

Well, we shall welcome Joe as the editor-in-chief of the new daily. Things will be livelier in journalism until Joe quarrels with his own policy and informs himself that he can no more hold the office.

We wish for Joe's own sake that he were in his place in the House at this time, for after all he is a Canadian, and we dislike that there might be an opportunity for the enemies of Joe to suggest that a Canadian came near to deserting his post in the face of the enemy.

PEACE MIGHT PAY EVEN THAT PRICE.

The first six months of actual war has cost the five leading belligerent nations the incalculable sum of \$575,000,000. The London Economist estimates that the first year will cost those nations not less than \$15,000,000,000. Fifteen billions in one year! The figures mean nothing, even to the imagination. But the interest on the increased national debt will mean increased tax burdens on every workingman's back, and an exhausting toll on every honest and remunerative industry. But even that staggering price might be paid if this war led to civilized internationalism, and if civilization were relieved of even a part of the insufferable burden or armaments in times of peace.

This is an aspect of the situation in which the close students of finance find some crumbs of comfort. The New York Commercial of Tuesday last quotes with approval the February circular of the National City Bank, which says:

"If the outcome of the war should be the establishment of peace on a basis which could permit of even partial disarmament and a reduction of military and naval establishments, the saving upon these expenditures might offset the interest upon a part or all of the new debts, and even provide a sinking fund for their payment. If Europe has been spending, as currently reported, some \$2,000,000,000 per year in preparations for war, and this could be reduced one-half, the saving would pay the interest on \$25,000,000,000 at four per cent."

But nothing will or can make the war other than a wicked waste and an irrevocable loss. As The Commercial remarks: "European progress has been set back fifty years. The money spent on guns, shells, bullets, and equipment is economic and absolute loss." In that loss there is no gain to match. Nothing can restore that wasted wealth to the channels of productive industry. The workers of today and their children's children will sweat under this year's mad carnage. And few countries will be left to which those burden bearers might flee and find a sanctuary. All Europe will be bled white.

CROP PROSPECTS.

With July wheat around \$1.60 per bushel and a likelihood of it going to \$2.00 the crop prospect of this coming season becomes a subject of more than common interest. We learn from absolute reliable authority that a larger area of land has been ploughed and made ready for the crop than ever before in the history of Canada. It is also true that an abundance of rain fell during the past autumn, which is always an important factor. Added to this comes the news of an unusually heavy fall of snow this winter. All these things point to a "bumper crop" this coming season. With ordinary good weather Canada should be greatly enriched by the products of her soil this year and the calamity of Europe may prove to be not an unmixed blessing, in that it will reinstate tens of thousands of farmers who have suffered hardships little less than those suffered in Europe because of the titanic struggle of nations now going on.



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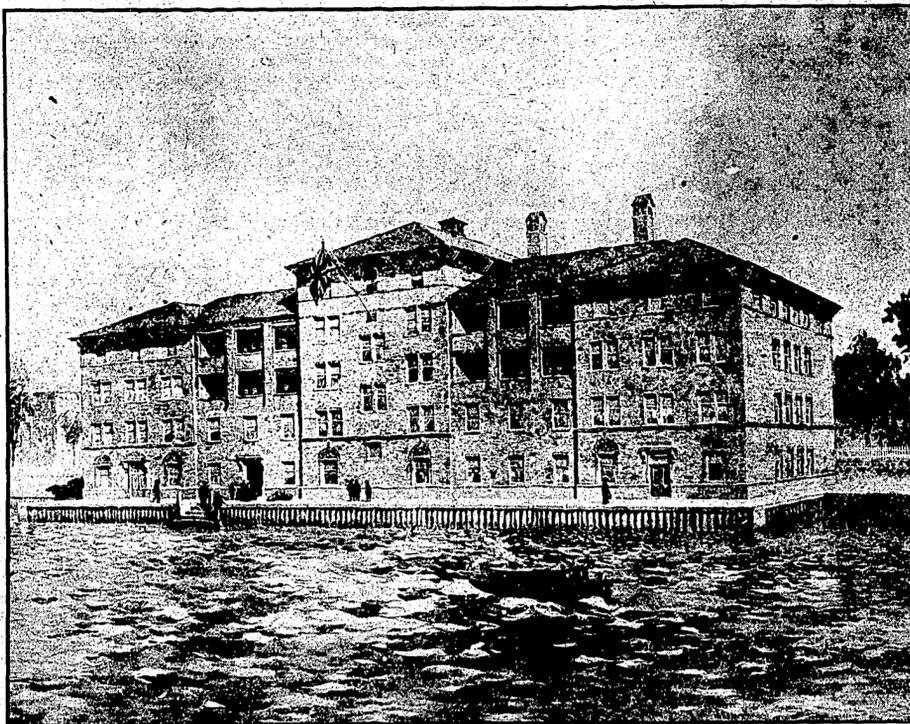


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The New Detention Building, Vancouver.

The new Immigration Building, which completed, will cost well on to \$300,000, is now under construction by the well known Vancouver firm of contractors, Messrs. Snider Bros. and Brethour. All the partners of this company are Native Sons and have already erected in Victoria and Vancouver probably the largest number of buildings of any contracting firm in the country.

GREAT PUBLIC WORKS OF CANADA

We reproduce an interesting account of a great Canadian national enterprise which the writer of the following compares with the building of the Panama Canal.

So much has been written about the Panama Canal that the gigantic engineering feat has come to be regarded as the eighth wonder of the world. Its chequered history, its appalling cost, both in human life and in money, its stupendous construction problems, all have been described in such detail that most people are familiar with their every feature. On all hands it is conceded to be a splendid achievement, reflecting credit on those who have carried it to completion.

Canadian young people should not forget, however, that in their own country there is to-day being prosecuted a national work which in some respects is of even greater importance than the Panama Canal. While not so large nor so difficult of accomplishment, the building of the new Welland Ship Canal rivals in many particulars the construction of the canal across the Isthmus of Panama. From the engineering standpoint, it is true, it may not be as notable a work; from the commercial standpoint it will probably be of greater significance.

Many years ago, when Upper Canada was first settled, people became interested in the problem of how to get around the Falls of Niagara in boats. There were no railways then, and it would mean a great saving in the cost of transportation if they could only take their boats through from Lake Ontario to Lake Erie without having to unload. At last some men did conceive a plan to build a canal, and after several years' work they succeeded in doing so. This canal was very small and imperfect, but it filled existing requirements, and from 1833, when it was completed, until 1841, when the Government took it over, it accommodated traffic very well indeed.

In the meantime the country to the westward was filling up, and on Lakes Huron and Erie ships were being launched that were much too large to get into the little hundred-foot wooden locks on the Welland Canal. The first thing that the Government did when it acquired the canal was to arrange to enlarge it. This work was begun in 1842 and completed throughout in 1850. The locks were now built of stone, 150 by 26½ feet in size, and were double the capacity of the old wooden locks. They were big enough to hold any ships sailing on the lakes at that time.

Twenty years passed, and again the size of the ships on the upper lakes outgrew the capacity of the canal. The Western States were now becoming heavy grain producers, and large propellers were being built to carry the grain from Chicago to Buffalo. Practically two-thirds of these ships were too long and drew too much water to make it possible for them to navigate the canal. A second enlargement was decided upon in the year 1872, which meant practically a rebuilding of a large section of the canal along a new route. This is the canal, completed in 1887, with a fourteen foot waterway throughout, which is now in operation. Its locks measure 270 by 45 feet, giving treble the capacity of the canal taken over by the Government in 1841. It was of a size sufficient to accommodate the largest vessels of the day and was regarded as being ample to meet all needs for years to come.

Once again and for the third time the mandate has gone forth that the Welland Canal must be enlarged. Engineers were sent into the field to study the ground and make plans. It was

ascertained at the outset that the route of the existing canal would not serve; that a new route would have to be located. This was finally found some distance to the east of the old canal, and about a year ago the work of construction was commenced. It is now being prosecuted with vigor, and the scene along the line of the new channel is one full of interest and inspiration.

Let us see whether the new Welland Ship Canal can stand comparison in any respect with the far-famed Panama Canal. So far as length is concerned it cannot, for the latter's fifty miles is double the Welland's twenty-five. The respective widths of the bottoms of the channels are 300 feet and 200 feet; the minimum depths are 41 and 25 feet, though the Welland Canal locks are being made to conform with a 30-foot depth throughout. The Panama locks are 1,000 feet long and 110 feet wide; those of the Welland 800 feet long by 80 feet wide. All these figures show the capacity of the Welland to be approximately two-thirds of that of the Panama Canal. Considering that the one is an inland canal and the other a great interoceanic canal, the position of the former as a very important piece of engineering work is established.

There is much to interest the observer in the earlier stages of construction. Looking down from the escarpment at Thorold towards Lake Ontario, a busy scene is presented. From this point the route of the canal is widely diverted from the old canal. Crossing the latter twice, it strikes almost due north through the valley of the Ten Mile Creek to the shore of the lake. Here a new harbor, called Port Weller, after the name of the chief engineer, is in process of formation. Two sinuous piers are being thrown for a mile and a half from shore in order to make the breakwaters which will enclose the earth excavated from the cuts, which is brought down by the trainload and dumped on wooden piles.

Incidentally, as illustrating the tremendous scope of the work, it may be said that the contractors have had to build a complete double-track railway from the lake to the foot of the escarpment. Along it trains go thundering back and forth all day long. Here and there spurs branch off and descend into the excavations, where steam shovels are forever tearing at the earth and loading it on to cars. These are hauled off when they are filled and the material conveyed down to the piers.

