

THE CHARTER OF A KING

TWO HUNDRED FIFTY ONE YEARS AGO, May 2nd, King Charles the Second, granted to "The Governor and Company of Adventurers of England Trading into Hudson Bay" this Royal Charter—conveying to them sole right of trade and commerce in all the vast territory traversed by the waters tributary to Hudson Bay.

From that memorable Incorporation sprang the Great Company which during two hundred years penetrated the barriers of a mid-continental wilderness and fashioned the cradle of a new British nation—the Dominion of Canada.



Devoted to The Interests of Those Who Serve The Hudson's Bay Company

Great Expansion of H. B. C. During 251 Years

*From Fort Charles, First Post on the Bay, The Company's Establishments
Have Spread to Distant Coasts of Pacific and Frozen
Ocean at the North.*

By J. BROWN, Associate Editor.

ONE year more than a quarter of a millenium since incorporation! In a country where youthfulness is the predominating characteristic, it stuns the imagination to realize that H. B. C. has been active in Canada since the reign of Charles II, first King of England after the Cromwellian Protectorate.

Neither Prince Rupert, kinsman of the king, or Charles II himself could have dreamed that the Charter which brought the Company into being, two hundred and fifty-one years ago, was ultimately to result in almost half a continent being added to the British Dominions. But it was the policy of English monarchs to encourage and subsidize brave adventurers whose ambition was to plant the flag of Britain on distant shores and spread the commerce of England to the farthest seas.

The crown was convinced by the story of Groseillier's and Radisson's first expedition to Hudson Bay in 1668, that this vast unknown land at the top of North America was abounding in rich furs and teeming with great potential wealth in fisheries, precious stones and minerals. Then, too, the route by which the "Nonsuch" had sailed into the Bay promised to disclose a "Northwest Passage" leading to the merchant-treasure of the Orient which had been the goal of seafaring nations of the world for three centuries.

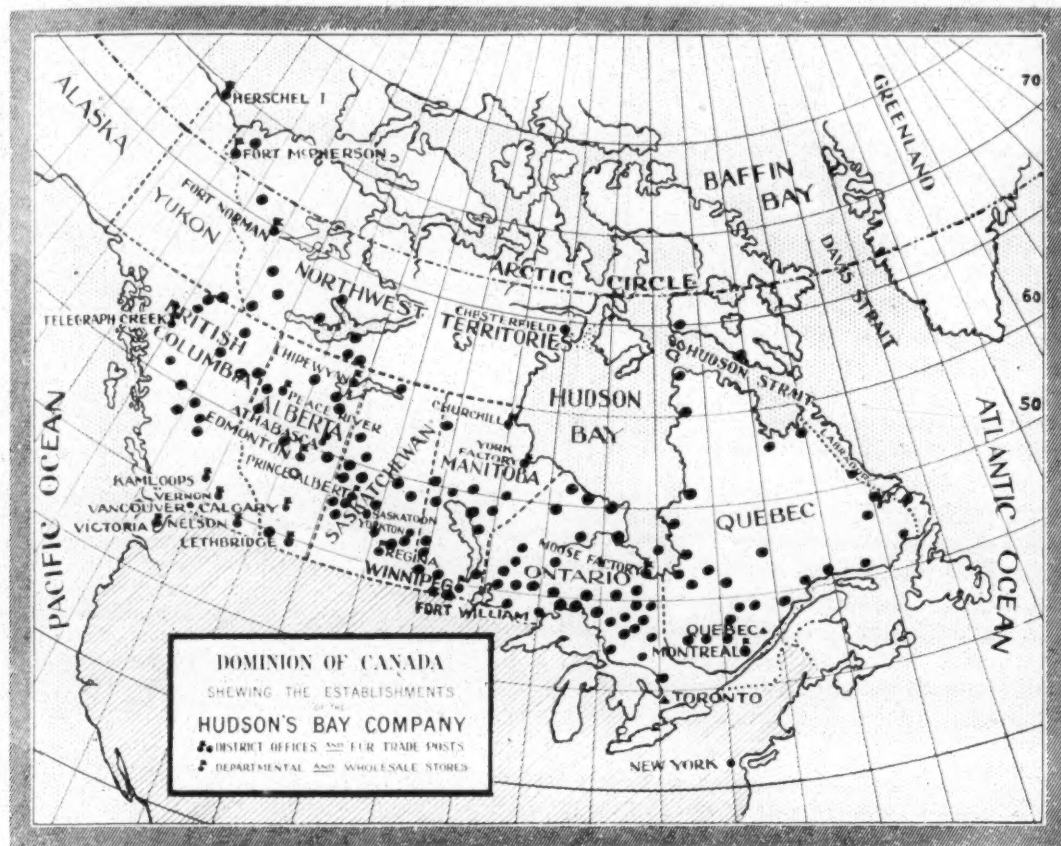
So England hoped that, through the daring and enterprise of Prince Rupert and those "Gentlemen Adventurers," to win the glory of discovery by first navigating the mythical, long-sought passage which was thought to lead to the silks and spices and jewels of India; and if those frozen shores the "Nonsuch" had skirted on her initial voyage possessed natural resources of importance, England wanted them developed for the added greatness of her own commerce.

That a King could thus dispose great unexplored areas of land appears somewhat curious to people of to-day; but it must be remembered that such powers had been commonly exercised for centuries by European rulers. Geographical discoveries during the Elizabethan period and that of the early Stuarts gave a remarkable stimulus to world-wide shipping and trade. New lands were continually being claimed for the flags of England, Holland, France and Spain.

The system of limited liability companies was yet unknown in commerce and the institution of the Chartered Company was found by all principal nations to be the most practicable instrumentality for the development of colonies. During the seventeenth and eighteenth centuries, more than seventy such companies were formed in France alone, but the Charters were frequently revoked and this system was finally abandoned.

The Hudson's Bay Company lost no time in taking advantage of the rights and powers granted by the Charter of 1670. The first post had already been established by Groseilliers at the southernmost tip of Hudson Bay and named Fort Charles. Fort York, Fort Prince of Wales, Fort Churchill and other posts fringed the Bay before many years had passed.

For a long time, the Company forbore entering the distant interior, preferring to influence the Indians to come down to the Forts on the Bay with each season's catch of fur. This plan possessed a double advantage in that it simplified the transportation problem of the Company and withdrew the hunters from the fur districts at a time when it was important that animals should be left unmolested while reproducing and during the season when pelts were unprime.



Furthermore, the location of H.B.C. forts at seaboard and the cheaper ocean transportation gave the Chartered Company a great advantage over the French companies and traders who had earlier penetrated to the remote interior and were compelled to carry furs by canoe over difficult waters and countless portages to Montreal.

In due course, however, H.B.C. entered upon exploration and development of the interior with a firm resolve to encompass the full span of the territory over which it had been granted the sole right of trade, commerce and government. Anthony Hendry and Samuel Hearne at different periods struck inland, one westward toward the great prairies and the other north to the Athabasca region and the Coppermines on the shores of the Arctic.

The Company's posts began to spread in all directions from the central base of supplies, York Factory on the Bay. Up the east side of the Bay and around the coast of Labrador; south and west toward "the Sault," the Red River, Lake Winnipeg and the Saskatchewan, the "inland" posts of H.B.C. were

flying the house-flag of the Great Company, until in 1821, the active Northwest Company of Montreal found themselves opposed at every remote interior trade-centre of importance.

The amalgamation of the Hudson's Bay Company and the Nor'westers during that year greatly augmented the number of H.B.C. posts and placed the fur trade virtually in the hands of one great organization.

Following the notable explorations of Alexander MacKenzie northward to the Arctic Ocean, over the great river that bears his name, and across the Rockies to the Pacific, trading posts spread to the long reaches of Northwestern watercourses; to the frozen ocean at the north and the shores of British Columbia at the west.

H.B.C. fur-trading establishments now extended from the edge of Labrador to the Columbia River in Oregon and from Alaska to the outskirts of Quebec.

In Western Canada, the coming of farm settlers and the growth of cities has in the last fifty years pushed back the limits of the fur preserves ever northward, leaving those oldtime fur

posts of Fort Garry, Fort Edmonton, Calgary, Vancouver and Victoria, which though no longer the rendezvous of the Indian, trapper and *coureur de bois*, continue to carry on trade for H.B.C. in a new guise. First, general stores of a capacity enlarging to keep step with the development of cities; now great departmental stores have occupied the places of those ancient strongholds of primitive barter.

From its small beginnings on the shores of Hudson Bay two hundred and fifty-one years ago, H.B.C. has survived and steadily grown despite the vicissitudes of wars, trade rivalries, changes in government and revolutionizing of commercial conditions. As a factor in Canadian business of the present day, the influence and position of H.B.C. may be judged by the far-reaching character of its modern organization and the great number of its establishments spread to every quarter of the country:

ESTABLISHMENTS OF THE HUDSON'S BAY COMPANY IN CANADA, 1921.

Executive, Audit, Accounting and Publicity
Departments—Winnipeg.

LAND DEPARTMENT

Head Office, Winnipeg.

Branches, Edmonton and Victoria.

WHOLESALE DEPARTMENT

Head Office, Winnipeg.

Branches—Regina, Saskatoon, Edmonton, Calgary. Candy Factory, Winnipeg.

RETAIL DEPARTMENT

Eastern Buying Agency

Montreal New York

Department Stores

Winnipeg, Man.	Vancouver, B.C.
Yorkton, Sask.	Victoria, B.C.*
Edmonton, Alta.	Nelson, B.C.
Calgary, Alta.	Kamloops, B.C.
Lethbridge, Alta.	Vernon, B.C.

* To be opened this year.

FUR TRADE DEPARTMENT

District Offices

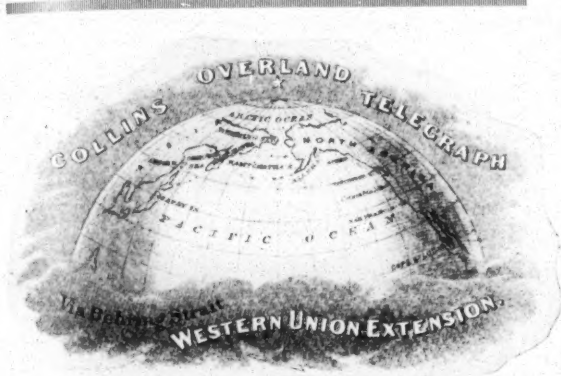
For Labrador, St. John's, Nfld.
 " St. Lawrence, Montreal
 " Lake Huron, North Bay, Ont.
 " Lake Superior, Fort William, Ont.
 " Keewatin, Winnipeg, Man.
 " Saskatchewan, Prince Albert, Sask.
 " Athabasca-MacKenzie, Edmonton, Alta.
 " British Columbia, Vancouver, B.C.
 " Western Arctic, Herschel Island, N.W.T.

Trading Posts

McPherson	Isle a la Crosse
Arctic Red River	Canoe Lake
Good Hope	Old Souris River
Norman	Dipper
Wrigley	Clear Lake
Simpson	Portage la Roche
Liard	Onion Lake
Nelson	Cold Lake
Providence	Buffalo River
Rae	Stanley
Resolution	Norway House
Fort Smith	Nelson River
Smith Landing	Cross Lake
Hay River	Split Lake
Fort Chipewyan	Oxford House
Fond du Lac	God's Lake
Fort McKay	Island Lake
Fort McMurray	Little Grand Rapids
Edmonton	Berens River
Spirit River	Fort Alexander
Athabasca Landing	Deer Lake
Peace River Crossing	York Factory
Red River	Severn
Wabasca	Trout Lake
Trout Lake	Churchill
Chipewyan Portage	Chesterfield Inlet
Keg River	Weenusk
Upper Hay River	Shamattawa
North Shop	Baker Lake
Vermilion	Nipigon House
Grouard	Montizambert
St. John's	Long Lake
Hudson's Hope	Peterbell
Whitefish Lake	Missanabie
Sturgeon Lake	Mattice
Lac du Brochet	White Dog
Swan River Outpost	Osnaburg
Eskimo Outpost	Lac Seul
Pelican Narrows	Grassy Narrows
Pukattawagan	Fort William
Cumberland House	Dinorwic
The Pas	Fort Hope
Cedar Lake	Graham
Fort a la Corne	Hudson
Montreal Lake	Pine Ridge
Lac la Ronge	Lake Savant
Green Lake	Cat Lake
Grand Lac	Seven Islands
Barriere	Mingan
Bell River	Romaine
Biscatasing	St. Augustine
Minaki	Weymontachinque
Abitibi	Obijuan
Matogami	Manowan
Temagami	Point Bleue
North Bay	Rigolet
English River	North West River
Martens Falls	Davis Inlet
Matachewan	Cartwright
Moose Factory	Fort Chimo
New Post	Port Burwell
Albany	Stupart's Bay
Attawapiskat	Lake Harbour
Rupert's House	Wolstenholme
Mistassiny	Cape Dorset
Woswonaby	Coats Island
Neoskweskan	Fort McKenzie
Eastmain	Whale River
Nemaska	Leaf River
Fort George	St. John's
Great Whale River	Hazelton
Charlton Depot	Babine
Bersimis	Quesnel
Fort St. James	McLeod's Lake

Fort Crahane
Dease Lake
Victoria
Baillie Island
Aklavic

Telegraph Creek
McDames Creek
Herschel Island
Kittiganzuit
Fort Thomson



Design from telegraph blank of the company

Overland Cable Once Started From B. C. to Europe

*Collins Telegraph Line via Behring Strait
Begun in 1864; Abandoned When
Atlantic Cable was Laid.*

By C. H. FRENCH

BEFORE Cyrus Field finally succeeded in laying the first Atlantic cable in 1866 there were several attempts to lay a cable from Europe to America, but all failed on account of there not being in those days ships large enough to carry a sufficient length of cable to span the Atlantic. It had up to that time been found impossible to make a splice on the high seas.

Under these circumstances it is not surprising that a company was formed to build a telegraph line overland from British Columbia to Europe, via Behring Straits. The company was known as the Collins Overland Telegraph Line, Western Union Extension.

A start was made from Yale, British Columbia, in 1864, under the direction of Colonel Bulkley. When one reads of the great efforts that were made to do this work economically, quickly and well, one marvels, because to get the necessary organization together on this then almost inaccessible coast must have been stupendous.

By 1866 the line was completed and in operation as far as Quesnel, while hundreds of miles further north the route was laid out and cut a hundred feet wide, not merely a packtrain road,

but a line wide enough for a railroad, was prepared on which to string the wire for the telegraph.

The country was little known and had to be explored in order to locate the most suitable route. This route was so well chosen that when the Dominion Government later carried the line from Quesnel to Dawson in 1898 it was found impossible to improve on it.

