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SOME NEW STYLES FOR THE COMING SPRING, TRA LA

The centre figure shows a catchy costume of love-in-the-mist blue face cloth, the lower tunic and gilet of pale green, the collar turned back with point de Venise. On the left is a hat of light blue silk, "chapeau" shaped, with upstanding quill in the centre, and on the right is a new hat of white erin with a black brush aigrette at either end.

### POLITICAL ROAD BUILDING IN PORTLAND CANAL

(Continued from Page 2)

ability is their indispensable qualification; character and efficiency are not in demand. The usual petty tyrannies are practised. The road foreman collects from road employees a toll called "membership fee in the Stewart Conservative association." I myself was advised by the road superintendent to patronize one pack horse owner in preference to another. "Business enterprise" in Stewart means to clamor for appropriations for every conceivable purpose and to squabble over their distribution when granted. Working the government pays better than working the natural resources. So far as Stewart is concerned, the Conservative organization may be effective for the purpose for which it is designed, but for the nominal purpose of building roads and trails, to reckon its 50 per cent on the basis of the best private practice, would be a generous estimate. Ring considerations seem to govern the distribution of road and trail work. To illustrate, let us examine in detail the road work of the district for the past season: American Creek—A Liberal interested in this section reports that he was able to bully the road foreman into making a limited amount of trail improvements.

Bitter Creek—President and secretary of Stewart Conservative association both interested here. This creek is served by horse trails and a wagon road is under construction and well along. No production.

Glacier Creek, north side—Private trail to a miner's cabin—a sop to a voter with leanings toward Socialism, and a good patron of the bar from which government patronage is popularly supposed to be distributed. Fifty eight sacks of ore reported shipped this season.

Glacier Creek, south side—Improvements to trunk trail promised for this summer but promise not fulfilled. Eight tons of ore carried out pack animals—the largest shipment from the district for the season. Plenty of money for the trail while Sir Donald Mann was operating over this route, but none after he ceased work. Present trail is a monument to the incompetence of the road department.

Marmot River—Some \$600 in work here for the merchant who has the government trade. Three or four tons shipped.

Salmon River—The secretary of the local Conservative association is credited with the influence necessary to carry a trail across eleven miles of Alaskan territory, and up to his own door. Considerable trail work done here this season. No production.

Bear River, Naas Valley, and Groundhog Mountain—This route seems to have absorbed the largest part of the appropriation for this section. Exact figures are not obtainable, as there appears to be no public accounting. The first twenty miles of this route serves a mining district in which more or less development is being carried on.

Beyond Bear river the trail traverses a selection of alleged agricultural land on the upper Naas river, and will terminate in the coal area near Groundhog mountain. This section of trail has been slashed to a point just beyond the Naas, but the Naas is not yet bridged. On the upper Naas there is said to be one bona fide settler, and he a cripple. There is no agricultural development, and, indeed, the consensus of opinion among explorers of this region is that the land is of very dubious value for agriculture. Regarding the Groundhog coal fields, there have been many conflicting reports. According to the general tenor of the provincial mineralogist's report, these deposits are of questionable value. This report, however, is notable for the information it does not contain, and as a matter of fact the provincial mineralogist was long since discredited among well-informed mining men. It is certain, however, that developments in the coal area are meagre and not on a commercial scale. It would appear, therefore, that this heavy section of trail, involving by far the largest single expenditure in the Portland canal district, is not built to meet the demands of industry. The interests served by its construction are obviously the land and coal speculators, and perhaps also Mackenzie and Mann, who may find the trail useful when it comes to building their projected railroad.

To summarize: I find from my own experience that so far as the Portland canal district is concerned, the road department serves large capital and favored persons, though in a wasteful and slovenly manner; the individual miner outside the gang gets nothing, except incidentally, and, moreover, finds himself in an unfriendly atmosphere that is in various ways prejudicial to

his interests; for between gangsters and creative industry there is an instinctive antagonism that can never be reconciled. Therefore, as far as I am personally concerned, I would prefer to see the road department, as at present conducted, get out of the district, bag and baggage, and stay out.

The recent statement of the attorney-general that during the eleven years of the present administration there has been "not a single suggestion of scandal, nor of improper use of public funds," reminds one of the old saying that "self-praise is half slander." Are we to infer that the machine is maintained for altruistic purposes, or that its power is so overwhelming that critics who are not polite can be placed outside the law? Does Mr. Bowser shirk responsibility for the practices of his subordinates? The administration at Stewart conducts itself like the ordinary type of spoils gathering machine, and private industry not endorsed by the ring may be sandbagged unless it is strong enough to defend itself.

In conclusion, I offer the suggestion that if the opposition would exercise the self-denial, or whatever it may be called, to pledge itself to take the administration of the road fund out of politics and put it into the hands of engineers of character and experience; and if they could nominate candidates whose characters would guarantee that the pledge would be kept, they might perhaps improve upon the pitiful showing they have made at the polls during recent years.

WILLIAM W. RUSH.

### Now the Horse Won.

A few days after the new farmer had purchased a horse from a thrifty Scot he returned in an angry mood. "You told me this horse had won half a dozen matches against some of the best horses in the country. He can't trot a mile in six minutes to save himself. You lied to me!" he denounced. "I didn't lie. It was in ploughing matches he took six prizes," calmly replied Sandy.



### A SMART TAILORED SUIT

Of dark blue serge trimmed with braid. The collar and cuffs are of Oriental printed crepe cloth, the gilet being of white pique finished with cobwebby lace.