In the neighborhood of Thorold, where four of the seven locks which will raise ships from the level of Lake Ontario to that of Lake Erie are located, it has been found necessary to lift a railway out of the way of the work. The line of the Port Colborne branch of the Grand Trunk lay for some distance directly in the path of the canal. To remove it a new line has been constructed to the westward, a costly piece of work, since a long and deep rock cutting was required.

It will take long years to finish the task, in spite of the rapid progress that has already been made. Such a gigantic undertaking as this cannot be finished in a day. Its completion will have an important bearing on the navigation of the Great Lakes. Take, for instance, the question of time. The present canal has twenty-six locks, the passing through which is a slow and tedious process. The new canal will have but seven, of which three will be twin or double locks, permitting one ship to go down while another goes up. By means of a system of valves and culverts in the walls of the locks, it will be possible to fill them in eight minutes. This is quick work and will greatly expedite traffic.

(Continued on Page 5)

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**VANCOUVER HAS SIX
MEMBERS---RICHMOND TWO**

**TWO REPORTS PRESENTED
TO LEGISLATURE BY
COMMISSION ON RE-
DISTRIBUTION**

Victoria, Feb. 8.—The keenest interest was evinced to-day among members of the Legislature in the presentation of the redistribution commission reports, for there are two, Judge Macdonald submitting a statement and schedule covering points on which he does not agree with Judge Morrison. The reports were presented to the House by Hon. Dr. Young this afternoon. What may be called Judge Morrison's report, as he alone signs it, carries with it a schedule covering the entire list of constituencies in the province. Judge Macdonald's statement and schedule deals only with certain constituencies, leaving the assumption that on points not covered he agrees with his confrere.

Forty-seven members should comprise the next House, according to Judge Morrison's schedule, while Judge Macdonald makes the count forty-five, and at the same time deprecates the necessity of any increase. The present House has forty-two members. The constituencies affected as to increased representation are Vancouver, one additional; Richmond, two; Skeena, one, and Okanagan, one.

Ymir electoral district is wiped out by Judge Macdonald's schedule, the territory being divided between Rossland, Nelson, Slooan and Kaslo. In this regard he differs with Judge Morrison. Judge Macdonald also throws Grand Forks and Greenwood into one constituency, making the difference of two members between his total and that of Judge Morrison.

In Vancouver's Suburbs.
The division of Cariboo into two separate electoral districts is recommended, and the same principle applies to Skeena, Okanagan and Richmond. Richmond is divided by giving North Vancouver city and district and West Vancouver, together with the area north of these municipalities, a separate member. Richmond, Point Grey, and that part of South Vancouver west of Fraser street, is formed into a new constituency with the old name, while the eastern portion of South Vancouver and Burnaby is given a member with the suggested name of Burnaby for the district. Cariboo and Okanagan are divided east and west, the new ridings being north and south respectively. Skeena is divided by giving Omineca district a member, while the portion of the district at the head of the Portland canal and taking in the watershed of Naas River, is added to Atlin. The remainder of the district, it is suggested, should be called Prince Rupert.

In Judge Morrison's schedule, Chilliwack, Columbia, Cowichan, Esquimalt, Islands, Saanich, Newcastle, Nanaimo, Lillooet, Grand Forks and Victoria City are unchanged as to boundaries and representation. Other changes are summarized as follows:
Alberni loses Lasqueti and Texada Islands to Comox, both constituencies being otherwise unchanged.

Cariboo is Divided
Atlin adds the portion referred to above as taken from Skeena.

Cariboo is divided on parallel 53 degrees, 30 min. into north and south districts, and in addition loses the area tributary to the headwaters of Canoe and Thompson rivers, which is added to Kamloops.

Cranbrook loses Fort Steels district to the Fernie electoral district.

Delta loses Annacis and Patrick Islands which are added to New Westminster City.

Dewdney gains the portion of Kent municipality, Agassiz, now in Yale riding.

Greenwood gains the portion of Greenwood mining division now in Similkameen, which is the Kettle river valley.

Kamloops, while adding the watershed at the headquarters of Canoe and Thompson rivers, loses the portion south of the rail-

way belt which goes to Yale, Okanagan and Revelstoke. Nelson, Slooan and Rossland are all given a portion of Ymir, and Kaslo gets that portion of Ymir east of Kootenay river and a portion west of the river. Similkameen, which loses the Kettle Valley to Greenwood, gains from Okanagan that portion cut off by a line east and west at Trout Creek, just south of Summerland, and which includes the town of Penticton. Okanagan, which loses the portion given to Similkameen, gains Salmon Arm and Sicamous and the riding is divided at the Coldstream river into north and south Okanagan.

Vancouver the Hub
In his report, Judge Macdonald says there has been a large increase in British Columbia's population since the last redistribution, but the fact that this increase was not spread evenly, but was especially confined to the coast, makes it difficult to handle. Over two-fifths of the voting strength of the province is in Vancouver or within twenty miles of the city. He thinks, for several reasons, the population should not be a governing factor in representation.

HERE IS PROFIT.

Under average conditions a utility fowl, such as the Plymouth Rock or the Wyandotte, will eat in one year about 25 lbs. of wheat, 25 lbs. of corn, 25 lbs. of rolled oats and about 100 lbs. of sour milk. During the winter months the average hen consumes about 25 lbs. of green food when it is supplied regularly; also about 1½ lbs of grit and 1½ lbs. of oyster shells are consumed annually. At average prices the annual ration for a hen costs about \$1.25 to \$1.50. The average hen should lay at least 108 eggs in a year, and at the average price of 25c per dozen the income would be \$2.25. This leaves a good profit under average conditions. If the number of eggs is increased the profit is still greater and the greater the number of eggs produced in the winter time the larger are the profits, since the winter prices are much higher than the summer prices. The more eggs produced in winter the larger are the profits.

In order to secure as much as possible of the enormous war contracts which are being let throughout the country, the B. C. Manufacturers' Association has appointed Mr. H. M. Daly as the representative at Ottawa. A representative is also shortly leaving for England, and will also direct his attention to the securing of contracts from both the Russian and French governments.

A LITTLE OFF—"What do you know about Solomon?" a little boy was asked.

"He was very fond of animals."
"Very fond of animals? Humph! And why do you say he was very fond of animals?"
"Because," said the little boy, "the Bible tells us he had a thousand porcupines."

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Cariboo is Divided
Atlin adds the portion referred to above as taken from Skeena.
Cariboo is divided on parallel 53 degrees, 30 min. into north and south districts, and in addition loses the area tributary to the headwaters of Canoe and Thompson rivers, which is added to Kamloops.
Cranbrook loses Fort Steels district to the Fernie electoral district.
Delta loses Annacis and Patrick Islands which are added to New Westminster City.
Dewdney gains the portion of Kent municipality, Agassiz, now in Yale riding.
Greenwood gains the portion of Greenwood mining division now in Similkameen, which is the Kettle river valley.
Kamloops, while adding the watershed at the headquarters of Canoe and Thompson rivers, loses the portion south of the rail-

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THE CHURCHES AND THE WAR

Either we must hold to the fact of divine government or we must reject it. It seems to me that there can be no middle course in the matter.

Either the hand of the Lord is on the wheel of the ship of state in the kingdom of men, or the world is blundering on at the mercy of blind chance or inexorable law, beyond the power of any intelligence to direct or control.

Professedly the churches believe the former, and that the present time is in the hand of God.

Accepting this as so and that the will of God is potent to govern the affairs of men, then what is the duty of the church, which, after all, claims to represent the mind of the Lord among men?

With due submission we say that it is the duty of the church to try and find why the Lord is thus dealing with men and to translate the message of the Lord to the people.

Further, it is apparently the duty of the church to lead the people to self-examination and to self-cleansing so that if there be any wedge of gold or Babylonish garment in the midst it may be put away.

Still further, it should be the duty of the church to hearten the people to the duty and the sacrifice that is required of us in the conflict that is upon us as a nation.

And further still, it would seem to be the duty of the church to lead the people in such a wave of intercession as shall move the arm of the Lord to bring about that psychological condition among the nations which will bring about the establishment of right relations and which will form the basis of an enduring peace.

We say that the ministry that fails in this regard will fail utterly to justify itself, and the church which fails in this regard will also utterly fail.

The day is gone when the Christian men who are proving their sincerity by giving their lives or their sons in the army and are taking joyfully the spoiling of their goods and the ruination of their business hopes as the unavoidable price to be paid in a conflict for the right, will be satisfied with a rehashed philosophy which was made in Germany. Neither will they be longer satisfied with textual criticism even of the sacred text. They will demand, they are now demanding, the message contained in the text, in its simplicity and in its saving power.

The greatest spiritual calls which have been made in this generation are those which have reached the army through Field Marshall Kitchener and the Navy through the Admiralty. Witness the message to the soldiers carried in the soldier's khapsack and the simple prayer carried in the cap of the sailor.

What does this mean but that the office of the minister is passing to the layman and will pass unless there be an awakening among the members of the ordained clergy.

England has gone to prayer as Canada has failed to do, and it is time that we returned to the altar, too.

A manly Christianity should be the pride of our nation, not its shame, and all that is wanted at this time is right leadership.

There is no need to attempt to define the person of the anti-Christ. Neither is there need to try or reason in trying to construct from the prophets a complete detailed history of events before the events have transpired. But there is both need to show and reason in showing that the Most High ruleth in the kingdom of men and that the principles of this rule are clearly laid down.

The chronology of Daniel may be and is involved. It was not the primary purpose of

Daniel to pre-write a history of empires in his day unborn. But it was his mission to so outline in the rough the sweep of empire that his primary message should be established. And this purpose was certainly fulfilled. That message was what he declared to both Nebuchadnezzar and his successor, namely, that the King may know that the Most High ruleth in the kingdom of men and giveth it to whomsoever He will.