Surveyors went through New Caledonia (now British Columbia), via Stuart's lake, Tactla lake, Bear's lake, and on to Telegraph creek, but finally decided to use the Bulkley valley to Hazelton and thence northward.

Steamers were used up the Stikine and Skeena rivers. The Fort Simpson H.B.C. journals report the arrival at that point of exploration parties by way of the Skeena, Naas and Stikine, who had started from Quesnel, making such remarkable time and accurate observations that even up to to-day have never been equalled.

Meanwhile, the ship "Great Eastern" was built and successfully laid a cable in the Atlantic ocean, thereby accomplishing what the overland telegraph builders in British Columbia were trying to do. After that it was unnecessary to finish the overland line and in the fall of 1866 the whole undertaking was abandoned.

Barkerville became the centre of the Cariboo district mining operations and the Canadian government subsidized the Collins Overland Line for additional construction from Quesnel to Barkerville, thereby establishing telegraphic communication between the coast and mines.

It was operated most successfully and finally taken over by the Dominion government, and in 1898 extended from Quesnel to Dawson and is now known as the Yukon Telegraph Line.

During the first few years it was found extremely difficult to keep this line open continually. The heavy snows in the mountains and falling timber occasioned heavy maintenance work. To-day it is operating with entire success. Telephones are being installed over the entire system. There are cabins about every thirty miles along the line with a complement of two men whose duty it is to keep the line open fifteen miles each way.

The original line, when abandoned, had quantities of wire here and there which was made use of by the Indians in different ways, one of the commonest being to bind together material for their bridges. One was built over the Bulkley river at Hazelton, ninety feet above water, and was a very ingenious contrivance.

It is not generally known that the Hudson's Bay Company in the early seventies planned to build a telegraph line from the coast to Fort Garry, also a water and rail transport system, and went as far as to explore the telegraph line from Barkerville to the east of the mountains. Before any definite steps were taken, however, the Canadian Pacific railway had their exploration parties in the field and the project was dropped by the Company.

Pension Increase Acknowledgments Tell of Gratitude

THAT pension increases made by the Company in 1920 were received by retired H.B.C. employees with much appreciation and gratitude is clearly evidenced by the many letters received, extracts from a number of which are added here:

"The high cost of everything for the past few years has been bringing the proverbial wolf closer and closer to my door, but with this splendid assistance and continued economy and watchfulness I hope to have said wolf's pelt for the special winter shipment, and that the old parchment door and window of the old Trading Post may long protect their occupants and help to declare dividends as of yore."

"Will you kindly convey to the Governor and Committee my sincere thanks for the kindly consideration they have taken in this matter. For myself it is really a God-send although I owe no one, but it has been a hard struggle to keep the two ends together and you can imagine how I appreciate their thoughtfulness in making it easier for me and many others to get along more comfortably in our old age."

"In these days when money does not go as far as it used to do, the increase will not come amiss, and you can assure the Company that I heartily appreciate their generous act. I wish that I could show my appreciation in a better way than by mere thanks."

"I would like to express to the Governor and Committee my appreciation of the generous increase. It is in line with the traditions of the Honourable Hudson's Bay Company."

"It is very good of the Company to remember us pensioners and our struggle in these latter days of H.C.L. to make ends meet. An increase of pension at this time is all the more welcome as fuel in this section of Ontario has gone to unprecedented heights in price. Coal at \$23.50 per short ton takes some paying for with a limited income."

"I can assure the Governor and Committee that their action in this matter is greatly appreciated and it certainly is very nice to know that the old brigade have not been forgotten."

"I thank the Company for their kindness of giving me a few dollars more. Owing to the high cost of living I have used up the little money I saved when in the service and now I am getting old and useless, 83 years old now. I was 44 years in the service."

"I shall be glad if you will convey to the Governor and Committee and the Canadian Advisory Committee an expression of my heartfelt appreciation coupled with the hope that the Company's interests will continue to prosper in the vast domain where its flag and activities paved the way to civilization and development."

U. S. Navy Thanks H. B. C.

APPRECIATION for the aid of H.B.C. men at Moose Factory in the rescue of American balloonists last December was recently expressed by the United States Navy Department in a despatch to the Governor-General of Canada and conveyed by the latter through the medium of the Air Board to the Company by letter as follows:

"I am directed to inform you that a despatch has been received by His Excellency the Governor-General from His Majesty's ambassador at Washington, stating that he has been requested to convey to you the thanks of the United States Navy Department for the assistance given in the search for the United States naval balloonists last December."

Yours truly,

(Signed) J. A. WILSON,
Secretary.

Captain Mack to England

CAPTAIN G. E. MACK, manager of the Bay transport for H.B.C., sailed aboard the *Minnedosa*, April 2nd, for England. He is expected to return to Montreal the second week in May and thence to Winnipeg.

Home-made H.B.C. Propellers Bring Back Ft. Norman Planes

Aviators Bound for Norman Crash at Fort Simpson But Wing Way Home With "Props" Fashioned by Company's Engineer From Sleigh Boards and Moosehide Glue

By F. C. JACKSON, Fort Simpson, N.W.T.



One of the Crippled Planes at Simpson

IMAGINE my surprise on arriving back at Fort Simpson on the evening of Thursday, March 31st, with Mr. P. H. Godsell, who had been on an inspection trip to the Company's posts at Forts Wrigley, Norman, and Good Hope, to see two airplanes of the monoplane type "sitting" in the field behind the police barracks. In fact, at first I thought that my eyes must be deceiving me, for I had been thinking, during the last few days of our trip, what a much more comfortable mode of travel flying would be compared with "mushing" along behind a team of H.B.C. dogs.

Sgt. Thorne Made Record Trip In

But no! It was no pipe dream, for on the following day I went to investigate, and there they were; two squat, powerful, compact little "busses," capable of flying at an average speed of ninety miles per hour, carrying a ton of freight, with seats for a pilot and a navigator and a little cabin behind for four passengers.

The machines are quite a "new departure" from the commercial type. They were of all-metal construction, excepting the landing skis and the propellers of black walnut. The planes were on their way to the oil fields below Fort Norman.

Their combined crews consisted of five men, and Sergt. H. Thorne, who was returning from Edmonton after taking out an Indian charged with murder from Fort Providence. Sergt. Thorne took *eight weeks on his trip out with dogs*, and made the return

journey in *eight hours actual flying time*. That is the first of the records that were made—*eight hours travel from Peace River to Fort Simpson*.

Making "Props" No Easy Task

One of the machines in landing had shattered its propeller. One of the skis had given way under the strain of landing on a deep snow bank. As no spare propellers were available, this seemed a very serious obstacle at first, but Capt. G. W. Gorman, who was in charge, nothing daunted, began to cast around for ways and means of manufacturing a new "prop." Meanwhile he had arranged for the other plane to proceed to Fort Norman.

Now! to make a propeller is by no means an easy operation, especially when one is marooned in the wilderness some eight weeks' dog journey from the nearest rail-head, and within a few degrees of the Arctic Circle.

The broken propeller, apparently, was made by an Ohio firm, and was built up of nine pieces of black walnut, glued together in a block, nine feet long by twelve inches wide and eight inches thick; cut to shape by the most accurate of machinery; finished off by highly trained wood-workers, and tipped with copper.

Making the Best of Frontier Tools

What a contrast! The materials on hand at Fort Simpson were a few old dog-sleigh boards and some raw moose-hide which could be boiled down for glue. Copper tips were not to be thought of.

Mr. W. A. Johnson, engineer in the H. B. C. service, undertook to make the propeller, assisted by Mr. Hill, one of the flying party.

The tools they had to work with consisted of a few steamer clamps for the glueing process, a ship's adze, auger, hammer and chisel, axes, and draw-knives. Well! The chances of turning

out a propeller of modern design, capable of standing the strain of 1500 revolutions per minute from a hundred and eighty horse-power motor and of driving a machine weighing about two tons through the air at a speed of ninety miles an hour, looked pretty slim. But the work was started.

Indians Aghast at "Beeg Birds"

It was interesting to note the effect that the arrival of the machines had on the Indians. They were first startled by the dull droning of the engines coming from far up in the sky. They wondered what huge birds could be coming north again at such an early date, and with such a loud whirring of wings. Then the cry went up, "Two beeg, beeg birds," and following the natural impulse of the born hunter, away they rushed for their guns. As the machines approached nearer and took on such enormous size, many of the Indians bolted for the bush. Then a squaw shrieked, "Oh! there is men in it, don't shoot," and in a motherly way held wide her arms to catch the falling aeronauts.

Those of the natives who did not see the machines arrive, could not be convinced when they saw them on the ground, testing out the engines, that these queer contraptions would fly like the great grey geese that circle high up over the MacKenzie.

"Why!" they said, "their wings won't move." But *Chippy-Coat*, our local Indian inventive genius, casually remarked that he could make one if they gave him enough tin.

Second Plane Loses Propeller

From this point bad luck seemed to dog the aviators. The second machine with four men aboard, after a few test flights, started out for Fort Norman next day. She "taxied" along the snow covered ground for about a

hundred yards and then began to rise gracefully when her right ski dipped, and, in the twinkling of an eye, the machine was spread-eagled on the snow with a broken undercarriage, and woe! a broken propeller.

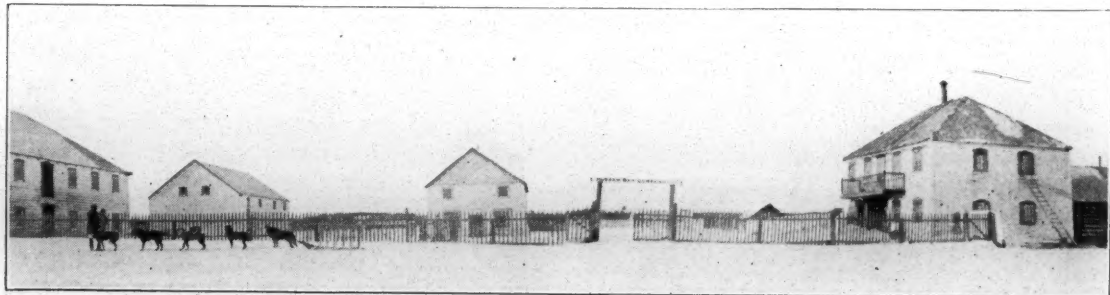
Fortunately no one was hurt in the slightest. Now things did look hopeless. But more boards, some hewn out with the axe by local Indians, were glued up for a second propeller.

Off for Civilization Again

Now hark, all ye incredulous ones! on Friday, April 15th, the first home-made propeller was given a thorough test of three-quarters of an hour's flying by Mr. Alma Fullerton. The machine was put through all her "stunts." The second propeller was given a similar test on Wednesday, April 20th, by Captain Gorman, and now all is ready for the return trip to Peace River, and amongst other things the aviators will carry this article. By any other route you would not be reading this 'til August.

Great credit is reflected on the workmanship of Mr. Johnson who has never before seen an aeroplane at close quarters, for I think it can be safely stated that this accomplishment ranks highly with other recent aircraft records as being the first time a propeller has been made and worked successfully a thousand miles from civilization and the base of supplies; in fact these propellers might have been labelled, "Made in the Bush."

EDITOR'S NOTE—This story was brought to Peace River by the Imperial Oil Company's planes leaving Fort Simpson April 21st, after the replacement by H.B.C. of their broken propellers. By regular packet the story would not have reached us until late July and could not have been read until the August issue of "The Beaver."



H.B.C. Trading Post, Manager's Residence and Warehouses at Fort Simpson, N.W.T.

Midwinter Post Inspection at the Rim of the Arctic

2450 Miles From Fort Simpson to Liard, Good Hope, Wrigley and Back When Dog Feed is Scarce

By PHILIP GODSELL

H.B.C. District Inspector for Northern MacKenzie

THE first winter mail having arrived on January 10th, I set out from Fort Simpson on the following day for Fort Liard with two teams of dogs, two drivers and a fore-runner. After six days' hard travelling through heavy snow we arrived at Fort Liard. The packet from Fort Nelson had arrived there the day before.

Five days were spent in doing the necessary work at this post and we set out on our return trip to Fort Simpson, arriving there on Jan. 28th.

Upon my arrival at Fort Simpson I was informed that parties en route to the oil fields at Fort Norman had been passing almost daily since we had left. A number of sick dogs had been left behind by the traavellers; and as a result of this two of my dogs became sick the day before I was due to leave for the North.

I left Fort Simpson again on Feb. 2nd, en route for Wrigley, Norman and Good Hope, with the same equipment, but only three of the dogs in the carriage team were working, the other two sick dogs being left behind. The dogs, however, recovered sufficiently to be harnessed the following day.

We camped in an Indian shack shortly after leaving Fort Simpson, and I went to sleep early. I was, however, awakened by a medley of singing and shouting at about eleven o'clock, and found that my men had been improving the shining hour with their Indian host, telling stories, dancing to the music of a not very mellow old violin, and singing the fervid chansons of the Northland.

As this appeared to be a particularly vivacious party, it was not until about one o'clock that the men were finally gotten off to their bunks.

I roused them again at three o'clock, much to their disgust, and at about four-thirty, we "hit the trail." The Indians plodded along behind the dogs,



"Mushing" Across the Snowy Wastes Between the Arctic Circle and Fort Norman

very sleepy and tired. I kept them travelling until late, and before dark they were quite prepared to swear that they would give merrymaking the good-bye in future when on a trip.

We arrived at Fort Wrigley on Feb. 7th, left that point on the 10th, and after experiencing very bad travelling for three days over exceedingly rough ice, which necessitated our cutting our way through, arrived at Fort Norman on the 15th.

Fort Norman was crowded, as most of the oil stakers, having attended to their claims, had returned to the Fort and were resting. Nearly the whole of the male population of Fort Simpson were there.

Dogfeed was scarce and all the travellers were experiencing much difficulty in feeding their dogs, as a testimony of which dead dogs dotted the trail all the way down the river.

We left Fort Norman on Feb. 22nd in company with Corporal Doak of the R.C.M.P., and arrived at Fort Good Hope on March 1st.

Very little dog feed was available there, necessitating the feeding of the dogs on bannock and rice. Three teams arrived at Fort Good Hope from Yukon on March 2nd via the Old Crow and Fort McPherson. The party consisted of Harry Anthony, Archie Linklater accompanying a Mr. Mason, styling themselves "The Oil Maggots,"



Camping for the Midday Meal

all en route for Fort Norman to stake claims. They had experienced considerable difficulty in obtaining dog feed and their dogs were rather weak.

The Yukon party rested their dogs for a few days, cooked up bannock for dog feed and left on March 5th.

I left Fort Good Hope March 7th, still in company with Corporal Doak, who was unable to proceed through to Fort McPherson owing to shortage of dog feed.