Keena Land District—District of Queen Charlotte Islands

TAKE NOTICE that I, Frederick L. Pusch, occupation clerk, of Prince Rupert, B. C., intend to apply to the Commissioner of Lands for a license to prospect for coal, oil and petroleum over the following described lands: On the west coast of Graham Island commencing at a post planted one mile south and one-fourth mile east of the mouth of West River, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

FREDERICK L. PUSCH, Locator.  
 Wilfred Charles Macdonald, Agent.  
 Date, December 29, 1913.  
 Advertised Feb. 26 to April 7.

Keena Land District—District of Coast Range Five.

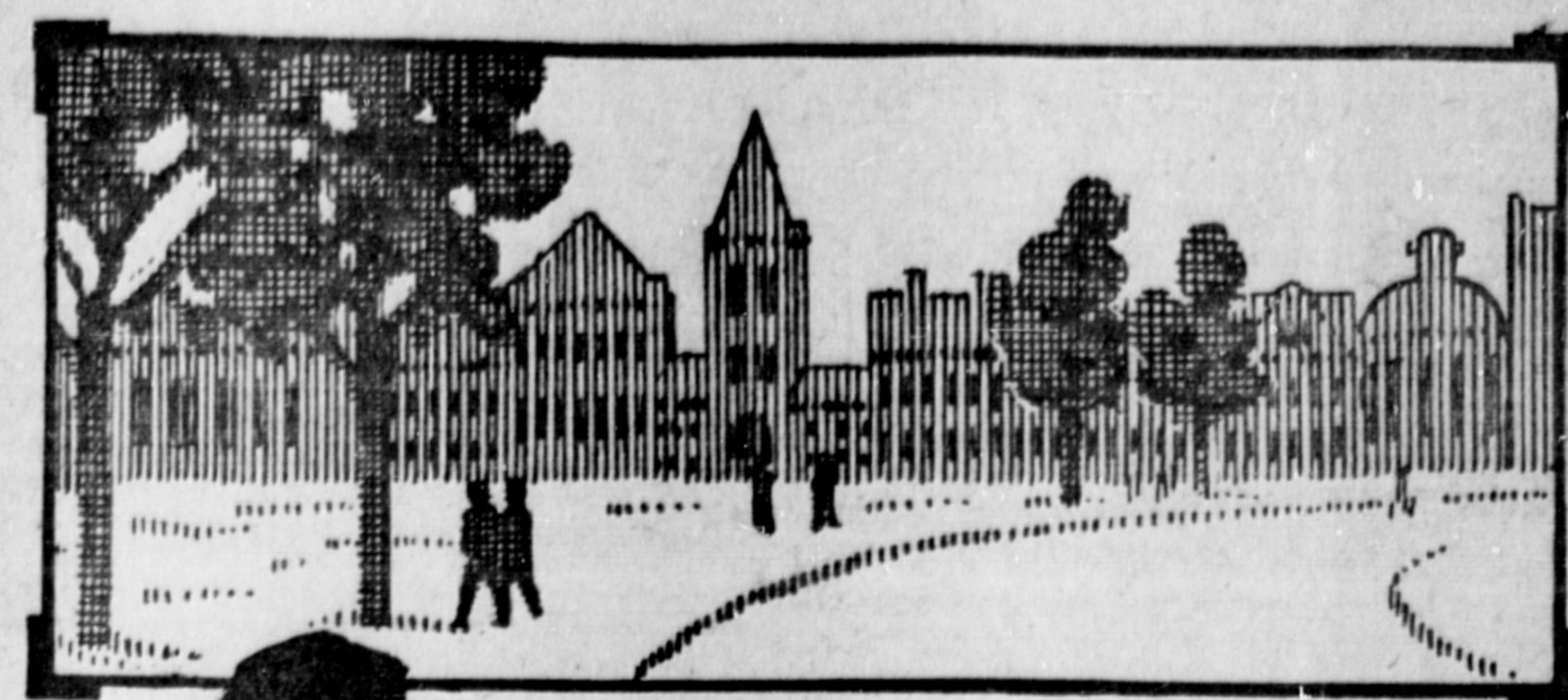
TAKE NOTICE that I, Thomas McLymont, of the City of Prince Rupert, in the Province of British Columbia, broker, intend to apply for permission to lease thirty (30) acres of land bounded as follows:

Commencing at this post planted where the northerly limit of the right-of-way of the Grand Trunk Pacific Railway Company crosses the westerly bank of the Zimmergoetz River, and being about 400 feet east of Mile 87; thence in a northerly direction along the westerly shore of said river a distance of thirty (30) chains; thence easterly parallel with the northerly limit of the Grand Trunk Pacific right-of-way, a distance of ten (10) chains; thence southerly parallel with the westerly shore of the said river to the northerly limit of the right-of-way of the Grand Trunk Pacific Railway Company; thence westerly along the said northerly limit of the said right-of-way ten (10) chains more or less to the place of commencement.

DATED this seventh day of January, 1914.

THOMAS MCLYMONT.

Pub. Feb. 3 to April 6.



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567—PHONE—567

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TAKE NOTICE that I, Frederick L. Pusch, occupation clerk, of Prince Rupert, B. C., intend to apply to the Commissioner of Lands for a license to prospect for coal, oil and petroleum over the following described lands: On the west coast of Graham Island commencing at a post planted one mile south and one-fourth mile east of the mouth of West River, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to place of commencement, containing 640 acres.

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 Wilfred Charles Macdonald, Agent.  
 Date, December 29, 1913.  
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