Similarly in the Revelation it was not the intention to give a student's history of the succeeding age of the world, but it was the purpose to so outline the great sweep of history that there should be evidence that the prophetic utterances came from the mind of one who knew the future and controlled it and that that mind was in the lion of the tribe of Judah. Thus there is furnished demonstration that He is not the God of the Jews only but of the Gentiles also.

The ministry which is silent on these great prophetic themes is sadly wanting in leadership of the minds of the people at this time.

Individual purity is most important. Civic righteousness is also, but none the less vital is the old time message, the Lord reigneth.

Let the revival be on these lines and the men of our communities will respond.

DANGER AHEAD

It has been apparent to the close follower of the psychology of the warring nations that there is the greatest danger that if or when Germany realizes that there is no chance for to win even a drawn war, but that she must go down to unconditional surrender, that she will deliberately attack the shipping and the frontiers of neutral powers in order that all may be involved in the common confusion.

Several reasons appear to present themselves as motives for such action on her part.

First, her pride would suffer less in falling before a world in arms than in going down before the powers she has provoked and taught her people to believe they could infallibly win the victory over.

Secondly, her chance of holding the confidence of the German people themselves would be infinitely greater if the people saw that the odds were really impossible for the united strength of the German machine.

Thirdly, she would thus check the prosperity of the United States and of Italy and prevent them getting hopelessly ahead of her in the matter of the reconstruction of her commerce and industry after the war.

Fourth, she would hope that discord would arise among the powers over the division of the spoil. At all events she would hope to handicap Britain in the settlement as it would be manifestly harder to reach a settlement with many claimants than it would be with only the allies who have kept step from the beginning.

Fifth, the hatred which appears to have taken possession of the Germans against every power which has not declared on her side.

If this be true as a forecast, we may see the sinking of neutral ships by German submarines within the next few weeks, and possibly the violation of the territories of Holland, Switzerland, Italy, Roumania, and so on. Probably, however there will be an attempt at peace with terms demanded by Germany first.

She may submit to the independence of Hungary to the cession of Alsace-Lorraine to France, the indemnifications of Belgium. Even the restoring of Heligoland to Britain, the cession of Trieste and Trent to Italy, the cession of Transylvania to Roumania, the cession of occupied Galicia to Poland, and demand for herself as compensation the remaining portion of Austria with a port on the Mediterranean, and on those conditions she may offer to make peace.

The day after the declaration of the war the writer outlined this as the probable secondary goal of Germany.

But this would leave the question open and bound to arise in the future in a still more acute form.

It is, therefore, exceedingly doubtful if Germany has any chance of attaining this secondary goal.

Failing this, she will probably sell her life as dearly as possible and by seeking to widen the conflict from which action she can suffer nothing more and may gain much out of the resulting confusion.

To show the drift of thought and we fear action in this direction, we publish herewith a quotation from a leading German paper, and one from a leading American one:

German Paper Holds U. S. Foe; Scores Bryan —Neutrality Letter Leads Cologne Gazette to Declare America Is Hostile.

"The semi-official Cologne Gazette in the most recent issue received here devoted practically its whole front page to a violent indictment of Secretary Bryan and the United States government for Mr. Bryan's neutrality letter to Senator Stone.

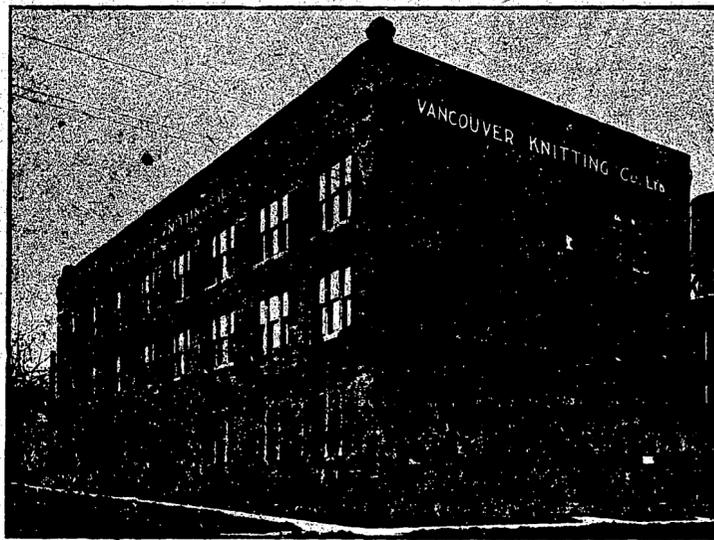
"The Gazette expressed its entire agreement with the New York Staats-Zeitung in declaring that Bryan's letter might have been composed at the British embassy in Washington and declared that 'while the Germanic powers can overcome attempts to starve them out by virtue of their thriftiness, the richness of their natural resources and their industrial strength, they must expect that the rest of the world will take no part in the devilish plans of their adversaries.'

Sees America An Enemy

The Gazette continues:

"If the coalition of the world powers against us is enabled to supplement unhindered its means of war by the mighty neutral and industrial resources of a fifth great power, the gigantic supplies of the second largest industrial region of the world, we shall have to reckon not with four but with five great enemies—all great powers.

"If one of them tries a hundred times to fashion out of the letter of international law a miserable mantle of neutrality, history will one day sit in judgment on the role which America is playing in this war, and its verdict will be that it has betrayed its far famed ideals of hu-



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manity and its peaceful aims for the thirty pieces of silver of its shipments of arms."

"Brute Strength Point of View"

The Gazette declares the brute strength point of view is voiced by an American tongue, and concludes:

"England has the supremacy of the seas and consequently neither right nor justice nor international agreements nor any other deals of the law of nations shall prevent it, and the man who says this is the same who once prided himself on his role as peace apostle.

"We are certain that the German Americans and those who think like them will give him the proper answer to his epistle. But its contents concern us, too, for Bryan speaks in the name of the American government.

"We do not over-estimate his remarks, but we do not underestimate them either. Now we know what we have to expect under his conduct of American affairs, just as England appears to know that under Mr. Bryan a tone is permissible that once would never have been tolerated in Washington.

"All that remains of American neutrality is a thin cloak behind which lurks zealous servility toward England. Now we know and shall act accordingly. If for America only respect for brute strength exists, then we, too, will bring brute strength into play."

THIS IS A NATION

(Chicago Tribune.)

"Our country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."

—Stephen Decatur.

In the last month the course of the war has been so modified that the United States must regard its own immunity as less assured although not less to be desired. The undertow of circumstance can be felt. It is dangerous.

Consider that half the world already is involved in this violent departure from normal and that signs of desperation are making themselves manifest after six months of great struggle which has come only to stalemate.

Consider also the position of a great neutral nation trying to keep its equilibrium when all the foundations of trade are unsteady; looked to for supplies by the belligerent nations; anxious to preserve peace with honor; anxious to comport itself in fairness to all nations; anxious to be the instrument for the restoration of peace when possible.

Half the world is desperate and the other half is perplexed.

The United States is in the hands of its government, and the power of decision and disposal which rests with the government is, in fact, as absolute in these matters of foreign relations as it might be if this were an autocracy instead of a democracy.

We know that the government of the United States has no other desire than to treat American honor sensibly and our foreign obligations honorably. We know that President Wilson is as sensitive on these questions as the highest minded American could wish him to be. Government policies will be formulated with only one intent, and that to be considerate of our honorable interests and of the necessities of other nations.

We may trust our government, composed as it is, to go to the extreme of practical humanitarianism in its decisions upon all vexed questions. It will be even indulgent and tolerant. It will not take offense hastily. It will not bristle at the first opportunity. It will remain cool headed and considerate.

In the emergency which a collected and composed prophet may see among the near possibilities the obligation of American citizenship is to support the government. "The Tribune" has criticized President Wilson, Secretary Bryan and the important personages of the government upon innumerable occasions; but her division of opinion almost comes to an end.

There are high occasions when a nation must solidify itself behind its government. Decatur, whose words head this editorial, put that thought in a phrase which has lived. In America this devotion has not meant and it cannot conceivably mean in our times, or in times which we might foresee, a devotion to low and sordid practices. Our foreign policy might be mistaken, but we may trust it to be sincere. The people of the United States will not be betrayed by the designs of their government. But, with error or without error, a nation as a unit is needed.

Matters are approaching the possibility of extreme delicacy in Europe. Germany has served notice that a zone of war surrounds the British islands and envelops the coast of France and that neutrals must be guided by an understanding of this.

The Germans say that neutral shipping will be in danger because it is understood by them that British ships will endeavor to conceal their identity under neutral flags. They also give warning that it may not be possible in every case to treat the people aboard merchant vessels with the humanity to be desired. In other words, a merchant vessel may be sunk by a submarine and its crew lost. And, furthermore, that merchant vessel may be a neutral, and, still further, it may be an American.

We consider the fact that the Germans, intending to continue their submarine raids upon British shipping as occasion offers, have sought to get the most good from the moral effect and to carry the intimidation through to its greatest effect. We have no way of knowing what German intent is or what they will do in furtherance of that intent. We merely know that the time has come when this must be a solidified, united nation with one thought, and that the thought of Decatur.

In questions which may arise our government stands for us and we stand for the government.

This is a nation, not a difference of opinion.

THE RAILWAYS

It seems strange that a Conservative government should find itself having in hand measures of administration approaching to the government ownership of railways. Yet such is the case.