All our dogs were very weak from poor feed and we were forced to feed them bannock on the return trip.

A heavy blizzard which lasted five days made travelling very slow. On the evening of the first day we came upon the Yukon party, camped eighteen miles from the Fort, unable to proceed on account of the deep snow and their having no fore-goer.

From there to the Imperial Oil Gusher we broke trail for this party, and arrived at Fort Norman on March 15th.

Luckily there was a good supply of moose meat on hand there, and I was



Snugly Ensnoced in Carriole for Cold Day's Run

enabled to rest the dogs for a week and feed them up.

Leaving Fort Norman on the 21st, followed by the Connibear party of Fort Smith, we arrived at Fort Wrigley on March 25th.

From Wrigley to Fort Simpson the travelling was exceedingly bad, as the

river had fallen about twelve feet since freeze-up and was one mass of boulder ice. The trail had been made in the early winter on the ribbon of overflow ice skirting the shore, which had now fallen in, so that the trail was very sidling and made the handling of the toboggans very difficult.

We arrived at Fort Simpson on March 31st with the dogs in good condition, none of them having been off duty on the entire trip.

The total distance covered in my inspection trips since Sept. 15th was 700 miles by canoe from Fort Simpson to Fort Nelson and return, and 1750 miles with the same two teams of dogs, a total of 2450 miles in all, which gives some idea of the vastness of the Northern MacKenzie river region.

"Heap Loaf, Heap Starve"

AN old Indian on the reserve while attending church service was rather taken by the missionary's promise that anyone who asked for anything in prayer was sure to get it if they had faith. He thought that this had the old style of going to the Company for a little debt skinned a mile. So going to his teepee he started to pray:

"Oh, Lord, bring me one sack of flour, one box of tea, one box of sugar and one hundred pounds of bacon."

After waiting until well on in the afternoon without anything coming his way, he thought that perhaps he had asked for too much from a stranger to start with. So he prayed again:

"Oh, Lord, just bring me half of what I asked before."

After waiting until night, and now beginning to feel rather hungry, he said once more: "Oh, Lord, just bring me one meal." But when nothing came out of all his praying, he said in disgust: "Oh, Lord, you are just the same as the Hudson's Bay Company. Hunt, work or fish, or nothing to eat."

—R. O. Otten, Hudson Post, Ont.

Jack White Undergoes Operation at Winnipeg

MR. JACK WHITE, H.B.M., Manager of the Company's European Sample Room, Calgary, is recovering in Winnipeg from an operation for appendicitis performed April 25th. Mr. White will proceed to England after he is fully recuperated.



P. H. Godsell, H.B.C. Post Inspector, Northern MacKenzie River

ATHABASCA-MACKENZIE DISTRICT NEWS

As a result of the oil strike, made by the Imperial Oil Company, forty-five miles below Fort Norman, the MacKenzie River has become, since the beginning of January, the highway of more pedestrian traffic than has been known since the old Klondyke days.

Tony Neis and Billie George accompanied by several parties with numerous teams of dogs passed Fort Simpson on January 12th, en route to Fort Norman. Almost all the residents of the fort followed them down for the purpose of staking claims. Nearly all the trappers along the route followed in the wake of the party, hauling their own toboggans, or packing their "grub" and blankets on their backs.

After this, parties were continually passing down the river until the beginning of April, many of them having come through from Edmonton.

As the fisheries on the river had been unsuccessful, the majority of the travelers experienced much difficulty in

feeding their dogs, and in most cases were forced to feed bannock.

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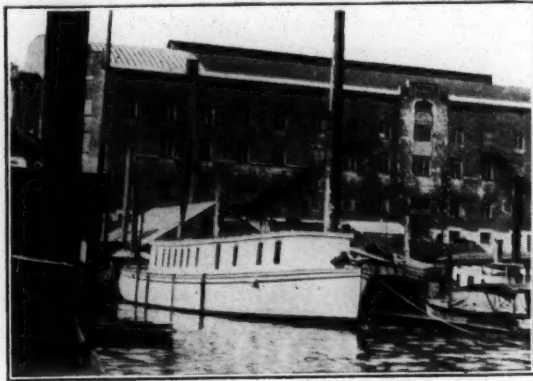
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*Not a Submarine, but a Special Design
of River Craft*

By F. S. GARNER

AN interesting addition to the H.B.C. fleet of northern river transport vessels is the new "tunnel" boat, launched at Vancouver, March 26th. The boat is to be used during the present season on the Peace river, from Hudson Hope, three hundred miles west of Peace River Crossing, to Vermillion Chutes, three hundred and fifty miles northeast of the same central point, the present northern terminus of the Edmonton, Dunvegan and British Columbia Railway.

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The "tunnel" which gives the boat its name is bored or built into the body of the boat itself—a beautifully curved, barrel-shaped concavity in the hull beneath, extending from the stern amidships about twenty-five feet, thus giving ample room for the play of the powerful propeller, and also for the twin rudders within the lines of the boat. By this ingenious means both propeller and rudders are protected, and there are no projections to interfere with the phenomenally light draught (for so large a craft) of but nine inches

with the maximum of not more than twenty inches when the boat is carrying a full load.

When the propeller turns, the designer says, the arched cavity in the bottom of the boat is filled with water, which is hurled astern with the force of a hydraulic ram, imparting a speed to the vessel of seventeen miles an hour.

The "tunnel" boat is sixty feet over all with a beam of eleven feet, and four feet depth of hull. Speed, strength, utility and elegance of design were evidently combined in construction. The general appearance was enhanced by the long low cabin, partly set in the hull, with head room of six and a half feet, width of ten feet, and a total length of forty-three feet—leaving convenient main deck room fore and aft, and sufficient width to pass round on each side.

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LITTLE JOURNEYS TO FUR TRADE POSTS OF THE HUDSON'S BAY CO.

STANLEY POST, Saskatchewan District, is situated on the south bank of the Churchill river, about fifty miles northeast of Lac la Ronge.

In former days, when York boats were travelling back and forth from York Factory to Portage la Loche, this was one of the main H.B.C. Posts.

The distance south to Prince Albert is about 150 miles, and freighting from that point is done by teams in winter. The Lac du Brochet freight also passes through Stanley by team to the south end of Reindeer lake. This is a new route used only the past few years, and

Fort Crahan
Deare Lake
Victoria
Baillie Island
Aklavik

Telegraph Creek
McDames Creek
Herschel Island
Kittiganzuit
Fort Thomson



Design from telegraph blank of the company

Overland Cable Once Started From B. C. to Europe

*Collins Telegraph Line via Behring Strait
Begun in 1864; Abandoned When
Atlantic Cable was Laid.*

By C. H. FRENCH

BEFORE Cyrus Field finally succeeded in laying the first Atlantic cable in 1866 there were several attempts to lay a cable from Europe to America, but all failed on account of there not being in those days ships large enough to carry a sufficient length of cable to span the Atlantic. It had up to that time been found impossible to make a splice on the high seas.

Under these circumstances it is not surprising that a company was formed to build a telegraph line overland from British Columbia to Europe, via Behring Straits. The company was known as the Collins Overland Telegraph Line, Western Union Extension.

A start was made from Yale, British Columbia, in 1864, under the direction of Colonel Bulkley. When one reads of the great efforts that were made to do this work economically, quickly and well, one marvels, because to get the necessary organization together on this then almost inaccessible coast must have been stupendous.

By 1866 the line was completed and in operation as far as Quesnel, while hundreds of miles further north the route was laid out and cut a hundred feet wide, not merely a packtrain road,

but a line wide enough for a railroad, was prepared on which to string the wire for the telegraph.

The country was little known and had to be explored in order to locate the most suitable route. This route was so well chosen that when the Dominion Government later carried the line from Quesnel to Dawson in 1898 it was found impossible to improve on it.

Surveyors went through New Caledonia (now British Columbia), via Stuart's lake, Tactla lake, Bear's lake, and on to Telegraph creek, but finally decided to use the Bulkley valley to Hazelton and thence northward.

Steamers were used up the Stikine and Skeena rivers. The Fort Simpson H.B.C. journals report the arrival at that point of exploration parties by way of the Skeena, Naas and Stikine, who had started from Quesnel, making such remarkable time and accurate observations that even up to to-day have never been equalled.

Meanwhile, the ship "Great Eastern" was built and successfully laid a cable in the Atlantic ocean, thereby accomplishing what the overland telegraph builders in British Columbia were trying to do. After that it was unnecessary to finish the overland line and in the fall of 1866 the whole undertaking was abandoned.

Barkerville became the centre of the Cariboo district mining operations and the Canadian government subsidized the Collins Overland Line for additional construction from Quesnel to Barkerville, thereby establishing telegraphic communication between the coast and mines.

It was operated most successfully and finally taken over by the Dominion government, and in 1898 extended from Quesnel to Dawson and is now known as the Yukon Telegraph Line.

During the first few years it was found extremely difficult to keep this line open continually. The heavy snows in the mountains and falling timber occasioned heavy maintenance work. To-day it is operating with entire success. Telephones are being installed over the entire system. There are cabins about every thirty miles along the line with a complement of two men whose duty it is to keep the line open fifteen miles each way.

The original line, when abandoned, had quantities of wire here and there which was made use of by the Indians in different ways, one of the commonest being to bind together material for their bridges. One was built over the Bulkley river at Hazelton, ninety feet above water, and was a very ingenious contrivance.

It is not generally known that the Hudson's Bay Company in the early seventies planned to build a telegraph line from the coast to Fort Garry, also a water and rail transport system, and went as far as to explore the telegraph line from Barkerville to the east of the mountains. Before any definite steps were taken, however, the Canadian Pacific railway had their exploration parties in the field and the project was dropped by the Company.

Pension Increase Acknowledgments Tell of Gratitude

THAT pension increases made by the Company in 1920 were received by retired H.B.C. employees with much appreciation and gratitude is clearly evidenced by the many letters received, extracts from a number of which are added here:

"The high cost of everything for the past few years has been bringing the proverbial wolf closer and closer to my door, but with this splendid assistance and continued economy and watchfulness I hope to have said wolf's pelt for the special winter shipment, and that the old parchment door and window of the old Trading Post may long protect their occupants and help to declare dividends as of yore."

"Will you kindly convey to the Governor and Committee my sincere thanks for the kindly consideration they have taken in this matter. For myself it is really a God-send although I owe no one, but it has been a hard struggle to keep the two ends together and you can imagine how I appreciate their thoughtfulness in making it easier for me and many others to get along more comfortably in our old age."

"In these days when money does not go as far as it used to do, the increase will not come amiss, and you can assure the Company that I heartily appreciate their generous act. I wish that I could show my appreciation in a better way than by mere thanks."

"I would like to express to the Governor and Committee my appreciation of the generous increase. It is in line with the traditions of the Honourable Hudson's Bay Company."

"It is very good of the Company to remember us pensioners and our struggle in these latter days of H.C.L. to make ends meet. An increase of pension at this time is all the more welcome as fuel in this section of Ontario has gone to unprecedented heights in price. Coal at \$23.50 per short ton takes some paying for with a limited income."

"I can assure the Governor and Committee that their action in this matter is greatly appreciated and it certainly is very nice to know that the old brigade have not been forgotten."

"I thank the Company for their kindness of giving me a few dollars more. Owing to the high cost of living I have used up the little money I saved when in the service and now I am getting old and useless, 83 years old now. I was 44 years in the service."

"I shall be glad if you will convey to the Governor and Committee and the Canadian Advisory Committee an expression of my heartfelt appreciation coupled with the hope that the Company's interests will continue to prosper in the vast domain where its flag and activities paved the way to civilization and development."

U. S. Navy Thanks H. B. C.

APPRECIATION for the aid of H.B.C. men at Moose Factory in the rescue of American balloonists last December was recently expressed by the United States Navy Department in a despatch to the Governor-General of Canada and conveyed by the latter through the medium of the Air Board to the Company by letter as follows:

"I am directed to inform you that a despatch has been received by His Excellency the Governor-General from His Majesty's ambassador at Washington, stating that he has been requested to convey to you the thanks of the United States Navy Department for the assistance given in the search for the United States naval balloonists last December."

Yours truly,

*(Signed) J. A. WILSON,
Secretary.*

Captain Mack to England

CAPTAIN G. E. MACK, manager of the Bay transport for H.B.C., sailed aboard the *Minnedosa*, April 2nd, for England. He is expected to return to Montreal the second week in May and thence to Winnipeg.

Home-made H. B. C. Propellers Bring Back Ft. Norman Planes

*Aviators Bound for Norman Crash at Fort Simpson But Wing Way
Home With "Props" Fashioned by Company's Engineer
From Sleigh Boards and Moosehide Glue*

By F. C. JACKSON, Fort Simpson, N.W.T.



One of the Crippled Planes at Simpson

IMAGINE my surprise on arriving back at Fort Simpson on the evening of Thursday, March 31st, with Mr. P. H. Godsell, who had been on an inspection trip to the Company's posts at Forts Wrigley, Norman, and Good Hope, to see two airplanes of the monoplane type "sitting" in the field behind the police barracks. In fact, at first I thought that my eyes must be deceiving me, for I had been thinking, during the last few days of our trip, what a much more comfortable mode of travel flying would be compared with "mushing" along behind a team of H. B. C. dogs.

Sgt. Thorne Made Record Trip In

But no! It was no pipe dream, for on the following day I went to investigate, and there they were; two squat, powerful, compact little "busses," capable of flying at an average speed of ninety miles per hour, carrying a ton of freight, with seats for a pilot and a navigator and a little cabin behind for four passengers.

The machines are quite a "new departure" from the commercial type. They were of all-metal construction, excepting the landing skis and the propellers of black walnut. The planes were on their way to the oil fields below Fort Norman.

Their combined crews consisted of five men, and Sergt. H. Thorne, who was returning from Edmonton after taking out an Indian charged with murder from Fort Providence. Sergt. Thorne took *eight weeks on his trip out with dogs*, and made the return

journey in *eight hours actual flying time*. That is the first of the records that were made—*eight hours travel from Peace River to Fort Simpson*.

Making "Props" No Easy Task

One of the machines in landing had shattered its propeller. One of the skis had given way under the strain of landing on a deep snow bank. As no spare propellers were available, this seemed a very serious obstacle at first, but Capt. G. W. Gorman, who was in charge, nothing daunted, began to cast around for ways and means of manufacturing a new "prop." Meanwhile he had arranged for the other plane to proceed to Fort Norman.

Now! to make a propeller is by no means an easy operation, especially when one is marooned in the wilderness some eight weeks' dog journey from the nearest rail-head, and within a few degrees of the Arctic Circle.