All are, or should be, familiar with Mr. White's measure regarding the ownership of the shares of the Canadian Northern Railway. The fair historian, we believe, will write of this as one of the greatest measures of Canadian finance yet accomplished. The cancellation of millions of dollars worth of shares. The assuming the ownership of millions more of these shares. The hypothecation of still other millions of these shares to pass to the Government in case it should be called upon to pay guaranteed interest on bonds, and the fact that in the event the controlling interest in the system will pass to the Government, is very significant.

Well, perhaps government ownership will succeed. We do not know. None can know without actual experience.

Other lands have experimented, perhaps we should say are experimenting, but the tests are yet not sufficient to bring assurance. Perhaps we are destined to "try it out" ourselves. It looks that way.

Personally, we believe that a group of strong companies, sufficient to stimulate competition, but not ruinous duplication of costly systems, and under effective government control, is best.

THE PANAMA CANAL OBSTRUCTION

It is misleading to say that the shallowing of the Panama Canal is due to a "landslide." That word properly applies to a break from a high bank on account of a fissure extending downward from the surface. The mud that obstructs the Panama Canal leaves the bank undisturbed at the surface because it oozes into the channel from below, as the result of the pressure of the superincumbent mass of earth. This is not an uncommon occurrence in excavations of all sorts, especially where, as in canal construction, the steam shovels pile the excavated earth on the summits of the banks, thus increasing the destructive pressure.

In the construction of the present "new Welland Canal" a similar difficulty occurred in spots, especially where the "deep cut" was necessary to reach the Lake Erie level, and thus make the canal self-feeding from that great reservoir. It is notorious that Lake Erie is the shallowest of the great St. Lawrence lakes, and that its depth is slowly decreasing. One explanation of this phenomenon sometimes given is that owing to the nature of the deep strata of the drift formation under the high banks of the American shore the process that is giving trouble in the Panama Canal is working more protracted mischief by impairing the navigability of Lake Erie.

It will be hard, if possible, to stop the inflow of mud into the canal, but it may be found possible to lessen the weight of the banks by removing the earth from them to fill up marshes, and thus improve the whole locality. To carry out some such enterprise would be like Mr. Goethals and the United States Government.

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RECORD BREAKING "SUNDAY" MEETINGS STILL CONTINUE

(Continued from page one)

"It is not the ignorant man who menaces society so much as the educated man, and I don't give a rap who he may be—he may be your own husband. Without the inner wall of Christianity to hold his rudder true in time of temptation, the devil will soon claim him for his own."

"With Christianity there is no reason why a 'For Rent' sign should not hang on every brewery and house of ill fame, but America will go to hell like Greece and Rome and Babylon, if the inner wall of Christianity is destroyed and you can sing 'My Country 'Tis of Thee' until you are black in the face, yet you will not be able to save your country or yourselves from perdition and suffering."

Billy Sunday, after speaking to the club women for about three-quarters of an hour, rested for an hour and then motored to the Adelpia Hotel, where he met at lunch and addressed 500 members of the Jovian Club. He argued that the principles of Christianity should be applied to business and then explained epigrammatically his purposes and his methods in the huge revivals he has conducted.

"Seventeen years ago," he said, "I got the old gospel shotgun out of the cellar and I filled it with strong, hard words, crude words, some people say. There was no pump action nor any nickel-plating on the old weapon; it was not decorated with degrees and ologies, but, boys, every time I fired her off you could hear all hell a-howling."

"You can't fight a skunk with cologne water."

Sunday was introduced by Alexander Devereux, president of the league, after he had been brought from his residence to the Adelpia in the electric of Dr. Thomas Edwin Eldridge.

Billy started his talk with a short story which brought a genuine laugh from every man in the room. He referred in humorous vein to the way in which he is being pressed with invitations to speak, then plunged into a more serious discourse.

"Boys," he said, "take it from me, the most practical, the most useful, the most indispensable thing in the whole world is the religion of Christ. The greatest discovery of all time, the most potential statement of the ages, was made when John the Baptist said, 2,000 years ago, in that little Roman province:

"Behold the Lamb of God, that taketh away the sins of the world."

"Twenty centuries have passed since then. We have electric lights instead of tallows; we have limited expresses instead of ox-carts; but we've never had nor ever will have anything greater than what the Lamb of God brought us. It has lived on, immutable, through the ages."

Sin Not a Cream Puff

"You at luncheon here today are all business men with a keen understanding of proportions and values. Then why don't you realize what sin is? Sin is being treated too much like a cream-puff instead of like a rattlesnake, as it should be."

"Boys, I've been criticized for my methods of fighting sin. I think a minister is God's artilleryman, and it's his job to fire at sin whenever he sees it, and that's what I'm going to do until the man with a spade gets me."

"Why, people have been knocking my sermons because they are so merciless. Some groups of religious people get the ague, and the high fever and the religious hook-worm whenever they think of me."

"If you listen to them they'll tell you that I've been jawing religion for seventeen years when I ought to be in jail or something of that sort. They say that I actually laugh sometimes, and that I've been known to smile while in the pulpit. I've been told that I'm making people angry, and that the saloonkeepers, and the madams in the red lights complain because I hurt their business."

"Say, if you'd listen to all those people you'd think I was a shoulder-galled, ham-strung, pink-eyed old fake with the heavens and a broken wind."

"They quote those words made famous by Shakespeare, 'Nix on Bill.'"

"Well, my whole philosophy, my whole religion, my whole aim is spelled with four letters H-E-L-L."

"You know as well as I know that there's a putrid, festering underground life in all the cities of this country. Some people who admit this say there are only two ways out of this life, the Potter's Field and the penitentiary. Well, I'm here to show a different way, the way of God."

"When you stagger up to the judgment seat on that final day God will want to know what you did in your life to make this old world better. It's not what you have in this world, it's what you've done that's going to count with God. It's not what you've got, but what you've given to others."

"The fellow who has no money is poor, but the fellow who has nothing but money is poorer still. No money, no property, nothing can compare in value with the right kind of a life."

"So, boys, this is my message to you: 'In the game of life play fair, trot square and plunge heavy on God. Go the limit on Him. The fellow who does that will rake in joy and happiness at the end of the game—and the fellow who rakes in joy and happiness wins.'"

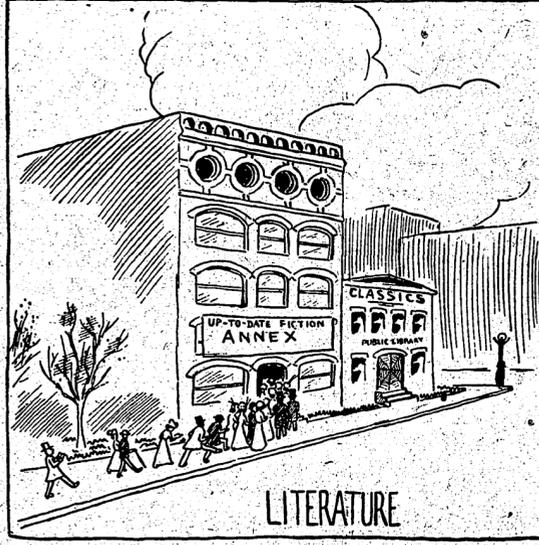
Here, then, we have a man, vouched for by the great Assembly of the Presbyterian Church in the United States of America, as a man of God. Earnest, honest and successful beyond all others in these days in reaching the masses, shaking spiritually, as never before in her history, the city of brotherly love, one of the largest population centres in the world, welcomed by all classes of society, honored by high and low, rich and poor, educated and ignorant. Thousands upon thousands of men, women and children, from all classes, are turning from sin and folly to the better life, and yet when this man was on the Coast some years ago, the prominent religious leaders of Vancouver went out of their way to refuse this man a hearing in our city. Why?



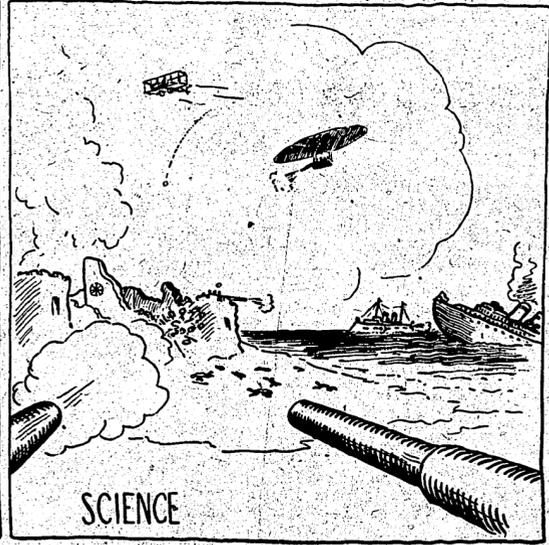
MUSIC



ART



LITERATURE



SCIENCE

GREAT PUBLIC WORKS OF CANADA

(Continued from Page 2)

Of even more importance will be the increased capacity. Compare the Soo Canal and its 800-foot lock with the present Welland Canal. During the summer of 1912 there passed through the former 7,856 ships, of a tonnage of 25,832,244 (not including the enormous tonnage through the American canal). Through the latter the same season only 2,905 ships passed, their tonnage being 2,679,500. While it is not to be expected that all the tonnage passing through the Soo Canal will pass through the Welland Canal, yet a very much larger proportion will be carried when the capacity of the Welland is enlarged to accommodate the big boats now using the Soo canals. It stands to reason that it will be more advantageous to send a ship right through to Montreal than to have it unload at some port on the Georgian Bay and thence tranship its cargo by rail. This is a result that may be anticipated when the 800-foot locks of the Welland are in operation, and it will work conversely, for ocean liners will then be able to proceed through to the head of the Great Lakes without breaking bulk.

Soon as this work is completed lines of steamships from Liverpool to Fort William.

The traffic of the upper lakes is now enormous. There is no finer sight in the world of shipping than the processions of ships approaching and departing from the Sault Canal. There is no more wonderful spectacle than the procession forty miles long ascending and descending.

It is a big task, but a necessary one, and commercially it will be of more importance than the Panama Canal, since the commerce of the Great Lakes is in excess of the probable commerce from Atlantic to Pacific. Let us, then, watch the progress of the work with attention, realizing that it is an undertaking of which all Canadians may well be proud.

The work here described is amazing in its importance, and in the quietness with which it is being performed.

The significance of it is seen when it becomes clear that there will be established as descending the St. Mary's river in the summer season. Craft of almost all kinds from the tiny launch and the sailing schooner to the latest sidewheeler afloat and to freighters of such respectable tonnage and length that only a few of the largest of the ocean freighters surpass them.

But these larger craft have been confined to the upper lakes because of the limitations of the Welland Canal. Now they are to be released from the bounds of the inland seas and allowed to ply to the oceans.

THE STRATEGIC POSITION OF VANCOUVER

Incidentally this brings to mind the position of the city of Vancouver as compared to the ports of the Eastern coast line.

There is no one city in the east which can capture all the traffic or even the major portion of the total traffic of the overseas commerce.

In Canada all the cities from Halifax to Fort William come into active competition. Ships pass the doors of the seaboard cities

and continue inland to Quebec to Montreal, to Toronto and so on to Fort William.

But on the west coast when a vessel enters Vancouver Harbor it is a case of tranship, for it can go inland no farther. This must give this port a great advantage over any eastern port. What would happen to any one port in the east if it could capture all the Canadian trans-ocean traffic. Just that must happen to the port of Vancouver.

Take the Eastern American coast. New York has, of course, captured more of the overseas traffic of the east coast of the United States than any other city. But New York has many vigorous rivals along the seaboard. Boston, Philadelphia, and so right down to the southern border of the States.

But Vancouver is protected on the south by the International boundary and to the north for a considerable distance by the blanketing Island of Vancouver. Prince Rupert is six hundred miles north, and is likely to be at least for a long time the only competitor for transcontinental trade. Again, what would New York not have been if it could have controlled so long a stretch of seaboard as belongs to Vancouver. And what must be the future of this port situated as it is.

We are having hard times as are all perhaps. In the sweeping disaster which has come to all, it is, perhaps, the thought of even some of ourselves that there has been much undue optimism as to Vancouver. Perhaps there has as to the shortness of the time which would see the realization of the developments here. But the developments are coming, and that right speedily as soon as matters have settled is sure.

There was much unsound business done here. None will attempt to deny that. Many untrained men sprang into places of trust and responsibility and showed that they were unable to distinguish between sound and unsound business. This has been unfortunate all around, and especially for Vancouver, for there has been abundant legitimate business to have employed all. But while disaster has come to these, and come it was bound to, sooner or later, for untrained men cannot safely carry through otherwise safe business, nevertheless, the basis on which Vancouver is building is a safe one and nothing but the change of boundaries of the Dominion or the removing of the boundary regulations can prevent the otherwise assured future of this port and city.

Perhaps no Canadian city has been less boomed than this after all.

VANCOUVER HUB OF TRANSPORTATION

In any other set of circumstances events have transpired which would have brought out extra editions of our dailies, and would have turned the eyes of the world to us as a terminal city. But the war has overshadowed everything else, both great and small. The opening of the Panama Canal is a matter which will show itself to be of vital importance to us as soon as normal times return.

Shipping lines which have not yet taken advantage of the new waterway will establish lines to Vancouver as soon as times return to sanity again. Ships which now by the hundreds are being used by the admiralty will be set free to resume traffic. Materials to repair the waste of the war will be in enormous demand, and will

furnish cargoes. Such a flood of emigration as this age has never seen will move westward, and in fact outward in every direction. Labor will multiply on our coast and employment also.

All these things were known before, but they have been overshadowed and the worst is they have been postponed.

Never mind, they are still ahead, and they will furnish all who need with a new start and taught by the mistakes of the past, we shall build stronger when the chance comes our way again and the work will be worth doing and for those who survive the lessons will repay us for our losses.

Other great things have happened or are in the course of happening. The steel has been connected on the Canadian Northern Railway from ocean to ocean and the grading has been finished or nearly so on the Pacific Great Eastern, which will connect us up with the Grand Trunk system.

Only those who understand how much trade and industry depend on alternative systems of railroads can estimate what it means for a city placed as ours is to spring from a city with but a single Canadian line to a city with three great systems competing for trade and jointly trying to create it.

Still, further, is the double tracking of the Canadian Pacific—which actually quadruples the efficiency of the roads, and beside that the completing of the Crow's Nest lines of the C. P. R. and of the Great Northern.

These lines must find traffic or they must fail. If to find it they have to create it, then the creation of the traffic will be done, there is no doubt of that.

No large industry would dare to establish itself in an isolated city such as this has been when it would have been at the mercy of one system with but a single line of railway running into the city from Canadian points.

Any large industry might find it perfectly safe to commence with the service of three great transcontinental systems competing for their traffic and eager to help themselves by inducing related industries to start.

THE POVERTY STRICKEN OVERWORKED FARMER.

Look on this picture painted by the department of agriculture as a result of investigation into farm incomes:

"The average farmer receives little more money for his year's work than he would be paid if he hired himself out as a farm hand. In other words, though he is in business for himself, he gets little or no money reward for his labors and the risk and responsibility he has assumed."

Now look on this picture drawn by an exhibitor at the automobile show:

"There are approximately 1,500,000 cars in use in the country, representing a cost of about \$1,500,000,000. The average value of a new automobile is \$980. One-half of all the automobiles in this country are owned by farmers."

So much for the agricultural department's average farmer in the abstract. The real farmer is "something else again," and the motor car salesman knows his own. For the purpose of income taxation the farmer is hard up, but the dealers in devil wagons are the best detectives of solvency that the world has ever seen.



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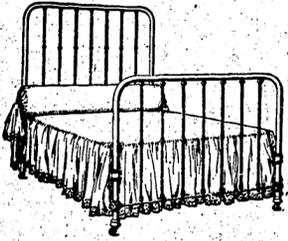
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A CHINESE COURTSHIP.

(A True Story)

In a neat little hut by the River Wing Pu, At the foot of the mountains they call the "Lung Woo," Lived a maid and her mother all alone with the pigs, And the dear little rice birds that hopped on the twigs.

The mother was forty—plenty dollars—and fat, The maid she was plenty, or something like that; The father, a "Boxer," had long since been dead; 'Twas rumored the Manchus required his head.

The name of the maiden was Pin Kee Pun Pun, With pigs' fat her hair was exquisitely done. Her mother with envy cried, "What shall I do? She is much better looking than poor me, Pun Poo."

One day down the river came Wing Kee Sun Sun, A bloodthirsty bandit, from a town called Kum Kum. He just called to see them, in the old fashioned way, And he told such big lies that they asked him to stay.

Says he, "I'm an orphan, my father has been A number one Totai, a great Mandarin, But the great revolution has spoilt us all, And I'm praying for wealth which from heaven will fall."

He tickled the mother right under the chin; He made her "chop-suey" put strong shamshin in, Until the old lady, to herself, did exclaim, "The gods have been good, I've a lover again."

But he strolled in the evening with Pin Kee Pun Pun, And she kissed and cuddled her Wing Kee Sun Sun. She told him her mother had money to spare, Which they made up their minds together to share.

"Your mother believes I love her," said Sun, "But somehow to us, dear, this money must come." They thought for a while, then said Pin Kee, with glee, "O, Wing Kee, my darling, just leave that to me."

At night when her mother was safely in bed, She drew on a cow skin, with the horns on her head, Whilst hard on a tom-tom did Wing Kee Sun beat, Until up like a shot mother sprang to her feet.

She flew to the door in a terrible fright, Fell over the pigs in the darkness of night. The devil still followed, accusing of sin, So she flew to the river and threw herself in.

"My dear," the next morning said Wing Kee Sun Sun, "What a glorious achievement this what you have done; A Dowager Empress you ought to have been; Your brains are the brains of a Right Royal Queen."

Now Wing Kee Sun Sun is a bandit no more; If he grumbles or growls he is knocked to the floor; And the King Kee's and Pin Kee's that crowd round their knees

Keep quiet when Pin Kee ever gets in a "breeze."
W. A. ELLIS.

CORRESPONDENCE

Editor Western Call:

What does the "jitney" bus service now given in Vancouver offer to the general public? What will be the effect of encouraging the "jitney" bus business in the city? These are two questions which I have been thinking about and concerning which, I would ask space for the expression of my views.

A proper city transportation system is one which connects every part of the city with every other part, a single fare covering the cost of any trip within the city limits. Does the "jitney" bus service as now operated in Vancouver meet these demands? It most certainly does not. The busses operate over very limited routes and only in the parts of the city where settlement is congested. The "jitney" drivers operate nowhere except on tram-line streets, where service is already given. Absolutely no attention is paid to definite routes, terminals or schedules. How under the sun is it possible to think of a transportation system operating along such lines meeting the demands of such a city as Vancouver?

On the other hand we had, before the "jitney" bus came to the city, a tram system which was laid out and constructed with the one idea of developing the city as a whole. Every outlying section in which settlement had advanced to a reasonable degree was connected with the centre of the city and by a system of transfers arrangements made for a continuous passage for one fare from one end of the city to the other. Over this system was given a regular and constant service according to the traffic demands of each line. The routes, service, schedule, etc., were arranged with the approval of the civic authorities, the committee on tram transportation having taken an active hand in such matters for the past several years. I would ask your readers to compare the "jitney" bus system as a solution of the transportation problems of Vancouver with that which is afforded by the B. C.