The broken propeller, apparently, was made by an Ohio firm, and was built up of nine pieces of black walnut, glued together in a block, nine feet long by twelve inches wide and eight inches thick; cut to shape by the most accurate of machinery; finished off by highly trained wood-workers, and tipped with copper.

Making the Best of Frontier Tools

What a contrast! The materials on hand at Fort Simpson were a few old dog-sleigh boards and some raw moose-hide which could be boiled down for glue. Copper tips were not to be thought of.

Mr. W. A. Johnson, engineer in the H. B. C. service, undertook to make the propeller, assisted by Mr. Hill, one of the flying party.

The tools they had to work with consisted of a few steamer clamps for the glueing process, a ship's adze, auger, hammer and chisel, axes, and draw-knives. Well! The chances of turning

out a propeller of modern design, capable of standing the strain of 1500 revolutions per minute from a hundred and eighty horse-power motor and of driving a machine weighing about two tons through the air at a speed of ninety miles an hour, looked pretty slim. But the work was started.

Indians Aghast at "Beeg Birds"

It was interesting to note the effect that the arrival of the machines had on the Indians. They were first startled by the dull droning of the engines coming from far up in the sky. They wondered what huge birds could be coming north again at such an early date, and with such a loud whirring of wings. Then the cry went up, "Two beeg, beeg birds," and following the natural impulse of the born hunter, away they rushed for their guns. As the machines approached nearer and took on such enormous size, many of the Indians bolted for the bush. Then a squaw shrieked, "Oh! there is men in it, don't shoot," and in a motherly way held wide her arms to catch the falling aeronauts.

Those of the natives who did not see the machines arrive, could not be convinced when they saw them on the ground, testing out the engines, that these queer contraptions would fly like the great grey geese that circle high up over the MacKenzie.

"Why!" they said, "their wings won't move." But *Chippy-Coat*, our local Indian inventive genius, casually remarked that he could make one if they gave him enough tin.

Second Plane Loses Propeller

From this point bad luck seemed to dog the aviators. The second machine with four men aboard, after a few test flights, started out for Fort Norman next day. She "taxied" along the snow covered ground for about a

hundred yards and then began to rise gracefully when her right ski dipped, and, in the twinkling of an eye, the machine was spread-eagled on the snow with a broken undercarriage, and woe! a broken propeller.

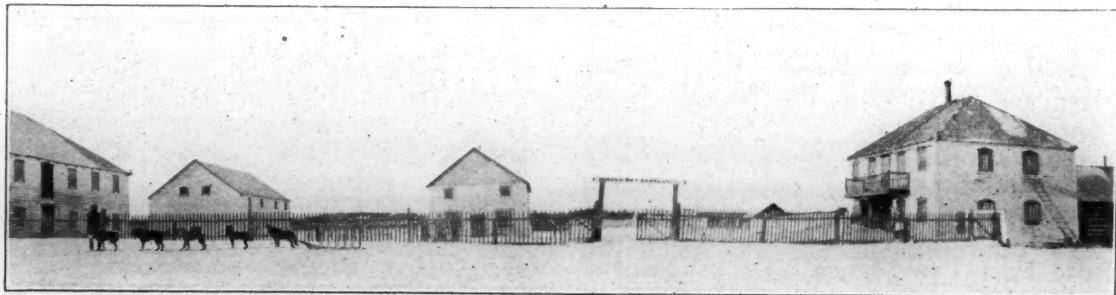
Fortunately no one was hurt in the slightest. Now things did look hopeless. But more boards, some hewn out with the axe by local Indians, were glued up for a second propeller.

Off for Civilization Again

Now hark, all ye incredulous ones! on Friday, April 15th, the first home-made propeller was given a thorough test of three-quarters of an hour's flying by Mr. Alma Fullerton. The machine was put through all her "stunts." The second propeller was given a similar test on Wednesday, April 20th, by Captain Gorman, and now all is ready for the return trip to Peace River, and amongst other things the aviators will carry this article. By any other route you would not be reading this 'til August.

Great credit is reflected on the workmanship of Mr. Johnson who has never before seen an aeroplane at close quarters, for I think it can be safely stated that this accomplishment ranks highly with other recent aircraft records as being the first time a propeller has been made and worked successfully a thousand miles from civilization and the base of supplies; in fact these propellers might have been labelled, "Made in the Bush."

EDITOR'S NOTE—This story was brought to Peace River by the Imperial Oil Company's planes leaving Fort Simpson April 21st, after the replacement by H.B.C. of their broken propellers. By regular packet the story would not have reached us until late July and could not have been read until the August issue of "The Beaver."



H.B.C. Trading Post, Manager's Residence and Warehouses at Fort Simpson, N.W.T.

Midwinter Post Inspection at the Rim of the Arctic

2450 Miles From Fort Simpson to Liard, Good Hope, Wrigley and Back When Dog Feed is Scarce

By PHILIP GODSELL

H.B.C. District Inspector for Northern MacKenzie

THE first winter mail having arrived on January 10th, I set out from Fort Simpson on the following day for Fort Liard with two teams of dogs, two drivers and a fore-runner. After six days' hard travelling through heavy snow we arrived at Fort Liard. The packet from Fort Nelson had arrived there the day before.

Five days were spent in doing the necessary work at this post and we set out on our return trip to Fort Simpson, arriving there on Jan. 28th.

Upon my arrival at Fort Simpson I was informed that parties en route to the oil fields at Fort Norman had been passing almost daily since we had left. A number of sick dogs had been left behind by the travellers; and as a result of this two of my dogs became sick the day before I was due to leave for the North.

I left Fort Simpson again on Feb. 2nd, en route for Wrigley, Norman and Good Hope, with the same equipment, but only three of the dogs in the carriole team were working, the other two sick dogs being left behind. The dogs, however, recovered sufficiently to be harnessed the following day.

We camped in an Indian shack shortly after leaving Fort Simpson, and I went to sleep early. I was, however, awakened by a medley of singing and shouting at about eleven o'clock, and found that my men had been improving the shining hour with their Indian host, telling stories, dancing to the music of a not very mellow old violin, and singing the fervid chansons of the Northland.

As this appeared to be a particularly vivacious party, it was not until about one o'clock that the men were finally gotten off to their bunks.

I roused them again at three o'clock, much to their disgust, and at about four-thirty, we "hit the trail." The Indians plodded along behind the dogs,



"Mushing" Across the Snowy Wastes Between the Arctic Circle and Fort Norman

very sleepy and tired. I kept them travelling until late, and before dark they were quite prepared to swear that they would give merrymaking the good-by in future when on a trip.

We arrived at Fort Wrigley on Feb. 7th, left that point on the 10th, and after experiencing very bad travelling for three days over exceedingly rough ice, which necessitated our cutting our way through, arrived at Fort Norman on the 15th.

Fort Norman was crowded, as most of the oil stakers, having attended to their claims, had returned to the Fort and were resting. Nearly the whole of the male population of Fort Simpson were there.

Dogfeed was scarce and all the travellers were experiencing much difficulty in feeding their dogs, as a testimony of which dead dogs dotted the trail all the way down the river.

We left Fort Norman on Feb. 22nd in company with Corporal Doak of the R.C.M.P., and arrived at Fort Good Hope on March 1st.

Very little dog feed was available there, necessitating the feeding of the dogs on bannock and rice. Three teams arrived at Fort Good Hope from Yukon on March 2nd via the Old Crow and Fort McPherson. The party consisted of Harry Anthony, Archie Linklater accompanying a Mr. Mason, styling themselves "The Oil Maggots,"



Camping for the Midday Meal

all en route for Fort Norman to stake claims. They had experienced considerable difficulty in obtaining dog feed and their dogs were rather weak.

The Yukon party rested their dogs for a few days, cooked up bannock for dog feed and left on March 5th.

I left Fort Good Hope March 7th, still in company with Corporal Doak, who was unable to proceed through to Fort McPherson owing to shortage of dog feed.

All our dogs were very weak from poor feed and we were forced to feed them bannock on the return trip.

A heavy blizzard which lasted five days made travelling very slow. On the evening of the first day we came upon the Yukon party, camped eighteen miles from the Fort, unable to proceed on account of the deep snow and their having no fore-goer.

From there to the Imperial Oil Gusher we broke trail for this party, and arrived at Fort Norman on March 15th.

Luckily there was a good supply of moose meat on hand there, and I was



Snugly Ensconced in Carriole for Cold Day's Run

enabled to rest the dogs for a week and feed them up.

Leaving Fort Norman on the 21st, followed by the Connibear party of Fort Smith, we arrived at Fort Wrigley on March 25th.

From Wrigley to Fort Simpson the travelling was exceedingly bad, as the

river had fallen about twelve feet since freeze-up and was one mass of boulder ice. The trail had been made in the early winter on the ribbon of overflow ice skirting the shore, which had now fallen in, so that the trail was very sidling and made the handling of the toboggans very difficult.

We arrived at Fort Simpson on March 31st with the dogs in good condition, none of them having been off duty on the entire trip.

The total distance covered in my inspection trips since Sept. 15th was 700 miles by canoe from Fort Simpson to Fort Nelson and return, and 1750 miles with the same two teams of dogs, a total of 2450 miles in all, which gives some idea of the vastness of the Northern MacKenzie river region.

"Heap Loaf, Heap Starve"

AN old Indian on the reserve while attending church service was rather taken by the missionary's promise that anyone who asked for anything in prayer was sure to get it if they had faith. He thought that this had the old style of going to the Company for a little debt skinned a mile. So going to his teepee he started to pray:

"Oh, Lord, bring me one sack of flour, one box of tea, one box of sugar and one hundred pounds of bacon."

After waiting until well on in the afternoon without anything coming his way, he thought that perhaps he had asked for too much from a stranger to start with. So he prayed again:

"Oh, Lord, just bring me half of what I asked before."

After waiting until night, and now beginning to feel rather hungry, he said once more: "Oh, Lord, just bring me one meal." But when nothing came out of all his praying, he said in disgust: "Oh, Lord, you are just the same as the Hudson's Bay Company. Hunt, work or fish, or nothing to eat."

—R. O. Otten, Hudson Post, Ont.

Jack White Undergoes Operation at Winnipeg

MR. JACK WHITE, H.B.M., Manager of the Company's European Sample Room, Calgary, is recovering in Winnipeg from an operation for appendicitis performed April 25th. Mr. White will proceed to England after he is fully recuperated.



P. H. Godsell, H.B.C. Post Inspector, Northern MacKenzie River

ATHABASCA-MACKENZIE DISTRICT NEWS

As a result of the oil strike, made by the Imperial Oil Company, forty-five miles below Fort Norman, the MacKenzie River has become, since the beginning of January, the highway of more pedestrian traffic than has been known since the old Klondyke days.

Tony Neis and Billie George accompanied by several parties with numerous teams of dogs passed Fort Simpson on January 12th, en route to Fort Norman. Almost all the residents of the fort followed them down for the purpose of staking claims. Nearly all the trappers along the route followed in the wake of the party, hauling their own toboggans, or packing their "grub" and blankets on their backs.

After this, parties were continually passing down the river until the beginning of April, many of them having come through from Edmonton.

As the fisheries on the river had been unsuccessful, the majority of the travellers experienced much difficulty in

feeding their dogs, and in most cases were forced to feed bannock.

Fort Norman has had a busier time and boasts more white residents than ever before in its existence, as most of the parties after staking remain around the Company's post for a time, resting themselves and their dogs. Most of the Company's stores along the route were sufficiently well stocked with imported foods to supply the newcomers.

Three trains of dogs with Messrs. Mason, Anthony and Linklater coming from Fort Yukon, via Fort McPherson, arrived at Fort Norman on March 15th, and, when leaving there upon March 21st, it was reported to me that Indians who had just arrived stated that they had crossed the trail of another party on the Gravel River, and upon following it up came across two white men with two teams of dogs from Dawson. They had lost a number of their dogs and were short of food, but the Indians reported that they had given them all the dried meat that they would require, and that they were following their trail and would arrive on the following day.

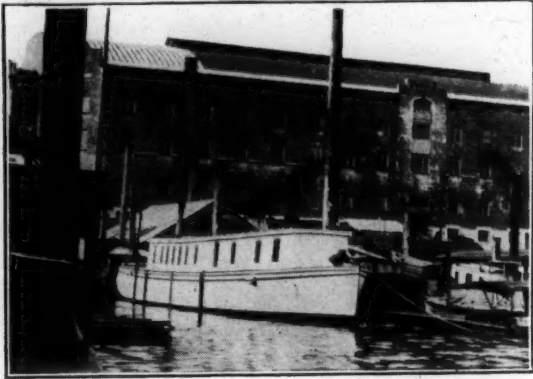
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This trip, which is an unusual one even in aviation circles, was performed without mishap until they arrived at Fort Simpson, when the propeller of one was broken as the machine alighted.

A few days later the other machine crashed just as she was leaving for Fort Norman and also broke her propeller.

W. A. Johnson, of the H.B.C. staff of Fort Simpson (engineer), came to their assistance and, with oak sleigh boards provided by the Company, manufactured two new propellers. Captain Gorman intends to make a return trip to Peace River within the next week.

Moose have been very plentiful on the MacKenzie River this winter and have been killed in large numbers by the Indians between Fort Simpson and Fort Norman.—16th April.



New H.B.C. "Tunnel" Boat for Peace River

*Not a Submarine, but a Special Design
of River Craft*

By F. S. GARNER

AN interesting addition to the H.B.C. fleet of northern river transport vessels is the new "tunnel" boat, launched at Vancouver, March 26th. The boat is to be used during the present season on the Peace river, from Hudson Hope, three hundred miles west of Peace River Crossing, to Vermillion Chutes, three hundred and fifty miles northeast of the same central point, the present northern terminus of the Edmonton, Dunvegan and British Columbia Railway.

The word "tunnel" as applied to this boat does not, as might be conjectured, denote either submarine or subterranean qualities or proclivities, but a novel form of hull construction, original with the designer and builder, Mr. George F. Askew, who has been building steam and motor boats on and for the northern rivers of British Columbia and the far northwest for the past twenty-five years.

The "tunnel" which gives the boat its name is bored or built into the body of the boat itself—a beautifully curved, barrel-shaped concavity in the hull beneath, extending from the stern amidships about twenty-five feet, thus giving ample room for the play of the powerful propeller, and also for the twin rudders within the lines of the boat. By this ingenious means both propeller and rudders are protected, and there are no projections to interfere with the phenomenally light draught (for so large a craft) of but nine inches

with the maximum of not more than twenty inches when the boat is carrying a full load.

When the propeller turns, the designer says, the arched cavity in the bottom of the boat is filled with water, which is hurled astern with the force of a hydraulic ram, imparting a speed to the vessel of seventeen miles an hour.