Electric in the system and service it gives. I do not believe that any thinking man who compares the possibilities of the case would, after making such a comparison, encourage the "jitney" bus business by word or action.

The results of the growth of the "jitney" bus business are bound to be bad for Vancouver. The B. C. Electric can only make extensions to its lines, improve its service, etc., as it is given public support. I believe that the company is already crippled seriously because of the advent of the "jitney" bus, and the support given by residents who apparently think they are getting "square" with the tram company.

We all have our points of difference with the B. C. Electric, but take it all in all, the company has done much for Vancouver. The city would never have developed to the extent it has had it not been for the enterprise of its management. So, I say it is up to the general public just now to encourage a company which is seeking to develop the city rather than a business which has merely in mind to gather the nickels and which is here to-day any may be gone to-morrow.

BROADWAY E. RESIDENT
Feb. 9th, 1915.

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"THE LAKE VIEW FRUIT FARM"
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Mr. Clive Pringle is a member of the Bar of British Columbia.
Citizen Building, Ottawa.



TIMBER REGULATIONS

Government Timber on Dominion lands in Manitoba, Saskatchewan, Alberta, the North West Territories, the Railway Belt in the Province of British Columbia, and the tract of Three and a Half Million Acres Located by the Dominion in the Peace River District in British Columbia.

Licenses

A license to cut timber on a tract not exceeding twenty-five square miles in extent may be acquired only at public auction. A rental of \$5.00 per square mile, per annum, is charged on all timber berths except those situated west of Yale in the Province of British Columbia, on which the rental is at the rate of 5 cents per acre. In addition to rental, dues are charged on the timber cut at the rates set out in section 20 of the regulations.

Timber Permits and Dues

Permits may be granted in the Provinces of Manitoba, Saskatchewan and Alberta, to owners of portable saw-mills, to cut over a definitely described tract of land not exceeding one square mile in extent, on payment of dues at the rate of 50 cents per thousand feet, B.M., and subject to payment of rental at a rate of \$100 per square mile, per annum.

Timber for Homesteaders

Any occupant of a homestead quarter section having no timber of his own suitable for the purpose may, provided he has not previously been granted free allowance of timber, obtain a free permit to cut the quantity of building and fencing timber set out in Section 51 of the Regulations.

W. W. CORY,
Deputy of the Minister of the Interior.

SYNOPSIS OF COAL MINING REGULATIONS

Coal mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 an acre. Not more than 2569 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5, which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of 5 cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights

are not being operated, such returns should be furnished at least once a year. The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of \$10.00 an acre. For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,
Deputy Minister of the Interior.
N. B.—Unauthorized publication of this advertisement will not be paid for.

IN THE MATTER OF THE COMPANIES' ACT AND AMENDING ACTS.

TAKE NOTICE that The MacDonald-Godson Company, Limited, intends to apply at the expiration of one month from the date of the first publication of this notice to the Registrar of Joint Stock Companies that its name be changed to "MacDonald Bros.", Engineering Works, Limited.

Dated at Vancouver, B. C. this 26th day of November A. D. 1914.
M. F. Stockton,
Secretary
413 Granville Street,
Vancouver, B. C.

S. B. Redburn & Co.

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ABSOLUTELY WHOLESOME

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Holy Communion every Sunday at 8 a.m.
Evening Prayer at 7:30 p.m.
and 1st and 3rd Sundays at 11 a.m.
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AT THE HOTEL



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The Health-Giving
Natural Mineral Water

Refuse Substitutes

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Rooms with detached bath, \$1.50, \$2.00 and up.
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Are you going to wear this winter?

Why

Leckie's, of Course

And I am going to see that my wife buys them for THE BOYS too. They are the best to wear and are made in Vancouver.

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Light and Heavy Harness, Mexican Saddles, Closed Uppers, Leggings, etc.

A large stock of Trunks and Valises always on hand.

BUGGIES, WAGONS, Etc.

Leather of all kinds. Horse Clothing.

We are the largest manufacturers and importers of Leather Goods in B. C.

WHOLESALE AND RETAIL.

FLOUR IS CHEAP

98 lb. Sack for \$3.50

WE GUARANTEE THIS TO BE NO. 1 BREAD FLOUR. Only a Few Sacks Left. Order at Once.

We have just received a carload of Shuswap Timothy Hay. This hay is fresh and green and equal to Idaho.

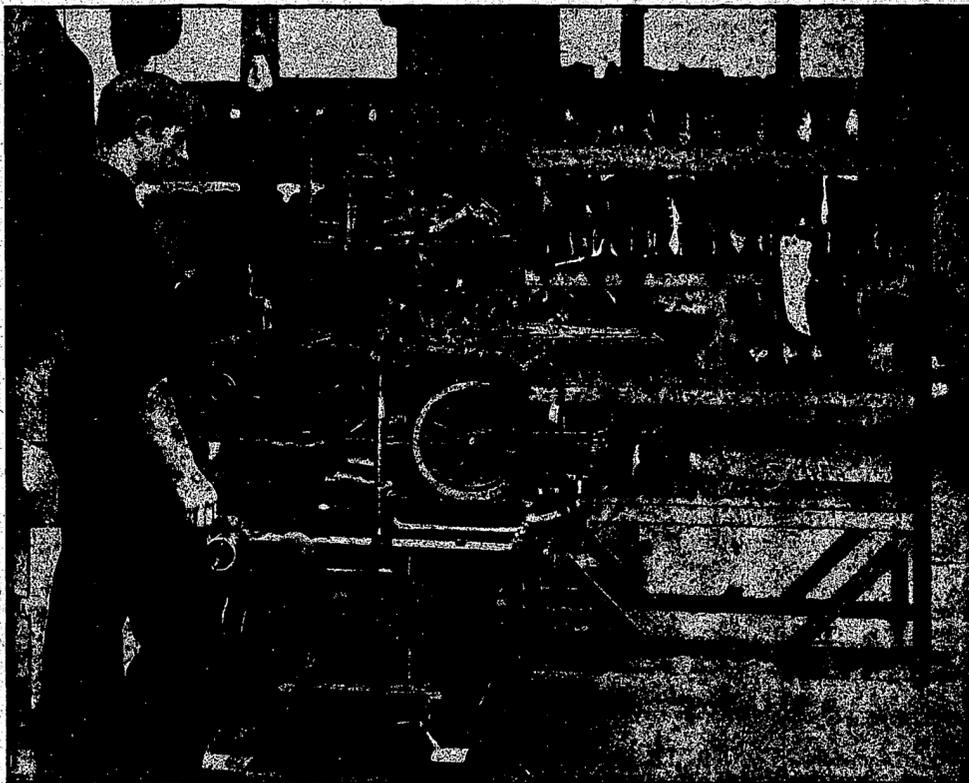
Our Poultry Supplies are a revelation. We welcome your enquiries.

F. T. Vernon

Phones Fairmont 878-186

255 Broadway East

Our Vancouver Industries



MANUFACTURING SHOES IN VANCOUVER FOR THE ALLIES
THE LECKIE SHOE FACTORY

"JITNEY" BUSES

A lot of nonsense has been written about the jitney busses. We do not intend to follow suit. But there are a few things which are not nonsense which may be said.

The touring car jitney has not come to stay. That phase of the development is purely an outcome of the extraordinary times. It has afforded and is affording many a man temporarily out of a job a means of turning what was a luxury to account in earning a living for the family until times mend.

Ultimately there is no profit in it for expensive cars are being ruined quickly by this business to which they are so unsuited. But it tides over the crisis, and for that all should feel grateful, except of course the sufferers by the competition.

Even these may perhaps call philosophy to their aid. They cannot afford to have their patrons go wholly to the wall. The money they lost by the jitneys now, they may look upon as a contribution towards relieving the community from which they have and still must draw their revenue. Now the better this community comes through the present crisis the sounder will be the company's investment later when these men have gone back to other lines of employment. Then the lost dollars will, under careful management, come home again.

The last thing Vancouver should want to do would be to seriously cripple the service on which so much depends.

At the same time, the company might help their own position, we think, by a few simple matters.

For instance, all the company's cars are blind ones. The passengers cannot see the streets ahead but are shut up to staring at a very monotonous sign of a perpetual sale perpetually closing out a certain stock. Now the streets of the city are interesting, especially at night, and many would take a ride for the pleasure of see-

ing them if the cars allowed of that. As it is no one ever thinks of taking a ride on our system except as a matter of strict utility.

I should say that fully half of the persons who ride jitney busses do so because they enjoy seeing where they are going.

Other cities cater to this desire on the part of the people and reap large results from it. Could not the B. C. Electric do so?

Again, there are beauty spots about our city which the company might secure and to which they might turn the multitude for evenings and holidays. There is the Gorge at Victoria. There are the beaches and entertainment park at Toronto. There is Winnipeg Beach, which each season turns into a fortune to the C. P. R. Many such points are easily available near Vancouver, and a moderate outlay on the part of the company in securing the ground and a little management in securing amusement features would create very profitable sources of revenue for the company.

For instance, the beach at White Rock. Already this resort is popular but such a company as the B. C. Electric could, by securing ground for a park there and by introducing amusement features, then by running through trains on their Chilliwack tram lines to the nearest point and by motor bus to the park for, say, fifty cents return, they could cram trains throughout the season and reap large profits.

We wish the B. C. Electric well. But we hope for a branch out on the part of the company to increase the pleasure of their patrons.

The heavy cars the company use would lend themselves readily to the double-decked service so popular in Britain and on the continent.

Auxiliary busses around the Park and Point Grey and to outlying points not reached by the rails would be acceptable, and perhaps these points might be reached by railless trolley. For this purpose the old light cars, mounted on truck wheels, but driven by the overhead trolley, so that the surplus power might be used, would answer well.

THE NEW DRY STATES.

For the comfort of those in Oregon and Washington who are in terror that prohibition will bankrupt their states we reprint the following article:

Few persons realize the wonderful record that Kansas shows at the end of her thirty years' prohibition of the sale of alcoholic liquors. A careful investigator writing in "The Outlook" recently showed that:

In 87 of her 105 counties Kansas has now no insane.

In 54 of these counties there are no feeble-minded.

96 of her counties have no inebriates.

38 of her county poorhouses are empty.

53 of her jails were recently empty, and 65 counties had no prisoners in the state penitentiary.

The entire number of paupers in the state falls short of 600.

Some counties have not called a grand jury to try a criminal case in ten years.

Not long ago Kansas had \$2,000,000 in her banks; her farmers owned stock valued at \$225,000,000, and in one year the people have added \$45,000,000 to their taxable property.

Only two per cent. of the entire population is illiterate.

The mortality rate has dropped from 17 per 1,000 to 7 per 1,000.

THRIVING SETTLEMENTS OPEN IN THE PEACE RIVER DISTRICT

**Mr. C. B. Duke Visits Victoria
in Aid of Pouce Coupee
Settlers.**

**Tells of District's Extent, Fer-
tility and Needs—Coming
to Vancouver.**

Victoria.—Pouce Coupee is the name of a thriving settlement, of the splendid prairie on which the settlement is located, and of the river which drains the district. It is in "The Block" as settlers know it, the Peace River block as it is referred to more especially, and the Dominion Government reserve in the Peace River section of British Columbia, to be exact.

The area of Pouce Coupee prairie, in which the settlement of over 700 hardy pioneers has located, is roughly estimated as 24 by 40 miles, said Mr. C. B. Duke, a delegate here on behalf of the settlers in that favored locality. A study of facts regarding this large new settlement on the far-flung frontier of British Columbia largely justifies any enthusiasm displayed.

When people in search of land to settle on, to make homes for themselves, drive 360 miles from the end of railway transportation, as did every one of the 700 homesteaders at Pouce Coupee, and when they are more than satisfied to remain after two years' experience, with all the hardships and privations of frontier life, and not a vestige of any kind of the advantages of modern civilization as obtainable in localities closer to the means of supply, it argues well for the natural advantages of the district in question. And that is where Pouce Coupee is strong.

Mr. C. B. Duke has been in Victoria several days to bring to the attention of the government, through its various departments, the needs of the people he represents. Mr. J. A. Fraser and Dr. Callanan, members of the Cariboo, in which riding "The Block" is situated, have done all they could to facilitate the efforts of the visitor from the far northeast corner of the province.

Open for Homestead Entry.
Describing the conditions at present obtaining in "The Block" where other settlements have been gradually forming, though none has held the rapid and wonderful development of Pouce Coupee, Mr. Duke points out that in the entire area, which is 3,500,000 acres, there are no railway lands, school lands, Hudson's Bay sections, scrip or reservations of any sort whatever. The result is that every one of the 144 quarter sections, forming a township of six miles square, is open for homestead entry, and that is making a unique settlement, in that it is possible to have a settler on every quarter section.

"For example," said Mr. Duke, "in my own township, out of 144 quarter sections, 112 have been entered for, and the homesteaders are all living on their places, and in the two years' time since we went in there most of us have more than completed our duties."

Athabasca Landing used to be the nearest point from which one could reach Pouce Coupee, but now rail-head on the Edmonton, Peace River & Dunvegan Railway is at High Prairie, which is 240 miles from the new settlement. Freight is the only way to get in supplies from railroad, and winter to only feasible and economical time, as roads, real roads, highways made by man, are yet an unknown quantity. As the snow or sleighing seldom lasts 70 days it is a hurry-up job to get in the year's supplies on the snow. Mr. Duke would very much like to be back there and busy at his work, but he has undertaken this trip to the seat of government on behalf of his fellow settlers at Pouce Coupee.

The big handicap that Pouce Coupee and all the settlements in "The Block" are under is that it is a veritable No Man's Land as far as the institutions of civil government are concerned. As the settlement is altogether a movement from the eastern side, via Edmonton, Athabasca Landing, Edson, or other points, and as the district is shut off by the Rocky Mountains from direct communication with the rest of

British Columbia, it has not received much notice heretofore. But the time has arrived when it is necessary to make some provision for the establishment of the institutions of modern government, to ensure the liberties and well-being of the people who have taken up their permanent abode in the favored section of the province, so little known in this section.

Sturdy Class of Settlers.

Judged from the point of view of what they have undertaken, the men who have taken their all, travelled so many miles from communication, taken wives and children, and selected such an isolated place for their homes, must be a pretty sterling class of settlers, which all reports agree is the case.

But the British Columbia Government does not own or control the lands in "The Block," and so has no direct revenue. The revenue the Dominion Government receives is but the ten dollar entry fee from each homesteader. Therefore, little has been done, though little has yet been asked. The past year the Dominion Government built a telegraph line northwesterly across "The Block"—and incidentally it may be mentioned that that was the very first outside money that has so far come into the district to benefit by its distribution. The official in charge of the work employed the settlers so far as he could, and made as fair a division as possible.

The Provincial Government also spent a small sum in road improvement last year, but naturally not in the direction of giving facilities for the settlers to reach their line of rail communication, which leads to Edmonton, and that Albertan city is getting the benefit of all the trade of the new country. That is until the Pacific Great Eastern shall have reached Fort George and been extended on to tap this last great open prairie of the North—the Peace River district.

Three or four hundred dollars of outlay and several weeks of time comprises the cost of making a trip to Victoria to lay the interests of the people of Pouce Coupee before the government. Mr. Duke has been very busy since being here, and every minister has been deeply interested in the information he has given them.

The people have, so far, been able to pay for their necessary supplies with what money they brought in—the main cash outlay being for groceries and for clothing. Vegetables, grain, meat, are all now produced. Prices for supplies have a sort of Klondike sound. The cheapest sugar ever yet sold in the district has been at 16 cents per pound. Flour is \$14 per hundred for all but the local article. That is \$6.50, and the settlers take their wheat, 75 miles to the nearest grist mill, where it is ground into a very inferior article, somewhat resembling whole wheat flour. "You have to lock the cabin door after you set the bread, for when it rises it will run out," is the homely but picturesque description of the peculiarities of that crude northern flour, given by Mr. Duke.

This year for the first time the settlers had threshing machines in, and excellent returns both in oats and wheat were received. The acreage is, of course, small yet. There is now a small saw-mill in the district, which is a boon. Windows, etc., are expensive. A single light 24x24 inches retails at \$1.25 as freighting is so costly and breakages high. The regular freight rate from railhead is 5 cents per pound, and the rate by rail to High Prairie from Edmonton, is \$1.50 per cwt. Formerly cured bacon and hams cost 35 and 40 cents per pound, when they had to be imported. This year the settlers have plenty of their own hogs and cured pork, the production of the farmers in the district is readily procurable at 12 to 15 cents per pound.

The number of cattle is rapidly increasing, and the district is well adapted for stock raising,

as the chinook winds coming down Pine Pass make the winter even better than that on the Southern Alberta ranges. The open nature of the Pouce Coupee prairie, and the excellent character of the soil, render it an unexcelled district for grain growing.

"There is not another new district left in British Columbia where you can find open quarter sections without a stick or a stone on, and not enough brush to switch a horse with, and where you can stick your plow in one corner of a quarter section and plow every inch of it," is the exuberant recommendation of the representative of the new district.

Pine River Pass is the logical direction by which lines of communication and transportation to the western portions of British Columbia will have to be laid from "The Block." Not until these, now under way, are completed will the coast sections of the province be able to reap the benefit of trade with the part and assist in its development.

An interesting detail furnished by Mr. Duke, respecting settlement is that many people from the other prairie come to "The Block" and finding that they can not again homestead, as it is under Federal laws, and they have already had homesteads, they are drifting on up the Pine River, into those portions of British Columbia outside the boundaries of "The Block." Many of these settlers have a substantial amount of money and stock, and they are forming the nucleus of many fine settlements in that section.

Mr. Duke will be in Vancouver early this week, and he expects to have a number of important interviews with prominent business men. It is also his intention to get in touch with the Board of Trade.

HALF-YEAR'S WAR FINDS RUSSIANS STRONGER YET

**Warsaw Front is Declared to
Be Practically Im-
pregnable.**

A Russian general, who is an aide-de-camp, to Emperor Nicholas, and is necessarily nameless, gave an Associated Press correspondent today the Russian viewpoint of the military situation. The aide-de-camp has just returned from inspecting the Russian forces at all the fronts, except in the Caucasus. He said:

"Today, exactly a half year since the beginning of the war, our second line of troops is greater and our entire armies are much stronger. The men are more hardened and physically and morally more ready."

"The enemy's territory has been occupied in East Prussia and Galicia to a greater extent than our most optimistic expectations, while the Germans are occupying practically the same lines as at the outset of the war. The distance between the Bzura River and the German frontier, though greater in miles than between Sochaczew and Warsaw, is strategically much less important for the reason that there are no fortified positions between the Bzura and Germany, while the last three months, during which the Germans have been occupied in vain attempts to advance, have been profitably used by us to fortify the line from Novo Georgievsk to Warsaw and Ivangorod (the Vistula line), which line is now practically impregnable."