The "tunnel" boat is sixty feet over all with a beam of eleven feet, and four feet depth of hull. Speed, strength, utility and elegance of design were evidently combined in construction. The general appearance was enhanced by the long low cabin, partly set in the hull, with head room of six and a half feet, width of ten feet, and a total length of forty-three feet—leaving convenient main deck room fore and aft, and sufficient width to pass round on each side.

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The motive power is supplied by a ninety horse-power gasoline engine which, with the propeller, was installed in the boat before launching, making everything practically complete and shipshape.

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FUR TRADE POSTS OF
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STANLEY POST, Saskatchewan District, is situated on the south bank of the Churchill river, about fifty miles northeast of Lac la Ronge.

In former days, when York boats were travelling back and forth from York Factory to Portage la Loche, this was one of the main H.B.C. Posts.

The distance south to Prince Albert is about 150 miles, and freighting from that point is done by teams in winter. The Lac du Brochet freight also passes through Stanley by team to the south end of Reindeer lake. This is a new route used only the past few years, and

The Word Experts

THE number of those who endeavored to solve Mr. Wilmot's word puzzle was surprisingly large, passing all expectations. Much time and effort, apparently, was devoted to the subject; and *The Beaver* feels assured that browsing through the dictionary has not been a waste of time for the many who attempted a solution of the puzzle. Probably there is not one but that has a larger vocabulary than before. Following are the names of those readers in H.B.C. service who returned a correct solution and those who were 80 per cent. right or nearer:

Correct

WINNIPEG

Fur trade Department

Miss G. Pritchard, Head Office.
R. A. Talbot, Norway House Post.
Dorothy C. Woods, Fort William, Ont.

Land Department

Miss Marguerite Nunn.
Mr. R. E. Evans.

EDMONTON

Miss Ellen Peterson, Department 10
Miss O. Crowther, Department 10
G. M. MacKenzie, Assistant Manager

CALGARY

A. B. Lapp, Shipping Department

VANCOUVER

Miss M. Draper, Retail Store
Mr. Fred Wainwright, Merchandise Office
Mr. Reggie Norman, Retail Store
Mr. G. W. Roberts, Retail Store
Mr. J. Neill, Wholesale Department.

NELSON

Miss F. L. Waters

LONDON

William Suffey
Lawrence A. Dowsett

Approximately Correct

Fur Trade Department

W. E. Gamlin, F.T.C.O., Winnipeg
W. B. Murray, Hudson Post, Ontario
A. S. Blair, Matogami Post, Lake Huron
Leslie Laing, Fort McMurray, Alta.

Winnipeg Retail

Miss Libbie A. Boake

EDMONTON

Miss B. Mercier, Office
Miss Larson, House Furnishings Department

CALGARY

Miss E. Dann, Audit Office
Miss M. I. Weedmark, Grocery Department.
Miss M. Mahaffy, Department 11
Miss Margaret Thompson, Credit Office.

VERNON

Miss Ena Ward

VANCOUVER

Wm. I. Leatham, Stock Room
Miss Olive Lambert, Silks Department
Mr. Vernon Lee
Miss Eva Russell, Adjustment Bureau
H. B. Walker, Furniture Department
Miss Alice Bryant, Adjustment Bureau
Mrs. E. M. Hollier

J. R. McIntosh Won Success in Edmonton District

H.B.C. Edmonton Land Agent Pioneered as Farmer and Real Estate Man in West

By J. PREST, Associate Editor



J. R. MCINTOSH

MR. MCINTOSH, in charge of H.B.C. Edmonton land office, was born in 1880, on a farm near Sherbrooke, Quebec. Coming from what is known by all tourists as one of the beauty spots of Eastern Canada, the St. Francis valley, there is little wonder that it required the first year of his residence in Alberta to definitely decide that Edmonton on the banks of the Saskatchewan closely rivalled his old home in scenic beauty and that the rich black loam and productive qualities of the Alberta soil far excelled those of even the famous St. Francis valley.

Mr. McIntosh's first occupation was that of clerk in a livestock office in Montreal, where he spent the first three years of his business life. His health having failed him at the age of twenty, he went from Montreal to Colorado, where he served as clerk in a general store owned by a horse rancher. It was while in Colorado that Mr. McIntosh came to the conclusion that if the American west was good for one's health the Canadian west would be too, and having a natural desire to get back

to good old Canada, he started from Calgary in April of 1902.

Not being possessed with much cash, Mr. McIntosh gladly accepted the first job offered him in Calgary, namely, that of a junior clerk in J. H. Ashdown's retail hardware store. In the fall, when he had saved enough money to take him to Edmonton, he asked for a week's holidays and made straight for what had been told him was the garden of Western Canada, the Edmonton district.

His first occupation in Edmonton was that of bookkeeper, stenographer and general clerk to Mr. P. Heininck, then land agent of the Hudson's Bay Company. Remaining with Mr. Heininck for two years, Mr. McIntosh found it necessary to take out-of-door employment, so in 1904 he acquired a section of C.P.R. land and also made entry for a homestead in the Vegreville district. This was before the C.N.R. entered Edmonton. Edmonton was the nearest and only business centre to Mr. McIntosh's farm, one hundred and ten miles by trail, and it was necessary to make the trip two and three times each year. The distance was covered by team and when the weather was extremely cold or the roads muddy, one may imagine that such a trip would be no pleasure jaunt.

During his farming operations, Mr. McIntosh built up a strong physical constitution and, having an opportunity to dispose of his farm to advantage, he did, and returned to Edmonton, where the lure of real estate speculation was attracting thousands of people from all quarters of the world.

In 1907 he opened up an office of his own and remained in business until 1920 when he was appointed land agent for H.B.C.

Mr. McIntosh has held several public offices in Edmonton, and in 1904 was the youngest justice of the peace in what was then the Northwest Territories (now the provinces of Alberta and Saskatchewan.) For the last three years he has been president of the Edmonton Exhibition Association.

Mr. McIntosh's father, the Honorable John McIntosh, widely known as "Honest John," died in 1904. Mr. McIntosh says: "The reputation for honesty of my late father has assisted me more than anything else, and it is the best asset and legacy a boy could be given.

"Conscience Money"

THE BEAVER has been requested to acknowledge in its columns the receipt of \$541.50 by the Company from an unknown debtor.

The amount was paid in two instalments accompanied by the following letters:

March 15th, 1921

Enclosed please find \$300. Hold it for me. Will explain when I can.

Yours truly,

(Not signed).

April 14th, 1921

Enclosed find \$241.50. I sent you \$300 a year ago. This makes a total of \$541.50, an amount indelibly fixed in my mind. This is principal and interest on an old promise to pay, or "debt of honor," with an old H.B.C. post long since closed and all parties knowing of this obligation have passed to the great beyond. To avoid publicity I have taken this method of reimbursement and knowing you have no record of the transaction at the same time I am relieving myself by justifying myself that my word was always good. With best wishes for the Company.

I am, respectfully,

A Sacred Pledge.

In view of the recent epidemic of repudiation and evasion of contracts, it is refreshing to find someone who has evidently been at pains for many years to accumulate sufficient to pay an old debt which had long since been written off H.B.C. books and forgotten. Officers of the Company regret that this individual has chosen to remain anonymous as they would like to acknowledge the payment to him personally.



"Batching" at an Outpost in Lake Huron District
by A. B. Cumming, with apologies to
Geo. Souter.

**SASKATOON
WHOLESALE NOTES**

We had visits last month from Messrs. C. W. Veysey, A. P. Evans and A. Brock, of the Winnipeg office.

We have secured larger warehouse premises and are busy arranging the building so that we may move in about May 15th.

Mr. Albert Green, of our warehouse staff, is in the hospital suffering with internal trouble, a result of his imprisonment in Germany during the war.

Dave Grant is already putting in time at the golf links. Dave has a little on most of the players (we mean in height).

Morris Winters is offering his home for sale. He wants to buy or build a larger one. We do not know why, but time will tell.

Jefferson Thompson, the popular salesman of the general cigar company, paid this office a visit recently. Jeff. says this town is one of the best in the West, and we agree with him.

Prize Winners in Suit Problem

FOLLOWING are the names of those winning prizes for first correct solutions to the "suit selling problem" on page 26 of *The Beaver* for April:

Prize	Name	Dept.	City
1st	Conan Frayer	Executive	Winnipeg
2nd	A. Montgomery	Fur Trade	Winnipeg
3rd	A. Mills	Retail	Winnipeg
4th	Charles Tyrrell	Retail	Calgary
5th	May Megahy	Retail	Edmonton
6th	J. B. Morison	Land	Winnipeg
7th	Grace MacDonald	Retail	Vancouver

Solution of the problem:

1 1/2	Salesmen	in	1 1/2	hours	sell	1 1/2	suits
1 1/2	"	"	1	"	"	1 1/2	"
						1 1/2	suits = 1 suit
1	"	"	1	"	"	1	"
						1 1/2	suits = 2/3 suits
6	"	"	10	"	"	6x10x2	= 40 suits
						3	

The Report for 1920

of the Great-West Life Assurance Company is now in print, and will be mailed to any interested person on request.

It records a year of remarkable success—success founded upon twenty-eight years of remarkable

RESULTS TO POLICYHOLDERS

Over \$256,850,000 of Insurance is now held in force by

The Great-West Life Assurance Company

Dept. "D 30"

Head Office: WINNIPEG

WINNIPEG

Wholesale—Depot



HIS "PLACE IN THE SUN" is here at divisional headquarters of H.B.C. wholesale department from which point of vantage the "Little Corporal" pumps ginger into his far-ranging cohorts of sales-getters. Our photo shows Mr. A. P. Evans, Manager of the Grocery, Tobacco and Confectionery Departments at his desk in the wholesale depot.

Mr. Vesey Entertains the Curling Wonders

A VERY enjoyable time was spent by the members of the Wholesale Curling Association on April 20th, at the home of our general manager, Mr. C. W. Veysey, the occasion being the distribution of prizes to the winning rinks. Progressive whist commenced the evening's fun. The following suggestions were placed on each table:

SUGGESTIONS FOR TO-NIGHT

If you are full of trouble, forget it!

We do not want to hear about that swell draw. Forget it!!

If the wife has been giving you—Forget it!!!

If you did win the game—Forget it!!!!

Judging by the fun and hilarity, everyone must have left their troubles behind. After whist, P. M. Rennie gave a rendering of his favorite, "A Wee Doc and Doris," and then Mr. Braidwood distributed the prizes as follows:

Alex. Thompson, first; C. W. Veysey, second; John Poitras, third.

Mr. and Mrs. Veysey, with a large number of the wholesale depot staff, enjoyed the Company dance April 11th.

Fishing While Overseas

By J. K. SEAL

THOSE of our readers who were not overseas may be interested to hear of our fishing in France and Germany. We had no elaborate tackle; that, of course, is understood, because we couldn't carry anything but kit. A pole, string for a line, a home-made float and hook and lots of sport. Even as our equipment was limited, so were our opportunities.

In 1915 the Yser canal gave us a certain amount of sport, until Fritz made things too uncomfortable with H.E.

From the Yser we went to La Bassee. This was a very quiet sector of the line for a time, and we made the most of it. Old timers of the 1st Division will remember the joys of bathing and fishing along the La Bassee, from Givenchy to Bethune. Roach and perch and carp were our general catch; not many, but enough to make things interesting. As food values, the fresh fish were priceless. Such a change from "bully" and hardtack! La Bassee was the last fishing place for some time. We were in the Ypres salient in 1916 (Sanctuary Woods). The Yser canal at this period was in a deplorable condition, the water stagnant and foul from the quantities of H.E. that Fritz had thrown over and also from corpses.

No fishing there, nor did we get any further opportunity until the division moved down to Albert district for the opening numbers of the Somme battles.

Even as times change, so does man and his ideas. At La Bassee we had thought only of fishing in the orthodox manner, a pole and line; on the River Ancre, time seemed too short, too fraught with possibilities and we used instead our old tried and trusty friends—Mills bombs.

This practice was just coming into use and we soon caught on. Over there you were either ahead of the other fellow or you were out of luck. I wonder how many of our readers went for a stroll from Gardners' Post near the creamery on the Ancre with a haversack containing a half-dozen hand grenades. Pull the pin, heave the grenade into the river, and in about four seconds—B A N G!—you then raked the fish ashore and got out of the neighborhood.

No further opportunity for fishing occurred until after the armistice, when after long, long days of marching (250-mile hikes) we arrived at the outpost line of the Cologne bridgehead, 30 kilometres from Cologne and the Rhine. Kalt-enbach was in the midst of one of the ex-Kaiser's game preserves, and fishing and hunting were easily obtained. The fish were mostly speckled trout, full of fight and as game as they make them, and most delicious eating. Good sport while it lasted, but we welcomed the news that meant our return, first to Blighty and then Canada.

Retail Store News

Congratulations are in order to Mr. Wilfred Lamoureau, who excited everyone around the delivery department and garage by gleefully announcing the birth of a bouncing boy.

And *The Beaver* hears that Mr. George Payne is the proud owner of a new daughter.

The Minister of Colonization has to announce the marriage on April 15th of Miss Louise Burstow, late of our mail order department, to Mr. Ewart Halford, of Boulter-Waugh's; also Miss Curwain's engagement to the best man in Winnipeg and Mr. Pugsley's—well, we don't know what exactly; one day he is in the seventh heaven of happiness and forgets to go home at night and the next day he seems to be experiencing something like 30° below zero.

Mr. Whalley Poured

April 29th at 12 o'clock noon the store dining-room was the scene of a very delightful affair. Among those present were Mr. Frankish, Mr. Whalley and Mr. Scott. All sat at a table—Mr. Whalley this side, Mr. Frankish that side and Mr. Scott over there. They partook joyfully of *potage a la reine*, *pommes de terre*, oysters on the hoof (perhaps), pie a la, and a lot of other high-sounding nourishment. Mr. Scott fed daintily from the far end of a silver fork and spoon—one at a time. Mr. Frankish spread butter with a knife. Mr. Whalley poured tea. In the ensuing *tete a tete* the income tax, the weather, the fair sex and other vitally important matters were discussed. A pleasant time was had. This is a daily noon occurrence, of course, but it is reported here because impression advertising is good for the restaurant sales volume.

A CHALLENGE!

"The Bears" duckpin team of Winnipeg store does hereby fling down the gage to a similar team in any of the Company's establishments, for a regulation game of tenpins or duckpins to be played simultaneously and results exchanged by telegraph the same evening. Rush your acceptance to the editor, *The Beaver*, Winnipeg—and don't of course, expect to win!



"The 'Jollies' that bloom in the Spring, tra la!"

Everyone should bear in mind that anything they may say will be used as evidence against them. You can't keep it out of *The Beaver*, so no use trying.

Mr. Sam Moore is a good citizen. He is remodelling his house, helping make the city easier to look at.

We have decided not to say anything about an event in the near future of Alice in Wonderland, because she is so bashful.

And it was equally as difficult to get an interview with Miss Marie Jenkins regarding the coupe and chaperone rumor.

Sam Beggs, the redoubtable bowler, has organized a store duckpin team—cognomen, "The Bears"—consisting of Messrs. Beggs (captain), Upjohn, Hughes, Dunbar, Cunningham, Bowdler and Pugsley. They are working like beavers to lead the league.

Don't laugh! Miss Watson fell downstairs at the Walker theatre the other evening. No casualties. The management thought the stairs could be repaired, so Miss Watson was released on suspended sentence, promising never to do it again.

Mr. Bill Parker, of the engineers, lost the end of his finger in a dispute with a strong-minded motor.

Miss Jean Cazel in the office is more bright-eyed than ever, these days. We wonder why all this happiness registered? Inquire delivery department!

Mr. Frankish never gets back from a buying trip without some allegation that he managed a very clever *coup*. It is becoming so common for him to do uncommon things that the impression is getting around that he secretly uncouples the last car of merchandise from trains bound elsewhere and consigns the stuff instead to Winnipeg.

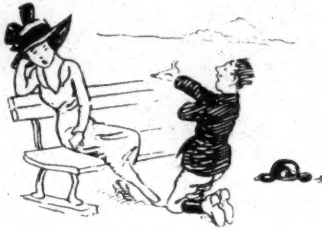
Mr. Niven is training like a good fellow so as to be able to "lick the spots" off all comers when he punts the pigskin down the gridiron with Knox Football League this summer. You should just see his muscles when he wears his training suit at the Y.M.C.A. Wow!

Suspicion confirmed that the hardware and home furnishings masculinity is setting the fashion pace these balmy days with the ancient and honorable custom of wearing hard-boiled *chapeaux*. Someone should speak to them about this.

Mr. Campbell's lost tooth is provoking considerable inquisitiveness around the grocery.

It is not known whether *Mr. Drennan* has consented, but rumor has it that *Charles Johnson* is about to depart from single blessedness.

Every little diamond has a meaning all its own! For instance, there's the one that came to *Miss Booth* by mail from Calgary.



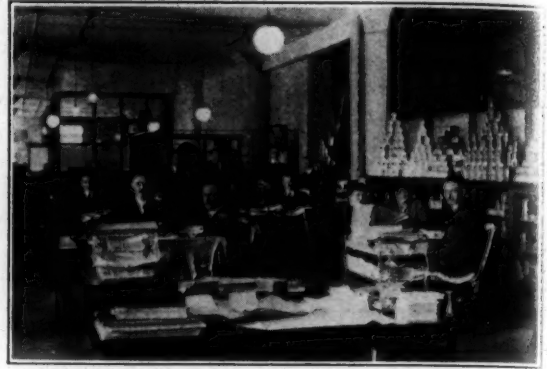
And the other one that *Miss Curwain* discovered, cleverly concealed in a box of chocolates the other day. Is everybody happy? Foolish question!

Our Winnipeg golfers are off for the season! *Mr. Sparling* and *Mr. Ogston* circumambulated the greening fairways and swatted the "pimpled pill" almost before the snow disappeared. That's getting away to a good start!

And all the tennis fans are aching to tease the ball while their feet are itching and squirming to get into cool white shoes. Awright—Les go!



A signal honor has been won by our *Miss Annie Long* in the recent Manitoba Musical Festival. She was one of the quartette to be awarded first prize, and in addition she won third prize award in the contralto solo class.



Sales Department, H.B.C. Wholesale—Depot

Land Dept. Notes

MR. H. F. HARMAN, Land Commissioner, has just returned from a business trip in the West, visiting Edmonton, MacLeod, Kamloops and Victoria.

New Mounts for Major and Tom

DEMAND for farm lands from local farmers is the foundation of the Company's farm lands business. Realizing this, active means are being taken to develop this local market, through personal canvassing.

Major J. B. Morison and Thos. H. Nicholls, of the land department staff, will be the Company's travelling representatives, in this undertaking, with headquarters at Humboldt, Saskatchewan, and Lloydminster, Alberta, respectively.

Last season, the Major and Tom traversed the wilds of Northern Manitoba and Saskatchewan, inspecting Company's land, as yet beyond the frontier. This year, instead of wagon or "mare's shank," the boys will each have a Ford; as against "sow belly and beans" there will be the farmer's table heaped with good things; as a contrast to last year's study of Nature will be this year's study of Human Nature.

The newly appointed travelling representatives take with them the best wishes of the land department. They are each fortunate in combining shrewdness and good judgment with a genial disposition which should make them many new friends and add materially to the Company's business. C. E. Joslyn

Land Department Boy's Training at Y.M.C.A. to Excel in Sports

By F. N. NICHOLSON

KEEN interest in Y.M.C.A. training is noticeable among the land department staff this year, due to the encouragement lent to the idea by the Land Commissioner, who has been instrumental in getting the Company to contribute to the Association, on behalf of the land department, a subscription sufficient to cover six membership fees.

The men who have taken advantage of these memberships are already starting to train at the "Y.M." in anticipation of the summer activities. It

behooves the members of the Company" various other Winnipeg staffs to look well to their laurels in the athletic competition during the coming summer.

One member of the land department staff, who is taking an indoor golf course under a professional instructor, states that he has been able, by this means, to considerably improve his "style." He does not, however, make reference to any improvement in his vocabulary, and the reader is reminded that any persuasive verbiage that this enthusiast may possibly be heard to invoke on the links during the ensuing season should not necessarily be attributed to the coaching received at the "Y."

EDMONTON

Retail Store Notes

Mr. F. F. Harker, general manager of the store, left on an extended visit to the East. Business in connection with the Company's interests will necessitate Mr. Harker's absence from the store for five weeks or so. Mr. McKenzie, assistant manager, will hold the reins during this period.

Miss Bessie Ogilvie, who resigned her position in the trimming department to reside at Vancouver, has again returned to Edmonton and has once more taken up her former duties.

Miss Cameron we feared at one time would have nervous prostration during the absence of Mr. Briggs, but she came through the ordeal of supervising splendidly and proved more than equal to the task.

Miss Hattie Stevens is another "right-hand-man" who has successfully filled the breach during the absence of Mr. Walker, buyer of the china and hardware sections.

Miss McDonald, of the millinery section, was guilty the other day of an unpardonable act of cruelty. She was seen to deliberately stick a hat pin into a sailor.

Miss Ruth Williamson, stenographer in the advertising department, has resigned her position in order to return to her home in Duluth, after fourteen months of faithful service.

Mr. Secord, buyer for the ladies' ready-to-wear section, left for the Eastern markets and will be away some weeks.

Mr. Briggs, buyer for the ladies' waists, underwear and children's section, returned from an extensive buying trip.

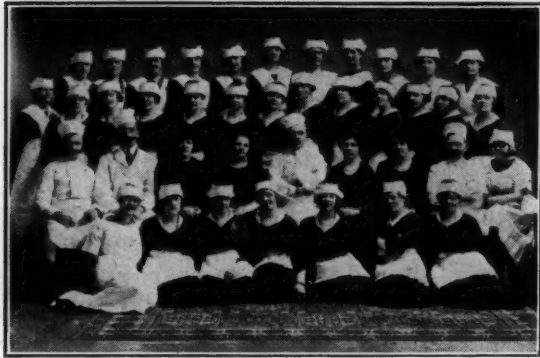
Mr. Harvey, buyer for the furniture department, also returned from a profitable buying trip.

Mr. Walker, buyer of the china and hardware department, has just returned after five weeks' absence in the Eastern markets.

Mr. Florence, late buyer for the staples and dress goods sections and recently appointed buyer for the new H.B.C. Victoria store, has just returned from Europe. He reports a decided drop in the prices of all lines of merchandise.

Miss Dora Phillips, an April bride-to-be, was presented with many beautiful gifts from her fellow employees in the office and the buyers, the gifts including many fine pieces of linen, cut glass and silver.

VANCOUVER



The Man Behind a Delightful Cuisine

THE pictured group represents the staff of the *Imperial Restaurant*, cozy dining hall of the Hudson's Bay Company in Vancouver. This department of the store's service has an average of 3500 meals monthly to its credit, with a maximum of 47,253 meals served in the month of December last. The very able chef is a native of Switzerland. He caters to the fancies of Vancouver's "epicures," and gives a good account of himself to "tourists" from all parts of the world as they pass through Vancouver. Mr. Knechtle (at the centre of group) was born in Lausanne in 1883, being apprenticed at the age of seventeen at the famous *Beau Revage Paris*, Lausanne. Afterwards, on emigrating to the new world he served in distinguished restaurants and hotels of New York, Chicago and Toronto.

He entered the service of the Company for the opening of the beautiful *Elizabethan Room* in the Calgary store in August, 1913, and came to Vancouver to take charge of the pleasant dining rooms which are so familiar to this store's clientele, with their air of quiet comfort, and memories of good meals perfectly served.

Luncheon to Elevator Girls

THE Vailima Samoa, North Vancouver, pretty home of Mrs. R. Harpur, was the scene of a dainty luncheon when her daughter Bessie entertained the H.B.C. elevator girls. Covers were laid for eight. Among those present were Miss Crowder, Miss Keene, Miss Macindor, Miss Harpur, Mrs. Clay, Mrs. Rowe, Mrs. Mackinnon and Miss U. Harpur. A most enjoyable time was passed by the guests.

End-of-Season Dance

THE closing dance of the season in connection with the social side of our Association was held the 31st of March. There were about 350 members and friends present. The dance was held in the Navy League Auditorium and at the request of several of the young lady members was made a "Calico Dance."

Fishing for Real Fish

By F. S. GARNER

I'VE never claimed that fishing was one of my accomplishments. In fact my tastes run to something with a little more "life" in it. The idea of a man going away at some week-end with another fellow or two in a canoe filled with sandwiches and drinks, both hard and soft, has always seemed to me a selfish thing. I have always preferred the football or cricket ground or a tennis court, selfishly, of course, because women played the part of spectators. But if the catching of three or four pike weighing about five pounds each makes a man a good fisherman I guess I must be a "humdinger."

In the very little experience I've had in fishing either with a piece of bent pin on the end of a piece of cotton or with rod or reel or the more gloriously exhilarating exercise of pulling through the water about sixty fathoms of line and a spoon with hooks on it, I have got 'em beat a mile.

At Savary Island five years ago I caught six salmon in about thirty minutes. Whether it was the cunning of my throwing in the line or not, or the anxiety of the fish to make me believe I was a good fisherman, I do not know. On one occasion, having just thrown the spoon into the water, a beautiful thirty-pound spring salmon swallowed the whole spoon in his hurry to oblige me.

Another memorable fishing event, and one I shall never forget, was when with quite a party I boarded a little "canoe" of some two thousand tons and went gliding over the sad sea waves somewhere near the Gulf of Panama. I well remember getting into a school of porpoise, and just as though we had been acquainted one with the other for years past, every time I dropped my line with a little piece of white ribbon or rag on it, one of these fine-eating porpoises came to get acquainted. While I could not gauge the time exactly, I'm quite sure in much less than forty-five minutes I had brought aboard ten times as much weight of fish as our worthy friend Pugsley or our colleague, Brother Reeve, and had treated it so trivially that, unless these wonderful feats accomplished by our Winnipegger and Calgarian had not been so strongly featured, my little episodes would never have been brought to print.

The Word Experts

THE number of those who endeavored to solve Mr. Wilmot's word puzzle was surprisingly large, passing all expectations. Much time and effort, apparently, was devoted to the subject; and *The Beaver* feels assured that browsing through the dictionary has not been a waste of time for the many who attempted a solution of the puzzle. Probably there is not one but that has a larger vocabulary than before. Following are the names of those readers in H.B.C. service who returned a correct solution and those who were 80 per cent. right or nearer:

Correct

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Miss G. Pritchard, Head Office.
R. A. Talbot, Norway House Post.
Dorothy C. Woods, Fort William, Ont.

Land Department

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Mr. R. E. Evans.

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Miss Alice Bryant, Adjustment Bureau
Mrs. E. M. Hollier

J. R. McIntosh Won Success in Edmonton District

*H.B.C. Edmonton Land Agent Pioneered as
Farmer and Real Estate Man in West*

By J. PREST, Associate Editor



J. R. McINTOSH

MR. McINTOSH, in charge of H.B.C. Edmonton land office, was born in 1880, on a farm near Sherbrooke, Quebec. Coming from what is known by all tourists as one of the beauty spots of Eastern Canada, the St. Francis valley, there is little wonder that it required the first year of his residence in Alberta to definitely decide that Edmonton on the banks of the Saskatchewan closely rivalled his old home in scenic beauty and that the rich black loam and productive qualities of the Alberta soil far excelled those of even the famous St. Francis valley.

Mr. McIntosh's first occupation was that of clerk in a livestock office in Montreal, where he spent the first three years of his business life. His health having failed him at the age of twenty, he went from Montreal to Colorado, where he served as clerk in a general store owned by a horse rancher. It was while in Colorado that Mr. McIntosh came to the conclusion that if the American west was good for one's health the Canadian west would be too, and having a natural desire to get back

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Not being possessed with much cash, Mr. McIntosh gladly accepted the first job offered him in Calgary, namely, that of a junior clerk in J. H. Ashdown's retail hardware store. In the fall, when he had saved enough money to take him to Edmonton, he asked for a week's holidays and made straight for what had been told him was the garden of Western Canada, the Edmonton district.

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During his farming operations, Mr. McIntosh built up a strong physical constitution and, having an opportunity to dispose of his farm to advantage, he did, and returned to Edmonton, where the lure of real estate speculation was attracting thousands of people from all quarters of the world.

In 1907 he opened up an office of his own and remained in business until 1920 when he was appointed land agent for H.B.C.

Mr. McIntosh has held several public offices in Edmonton, and in 1904 was the youngest justice of the peace in what was then the Northwest Territories (now the provinces of Alberta and Saskatchewan.) For the last three years he has been president of the Edmonton Exhibition Association.

Mr. McIntosh's father, the Honorable John McIntosh, widely known as "Honest John," died in 1904. Mr. McIntosh says: "The reputation for honesty of my late father has assisted me more than anything else, and it is the best asset and legacy a boy could be given.

"Conscience Money"

THE BEAVER has been requested to acknowledge in its columns the receipt of \$541.50 by the Company from an unknown debtor.

The amount was paid in two instalments accompanied by the following letters:

March 15th, 1920.

Enclosed please find \$300. Hold it for me. Will explain when I can.

Yours truly,

(Not signed).

April 14th, 1921.