"The territory occupied by us in East Galicia is now part and parcel of the empire. Lemberg and vicinity are well fortified and the population is well satisfied with the new state of things. In the Carpathians the Austrians have been weakened by recent defeats, and the German help there was insufficient to infuse new blood into their army."

Made-in-Russia Campaign.

"At the outset of the war fears were expressed, in view of the difficulties of importation, as to where we were to get necessary mechanical implements. Necessity has shown the strength and

resourcefulness of the Russian nation. Many small wares, formerly manufactured for us in Germany and Austria, have been perfectly replaced in the Moscow manufactures. Village hand work is producing satisfactory cutlery, saddlery and munitions, and in making these things the peasant is showing remarkable adaptability.

"Even machine articles are successfully produced. When our troops were in East Prussia the first time they secured eight barb wire machines."

"These were brought to Russia and copied, so that such machines are now produced here. This is one example, and such occurrences are numerous."

"The relations of the soldiers and the commanders are excellent. Many occasions have witnessed situations where the commander desired to precede the men. The latter, however, requested the leaders to remain behind, saying, 'You are one hard to replace; we can be spared.'"

"A felicitous circumstance is the absolute unity of the nation and the army. Officers and men are extremely alive to what is transpiring in the country, and are gratified to see the concord between the government and the people, and the interest which the entire people are taking in the campaign. Sanitary conditions can be judged by the insignificant number of illnesses and the vigor of the men in the ranks."

Germany Husbands Her Wheat.

London.—Germany's gigantic scheme of food regulation was inaugurated yesterday, bakers being henceforth compelled to reduce their daily output by 25 per cent., and a limit being set upon the amount of flour to be used in breads and pastries.

CONSUMER'S LEAGUE

In connection with the "Made-in-B. C." campaign considerable work has been done by the Manufacturers' Association and the various women's organizations which have taken up the movement. Consumer's Leagues have been organized in Victoria and New Westminster, and it is expected that the organization in Vancouver will be completed within the next few days. Several committees have been gathering data and with a well attended public meeting their efforts should be crowned with success.

The object of the Consumer's League is to bring to the direct attention of the housewife the different commodities which are manufactured in the province, through a co-operative system of publicity. The effect of such an organization has been seen in various cities, where the commodity manufacturer has been only too willing to accept suggestions from the organization, and the consumers by direct visits to the factories have been able to view, and gather direct information as to the methods of producing staple articles in the district.

In connection with the movement a number of manufacturers have had a series of motion pictures produced showing their plants in operation, and the different lines of goods produced. These will be given a private exhibition and then exhibited at various theatres throughout the province. The pictures are being taken by Mr. A. D. Kean.

With the organization movement, Mrs. Ralph Smith has given considerable time, and it is through her energetic work that it has assumed such proportions.

Since January, 1897, Canada has given away 400,000 free homesteads of 160 acres each, or 100,000 square miles. Enough land to make a felt four miles wide around the globe. The biggest gift of land in history.

The contents of Rod and Gun for February include Sentries of the Wild by H. Mortimer Batten; A Brush With Polar Bears in the Hudson Straits of Northern Canada; The One Eared Wolf by H. C. Haddon; Rolo the Pup vs. Alberta; The National Transcontinental Gameland of Quebec; and other stories. The Guns and Ammunition department occupies ten pages of reading matter this month and other departments are well maintained. This well known Canadian sportsman's publication is issued at Woodstock, Ont., by W. J. Taylor, Limited, Publisher.

SHACKLETON OFF FOR ANTARCTIC

London.—Lieutenant Sir Ernest Shackleton, commander of the British trans-Pacific expedition, sends to the New York World the message given herewith: "Mr. Shackleton's party left Liverpool on September 19 and sailed from Buenos Ayres for the Weddell Sea on October 26, on the Endurance, with a part of the expedition, the other part being started on the Aurora for the Ross Sea."

The original plan was for the Shackleton party to cross the Antarctic ice over the South Pole to the Ross Sea, a distance of 1,700 miles, the two sections of the expedition to join next April,

if possible, unless the ice conditions prevented so early a junction.

"News which awaited the expedition when it arrived at South Georgia, within 45 degrees of the South Pole, finally decided me in the plans which I have now made," said Shackleton.

"All reports show that the ice is farther south than it has been for years, and that means that the pack has not broken up. "I see no chance of our getting through this season, by the ice report. It is so bad that you must not look for us until the beginning of March, 1916, from New Zealand."

EPWORTH LEAGUE.

**At Representative Meeting Inter-
esting Addresses Are
Delivered.**

Interesting reports were submitted and excellent addresses delivered at the last meeting of the Vancouver District Epworth League executive, held in Wesley Church on Thursday evening, the League being well represented. There were also present Rev. Mr. Lamb of the Thomas Crosby Mission boat, Rev. J. P. Westman, Field Secretary, Rev. D. Osterhout, superintendent of the mission work among the Orientals in British Columbia, and Rev. Mr. Sing of the Chinese Methodist Mission.

Rev. Mr. Lamb gave an excellent address on the coast work and related many experiences of meeting all classes of people and holding as many as eighteen services a day. On behalf of the missionary department, four members have started active service, three from Cedar Cottage, Robson Memorial Church, Miss Wilson to Bella Bella, Miss Wharton to the hospital at Bella Bella and Mr. Wilkinson, a probationer for the ministry; Fairview Church, Sixth Avenue, Miss B. Vermelye to teach in the Coquhalla Indian Institute. Rev. Mr. Westman spoke also of his experience and work in Alberta and British Columbia, and made a strong appeal for all to attend the meeting of the Epworth League and Sunday schools institutes that will be held in the city this week. The executive expressed their sympathy for the secretary, Miss Osbourne, and members of the family recently bereaved by the death of her brother, at the age of 21.

LUSITANIA'S FLAG.

**Big Liner Approached Liverpool
Under the Stars and Stripes.**

London.—The Press Association has issued the following under a Birmingham date:

"Passengers from the Lusitania who arrived here Sunday state that when off the coast of Ireland the Lusitania received a wireless message from the Admiralty that it was to hoist the American flag. It did so, and sailed under that flag to Liverpool."

The Daily Express asks what is wrong with the Union Jack that the Foreign Office should encourage the use of a neutral flag as a trick of war?

"The whole affair leaves a very disagreeable taste in the mouth in England." It says: "Since when has the Union Jack become a color to be hauled down timidly, or an inadequate protection on all seas? Our confidence in the Admiralty and navy is such that we are bound to regret profoundly this resort to a subterfuge, which, while it in no way excuses German piracy, may give the enemy and neutral nations an opportunity for those sneers which we are least inclined to tolerate."

Back on Full Time.

Elizabeth, N. J.—The assembling department, one of the largest at the Singer Sewing Machine works, has announced a return of all men on a full time schedule beginning today. At the office of the company it was said the entire plant will be back on the old schedule within another month. Early last fall about 50 per cent. of the 9,000 employees there were laid off.

SUBMERGED STATIONS FOR THE SUBMARINES

"I do not know, and nobody knows outside the German Naval Department, whether Germany has submerged supply stations for their submarine fleet in the English Channel, but such a scheme is feasible," said Simon Lake, the submarine expert, today, in an interview. "On account of the success of Germany's undersea craft in their raids on British commerce, I long ago formed the opinion that they had, and from their latest threat against British commerce and their recent declaration that they will cripple her commerce I am more convinced than ever that they have."

A Lake Boat.

"The German submarine is practically a lake boat in that it is supplied with a diving compartment. It is very simple for a man to leave the submarine when it is submerged. Arrayed in his diving suit, it is perfectly easy for him to get submerged supplies. The German submarine uses the Diesel engine, made to use crude oil. It is no great problem to have submerged tanks for crude oil. I long ago perfected such a tank myself. As regards supplies of food, that is still a simpler problem. It is only a matter of packing food in sealed or water-tight packages. Such supply stations along the British coast or other places along the English Channel would enable a German submarine to continue its activities for months."

WATER NOTICE.

Use and Storage.

TAKE NOTICE that Joseph Astley, whose address is 4423 Slocan Street, Vancouver, B. C., will apply for a license to take and use five cubic feet per second and to store about 250,000 gallons out of an unnamed creek to be henceforth known as Astley Creek, which flows south-westerly and drains into the sea about 1 1/2 miles north of the southern point of the west coast of Texada Island, Province of British Columbia. The storage dam will be located on or near the north-west corner of Lot 339, Group 1, on the said Texada Island. The capacity of the reservoir is not yet determined. The water will be diverted from the stream at or near the north-west corner of Lot 339 aforesaid and will be used for mining, steam, power and storage purposes upon the land described as Lot 339 aforesaid and elsewhere. This notice was posted on the ground on the 14th day of December, 1914. A copy of this notice and an application pursuant thereto, and to the Water Act, 1914, will be filed in the office of the Water Recorder at Vancouver, B. C. Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C., within 30 days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is 13th January, 1915.

JOSEPH ASTLEY,
Applicant.

LAND ACT.

**New Westminster Land District.
District of Texada Island.**

TAKE NOTICE that I, Joseph Astley, of Vancouver, occupation engineer, intend to apply for permission to lease the following described foreshore for docking purposes: Commencing at a post planted about one and a half miles from the southern point (on the east side) of Texada Island, thence following the shore line in a north-westerly direction to the head of an unnamed bay (henceforth to be known as Astley Bay), thence following the shore line around the bay to the east side, thence south-east for about 750 feet.

Dated January 20th, 1915.
JOSEPH ASTLEY,