Enclosed find \$241.50. I sent you \$300 a year ago. This makes a total of \$541.50, an amount indelibly fixed in my mind. This is principal and interest on an old promise to pay, or "debt of honor," with an old H.B.C. post long since closed and all parties knowing of this obligation have passed to the great beyond. To avoid publicity I have taken this method of reimbursement and knowing you have no record of the transaction at the same time I am relieving myself by justifying myself that my word was always good. With best wishes for the Company.

I am, respectfully,

A Sacred Pledge.

In view of the recent epidemic of repudiation and evasion of contracts, it is refreshing to find someone who has evidently been at pains for many years to accumulate sufficient to pay an old debt which had long since been written off H.B.C. books and forgotten. Officers of the Company regret that this individual has chosen to remain anonymous as they would like to acknowledge the payment to him personally.



"Batching" at an Outpost in Lake Huron District
by A. B. Cumming, with apologies to
Geo. Souter.

**SASKATOON
WHOLESALE NOTES**

We had visits last month from Messrs. C. W. Veysey, A. P. Evans and A. Brock, of the Winnipeg office.

We have secured larger warehouse premises and are busy arranging the building so that we may move in about May 15th.

Mr. Albert Green, of our warehouse staff, is in the hospital suffering with internal trouble, a result of his imprisonment in Germany during the war.

Dave Grant is already putting in time at the golf links. Dave has a little on most of the players (we mean in height).

Morris Winters is offering his home for sale. He wants to buy or build a larger one. We do not know why, but time will tell.

Jefferson Thompson, the popular salesman of the general cigar company, paid this office a visit recently. Jeff. says this town is one of the best in the West, and we agree with him.

Prize Winners in Suit Problem

FOLLOWING are the names of those winning prizes for first correct solutions to the "suit selling problem" on page 26 of *The Beaver* for April:

Prize	Name	Dept.	City
1st	Conan Frayer	Executive	Winnipeg
2nd	A. Montgomery	Fur Trade	Winnipeg
3rd	A. Mills	Retail	Winnipeg
4th	Charles Tyrrell	Retail	Calgary
5th	May Megahy	Retail	Edmonton
6th	J. B. Morison	Land	Winnipeg
7th	Grace MacDonald	Retail	Vancouver

Solution of the problem:

1½	Salesmen	in	1½	hours	sell	1½	suits
1½	"	"	1	"	"	1½	
						1½	suits = 1 suit
1	"	"	1	"	"	1	
						1½	suits = ½ suits
6	"	"	10	"	"	6x10x2	= 40 suits
						3	

The Report for 1920

of the Great-West Life Assurance Company is now in print, and will be mailed to any interested person on request.

It records a year of remarkable success—success founded upon twenty-eight years of remarkable

RESULTS TO POLICYHOLDERS

Over \$256,850,000 of Insurance is now held in force by

The Great-West Life Assurance Company

Dept. "D 30"

Head Office: WINNIPEG

WINNIPEG

Wholesale—Depot



HIS "PLACE IN THE SUN" is here at divisional headquarters of H.B.C. wholesale department from which point of vantage the "Little Corporal" pumps ginger into his far-ranging cohorts of sales-getters. Our photo shows Mr. A. P. Evans, Manager of the Grocery, Tobacco and Confectionery Departments at his desk in the wholesale depot.

Mr. Vesey Entertains the Curling Wonders

A VERY enjoyable time was spent by the members of the Wholesale Curling Association on April 20th, at the home of our general manager, Mr. C. W. Veysey, the occasion being the distribution of prizes to the winning rinks. Progressive whist commenced the evening's fun. The following suggestions were placed on each table:

SUGGESTIONS FOR TO-NIGHT

If you are full of trouble, forget it!

We do not want to hear about that swell draw. Forget it!!

If the wife has been giving you—Forget it!!!

If you did win the game—Forget it!!!!

Judging by the fun and hilarity, everyone must have left their troubles behind. After whist, P. M. Rennie gave a rendering of his favorite, "A Wee Doc and Doris," and then Mr. Braidwood distributed the prizes as follows:

Alex. Thompson, first; C. W. Veysey, second; John Poitras, third.

Mr. and Mrs. Veysey, with a large number of the wholesale depot staff, enjoyed the Company dance April 11th.

Fishing While Overseas

By J. K. SEAL

THOSE of our readers who were not overseas may be interested to hear of our fishing in France and Germany. We had no elaborate tackle; that, of course, is understood, because we couldn't carry anything but kit. A pole, string for a line, a home-made float and hook and lots of sport. Even as our equipment was limited, so were our opportunities.

In 1915 the Yser canal gave us a certain amount of sport, until Fritz made things too uncomfortable with H.E.

From the Yser we went to La Bassee. This was a very quiet sector of the line for a time, and we made the most of it. Old timers of the 1st Division will remember the joys of bathing and fishing along the La Bassee, from Givenchy to Bethune. Roach and perch and carp were our general catch; not many, but enough to make things interesting. As food values, the fresh fish were priceless. Such a change from "bully" and hardtack! La Bassee was the last fishing place for some time. We were in the Ypres salient in 1916 (Sanctuary Woods). The Yser canal at this period was in a deplorable condition, the water stagnant and foul from the quantities of H.E. that Fritz had thrown over and also from corpses.

No fishing there, nor did we get any further opportunity until the division moved down to Albert district for the opening numbers of the Somme battles.

Even as times change, so does man and his ideas. At La Bassee we had thought only of fishing in the orthodox manner, a pole and line; on the River Ancre, time seemed too short, too fraught with possibilities and we used instead our old tried and trusty friends—Mills bombs.

This practice was just coming into use and we soon caught on. Over there you were either ahead of the other fellow or you were out of luck. I wonder how many of our readers went for a stroll from Gardners' Post near the creamery on the Ancre with a haversack containing a half-dozen hand grenades. Pull the pin, heave the grenade into the river, and in about four seconds—B A N G!—you then raked the fish ashore and got out of the neighborhood.

No further opportunity for fishing occurred until after the armistice, when after long, long days of marching (250-mile hikes) we arrived at the outpost line of the Cologne bridgehead, 30 kilometres from Cologne and the Rhine. Kalt-enbach was in the midst of one of the ex-Kaiser's game preserves, and fishing and hunting were easily obtained. The fish were mostly speckled trout, full of fight and as game as they make them, and most delicious eating. Good sport while it lasted, but we welcomed the news that meant our return, first to Blighty and then Canada.

Retail Store News

Congratulations are in order to Mr. Wilfred Lamoureau, who excited everyone around the delivery department and garage by gleefully announcing the birth of a bouncing boy.

And *The Beaver* hears that Mr. George Payne is the proud owner of a new daughter.

The Minister of Colonization has to announce the marriage on April 15th of Miss Louise Burstow, late of our mail order department, to Mr. Ewart Halford, of Boulter-Waugh's; also Miss Curwain's engagement to the best man in Winnipeg and Mr. Pugsley's—well, we don't know what exactly; one day he is in the seventh heaven of happiness and forgets to go home at night and the next day he seems to be experiencing something like 30° below zero.

Mr. Whalley Poured

April 29th at 12 o'clock noon the store dining-room was the scene of a very delightful affair. Among those present were Mr. Frankish, Mr. Whalley and Mr. Scott. All sat at a table—Mr. Whalley this side, Mr. Frankish that side and Mr. Scott over there. They partook joyfully of *potage a la reine*, *pommes de terre*, oysters on the hoof (perhaps), pie a la, and a lot of other high-sounding nourishment. Mr. Scott fed daintily from the far end of a silver fork and spoon—one at a time. Mr. Frankish spread butter with a knife. Mr. Whalley poured tea. In the ensuing *tete a tete* the income tax, the weather, the fair sex and other vitally important matters were discussed. A pleasant time was had. This is a daily noon occurrence, of course, but it is reported here because impression advertising is good for the restaurant sales volume.

A CHALLENGE!

"The Bears" duckpin team of Winnipeg store does hereby fling down the gage to a similar team in any of the Company's establishments, for a regulation game of tenpins or duckpins to be played simultaneously and results exchanged by telegraph the same evening. Rush your acceptance to the editor, *The Beaver*, Winnipeg—and don't of course, expect to win!



"The 'Jollies' that bloom in the Spring, tra la!"

Everyone should bear in mind that anything they may say will be used as evidence against them. You can't keep it out of *The Beaver*, so no use trying.

Mr. Sam Moore is a good citizen. He is remodelling his house, helping make the city easier to look at.

We have decided not to say anything about an event in the near future of Alice in Wonderland, because she is so bashful.

And it was equally as difficult to get an interview with Miss Marie Jenkins regarding the coupe and chapérone rumor.

Sam Beggs, the redoubtable bowler, has organized a store duckpin team—cognomen, "The Bears"—consisting of Messrs. Beggs (captain), Upjohn, Hughes, Dunbar, Cunningham, Bowdler and Pugsley. They are working like beavers to lead the league.

Don't laugh! Miss Watson fell downstairs at the Walker theatre the other evening. No casualties. The management thought the stairs could be repaired, so Miss Watson was released on suspended sentence, promising never to do it again.

Mr. Bill Parker, of the engineers, lost the end of his finger in a dispute with a strong-minded motor.

Miss Jean Cazel in the office is more bright-eyed than ever, these days. We wonder why all this happiness registered? Inquire delivery department!

Mr. Frankish never gets back from a buying trip without some allegation that he managed a very clever *coup*. It is becoming so common for him to do uncommon things that the impression is getting around that he secretly uncouples the last car of merchandise from trains bound elsewhere and consigns the stuff instead to Winnipeg.

Mr. Niven is training like a good fellow so as to be able to "lick the spots" off all comers when he punts the pigskin down the gridiron with Knox Football League this summer. You should just see his muscles when he wears his training suit at the Y.M.C.A. Wow!

Suspicion confirmed that the hardware and home furnishings masculinity is setting the fashion pace these balmy days with the ancient and honorable custom of wearing hard-boiled *chapeaux*. Someone should speak to them about this.

Mr. Campbell's lost tooth is provoking considerable inquisitiveness around the grocery.

It is not known whether *Mr. Drennan* has consented, but rumor has it that *Charles Johnson* is about to depart from single blessedness.

Every little diamond has a meaning all its own! For instance, there's the one that came to *Miss Booth* by mail from *Calgary*.

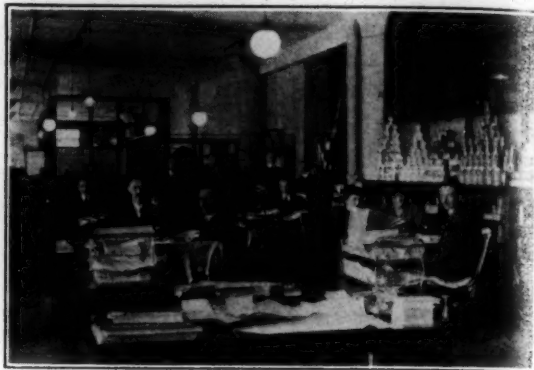
And the other one that *Miss Curwain* discovered, cleverly concealed in a box of chocolates the other day. Is everybody happy? Foolish question!

Our Winnipeg golfers are off for the season! *Mr. Sparling* and *Mr. Ogston* circumambulated the greening fairways and swatted the "pimpled pill" almost before the snow disappeared. That's getting away to a good start!

And all the tennis fans are aching to tease the ball while their feet are itching and squirming to get into cool white shoes. Awright—Les go!



A signal honor has been won by our *Miss Annie Long* in the recent Manitoba Musical Festival. She was one of the quartette to be awarded first prize, and in addition she won third prize award in the contralto solo class.



Sales Department, H.B.C. Wholesale—Depot

Land Dept. Notes

MR. H. F. HARMAN, Land Commissioner, has just returned from a business trip in the West, visiting Edmonton, MacLeod, Kamloops and Victoria.

New Mounts for Major and Tom

DEMAND for farm lands from local farmers is the foundation of the Company's farm lands business. Realizing this, active means are being taken to develop this local market, through personal canvassing.

Major J. B. Mcrison and Thos. H. Nicholls, of the land department staff, will be the Company's travelling representatives, in this undertaking, with headquarters at Humboldt, Saskatchewan, and Lloydminster, Alberta, respectively.

Last season, the Major and Tom traversed the wilds of Northern Manitoba and Saskatchewan, inspecting Company's land, as yet beyond the frontier. This year, instead of wagon or "mare's shank," the boys will each have a Ford; as against "sow belly and beans" there will be the farmer's table heaped with good things; as a contrast to last year's study of Nature will be this year's study of Human Nature.

The newly appointed travelling representatives take with them the best wishes of the land department. They are each fortunate in combining shrewdness and good judgment with a genial disposition which should make them many new friends and add materially to the Company's business. C. E. Joslyn

*Land Department Boy's Training at
Y.M.C.A. to Excel in Sports*

By F. N. NICHOLSON

KEEN interest in Y.M.C.A. training is noticeable among the land department staff this year, due to the encouragement lent to the idea by the Land Commissioner, who has been instrumental in getting the Company to contribute to the Association, on behalf of the land department, a subscription sufficient to cover six membership fees.

The men who have taken advantage of these memberships are already starting to train at the "Y.M." in anticipation of the summer activities. It

behooves the members of the Company" various other Winnipeg staffs to look well to their laurels in the athletic competition during the coming summer.

One member of the land department staff, who is taking an indoor golf course under a professional instructor, states that he has been able, by this means, to considerably improve his "style." He does not, however, make reference to any improvement in his vocabulary, and the reader is reminded that any persuasive verbiage that this enthusiast may possibly be heard to invoke on the links during the ensuing season should not necessarily be attributed to the coaching received at the "Y."

EDMONTON

Retail Store Notes

Mr. F. F. Harker, general manager of the store, left on an extended visit to the East. Business in connection with the Company's interests will necessitate Mr. Harker's absence from the store for five weeks or so. Mr. McKenzie, assistant manager, will hold the reins during this period.

Miss Bessie Ogilvie, who resigned her position in the trimming department to reside at Vancouver, has again returned to Edmonton and has once more taken up her former duties.

Miss Cameron we feared at one time would have nervous prostration during the absence of Mr. Briggs, but she came through the ordeal of supervising splendidly and proved more than equal to the task.

Miss Hattie Stevens is another "right-hand-man" who has successfully filled the breach during the absence of Mr. Walker, buyer of the china and hardware sections.

Miss McDonald, of the millinery section, was guilty the other day of an unpardonable act of cruelty. She was seen to deliberately stick a hat pin into a sailor.

Miss Ruth Williamson, stenographer in the advertising department, has resigned her position in order to return to her home in Duluth, after fourteen months of faithful service.

Mr. Secord, buyer for the ladies' ready-to-wear section, left for the Eastern markets and will be away some weeks.

Mr. Briggs, buyer for the ladies' waists, underwear and children's section, returned from an extensive buying trip.

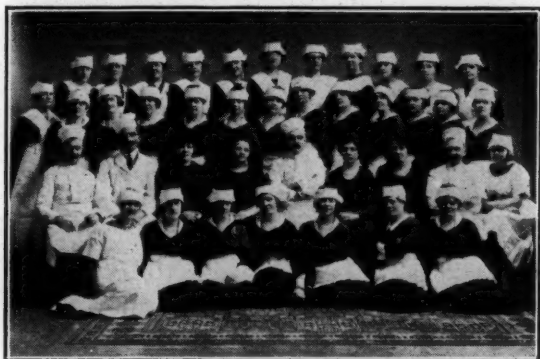
Mr. Harvey, buyer for the furniture department, also returned from a profitable buying trip.

Mr. Walker, buyer of the china and hardware department, has just returned after five weeks' absence in the Eastern markets.

Mr. Florence, late buyer for the staples and dress goods sections and recently appointed buyer for the new H.B.C. Victoria store, has just returned from Europe. He reports a decided drop in the prices of all lines of merchandise.

Miss Dora Phillips, an April bride-to-be, was presented with many beautiful gifts from her fellow employees in the office and the buyers, the gifts including many fine pieces of linen, cut glass and silver.

VANCOUVER



The Man Behind a Delightful Cuisine

THE pictured group represents the staff of the *Imperial Restaurant*, cozy dining hall of the Hudson's Bay Company in Vancouver. This department of the store's service has an average of 3500 meals monthly to its credit, with a maximum of 47,253 meals served in the month of December last. The very able chef is a native of Switzerland. He caters to the fancies of Vancouver's "epicures," and gives a good account of himself to "tourists" from all parts of the world as they pass through Vancouver. Mr. Knechtle (at the centre of group) was born in Lausanne in 1883, being apprenticed at the age of seventeen at the famous *Beau Revage Paris*, Lausanne. Afterwards, on emigrating to the new world he served in distinguished restaurants and hotels of New York, Chicago and Toronto.

He entered the service of the Company for the opening of the beautiful *Elizabethan Room* in the Calgary store in August, 1913, and came to Vancouver to take charge of the pleasant dining rooms which are so familiar to this store's clientele, with their air of quiet comfort, and memories of good meals perfectly served.

Luncheon to Elevator Girls

THE Vailima Samoa, North Vancouver, pretty home of Mrs. R. Harpur, was the scene of a dainty luncheon when her daughter Bessie entertained the H.B.C. elevator girls. Covers were laid for eight. Among those present were Miss Crowder, Miss Keene, Miss Macindor, Miss Harpur, Mrs. Clay, Mrs. Rowe, Mrs. Mackinnon and Miss U. Harpur. A most enjoyable time was passed by the guests.

End-of-Season Dance

THE closing dance of the season in connection with the social side of our Association was held the 31st of March. There were about 350 members and friends present. The dance was held in the Navy League Auditorium and at the request of several of the young lady members was made a "Calico Dance."

Fishing for Real Fish

By F. S. GARNER

I'VE never claimed that fishing was one of my accomplishments. In fact my tastes run to something with a little more "life" in it. The idea of a man going away at some week-end with another fellow or two in a canoe filled with sandwiches and drinks, both hard and soft, has always seemed to me a selfish thing. I have always preferred the football or cricket ground or a tennis court, selfishly, of course, because women played the part of spectators. But if the catching of three or four pike weighing about five pounds each makes a man a good fisherman I guess I must be a "humdinger."

In the very little experience I've had in fishing either with a piece of bent pin on the end of a piece of cotton or with rod or reel or the more gloriously exhilarating exercise of pulling through the water about sixty fathoms of line and a spoon with hooks on it, I have got 'em beat a mile.

At Savary Island five years ago I caught six salmon in about thirty minutes. Whether it was the cunning of my throwing in the line or not, or the anxiety of the fish to make me believe I was a good fisherman, I do not know. On one occasion, having just thrown the spoon into the water, a beautiful thirty-pound spring salmon swallowed the whole spoon in his hurry to oblige me.

Another memorable fishing event, and one I shall never forget, was when with quite a party I boarded a little "canoe" of some two thousand tons and went gliding over the sad sea waves somewhere near the Gulf of Panama. I well remember getting into a school of porpoise, and just as though we had been acquainted one with the other for years past, every time I dropped my line with a little piece of white ribbon or rag on it, one of these fine-eating porpoises came to get acquainted. While I could not gauge the time exactly, I'm quite sure in much less than forty-five minutes I had brought aboard ten times as much weight of fish as our worthy friend Pugsley or our colleague, Brother Reeve, and had treated it so trivially that, unless these wonderful feats accomplished by our Winnipegger and Calgarian had not been so strongly featured, my little episodes would never have been brought to print.

CALGARY

Retail Store Notes

Mr. and Mrs. R. W. Gibson are rejoiced at the birth of a baby girl, "Joan," on March 21st, 1921.

Miss C. Steven left the service of the Company to take up nursing after two years' service with the audit department. As a remembrance, members of the staff with which she was connected presented her with two pieces of French ivory.

Mr. and Mrs. R. Sinclair are rejoiced over the birth of a daughter, April 3rd, 1921. Everyone has noticed the smile on Mr. Sinclair's face as he drives up and down the elevator.

Miss N. Morris, of the credit department, has returned to business after a week's illness.

Mrs. M. Moddie, of the accountant's office, has returned safe and sound from a four month's trip to Ireland.

The Furniture Situation

By GEO. SALTER

AT no other time in my experience have I found the furniture market in such an unsettled condition. There seems to be no set price on anything. The majority of factories are working with half usual staff, at short hours; and while wages have been reduced slightly, the factories find themselves with very much increased overhead expenses owing to the very small output.

Prices will no doubt be lower in the July price lists; in fact we expect a very substantial reduction.

Many beautiful new designs of bedroom and dining room suites are now in process of manufacture and will be ready for fall delivery.

The Canadian factories are manufacturing furniture now equal in design and finish to anything on the continent and I believe we will be money in pocket in more ways than one if we insist on having only Made-in-Canada furniture.

Calgary Store Gets Publicity "Tie-up" with Made-in-Canada Week

THE H.B.C. Calgary store recently carried out a selling scheme built upon "Made-in-Canada" merchandise. Advertising, windows, show cards and department displays closely co-operated in the successful execution of the plan.

The Goodyear Tire Company were approached and they agreed to loan fifteen tires, one for each window. The tires were a novelty in themselves, being the hugh truck-size pneumatics.

A tire was placed in the centre of each window with appropriate wording on a neat card, thus: One window was of women's sport skirts. The slogan was—"Grow healthily 'tire-d' outdoors in one of these Made-in-Canada Sport Skirts." Another for a fabric window read, "Make up your Spring 'At-tire' from these Made-in-Canada Fabrics." Another for blankets was, "'Re-tire' under these cosy Made-in-Canada Blankets."

In the centre of each pane of glass, at a height of six feet, where cards shaped and printed in the form of a wreath of maple leaves. At the top was the word WHY? and lower down the sentence—"Buy Canadian-Made Goods," followed by the word in bold letters "BECAUSE," and then twenty-eight appropriate reasons followed, one for every card used. We quote a few:

BECAUSE

It is patriotism put into practise.

The dollar will come your way again.

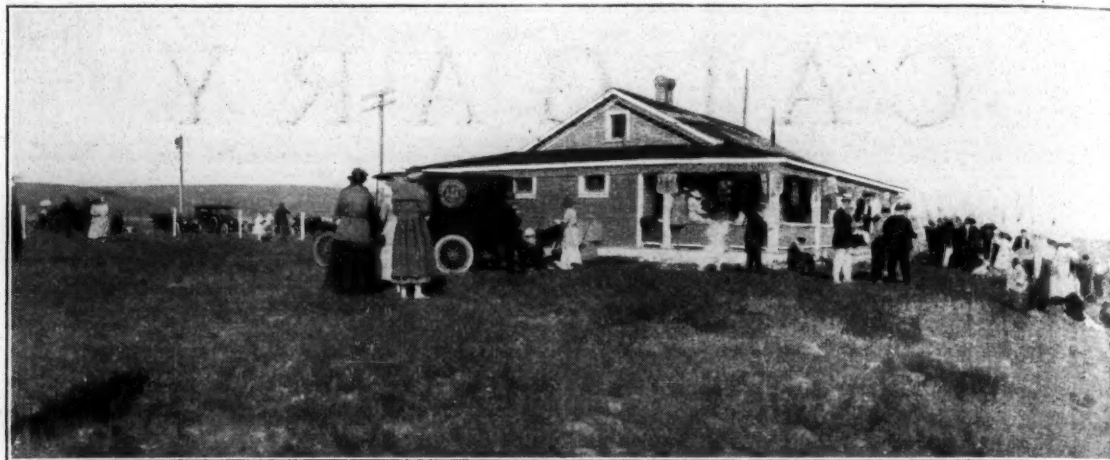
The factories help pay our taxes.

Canadian workmen will be kept working.

You can save \$1,000,000 in exchange for 1921.

Canadian Goods are as good as the best.

The windows proved a decided attraction to the public and the majority were seen to walk around the entire stretch of windows in order to read the different slogans.



A Good Club House and Ideal Sports Facilities within easy reach of the Store.

New Life for Calgary H.B.A.A.A.

*Big March Social Gathering in Store
gives Impetus to all Sports*

By LOU DOLL

WITH a resolve to continue athletics for H.B.C. Calgary store employees, the H.B.A.A.A. annual banquet, dance and whist drive was held in the store March 29th. About six hundred employees and several guests sat down to the banquet. After the staff had dined, a good concert programme and short speeches were enjoyed by all. The evening was successfully terminated by a dance and whist drive.

The guests of the evening included such well known figures as Col. Pearkes, V.C., who gave a short talk on sport that kept the big crowd at attention for some time. Bruce Robinson, president of the Calgary Board of Trade, was also present at the affair and his address was well taken by the employees. Mr. A. S. McKay, owner of the athletic grounds used by the Company's staff, was present at the banquet, as was Mr. A. Hanna, Company's solicitor.

The short talk given by Col. Pearkes, V.C., was one of the premier events of the evening. The colonel's speech was in part as follows:

What Sport Has Meant

"Few people appreciate what sport has really meant to this nation," said the colonel. "With trained sportsmen Great Britain and her allies overcame

a technically trained force amassed by Germany. Sport is nature's own training-ground and we find it in all walks of life." Continuing, the speaker referred to the fact that a kitten, a pup, a colt, in fact all animals, when young, play and romp about. He said they were training themselves for future activities and so it was in the case of sport for mankind. He appealed to the employees on behalf of the H.B.-A.A.A. to join forces with the association and help in promoting the interests of the club throughout the season. He urged them to forget the "movies" and dances for a while each week and turn out in the open air and benefit by the exercise gained in different sports as provided by the association.

The concert programme presented by the employees themselves was of a high calibre and enthusiastically received by all present.

Miss Julia McColl, a talented vocalist, gave a pleasing solo, which was encored, and she favored the guests with another delightful rendition.

The "Two Macs," Macleod and MacDougal, scored a decided hit in their duet at the piano.

Miss Cakebread and Miss Boucher also gave an excellent vocal duet and were well received.

Officers elected for the coming year in connection with the Athletic Association were—President, J. M. Gibson; vice-president, J. S. Smith; secretary, Frank Reeve; treasurer, R. W. Mason.

Ten of the store's best boosters were elected as executive committee.



The Opening of H.B.C. Calgary Athletic Grounds, June, 1918, was well attended.

Every H.B.C. Employee Should belong to H.B.A.A.A.

By F. R. REEVE

THE purpose of the Athletic Association is to provide healthful outdoor recreation, relaxation and social entertainment for all its members. But there is also another phase of the activities of our Association, a side that has a direct bearing on the business activities of the Company. I refer to the spirit of friendliness and co-operation that must result from gatherings of employees on the common ground of good fellowship.

To illustrate: A group of twenty-five or thirty men of the staff got together as a curling club last winter. This group included the general manager, merchandise manager and several other executives. During the winter each rink in turn met and played every other rink, and this little club became the most friendly aggregation one could imagine. We all got to know well many members of the staff that hitherto had been but nodding acquaintances.

In one hotly contested game I heard one of the staff complimenting our worthy general manager in terms of warm commendation. This enthusiast, as well as every other man in the curling club, had found that Mr. Gibson as a curler was considerably different from Mr. J. M. Gibson, the general manager, and who can doubt that such a feeling was not extended to the daily business life with a willing co-operation based on the friendly feeling created by

constant intermingling on the rinks.

To see J. S. Smith, merchandise manager, dancing a "backwoods breakdown" on the ice, accompanying himself by wild yells, is to get a very different opinion of him in his everyday life in the store; or to see and hear J. McGuire, the superintendent, who refuses to stand after throwing a rock, preferring to recline instead on that part of his anatomy designed to rest tired feet, is a sight that makes you look at him in a much different light than you'd look at J. McGuire, the store superintendent.

To get away from business occasionally and meet as members of the H.B.A.A.A. is without doubt one of the greatest factors in promoting co-operation amongst all ranks.

To every head of a department it might be said: "Get out and meet your staffs on other than a business footing. Attend the athletic events, attend the dances, whist drives, concerts and other social functions of the A.A. Get to know the boys and girls working under you, not as a boss, but as a friend and a fellow member of the A.A. Let them know you too in the same light. Interest yourself in them apart from the business relationship and you'll find that the business relationship will be the pleasanter for it.

The A.A. can do all this if you will each take your membership in the spirit for which it was intended. If an association is productive of so much that is desirable in an organization such as ours, is it not worthy of the greatest possible support you can give it—*your membership and co-operation.*

H. B. C.
Covers the North



*H. B. S. S. "Nascopie"
in the Icefields,
Hudson Straits*

Complete Outfits and Travel Information

*For Sportsmen, Prospectors,
Explorers, Tourists, Campers*

NORTH COUNTRY travellers have looked to H.B.C. during 200 years for dependable and suitable outfits and supplies. Today, our large departmental stores and posts—extending from the Atlantic to the Pacific and from the International Boundary to beyond the Arctic Circle—are always ready to care for the needs of the hunter, prospector and tourist.

H.B.C. SERVICE INCLUDES: Letters of credit, furnishing of guides and canoemen, arranging of transport via H.B.C. steamer and information about routes in all parts of Canada and the Northwest Territories. **KINDLY ADDRESS ALL COMMUNICATIONS TO THE FUR TRADE COMMISSIONER, WINNIPEG**

Incorporated



A. D. 1670

Hudson's Bay Company
